KRIHS Gazette

SPACE & ENVIRONMENT
January 2008, Vol. 30

SPACE & ENVIRONMENT is primarily intended to help foreign experts and professionals in relevant fields understand overall present situations of spatial planning and policy of Korea, and published quarterly by KRIHS.

KRIHS is a government-sponsored research institute founded in 1978 to carry out research on territorial planning and policies of Korea.

Study on the 2007 Balanced Development Impact Assessment

Objectives and Grounds for Assessment

The Balanced Development Impact Assessment (BDIA) was introduced in 2005 with the intent to assess the impact of publicly financed projects on balanced national development and enhance the contribution of public investment to a balanced development. Article 4 of the Enforcement Decree of the National Finance Law (BDIA of Publicly Financed Projects) stipulates that pursuant to Item 6 Article 8 (Performance-oriented Budget Operation) of the above Act, the Minister of Planning and Budget is allowed to assess the impact of major publicly-financed projects on balanced national development. Coupled with this, the 2007 BDIA has been carried out according to detailed assessment procedures and implementation plans stated in the Detailed Implementation Guidelines to the 2007 BDIA (April 30, 2007).

Assessment System

In 2005 when the BDIA was first introduced, the Ministry of Planning and Budget instructed the detailed implementation guidelines along with the assessment for the pilot assessment of balanced development impact. However, as problems were raised concerning objectivity and professionalism in the assessment results, since 2006, the BDIA Panel has been created in order to effectively and objectively conduct the assessment. The panel is composed of experts in various fields including transportation, economics, society and industry with KRIHS playing the major role.

Panel members were recommended by the Presidential Commission on Balanced National Development and government-sponsored research institutes with more than 50% of them allocated for those from provincial areas or non-capital regions. In a bid to achieve consistency in assessment, more than 80% of those from the 2006 panel were reappointed to the 2007 panel. For an effective

operation, the panel members were divided into three groups according to their expertise and relatedness to the projects. Group meetings for project reviews and assessment results production were held separately from general meetings.

- Group A: Regional Development, Transportation, and Ocean and Fisheries (4 persons)
- Group B: Industry and Natural Resources, Small to Medium-sized Enterprises, Information and Telecommunication, and Science and Technology (4 persons)
- Group C: Health and Welfare, Environment, Education, and Culture and Tourism (4 persons)

Assessment Panel Operation

Roughly, the assessment panel carried out the following three tasks:

First of all, they performed, referring to the 2007 Detailed Implementation Guidelines to the BDIA, assessment on appropriateness of the balance indicators and year-by-year objectives suggested on the self-assessment checklist for the target projects as follows:

- General assessment on the entire projects: All the panels get involved in the assessment, and the assessment results are divided into three categories, A, B and C with the proportion of 20%, 60% and 20% respectively.
- Detailed assessment on projects of the group: Panels from the group concerned only perform assessment by dividing the assessment items into five categories.
- Each group comes up with reviews on each individual project and general opinions.

Weight was given to the general assessment and detailed assessment for each group by one to two. Then, the scores were calculated and combined. On the basis of the combined score, the assessment results were divided into four categories: over 85 points A, 84~70 B, 69~55 C and below 54 points D.

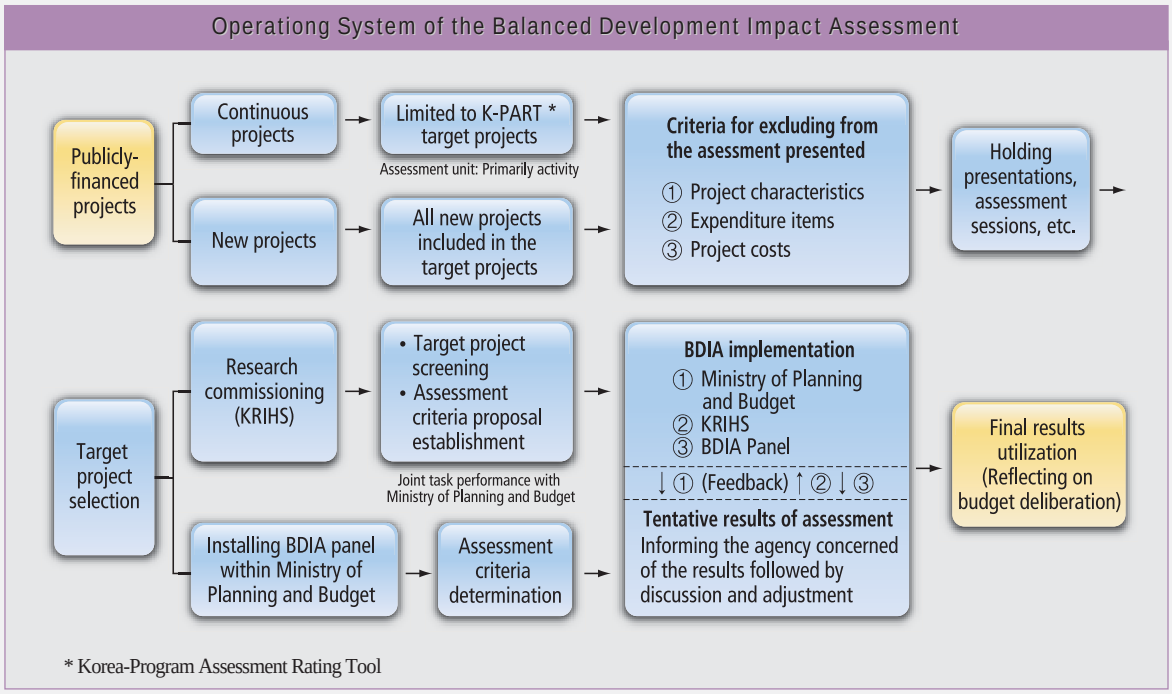
Secondly, the panel reviewed the achievements of the projects implemented under the 2006 BDIA, and lastly, they advised KRIHS concerning the 2007 BDIA satisfaction survey, and performed a comprehensive review of the methods of improving the BDIA.

