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***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.

Mega Economic Regions and Territorial Development of Korea

Background

Backed by accelerating globalization and opening-up, along with high-speed transportation and information network construction, there have emerged mega economic regions that cross administrative districts and national borders. Accordingly, major western countries have been undergoing spatial restructuring centering around mega economic regions, with the intent to secure competitive edge of regions and achieve balanced development. Experts agree that Korea also needs to nurture mega economic regions so that regions may enhance international competitiveness and equip themselves with the bases for self-supporting development.

In line with this, the 17th Presidential Transition Committee, which had been established to prepare for the inauguration of the new government of Korea in February, 2008, announced a strategy to form several mega economic regions in Korea on January 24, 2008. The initiative, if implemented, will be the newest approach to regional development in Korea, which puts emphasis on competitiveness and efficiencies rather than balance and equity in spatial development.

Existing regional policies, usually covering only administrative areas of individual regional governments, have tended to induce unnecessary competition and confrontation as well as redundancies among regions. As a result, in dealing with regional policy issues, global perspectives have been largely ignored. However, we are presently witnessing an acceleration of globalization in which national borders no longer deter transnational business activities. Also, globalization entails localization in which regional and local governments are authorized to exert more power along with more responsibility.

A major task in spatial policy, therefore, is to strengthen regional competitiveness going beyond political boundaries, whether national borders or regional administrative jurisdictions. Also, as key players

on the global stage competing for economic supremacy, regions need greater power in order to represent the country.

Creative Development of Mega Economic Regions

The vision of the new strategy, the Creative Development of Mega Economic Regions, is to enable regions to secure global competitiveness through the combination of sustainable economic development, mutual development among regions, and devolution of power to local governments. The four basic directions for the strategy presented by the Presidential Transition Committee are, to promote collaborative development of regions beyond administrative boundaries; to sustain economic growth through specialization; to establish new engines of growth to lead the development of mega economic regions; and to establish an inter-regional administrative and financial system based on decentralization, cooperation and integration.

Setting-up of 5+2 Mega Economic Regions

The mega economic regions of Korea consist of five mega regions: Capital Region, Chungcheong Region, Honam Region, Daegyeong Region and Dongnam Region, and two special regions of the Gangwon Region and Jeju Region. The regions have been demarcated after considering the population size, accumulation of infrastructure and industries, historical and cultural characteristics, and regional sentiment. Basically, each of the five mega regions needs to have a population size of five million, which is considered as a minimal size to have economies of scale and compete with major economic regions in other countries.

Development Strategies

The Presidential Transition Committee has come up with several strategies for achieving the vision of Creative Development of Mega Economic Regions in Korea. The following is the summary of the six strategies that have been suggested by the Transition Committee:

The first strategy is to activate projects for inter-regional linkage among and within mega economic

regions. The spatial coverage of the linkage projects can vary: the mega regional level, beyond the mega regional level or under the mega regional level. Typical linkage projects include those for nurturing strategic industries, for reorganizing spatial structure, for upgrading central cities, for developing public design and tourism, and for promoting international exchange.

Coupled with this, a few new growth engine projects will be introduced to lead the development of provincial mega regions. The inter-regional linkage projects are expected to create synergy effects for regional economies, especially the economies of provincial regions so that they can be comparable to the capital region. Here, the central government plays the role of providing assistance for inter-regional linkage projects.

The second strategy is to promote regional economies through market-friendly policy measures. A strong reform will be made towards economic deregulation to encourage business

Comparison of Indicators among Regions (As of 2005)				
Region	**Area (㎢)**	**Population (1,000 persons)**	**GRDP (Bil. Won)***	**No. of Mfg. Employment**
Capital Region	11,730 (11.8)	22,766 (48.2)	386,989 (47.3)	1,346,360 (47.0)
Chungcheong	16,572 (16.6)	4,792 (10.1)	91,614 (11.2)	316,131 (11.0)
Honam	20,630 (20.7)	5,021 (10.6)	83,504 (10.2)	202,357 (7.1)
Daegyeong	19,910 (20.0)	5,072 (10.7)	84,477 (10.3)	347,105 (12.1)
Dongnam	12,342 (12.4)	7,629 (16.1)	141,180 (17.3)	616,119 (21.5)
Gangwon	16,614 (16.7)	1,464 (3.1)	22,381 (2.7)	32,882 (1.1)
Jeju	1,848 (1.9)	531 (1.1)	7,663 (0.9)	4,595 (0.2)
Total	99,646 (100.0)	47,278 (100.0)	817,811 (100.0)	2,865,549 (100.0)

* 1,000 Won is valued at approximately 1 USD as of April 2008.
Source: The National Statistical Office of Korea (http://www.kosis.kr).

investment in mega economic regions. For example, simplified procedures reduce the time for development and accordingly, quality industrial estates can be supplied at lower costs. In addition, central and local governments will provide one-stop services for private companies that intend to relocate to specific regions.

The third strategy is to build a network of arterial transportation infrastructure throughout the mega economic regions. Expressways and express railroads will connect areas within and among mega economic regions, and international seaports and airports will enable the mega regions to directly access overseas markets.

The fourth strategy is to encourage depressed regions to turn themselves into a new development area. In particular, inter-regional cooperation can help regions that have remained depressed for a long time to obtain a new engine of growth. Along with this, new package projects will be implemented for the development of depressed regions which include the production of world-famous specialties, designation of special zones for tourism and leisure, garden village construction, and processing of agricultural products.

The fifth strategy is to form a system of mutual development for both the capital and provincial regions. Under the system, the capital region will have enhanced global competitiveness through remodeling and rationalization of development regulations. The government will encourage investment in industries that significantly impact mutual development of regions. A new law will be legislated that integrates the Law for Planned Management of the Capital Region into the Balanced Regional Development Act. Also, a new policy paradigm will be introduced that is based on the concept of the *capital and province*, not the *capital versus province.*

Lastly, the Presidential Transition Committee suggests establishing institutional systems centered around the principles of cooperation, integration and decentralization. Accordingly, new organizations will be established at both the national and regional levels. At the national level, a presidential committee will assume the highest decision-making role, while an implementation team will coordinate inter-departmental issues. At the regional level, regional headquarters will be established as autonomous bodies for planning and implementing mega regional development projects. Lastly, special accounts and special laws will be newly enacted to encourage inter-regional cooperation and support projects for the development of mega economic regions.

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Feasibility Study on Korea's Second Gateway Airport

Research Objectives and Scope

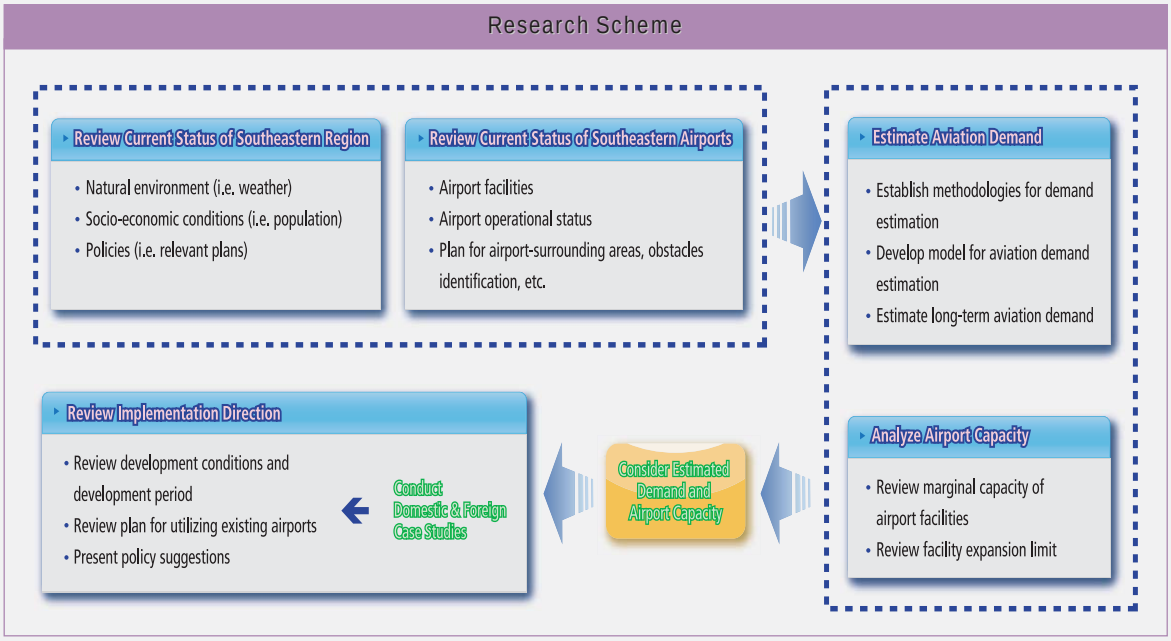
The need to construct Korea's second gateway airport, or new airport of southern Korea, has been raised. The construction is intended to address the aviation demand following changes in the global air transport market and increase in domestic and international economic exchange. Also, it is designed to accommodate future demand of regions for air transport following balanced national development. Under this background, the study intends to review future aviation demand in southern Korea and the capacity of existing airports from a long-range perspective. On this basis, the study conducts a pre-feasibility study on construction of Korea's second gateway airport, and presents the implementation directions.

The study is based on the year 2006, and targets the year 2030. The study area comprises five local governments in the southern part of the nation, or Busan, Daegu, Ulsan, Gyeongbuk and Gyeongnam, along with six airports in those regions: Gimhae, Daegu, Ulsan, Pohang, Uljin and Sacheon Airport. The study analyzes the current situations of southern Korea along with the airports. Also, it estimates the aviation demand in the region and reviews the capacity of airport facilities. Lastly, the study examines the development conditions for a new airport in the region along with the implementation directions.

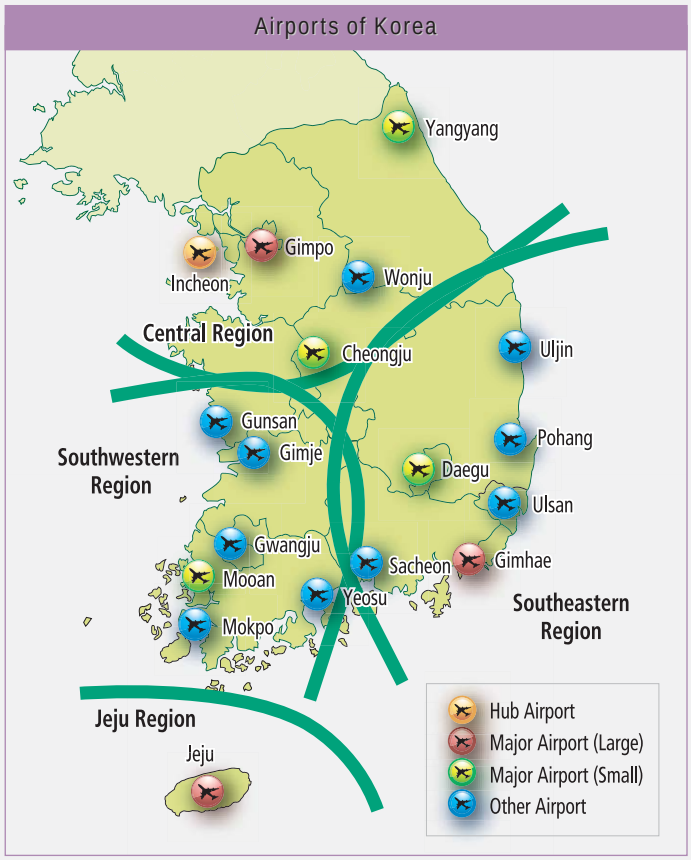
Current Status Analysis

As of 2006, the population of the southeastern region totals approximately 13.18 million, or 26.6% of the entire population of Korea. The population of Busan, Daegu and Gyeongbuk is decreasing while that of Ulsan and Gyeongnam is on the rise. The GRDP of the region is 202.8 billion KW and takes up 27.8% of the GDP. The manufacturing accounts for a high proportion of the GRDP.