Assessment Methods

Under the BDIA, target projects were categorized into continuous projects and new projects according to the assessment tables and assessment criteria agreed on and confirmed by the panel. The assessment methods

Assessment Items on the Checklist

Detailed Assessment on Projects based in Non-capital Regions	Propriety Assessment on Projects Newly Located in the Capital Region
① Whether balance indicators set for project concerned exist or not.	① Inevitability for urban function improvement of capital region
② Achievement of year-by-year objectives of indicators set during five-year period	② Need to be located in capital region for national competitiveness
③ Whether implementation plans of objectives of balance indicators exist or not.	③ Locating into non-capital regions is disadvantageous in terms of financial burden.
④ Possibility to achieve objectives of balance indicators	④ In terms of procedures, locating in capital region is appropriate.
⑤ Improvement degree of people's quality of life due to project concerned	⑤ Impact degree on population increase in capital region
⑥ Impact of project concerned on regional socio-economic revitalization	⑥ Impact on economic concentration such as business influx and excessive economic concentration
	⑦ Generation degree of social costs such as traffic congestion and environmental contamination



were divided into a general assessment and detailed assessment for each group. The assessment tables were classified into three as follows: a table for general assessment on the entire projects, one for detailed assessment on projects located in non-capital regions, and one for propriety assessment on projects newly located in the capital region. The assessment items upon projects of capital and non-capital regions are illustrated in the above table.

Target Project Selection

Assessment has been performed primarily on projects that are highly relevant to balanced development such as those targeting regional development and industrial promotion while those expected not to have any beneficial effect from the assessment have been excluded. The target projects in 2007 were 35 projects of 10 agencies. To be specific, 21 projects of 8 agencies were continuous projects. They were selected from this year's publicly-financed projects of self-assessment, and R&D projects which totaled 851. Fourteen projects of 6 agencies were new projects selected from a total of 570 new projects having required budget allocation in 2008. In 2006, the assessment was performed on a total of 87 projects from 15 agencies with 67 of them continuous and 20 new projects. The operating system of the BDIA is illustrated in the figure on page 3.

Implications

The 2007 BDIA is significant since it recommends projects not having decided on their location move to non-capital regions to remedy concentration in the capital region and push for balanced national development. Also, it suggests appropriate indicators of balanced development and year-by-year objectives for each individual project along with methods to improve the BDIA system. In order for the BDIA to be securely established, it is necessary to insert a clause stipulating the BDIA system into the Special Act on Balanced National Development and the Enforcement Decree. This is intended to have a secure assessment system in place, further strengthen incentives and post-assessment management following the assessment and enhance the effectiveness of the assessment with continuous training and system maintenance.

Young-Pyo Kim (ypkim@krihs.re.kr)
Se-Il Byun (drbyun@krihs.re.kr)
Sang-Yeon Lim (sylim@krihs.re.kr)

Strategies for Airport City Development

Need for Airport City Development

In the past, cities formed around ports, railways and highways. Now in the globalized 21st century, we are transferring to the airport-oriented era and cities are forming around airports. In order to brace for the sharply increasing demand for airports worldwide and preoccupy the hub airport function, countries are increasingly becoming interested in development of airport outskirts, thus making the most of the airport as well as airport logistics and transportation. They are eager to expand airport facilities, secure financial resources for better customer services and provide facilities with various attractions for a profit model not related to aviation, with the intent to promote customer satisfaction, and create ripple effects on regional economies.

Based on this demand, competition among airports is getting fiercer for attracting high value-added high-tech industries as a national economic growth engine. Under this backdrop, the competition is further deepening in East Asia, in particular, thus raising the need to construct the Airport City. Many countries in the region increasingly recognize that areas surrounding airports are a crucial location for national economic growth, and are promoting development of the Airport City equipped with functions of logistics, tourism, conventions, commerce and high-tech industries altogether.

Concept of the Airport City

The Airport City is a clustering of leisure, business, hotel, exhibition and convention functions that meet customers' need, and constructed where logistics, transportation, capital and information, which are necessary for urban and national development, move the fastest. It is a complex, futuristic city creating high added-value in addition to existing movement of passengers and logistics.

A city of this concept is categorized, according to the function, scale and affected area, into an Airport City, Aerotroplis and Airport Corridor. All can be regarded as an airport cluster in which industries requiring favorable accessibility, and speedy and swift handling of work processes, and those where the high frequency movement of people or goods are centered around the airport.

First of all, the Airport City is a city formed on the airport outskirts primarily closer to airport terminals. The city performs a similar function to the central business district of a metropolitan city and handles the demand of passenger transport and logistics. It is connected to the airport via a beltway network. Secondly, the Aerotropolis is a city in which aviation and high-tech high added-value industries are clustered within a 20-km radius of an airport, along with supporting residential facilities, linked to the airport via expressways and railways. Lastly, the Airport Corridor refers to areas between the airport and the supporting cities. It is created as a themed city covering a number of towns, and connects the cities with the airport via expressways and railways.

Airport City Development Overseas

In Europe

In stable Europe, the focus is put on expansion of existing facilities instead of airport development. Targeting the growth of the entire region, they consider users most upon devising development plans for the airport and its surrounding areas, so as to minimize environmental problems inflicted to neighboring communities and provide quality services.

- **Schiphol International Airport of the Netherlands** The Business City Schiphol is the business hub of Europe with airport-related industries and prestigious multi-national corporations moved in.
- **Vantaa Airport of Finland** Taking advantage of the status as the hub airport in Northern Europe, Finland is developing a cutting-edge R&D complex in the Aviapolis nearby the airport.
- **Charles de Gaulle International Airport of France** France is trying to boost the economy of the entire region by locating hotels, exhibition halls, and marketing and educational facilities in the Rossy Pole area.

In the U.S.

In a bid to brace for growing aviation demand, some 60 of the 100 largest airports of the U.S. plan to newly build or expand their facilities so that the airports may carry out airport-related functions and tasks as a secondary central business district of the region.

• **Dallas International Airport** With the intent to attract multi-national corporations while making the most of the airport, they have developed a large commercial complex with the combined residential, leisure and production functions in Las Colinas to the southeast of the Dallas Airport.

• **Denver International Airport** An Airport City has been constructed as a way of utilizing the existing Stapleton Airport introducing the complex functions of R&D, education, residence and leisure. That is, to the Gateway district, residential and commercial functions along with airport-related industries have been introduced and to the Commerce City, university, conventions, medicine and business functions have been introduced.

• **Detroit Airport** The Wayne County Aeropolis has been formulated between the Metro Airport and the Willow Run Airport. It has been introducing international business, and residential and industrial facilities to the area for regional economic growth and job creation.

• **Las Vegas Airport** The city has now securely established itself as a global entertainment city by transforming itself from a city of gambling and entertainment into a business town through a successful hosting of global conventions in the late 1980's.