Of the six airports in the southeastern region, Gimhae and Daegu Airport are international airports, and Ulsan, Pohang and Sacheon Airport are used exclusively for domestic flights. Uljin Airport is due to open soon and will exclusively handle domestic flights. Gimhae, Daegu, Pohang and Sacheon Airport



are in operation for both civil and military flights, and accordingly, have many problems such as constraints in operating time and flight frequency, and noise from military jets. While the demand for international flights of Gimhae and Daegu Airport is consistently increasing year by year, demand for domestic flights has significantly reduced with the opening of the Korea Train Express (KTX). In particular, the reduction in the domestic flight demand of Daegu Airport has become conspicuous.



Aviation Demand Estimation

After reviewing the current status and prospect for the air transport market, and the methodologies for demand estimation used in existing studies, the study has developed an aviation demand estimation model for each individual airport. The models are either a linear or a log-linear model. They have been developed by categorizing Gimhae and Daegu Airport as an inland route and a Jeju route, respectively. For the estimation, the study has developed three scenarios of high, medium and low economic growth. The results have been compared to the estimations of the Third Master Plan for Airport Development of Korea. The study takes into account the transition demand, or the demand of the passengers from the southeastern region who will change their airport from the Incheon International Airport to the New Airport once the New Airport is completed. This demand has been ignored in previous studies but is reflected in the final demand of this study.

Review of Facility Capacity

The study uses the Annual Service Volume (ASV) of the Federal Aviation Administration of the U.S., to calculate the airport capacity. It reviews the carrying capacity considering the current facility capacity and airspace conditions. According to the results, Gimhae Airport is expected to be saturated by 2025 with the annual frequency of runway use reaching the current facility capacity, or 146,000 times. Without extra space for expansion, construction of a new airport should be considered for review.

Demand Estimations (As of 2025)

Division	Domestic Passengers (1,000 persons)	Int'l Passengers (1,000 persons)	Domestic Cargo (1,000 tons)	International Cargo (1,000 tons)
Gimhae Airport	8,535	6,571	179	243
Daegu Airport	1,395	789	25	10
Transition	-	2,899	-	-
Southeastern Region	13,289	10,259	224	253

Saturation Period of Major Facilities of Exiting Airports				
Airport	Runway	Passenger Terminal		Apron
		International	Domestic	
Gimhae	In 2025	In 2020	After 2030	After 2025
Daegu	After 2030	In 2025	After 2030	In 2018
Pohang	After 2030	-	After 2030	After 2030
Ulsan	After 2030	-	In 2020	After 2030
Sacheon	After 2030	-	In 2018	After 2030

Future Directions to Implementation

While passenger demand in the southeastern region continues to rise, the facility capacity of existing airports is predicted to saturate by 2025. Accordingly, it will be necessary to construct a new airport to meet the increasing demand expected after 2025. Also, the need for a new airport in the southeastern region is raised for several other reasons, including improved convenience of those from the southeastern region in terms of aviation services and promotion of business activities. Additionally, the new airport can play a role in turning the Incheon International Airport into a hub airport.

According to local and international case studies of similar development, the development period is speculated to be between 10 and 6 years. However, the period can vary depending on the location of the airport and other conditions. The proper timing of airport construction should be suggested after a multi-dimensional consideration on the feasibility, including exact demand estimation and facility capacity review, once the location is determined.

One important point to consider for the construction of the second-gateway airport is how to utilize existing airports upon completion of the new airport. In an effort to find the answer, the study reviews a variety of overseas cases of similar projects, exploring the implications. As a result, overseas cases can be categorized into the following two: one is, upon opening of a new airport, the functions of the airports concerned are differentiated. That is, existing airports are used exclusively for domestic flights.

The other is, existing airports are completely shut down. The passengers and cargo terminals, and the vacant land are utilized for other purposes under redevelopment plan. To be specific, in many cases, passenger terminals are utilized as commercial or business facilities, and on the vacant land are various facilities constructed such as parks, civic airports, residential facilities, exhibition halls, logistics centers, sports stadiums, golf courses, etc. In sum, for the construction of the second gateway airport of Korea, it is crucial to explore effective and rational methods of utilizing existing airports by referring to above domestic and overseas cases, and reflecting the demand by the residents of the regions concerned.

Generally, whether an airport is feasible or not is primarily dependent on aviation demand and construction costs. Therefore, the location of the airport, which decisively affects the two factors, is regarded as crucial. In this regard, the study is limited since the location of the new airport is not considered in the study. Consequently, a follow-up study is necessary for a more detailed feasibility study on the new airport of southern Korea. In the follow-up research, a more detailed study should be carried out, and such issues as airport size and location, construction plan and construction period should be also included. Also, the study should come up with the construction cost estimates and re-examination of the aviation demand, along with the strategies for the new airport development.

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Preliminary Study on Establishment of Jeju English-only Town

Overview

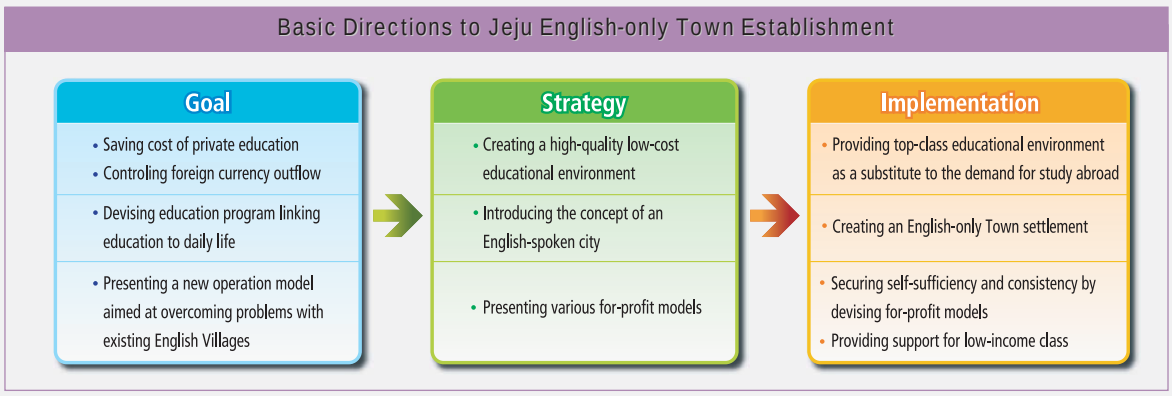
The demand for early study abroad and language courses abroad, along with English education in the private sector, has been sharply increasing in Korea. Despite that, the competitiveness of Korea is significantly low in terms of English. Furthermore, English proficiency in Korea remains at middle to low levels whereas the nation tops the world in the amount of money spent on private English education, or an annual 15 trillion KW, as of 2005. To be specific, in 2006, 19% of the global applicants for the TOEFL were Koreans, and the nation was ranked 111th in the world. Under this background, the 'English-only Town' has been initiated to address the above problems and provide quality English education at reasonable costs.

'The Jeju English-only Town' is planned to be created in Daejung-eup, Seogwipo-si of the Jeju Special Self-Governing Province, covering an area of 4.26 million square meters. The town plans to provide educational facilities including 12 English-only schools, or seven elementary, four middle and one international high school, an English Education Center and foreign educational institutions, as well as dormitories, along with supporting facilities, including residential, commercial, public and cultural facilities. By linking the facilities for education to the supporting facilities, the village will grow and become an 'English-only Town settlement,' where English is commonly used in daily life.

Scheme of Education Programs

In the English-only schools, all subjects are taught in English except for Korean Language and Korean History classes. The curriculum is linked to regular academic courses so that the credits can be recognized. Elementary school students third grade and above are to be admitted to the schools, who are able to practically lead a dormitory life. Basically, the period of education is one year with extensions allowed for another one year. Exceptionally, students attend the high school for three years to prepare for college entrance exams. The students are selected nationwide and a predetermined ratio of the students are selected from low-income families. The fees are determined depending on the courses taken and operating expenses while aiming at the annual 10 million KW level, including dormitory accommodation charge. Also, scholarships are to be provided for those from low-income families.

According to the plan, the English Education Center will undertake the functions for innovation and R&D of English education of Korea. The center will be in charge of research on English education, and educational materials and curriculum development. Also, it will provide training programs for adult English learners including English teachers and public workers. The education contents will be distributed nationwide through 'E-learning' tools including the Educational Broadcasting System, or EBS, and the Internet, so that the information may

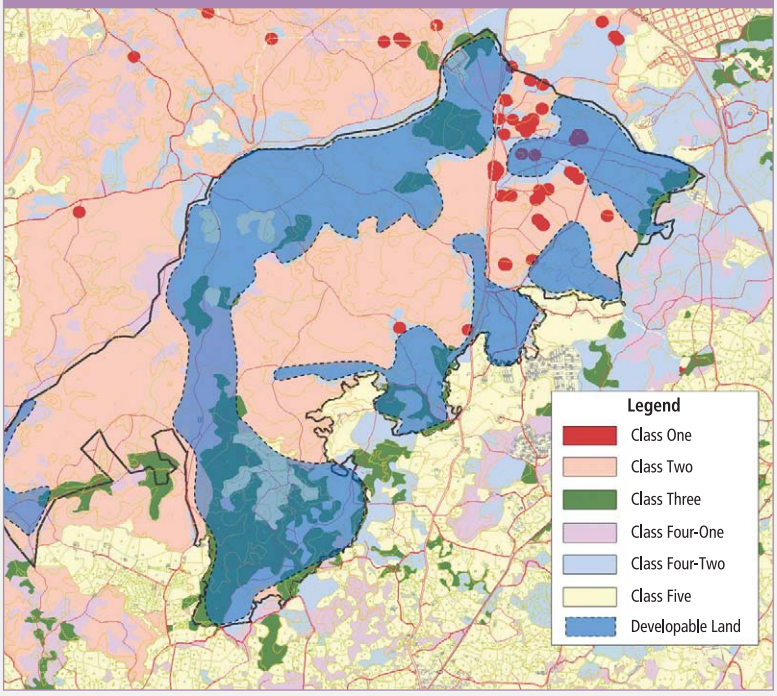


become available to students, teachers and parents. In addition to this, the town will attract foreign educational institutions, in order to create a quality environment for English education.

Facilities Scheme

According to an analysis of the entire land for the Jeju English-only Town construction, the developable land will cover approximately 2.16 million square meters. The Ecological Class One and Two lands will be excluded from development, and development will be carried out primarily in Class Three to Five lands in an environment-friendly manner. Thirty-eight percent of the developable land, or 0.82 million square meters, is required for the educational facilities with the rest 62%, or 1.34 million square meters for the supporting facilities. The distribution of the two different types of facilities will be mixed in order to put educational environments in close proximity to residential areas.