In Asia

In Asia, most of the new airports under construction are targeting the hub airport. The nations are intensively distributing to areas surrounding airports various facilities such as logistics and industrial complexes, tourism and leisure complexes and commercial and business facilities, aiming to make the most of airport development as well as to support the airport.

• **Chek Lap Kok Airport of Hong Kong** The Sky City has been constructed nearby the airport with a view to promote the economy, trade and tourism industry. Backed by the growing demand for aviation, the airport is fortifying its role as the gateway to China and establishing the status of a regional airport hub.

• **Beijing International Airport** China has introduced international commerce, residential facilities, airport complexes and free economic zones to the Capital Airport City, thus formulating a logistics hub and transfer system in preparation for the upcoming Beijing International Olympic Games.

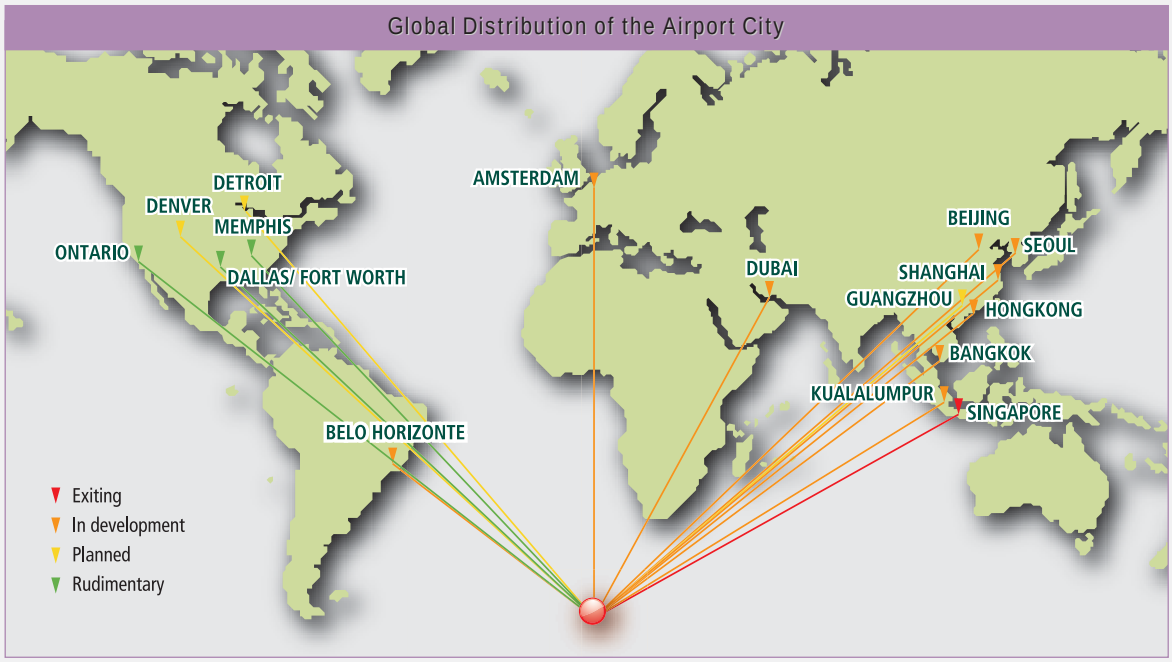
• **Changi Airport of Singapore** In order to make the most of the status as the airport hub connecting Asia, Europe and Oceania, Singapore has constructed supporting cities for the airport including the Changi Point and formulated a commercial and airport-related industrial complex. In particular, in Sentosa island, five areas have been designated as a specialized themed area for strengthening tourism.

• **Dubai Airport** The world's largest complex of airport-related industries, financial services and tourism facilities are under construction in Dubai. Also, free economic zones, golf-courses, medical and office buildings and mega-malls are under construction along with various tourism-leisure resources to attract tourists.

• **Macau Airport** In the Cotai region, reclaimed land between Taipa and Colon islands nearby the airport, a large resort complex has been built and various functions including casinos, hotels, convention halls and business and shopping centers are being constructed.

Type of Airport Cities

Category	Airport City	Aerotropolis	Airport Corridor
Definition	Developing both airport and the properties	Developing separate properties surrounding airport	Developing both properties and the infrastructure (roads and railways)
Location	Central Airport	Within a 2-km Radius of Airport	Between Airport and a City
Developer	Korea Airports Corporation	Private Developer	Infrastructure Developer
Scale	Regional	Regional	Urban



Source: Rise of the Aerotropolis, Greg Lindsay, viewed July 2006 <http://www.fastcompany.com>.

The Genting Highland near the Kuala Lumpur International Airport of Malaysia, and the Pacific City surrounding the Kansai International Airport of Japan are other examples of the Airport City under construction in Asia.

Implications

Countries around the world are becoming increasingly aware that airports and the surrounding areas are the optimal locations for growth engine industries in the future, and, accordingly, all out to develop airports and their outskirts. The development goes beyond current transportation and logistics functions and is directed towards development of the Airport City to which various complex functions are to be introduced. To enhance self-sufficiency, various services related to the airport are provided in the city. In particular, recently developed large airports around the globe tend to extend into the surrounding areas and make the most of the areas to create aviation demand. In a bid to attract businesses, they are establishing various strategies in collaboration with the community and providing a range of incentives for airport outskirts revitalization.

Asian countries are aggressively pushing for Airport City construction. Further, globally, the construction is concentrating in Asia which has explosive potential of tourism demand increase in the future, and accordingly, competition is expected to deepen. In this regard, in order to get the upper hand in the competition for the hub airport in Northeast Asia, the expansion of facilities is desperately needed for the local Incheon International Airport.

Coupled with this, it is necessary to construct the Airport City in the surrounding Yeongjongdo Island to attract various airport-related services and high-tech industries. To facilitate the Airport City functions, it is crucial to sufficiently provide infrastructure, and create a synergistic effect through an integrated transport system of roads, railways and marine transportation. Considering global trends in construction of the Airport City equipped with airport services and resort complex functions, it is essential to introduce facilities for customer services and cutting-edge industries, a future growth engine, thus creating new demand for aviation, and consequently, contributing to national economic growth.