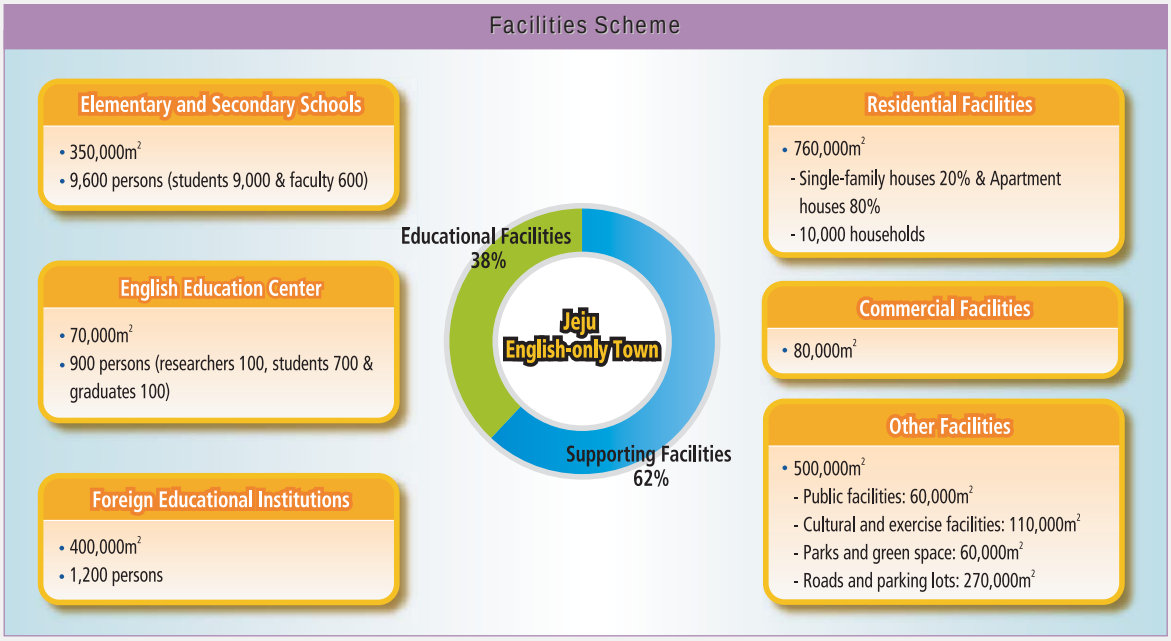
Planned Site Map: Ecological Classes and Developable Land



Implementation and Management Body

For the Jeju English-only Town establishment, which is to be pushed for as an urban development project, it is predicted to take around 14 months to

Facilities Scheme



set up such plans as master plan, development plan and implementation plan. Then, after two years of land preparation and construction work, one or two schools are expected to open in 2010 when the first phase of construction is completed. In order to consistently and smoothly promote the project, government departments and agencies involved are advised to assume their respective roles. To be specific, the Ministry of Education, Science and Technology is to be responsible for school foundation and operation, establishment of the English Education Center, development of education programs and educational materials and improvement of relevant laws and regulations. The Ministry of Land, Transport and Maritime Affairs takes on urban development-related tasks including establishment of the development and implementation plan. The Prime Minister's Office forms a task force to exercise general supervision of the project and coordinate the ministries and agencies. Once the town is created, an authority is planned to be formed to manage the entire town.

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GIS Standardization of Korea

Overview

The National Geographic Information System (NGIS) Project of Korea was initiated in 1995. Under the project, Korea has expanded the infrastructure for national spatial information through various efforts such as framework data construction, setting-up of standards, GIS technology development, GIS education, and distribution network construction. The NGIS Project, if executed according to prescribed standards, can prevent budget waste and create synergy through improved efficiency and interoperability between projects. In this regard, GIS standardization has been pursued from the earliest stages of the NGIS Master Plan.

Standardization means determining a common system, and thus following the system, so as to enable a range of different users to share data or a system. A system requires data, data creation method, and method for data exchange. Also, in order to have multiple users follow the system, reasonable discussions and approval of an authorized organization are required. Such a system is composed of the target of standardization, a method of standardization, the procedures and organizations for standardization.

That is, in order to create a system, it is necessary to determine what must be standardized, what method to be used for standardization, what procedures to be completed and whom to set the standard. Accordingly, the GIS standardization system, which is necessary for the NGIS, should be composed of the GIS standardization target, the standardization methods, the procedures and the organizations for GIS standardization.

GIS Standards Established to Date

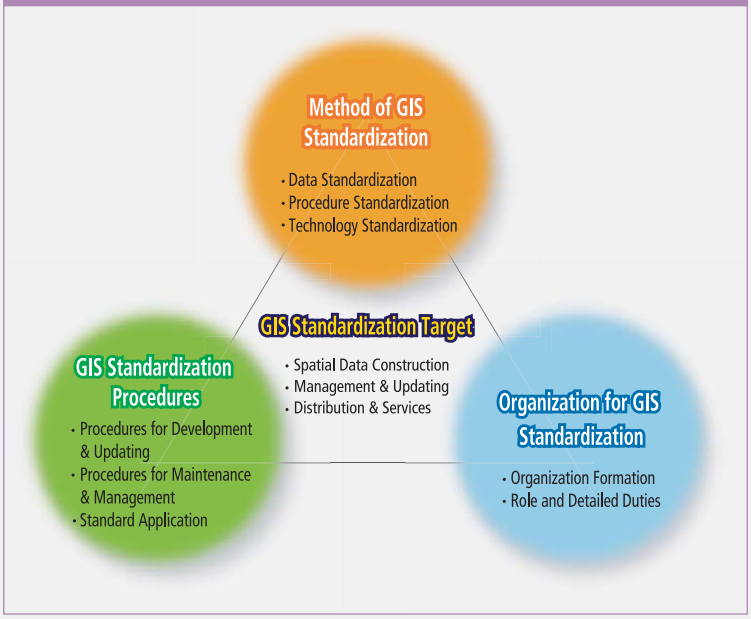
Over the 10-year period from 1995 to 2005, approximately 73 GIS-related standards were developed. These include the standard for spatial data construction aimed at the effective promotion of the NGIS construction, the standard for spatial information exchange and distribution, and the standard for the interface or architecture targeted at improving the efficiency of GIS application systems.

With regard to spatial information construction, the established standards are primarily for the production of digital drawings including national base maps, thematic maps and underground facilities maps. Concerning this, approximately 49 standards have been developed. Also, a set of standards has been developed to continuously maintain and update spatial information. The

standards that have been developed for spatial information and system-related services total 23, which include standards for data exchange, web services, and mobile services. The development has been focused on individual unit projects.

Starting from 2006, the standards for framework data construction, which is required for the construction of the National Spatial Data Infrastructure (NSDI), will be modified to become more practical. In addition, a number of candidate standards that will support the construction of the NSDI, will be selected and developed for each individual target of GIS standardization. Coupled with this, existing GIS standards will be continuously maintained. The completed and consistently maintained GIS standards will be actively promoted so that they can be widely utilized in diverse fields.

NGIS Standardization System

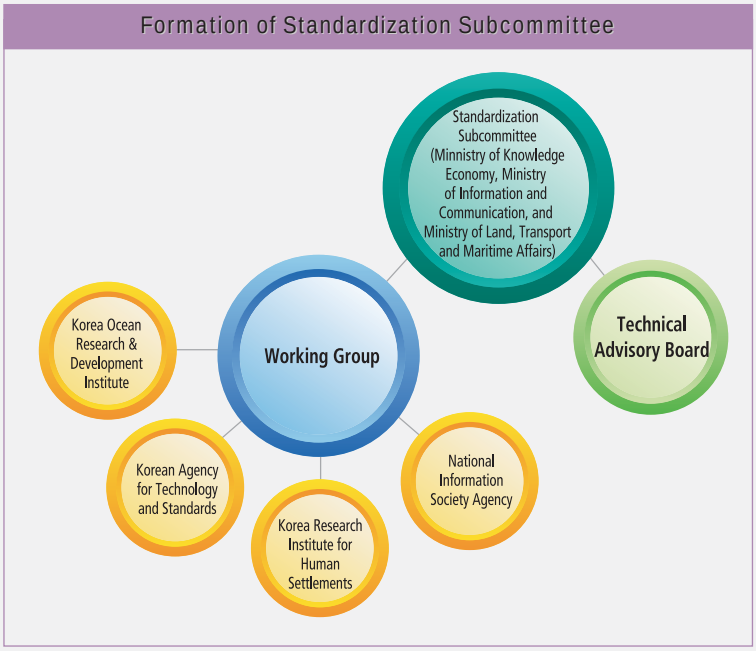


Organization for GIS Standardization

The NGIS Promotion Committee is composed of a total of 5 subcommittees. Of them, the Standardization Subcommittee is in charge of

Standard Developed Under NGIS Master Plan (1995~2005) (Example)

Objective	Category	GIS Standards
Spatial Information Building	Data Standard	· Design guidelines for the geographic framework data model · Geographic data model standards · Standards for underground facility maps for the NGIS · Digital map-integrated standards for the NGIS, etc.
	Procedure Standard	· Geographic information-Quality evaluation procedures · Geographic information-Procedures for item registration, etc.
	Technology Standard	N/A
Maintenance & Updating	Data Standard	· Metadata standards for geographic information management
	Procedure Standard	N/A
	Technology Standard	N/A
Service Provision	Data Standard	· Geographic information-portrayal · Exchange standards of national framework database based on GML, etc.
	Procedure Standard	N/A
	Technology Standard	· Web feature services · Function for mobile GIS services, etc.



standardization. In order to facilitate standardization activities, a working group and a technical advisory board are being operated under the Standardization Subcommittee. The Standardization Subcommittee executes decision-making. For example, it coordinates different opinions among standard-related organizations. The Standardization Subcommittee must report to the Ministry of Knowledge Economy, the Ministry of Information and Communication, and the Ministry of Land, Transport and Maritime Affairs.

The working group executes ordinary duties such as collecting ideas on GIS standards through public subscription, in collaboration with the Korean Agency for Technology and Standards, the National Information Society Agency, and the Korea Ocean Research and Development Institute, along with KRIHS. The technical advisory board is in charge of technical review and modification of established standards, pilot applications of the GIS standards proposed through public subscription and the evaluation. The board is primarily composed of experts from the private sector who have experience in standardization activities, or in system and database construction based on the standard.

The Standardization Subcommittee must closely collaborate with a variety of subcommittees, including the Framework Data Subcommittee, the Utilization and Distribution Subcommittee, and the Technology Development Subcommittee. That is, upon establishing implementation plans of GIS standard development plans or proposals for GIS standards, these subcommittees submit the plans to the Standardization Subcommittee. Then, the Standardization Subcommittee reviews the submitted plans or the proposals for overlap. This way, the subcommittees work in partnership with each other. Lastly, the Standardization Subcommittee actively supports each individual subcommittee when they come up with new GIS standards.

Process of GIS Standardization

The NGIS standards are formulated through a five-phase process. The first phase is the exploration and public subscription of the GIS standard to be developed. This stage explores the standards required for construction of the NSDI, and publicly subscribes the standards among standard experts. This is expected to help develop more practical standards and promote participation from diverse fields. The standard selected through the public subscription is then developed at the next stage. The third phase is intended to improve the standard application by evaluating and reviewing the standard developed. At the next phase, the level of the standard is determined; for example, whether the standard that has been developed should be used at the national level or as a group standard is determined at this stage. Lastly, the standard selected as a national standard is to be presented as a national standard. The selected national standard is supposed to improve the international status of Korea in terms of GIS standards.

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Forum on Strategies for Creating Territorial Amenity Resources

'The Study on Strategies for Creating Territorial Amenity Resources towards Enhancing Quality of Life' was launched to explore strategies for creating territorial amenity resources, recognizing the need for a new paradigm for 'A beautiful national territory with competitive regions.' As part of the research activities, a forum was held by KRIHS on the 7th of November, 2007, providing a venue for collecting expert opinions on the research theme.