Hyung-Seo Park (hspark@krihs.re.kr)

Planned Management of Historical and Cultural Environment: Towards Conservation of Old Capital Cities of Korea

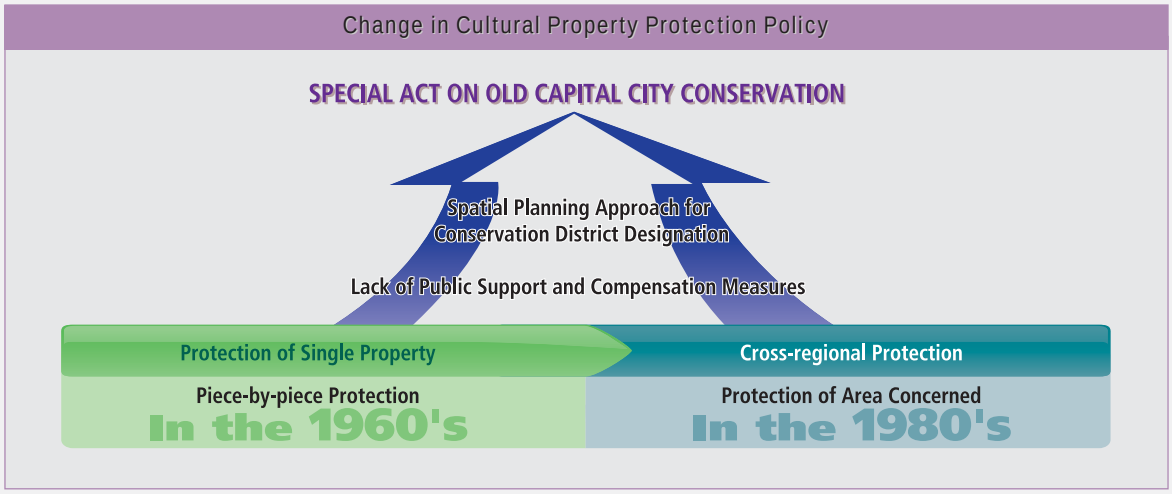
Need and Objectives of Old Capital City Conservation

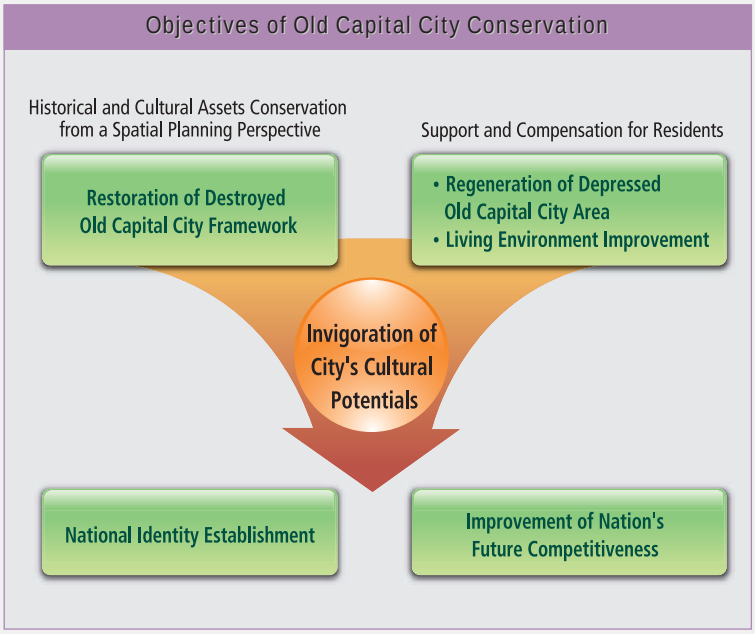
All countries of the world strive to protect historical heritages and cultural assets unique to them in a bid to establish national identity and encourage national pride as well as utilize such heritages as tourism resources. In line with this, Korea, in the Act on Protection of Cultural Properties legislated in 1962 had provided a basic framework for cultural assets protection. Ever since, mainstream conservation of cultural assets in Korea was devised to protect these heritages piece by piece until the 1980's, when the protection of the areas concerned had been partially attempted. However, the attempt to conserve cultural properties including the surrounding landscape has not achieved great success due to a lack of public support and compensation measures, which has raised the need to improve cultural property protection policies until recently. Under this backdrop, the Special Act on Old Capital City Conservation was enacted.

The Special Act on Old Capital City Conservation is intended to conserve historical and cultural assets in terms of urban structure, thus restoring the framework of old capital cities that have been destroyed. Also, the Act aims to regenerate areas that were once the capital of ancient Korea, and improve the living environment by means of support and compensation measures for the residents. These efforts are designed to revitalize the cultural potentials these areas possess. Furthermore, through projects for old capital city conservation, it is expected that historical and cultural identity of the nation will be firmly established, and the nation's future competitive edge will be further sharpened.

Concept of the Old Capital City

The concepts of historical city and old capital city can be extended to be connected to the concept of cultural cities having historicity and cultural self-identity. Apart from the presence of historical and cultural assets, since it had functioned as a political center of the country, the old capital city is distinguished from general historical cities. Therefore, the old capital city is a symbol of history and spiritual culture of our nation as well as the origin of our culture and history: a region that encourages cultural and national identity among the people. The Special Act on Old Capital City Conservation designates Gyeongju, Buyeo, Gongju





and Iksan as old capital cities, all of which were political and cultural centers of ancient Korea, and enjoy the special status as historically important sites.

Systematic Approach to Old Capital City Management

Old capital city conservation puts the focus on constructing the city's spatial structure and a landscape network of factors comprising the city. In this sense, it is different from cultural properties protection areas where the properties are protected piece by piece. This plan creates a historical and cultural environment taking into account all factors related to the city such as regional topographic conditions of mountains and rivers, historical and cultural assets representing historicity of the region including old palaces and temples, and places of historical events and fairy-tales, markets and residential areas of the past which can tell a story of the city.

If old capital city conservation plans are promoted as a tourism development project solely for tourism income growth, however, it is highly likely that historical identity and environment of the city will be greatly destroyed. Different from historic cities overseas, historical remains are not abundant in local old capital cities and therefore, it is crucial to go beyond simple preservation and restore the city to the former state, recovering the framework. In this regard, the conservation should be promoted from a spatial planning perspective on the basis of a long-range plan.

In addition, it is necessary to prepare a system to support and compensate the residents. In order to continuously and systematically conserve and manage old capital cities, it is highly important to secure, in a stable manner, financial resources needed for the management, and provide rational measures for support that those residing in the areas are willing to accept.

Considering all these and other aspects, the conservation requires enormous amount of money and time, and therefore, governmental support is essential from the very beginning till the plan takes root. However, it is not feasible to depend solely on public financial resources, and measures should be explored for establishing, after a certain period of time, a virtuous circle of resolving the problems of compensation and support for the residents - apart from restoration of the properties - through vitality of the old capital city itself.

To achieve this, it is necessary to establish a corporation type management system with those living in the old capital cities participating as main players. This way, the entire residential population can share both the burden and profits from the

conservation. Coupled with this, a system should be constructed in which the awareness can be raised among the people of the need to conserve the historical and cultural environment as a pubic asset, and the burden of the conservation shared with the entire nation.

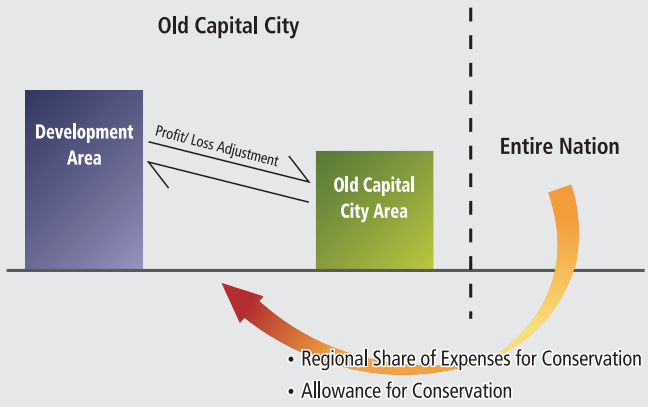
Directions Towards Conservation for Planned Management

For planned management of the old capital cities, a conservation plan is necessary to link the natural environment to the historical framework, and restore spatial structure of the cities that have been destroyed, thus formulating an integrated axis of historical and cultural landscape. Also, the plan will make it possible to conserve and reconstruct, in a planned manner, the historical and cultural environment of the cities, and consequently, enhance historical authenticity of the cities and revitalize urban regeneration projects and regional economy. Additionally, such a plan must consider the time period, landscape, urban vitality and administrative and financial aspects of the historical and cultural assets.

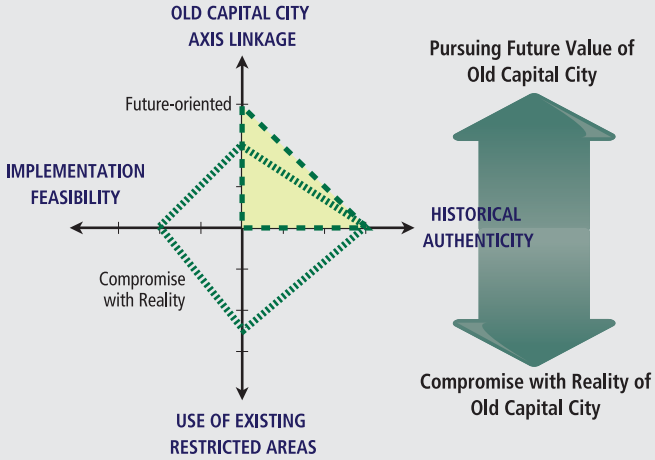
The conservation plan aims at ideal formulation of an historical and cultural landscape and conservation is actualized through a cross-regional link of natural topography to the axis of the major lookout. However, realization of the plan is difficult in a short time period due to a lack of financial resources required for plan implementation and public complaints following the restrictions concerned. In this sense, it is desirable to gradually promote the plan depending on the improvement degree of the conditions for the conservation such as financial resources and resident response.

In conclusion, it is important to establish, picturing an ideal blueprint of an old capital city, a conservation plan reflecting the natural topography in connection with the city axis. Also, for the planning, it is crucial to take into account actual constraints including present urban structure, land use, existing restricted areas, people's response, and implementation feasibility.

Conservation Burden Share System



Directions of Conservation Plan



Mie-Oak Chae (mochae@krihs.re.kr)
Ha-Seong Song (hssong@krihs.re.kr)

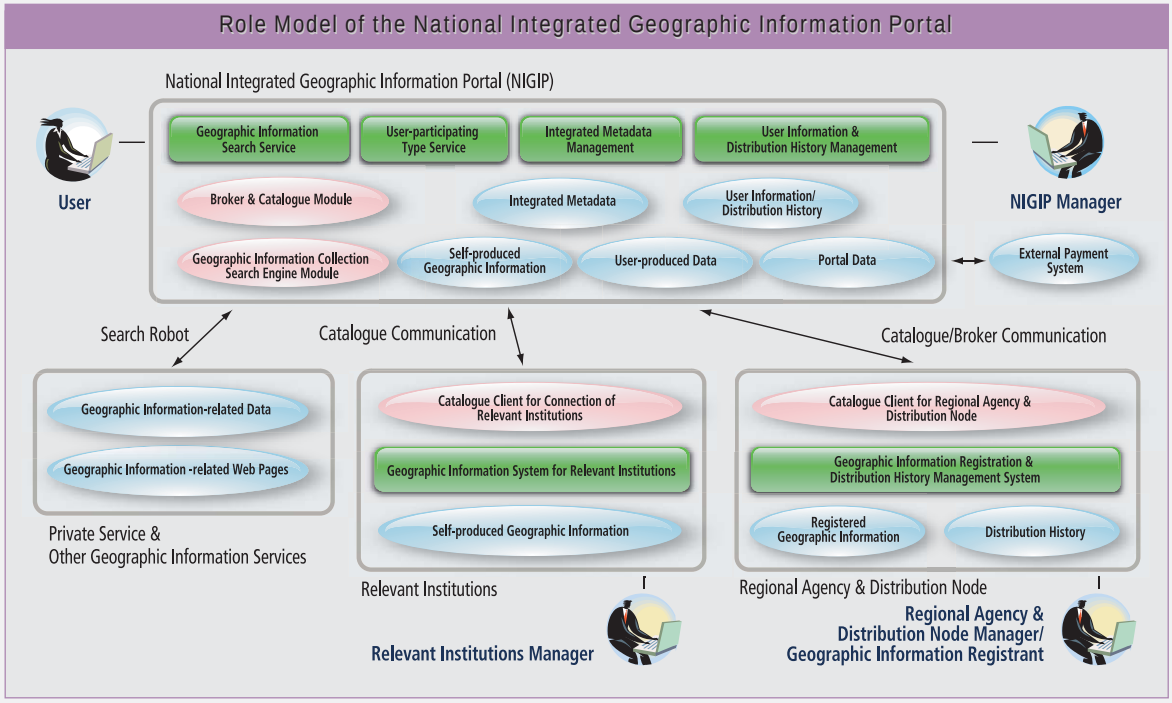
Advancing National Geographic Information Clearinghouse