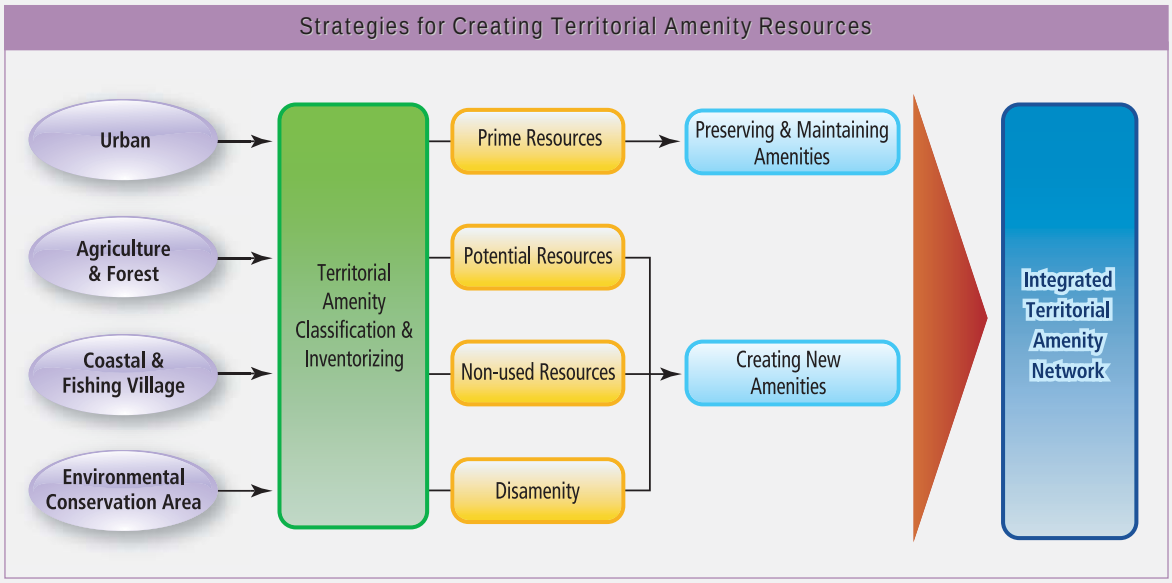
'The Study on Strategies for Creating Territorial Amenity Resources towards Enhancing Quality of Life' is intended to present policy suggestions for identifying the characteristics of the amenity resources of urban, agricultural and forest, coastal and fishing villages, and environmental conservation areas. Also, it aims to provide measures of creating new territorial amenity resources. The study was carried out as one of the 2007 joint research projects of the National Research Council for Economics, Humanities and Social Sciences.

The researchers operated 'on-the-spot forums' with a view to conduct field studies and to collect opinions of the working-level staff. The basic direction of the policy on creation and activation of territorial amenity resources is to promote national image and enhance quality of life through 'a pleasant territorial environment' creation. The principles of the policy implementation can be summarized as follows: emphasizing territorial identity, integrating amenity-related policies, networking amenity resources, enhancing market value of amenity resources, and encouraging sustainable participation and collaboration.

The study presents strategies for creating territorial amenity resources by resource class and by tool for using the resources. It also suggests the strategy of linking the resources to the space for amenity resources creation. To be specific, the study categorizes the resources into Prime Resources, Potential Resources, Non-used Resources and Dis-amenity, and presents varying approaches to creating amenities depending on the resources concerned.

The tools for using the amenity resources suggested in the study include conservation and restoration, systematic management, and industrial use of the resources. The study presents case studies as well. Lastly, the study suggests the national amenity corridor and national amenity zones as strategies for linking the resources to the space.

In order to create and activate territorial amenity resources, it is crucial to address the following issues: maintenance of laws and institutions, refurbishing of planning systems including the amenities plan, assessment of the value of the territorial amenity resources and promotion of the market, diversifying of programs supporting territorial amenity revitalization, and construction of a promotion system for amenity activation. Finally,



the study presents measures for amenity creation by spatial unit including urban, agricultural and forest, coastal and fishing villages, and environmental conservation areas.

As part of the research, a forum was held on the 7th of November, 2007, which provided a venue for collecting expert opinions on the research theme. The forum focused on the current conditions of the amenity resources of each individual spatial unit, and also on the feasibility of the strategies for amenity resources creation. The following is a brief summary of the meeting:

Raising the importance of the role of local governments, Sungsu Kim, Head of the Anyang Art City Planning Division, argued that it is necessary to cite the cases of amenity creation in advanced countries and stress the implications. This is intended to help local governments to build the capacity for the implementation of amenity creation. In particular, he pointed out that, in order to persuade public workers, it is crucial to provide them with information on related institutions and systems in detail.

Byeongkwon Yoo, Head of the Urban Policy Team of the Ministry of Land, Transport and Maritime Affairs stressed that amenity creation strategies based on neighborhoods enhances feasibility, citing amenities are closely related to people's sensibilities. In addition, for the same reason, it is difficult to achieve amenity creation by solely enhancing physical conditions. In this regard, he asserted, it is necessary to present promotion measures of encouraging resident participation in order to consistently push for the strategies.

Hyeongeun Oh, Director of the Local Revitalization Center, specifically mentioned the indicators used for the amenity assessment, emphasizing they should be used for resource utilization, not as criteria for determining superiority or inferiority of a region. Furthermore, as for the classification of amenity resources, the categories can vary depending on different points of view. Therefore, it is important to take into account this point.

Lastly, Hakyeong Huh, Researcher from the Korea National Park Service, pointed out that it is necessary to provide measures to create amenity resources that are intangible, as well as tangible ones. He added that, for the survey on amenity resources, it is necessary to take into consideration the fact that the response rate and the answers can vary depending on different survey targets.

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INTERNATIONAL COOPERATION

Special Lecture by Dr Hulchanski of Canada

On December 12, the Land and Housing Research Division invited Prof. David Hulchanski of Toronto University, Canada, and held a special lecture titled, 'Urban Regeneration: Building New Neighborhoods and Renewing Old Public Housing.' Dr Hulchanski provided a review on the successful urban regeneration in the St. Lawrence neighbourhood of the City of Toronto. Then, he presented a lecture on the spatial change from the past to the present of the housing site of Toronto by income level, along with the Toronto policy on urban regeneration which brought about the change. The lecture was followed by a lively discussion on the Toronto example and its policy implications for Korea among the participating KRIHS researchers.