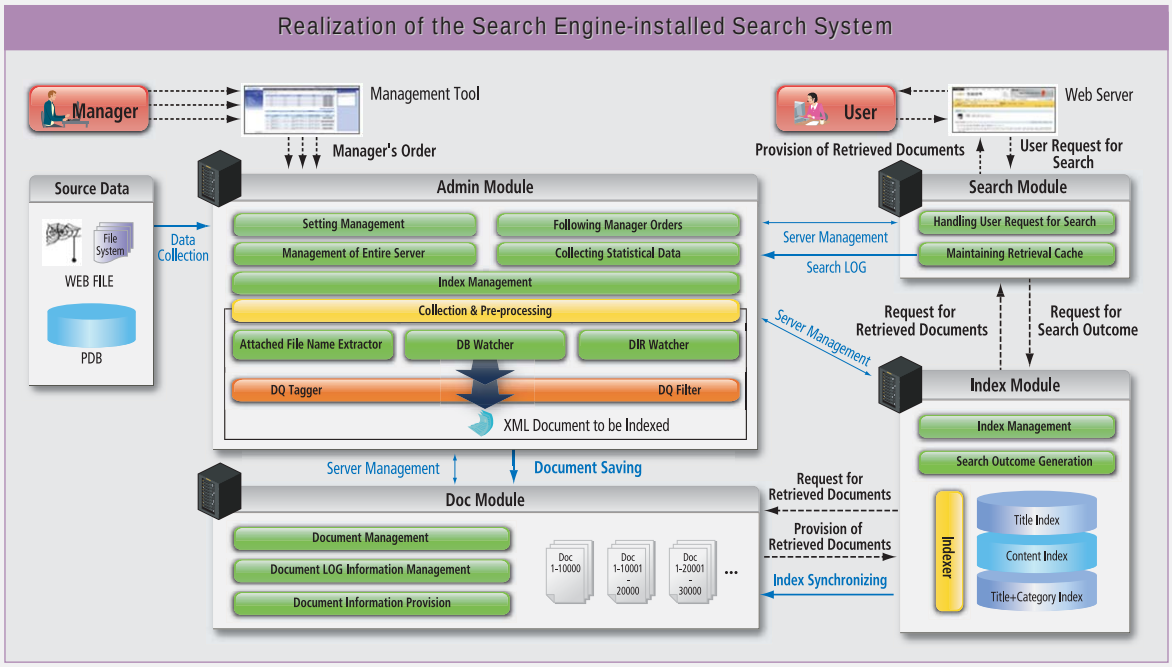
Since the early 2000's, in a bid to effectively share geographic information which had been separately collected and used by various institutions, the government has been constructing the National Geographic Information Clearinghouse (NGIC). The concept of geographic information distribution appeared in advanced western countries ahead of Korea, and keeping in line with the trends, Korea has been promoting NGIC construction.

Entering the 21st century, there was a tendency that capacity to use and demand for information by individual people and businesses was rising sharply, backed by rapid development and distribution of information and communications technology. The same goes for geographic information; demand for various additional services that make it possible to use the information on the web, as well as demand for where to find the information and description of the information, was growing. The study is intended to provide methods to advance geographic information distribution that are suitable for local conditions, on the basis of the National Integrated Geographic Information Portal (NIGIP) services for fortifying various additional services.

NIGIP: Role Model Creation

The NIGIP plays the role of supplying and distributing geographic information such as geographic information searches, inquiry, preview, payment and download; and a role as portal developing contents and encouraging user participation. The Regional Agency and the distribution node are geographic information suppliers, and secure and register geographic information along with distribution history management. Relevant institutions install a catalogue client module for connecting relevant institutions, which the NIGIP provides. Then, they distribute geographic information they possess using the NIGIP as a channel. The figure below demonstrates the role model of the NIGIP in accordance to the above description.





Methods to Advance the NGIC

As distributable geographic information is expanded in terms of both quality and quantity at the national level, and various services utilizing geographic information are provided in the public and private sector, what has become most important is to secure interoperability in data collection, transmission and utilization. Considering this, the study suggests the methods to secure interoperability by categorizing the methods into the following four: realization of a physical connection environment for NIGIP construction, realization of an integrated search engine, standard interface development and application technology development.

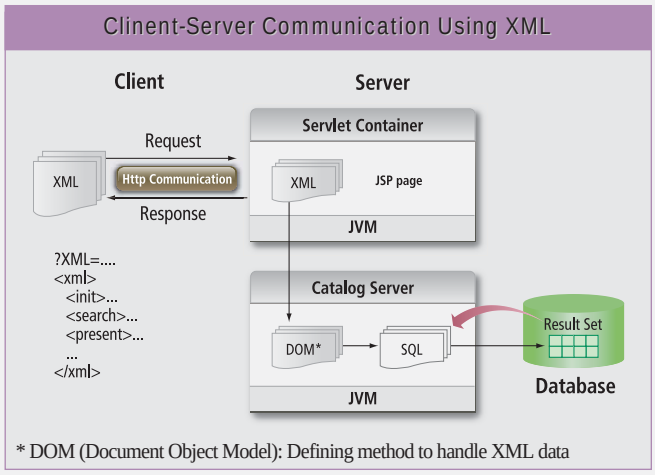
Realization of a Physical Connection Environment

Considering expansion of the geographic information search connection, geographic information metadata has been constructed according to the Metadata Standardized for Geographic Information Distribution of the Telecommunications Technology Association (TTA). Also, the catalogue module, a module for geographic information search by the Regional Agency and the distribution node, has been developed in accordance to the Open GIS Consortium(OGC) Z39.50 Standardized Search Protocol. Therefore, for a system linkage between the NGIC to agencies in charge of geographic information distribution, it is necessary for the distributors to secure metadata and catalogue clients observing the standard. To encourage this, a catalogue client module installation is supported at the national level.

Realization of an Integrated Search Engine

As information technology advances, geographic information application technologies are being diversified into Web GIS, Mobile GIS, CNS, ITS, LBS, and u-GIS. The locational information of each area that is used is also expanding and advancing from agriculture, environment, urban, maritime and disaster prevention to marketing, education and administration. However, in reality, it is not easy for the general public to access the kind of information they need. In order to tackle this problem, and to systematically provide and manage GIS related information, the scope of the contents distributed through the NGIC, which have been limited to geographic information, needs to be expanded to include information on various contents such as documents, applications and map services.