Delegation from Nomura Research Institute of Japan

On January 25, the Transportation Research Division held a discussion session with a group of consultants, led by Dr Satoshi Awamura, from the Information and Communication Industry Consulting Department of the Nomura Research Institute, Japan, and exchanged up-to-date information on the current status and a future prospect for the automobile satellite navigation industry. They also discussed the roles of Korea and Japan in activating the international standardization for the ITS sector. In particular, the two parties agreed to implement R&D collaboration on the architecture of the u-Transportation, currently under promotion by KRIHS, given that the Nomura Research Institute is presently spearheading the 'ubiquitous Japan.'

Special Lecture for Japanese Delegation

On March 12, a Japanese delegation, two professors and a total of 26 students from the Faculty of Real Estate Science of Meikai University visited KRIHS, as part of a short training on the current status of the real estate property of Korea. KRIHS provided for them the lecture on the development of Korea's territorial planning, and the Revision Plan of the Fourth Comprehensive National Territorial Plan of Korea. The lecture was followed by a Q & A session during which the audience asked the lecturer for a forecast regarding the change in the existing territorial policy following the inauguration of the new government in February, 2008.

Training Program for Public Officials from Developing Countries

From March 13 through 28, KRIHS provided the training program, 'Urban and Regional Development Policy,' inviting a total of 15 public officials from 14 developing countries around the world: Cambodia, Cote d'Ivoire, Egypt, Ethiopia, Guatemala, Indonesia, Kazakhstan, Laos, Mongolia, Nigeria, Peru, the Philippines, Tanzania and Uzbekistan. Held under the sponsorship of the Korea International Cooperation Agency, the program provided the participants with specialized lectures covering themes on territorial and human settlements development, along with a variety of related activities. Provided on a yearly basis, the program is designed to contribute to the nurturing of human resources of developing countries in the field of spatial planning and policy.

NEWS & ANNOUNCEMENTS

UrBan Information Network Upgraded

The UBIN, or the UrBan Information Network, which opened in January 2007, is a web service providing comprehensive and systematic information on global advanced cities and on Livable City Creation. The website has been established and managed by the Urban Innovation Center of KRIHS. In January 2008, the center upgraded the UBIN, stepping up the retrieval function of urban information and introducing a variety of systems including a web cafe and a Japanese-Korean translation function, thus enhancing user convenience. Coupled with this, the center has explored and produced approximately 230 pieces of additional global urban information, which are currently available from the website at http://ubin.krihs.re.kr/.

Northeast Asian Forum Held

On January 30, the Northeast Asian Regional Development Center held the January session of the Northeast Asian Forum. Held at monthly intervals, the forum is a regular research seminar on major issues in North Korea and Northeast Asia among relevant experts. At the seminar, Dong-hwi Lee of the Institute of Foreign Affairs and National Security, gave a presentation on the new diplomatic environment of Northeast Asia and policy tasks of the incoming government, followed by a discussion among participants. Prof. Lee forecast directions of foreign policy of the new government that are distinguished from those of the previous government, describing the potential impact on inter-Korean relations. The participants agreed that, the potential strengthening of the diplomatic ties between Korea, the U. S. and Japan will exercise, in the long-run, a huge influence on the new collaborative relation that is predicted to be created through the political and foreign relationship in the region. They added that, here, it is necessary to take the China factor into consideration.

Participants at work in the research seminar

KRIHS Special Report Series Vol.8 & Vol.9 Published

The KRIHS Special Report Series Vol. 8 and Vol. 9 were published in January, 2008. An English digest of KRIHS research reports, the series are intended to help interested scholars and policy makers outside Korea better understand key urban and regional issues arising in Korea. Volume 8, titled, 'Establishment of National GIS of Korea' is a summary of the NGIS Project of Korea initiated in 1995 and currently in progress, under which infrastructure for national spatial information of Korea has been expanded through various efforts including framework data construction and GIS technology development. Volume 9, titled, 'Mitigation Countermeasures for Environmental Degradation from Development: Focusing on Planning Process and Institutionalization' is intended to present measures of tackling environmental degradation that can be taken during the course of development plan formulation.

NEWS & ANNOUNCEMENTS

Meeting Held by Experts on Urban Issues

The Urban Research Division held the expert meeting on the 'Study on Establishment of Urban Policy Directions' on February 19. More than 20 researchers including nine senior experts from the urban sector attended the meeting. The participants held discussions on the prospect for Korea's urban policy and implementation directions which can be summarized as follows: first, the future policy should reflect on the changing value of urban residents along with the paradigm shift in urban policy: from one that considers quantitative aspects only towards one that pursues quality of life. Secondly, future urban policy should focus on small- to medium-sized provincial cities, not metropolitan cities as in the past. Lastly, a strategic approach is necessary in urban policy that is customized to each individual city.

Construction Industry Information Center Inaugurated

On February 21, KRIHS inaugurated the Construction Industry Information Center (CIC). Executives from related organizations including the Ministry of Land, Transport and Maritime Affairs (MLTMA), the Construction Association of Korea and the Construction Guarantee participated in the opening ceremony and celebrated the inception. In his opening remarks, KRIHS President, Dr Byungsun Choe promised to grow and develop the CIC into a professional body for integrated management of construction industry information, asking for support and cooperation from various fields. The CIC, established pursuant to Article 24 of the Framework Act on the Construction Industry, is an organization for information management to be operated by KRIHS, following the completion of the Construction Industry Database establishment by the MLTMA that began in 1999. The database has become fully operational since the beginning of 2008. The main task of the CIC is to support the government in establishing and implementing construction industry policy, as well as relevant organizations and construction companies.

Opening ceremony of the CIC

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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.

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