Various contents that are being sought out must be transformed into metadata and managed, so that the system can remain as a standardized process.



Since the contents are frequently changed and added, it is necessary to automatically collect the data using a search engine, instead of manual collection from different web sites.

Considering features a search engine requires including search capacity, the study reviews commercial search engines for system operation. Alternatively, an independent search engine can be developed. On the NIGIP equipped with the search engine, once asked a data search by a user, the search module asks the index module for a search outcome. Then, the index module explores data corresponding to the search, and returns the outcome to the search module. Finally, the user is provided with the results. The following figure illustrates the process.

Standard Interface Development

Standard interfaces for the NIGIP that have been applied so far or are considered to be required in the future are the Z30.50 protocol-based catalogue service specification suggested by the OGC for data search, the TTA metadata standard for geographic information distribution, and the Extensible Markup Language(XML)-based standards for interoperability of geographic information. Z39.50 is a protocol with a client/server structure based on message telecommunications that sets out the types of request/response data communication between client and server, the order and the method. This is intended to realize a catalogue service for search. As shown in the figure below, the function is realized by transmitting XML data between client and server under HTTP protocol.

In order to maximize the use of geographic information provided through the NIGIP, the existing file-based data services should be changed to introduce feature-based data services provided through the Internet. For feature-based distribution of basic geographic information, global organizations for standardization such as the ISO/TC 211 and OGC have established various standards including the Geography Markup Language(GML) for several years. In line with this, the local TTA adopted the GML as a standard for the organization in 2003, exploring methods to introduce the standard.

Improvement of Applications

For the NGIC, the ActiveX method is used as the web client technology. The ActiveX method is advantageous since it can be used regardless of the type of the program, operating system or computer language once the ActiveX control is installed. However, it can be used only in Microsoft Internet Explorer, and only works with specific hardwares and operating systems. The Java applet method is dynamic compared to HTML. It utilizes local computing resources well and does not occupy disk space. In addition, it is platform neutral, and permits speedy transmission. It is flexible in terms of map creation and display compared to the ActiveX method. Java applet is a java technology that is used freely anywhere regardless of the platform. With this technology, a program called applet deals with the process treated by the server using highly-efficient resources of the client.

Looking into the recent developments of the web, previously, there was a tendency to increase the use of a powerful server. However, in recent years, as performance and capacity of personal desktop computers advanced, the concept of Rich Internet Application was being introduced in order to actively utilize these resources. Accordingly, applet along with the ActiveX technology can be a smart tool to provide high performance web services, taking advantage of client resources. In this regard, a similar concept can be introduced to the NGIC to make use of client resources.

Dong-Bin Shin (dbshin@krihs.re.kr)

Workshop on Restoration of Protected Areas and Local Communities

The Cultural Research Network held a workshop on Restoration of Protected Areas and Local Communities in a bid to explore methods of restoring local communities in farming, fishing and mountainous villages, along with natural landscapes in rural areas.

The Cultural Research Network (CRN) held its third steering meeting, along with the second discussion session in the KRIHS conference room on October 18. The CRN was inaugurated with the intent of fortifying exchange, cooperation and ties between research institute, relevant experts and public institutions in the area of culture, and contributing to policy making of the government. With a total of 19 organizations including KRIHS participating as members, the CRN carries out cultural research and related activities through active exchange of views and information among the members along with cooperative projects and other various tasks.

The discussion session was organized by the Korea Legislation Research Institute (KLRI). At the session, Jaegyeong Jeon, Head of the Social & Cultural Legislation Research Team of the KLRI gave a presentation on the subject of "Methods to Restore Local Communities in Farming, Fishing and Mountainous Villages" followed by discussions.

For a community to exist, public assets or shared assets are necessary factor. Shared assets are crucial in conserving unique natural landscapes that rural villages possess as well as in forming a sense of community. However, in recent years, as these village-shared assets are increasingly sold to development capitals and commercial capitals, cultural traditions of villages are disappearing without proper legal institutions to stop this.

Under this backdrop, Dr Jeon stressed the importance of restoring norms, culture and main players of a community. In addition, he emphasized the linkage of the Framework Act on Landscape to the legal system for territorial planning and relevant plans as a method of conserving natural landscapes in rural villages. He proposed a public trust as an institution towards meeting that end.

The discussion following the speech focused on how to formulate a sense of community and secure

shared assets. The first discussant of the session, Yungyeong Lee from the Cultural Industry Policy Research Team of the Korea Culture and Tourism Institute, commented that, in terms of institutions, the nation needs to rectify the existing practice of public design putting major stress on urban areas while paying little attention to rural villages. Secondly, Eunju Hwang of the National Nature Trust (NNT) described the role and achievements of the NNT, emphasizing the role that the NNT should play in the future for local community restoration.

Lastly, Yeongkook Choi, Director of the Environment and Culture Research Division of KRIHS proposed the Land Trust and eco-tourism as an alternative to conserving protected areas, arguing that the Land Trust, a similar concept to the National Trust could be used as a tool to resolve conflicts over private properties and among the residents within protected areas. In addition, he claimed, eco-tourism is advantageous in that while it is inevitable to destroy part of the protected areas for eco-tourism promotion, most of the areas can be reserved under the collaborative efforts of the residents.

Jeong-Eun Park (jepark@krihs.re.kr)

NEWS & ANNOUNCEMENTS

Roundtable for the Livable City Making

The Urban Innovation Center of KRIHS jointly held the Roundtable for the Livable City Making on October 5 in Chungnam Provincial Office with the Chungnam Development Institute under the theme, “Strengthening Regional Capacity for a Livable Community Making”. During the meeting, professionals from academia including Jaemuk Park from Chungnam University presented followed by discussions among officials from the Livable City Making Support Council, relevant public officials of the local government and activists from NGOs in the region. Case studies on regional governance, resident leadership nurturing and citizen participation were presented at the meeting along with the opinions of those in charge of the project. The roundtable served as an occasion to understand and deliberate on regional concerns related to the Livable Community Making project.

Overseas Training Program in Japan and the U.S., the ‘New Trends in Urban Planning’

Throughout October, the Urban Innovation Center of KRIHS carried out an overseas training program titled the ‘New Trends in Urban Planning’. Divided into two groups of Japan and the U.S., some 40 participating officials from central and local governments and public institutions, who are involved in the local project of Livable City Making and urban planning, had a chance, through the program, to see firsthand and learn about policies for livable city making and people’s participation in those countries. The program is intended to help those in charge of the Livable City Making project in their regions forge visions and strategies for turning their cities and villages into livable cities and villages.

12th Human Settlements Writing Contest

The 12th Human Settlements Writing Contest was held from August 24 to September 28 among elementary school students nationwide. The event is co-hosted by KRIHS along with the Korea National Housing Corporation, and the Hankook Children’s

Contest Winners at the Prize Award Ceremony

Daily on a yearly basis under the sponsorship of the Ministry of Construction and Transportation and the Ministry of Education and Human Resources Development. A total of 3,113 participants from 230 elementary schools entered the contest this year. After a rigorous deliberation, ‘A Three-square-meter Land of Mine’, describing the significance of nature and environment, by Dasom Lee from Bisan Elementary School of Anyang-si was selected as the Grand Prix of the competition. At the Prize Award Ceremony held on November 4 at KRIHS Hall, a total of 347 prizes including the Grand Prix were given along with three prizes for instructors and group entries each.

2nd Public Architecture Design Forum

The second meeting of the Public Architecture Design Forum was held on November 19 at Seoul National University Museum under the title of “Current Status of Children’s Educational Facilities of the Nation”, following the first meeting last September on the theme, “What’s the Problem with Our Public Architecture?” The meeting was organized by the KRIHS-affiliated Architecture & Urban Research Institute, along with the Presidential Committee on Architectural Culture & Construction Technology. Problems and issues were identified from the user’s perspective at the forum, on the basis of the analysis of the status of educational facilities as a crucial space for growing children along with directions for improvement. Also, the forum served as a significant venue to explore possibilities of creating healthy schools by examining successful cases of schools with healthy environments.

INTERNATIONAL COOPERATION

Int'l Conference on Balanced Development

KRIHS hosted the International Conference on Balanced Development on September 18 at the KOEX. The meeting was organized by the Korea Industrial Technology Foundation and held by three public institutions including the Presidential Commission on Balanced National Development (PCBND). The conference was part of the 4th Korea Regional Innovation Convention, and a total of 16 presenters from home and abroad presented case studies on balanced development of their countries. The Director of the PCBND delivered the keynote speech titled "Creative National Construction and Balanced National Development". KRIHS took charge of one of the conference sessions themed, "Linking Macro to Micro Strategies for Balanced Territorial Development", and invited experts from Germany and Japan as well as Korea for case study presentations on balanced development in the three countries.

Korea-China Joint Workshop on Land Policies

The annual Korea-China joint workshop on land policies was held in Hangzhou, China on October 11, 2007, jointly by KRIHS and College of Southeast Land Management (CSLM) of Zhejiang University. The workshop marked the 9th anniversary since its beginning in 2000, and took place under the title, "Land Policies of Central and Local Governments". Five KRIHS members including the President attended the meeting, and on the Chinese part, over 40 experts from the CSLM and officials from the Chinese government participated. There were presentations and discussions on role sharing between central and local governments over land policies at the workshop.

13th Asia Construct Conference Held in Seoul

The 13th Asia Construct Conference, jointly organized by KRIHS and the Construction and Economy Research Institute of Korea, was held from October 18 to 19 in Seoul under sponsorship of the Ministry of Construction and Transportation and the Construction Association of Korea. Provided on a yearly basis for exchanging information on construction economy among Asia-Pacific countries, the meeting this year invited more than 20 delegates from 5 nations including Japan and Indonesia, along with over 100 local officials from relevant fields. Under the theme of 'Creating Construction Innovation', the conference generated a variety of discussions on methods for construction innovation based on case studies presented by the participants, and served as a venue for stepping up construction innovation as well as for cooperation among the Asia-Pacific nations.

11th Int'l Seminar on GIS

KRIHS hosted the 11th International Seminar on the GIS on October 24 at KRIHS Hall under the

theme, “Collaborative GIS toward the Geospatial Information Society”. Aiming at advancing the National Spatial Data Infrastructure for the ubiquitous society, the meeting explored directions to GIS development in the future. Also, the seminar sought for ways to combine GIS, high tech information technology and spatial analysis techniques altogether to support various types of spatial planning and policy decision-making, so that the nation can cope with the rapidly changing environment.

Under the sponsorship of several public institutions including the Ministry of Construction and Transportation, the seminar invited experts from the U.S., Japan, Hong Kong and Taiwan as well as local professionals for presentations and discussions, and was successfully completed with a number of participants from public agencies, industry, academia and research circles.

Delegations Visit from Nepal and Canada

KRIHS greeted a Nepalese delegation on November 2nd, led by the Secretary of the Ministry of Local Development, and Director General of the Department of Urban Development and Building Construction of the Nepalese Government. During the visit, the two parties had discussions on the MOU signing between the two institutions currently being promoted. Also, the delegates met with KRIHS experts in urban planning and housing for the exchange of opinions and understanding of each other’s situations concerning urban planning and management.

KRIHS President, second from right, along with the Nepalese delegation at the consultation session

Dr. Douglas McLeod, Executive Director of the Canadian Design Research Network (CDRN) and Mr. Glen Webb, Senior Advisor to the Canada Mortgage and Housing Corporation (CMHC) visited the KRIHS-affiliated Architecture and Urban Research Institute (AURI) on November 8 and met with the AURI Director. During the visit, the three parties had discussions on possible trilateral collaboration between them in the future, agreeing on the common objectives of the three institutions, research aimed at improving quality of space and policy establishment.

KRIHS GAZETTE January 2008, Vol. 30

Korea Research Insitute for Human Settlements (KRIHS) is committed to improving knowledge and understanding of the conditions and problems of the nation's resources and their interactions with people. It assists the government in formulating long-range development plans and makes policy recommendations on related matters

KRIHS carries out various activities to collaborate with the international research community in solving theoretical and practical problems concerning human settlement issues and planning. Also, it provides research expertise and consulting services along with training programs for foreign governments and institutions.

Korea Research Institute for Human Settlements
224 Simin-ro Dongan-gu Anyang-si Gyeonggi-do, 431-712, Korea
TEL : 82-31-380-0429 FAX : 82-31-380-0474
E-Mail : ymchoi@krihs.re.kr
Homepage : www.krihs.re.kr
Publisher : Byung-Sun Choe
Editor : Jin-Kyu Chung
Editorial Committee :
Soon-Suk Bae, Chun-Man Cho, Youngmee Choi, Jin-Cheol Jo, Jung-Hoon Kim, Soonja Lee, Young A Lee, Soon-Up Park, Ha-Jung Yoon