

Space & Environment is a quarterly magazine published by KRIHS. Its purpose is to introduce current issues on territorial planning in Korea and disseminate research achievements and international activities of KRIHS and other Korean institutes.

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KRIHS (Korea Research Institute for Human Settlements) was established in 1978 with a mission of creating a beautiful and pleasant living environment. To achieve the mission, KRIHS has been committed to enhancing the quality of life and well-being of the people in the nation with its spatial planning studies and policy suggestions.

Since its foundation, KRIHS has carried out a variety of studies on the efficient use, development, and conservation of territorial resources. Its research areas range from sustainable and balanced territorial development and conservation of the territory to the provision of housing and infrastructure.

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SPACE & ENVIRONMENT

IN-DEPTH LOOK 01

Assessing the effects of adopting self-driving cars in terms of transportation network efficiencies and users' behaviors

Donghyung Yook and Backjin Lee

1. Backgrounds

As the vehicle technologies are getting evolve and this ultimately leads to the adoption of the self-driving cars, changes are expected to take place in our transportation system where people's mobility is depending on. Researchers have conducted various studies on how self-driving cars will change our daily lives in the future. However, the studies are inclined to be more general and broader views on the effect of the introduction of self-driving cars. Therefore, it is necessary to discuss the future of our transportation system with the concrete and scientific analysis that assesses the effect of the introduction of self-driving cars from more quantitative perspectives.

2. Objective of the study

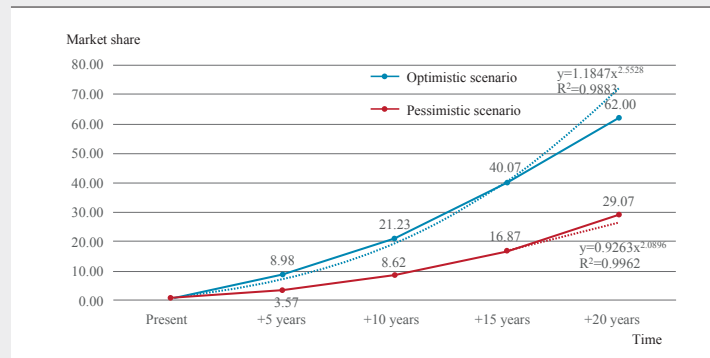
The purpose of this study is to conduct quantitative assessment on the effect of the introduction of self-driving cars through empirical analysis and to analyze the potential effect of the introduction of self-driving cars on the behavioral change of people.

3. Major findings

Scenario development for self-driving car adoption

We conducted a survey that questioned the future market share of self-driving cars on a five-year basis under the optimistic and pessimistic adoption scenarios and propagation of self-driving cars. In the optimistic scenario, the market share of self-driving cars after 20 years or later (?) (or + 20 years) of the adoption is 62% and, in the pessimistic scenario, the market share is 29.07%. Based on the survey results, we can construct the optimistic and pessimistic scenarios of the market share of self-driving cars after the adoption.

Figure 1. Change in market share under optimistic and pessimistic scenarios



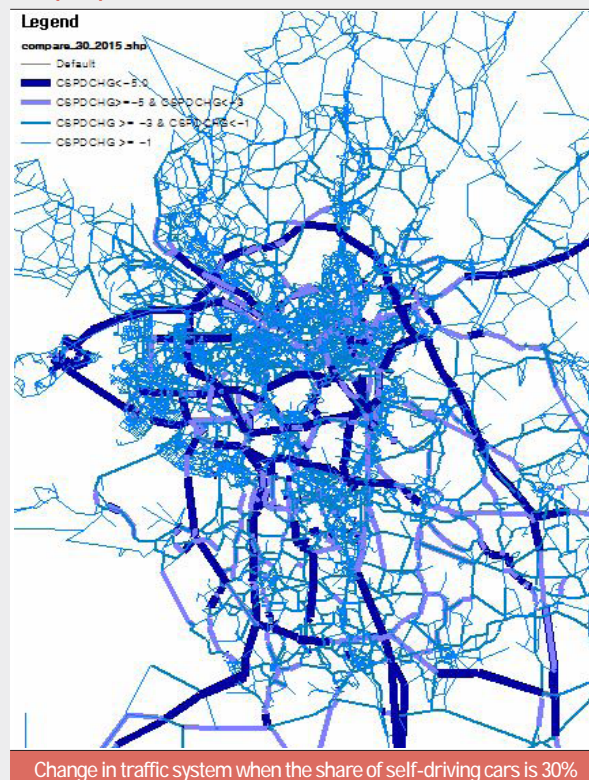
Effect on transportation network efficiency

We conducted the analysis for the road network efficiency change due to introduction of self-driving cars with the Seoul Metropolitan Area. The results of the analysis indicate that the travel time on major arterial routes is expected to decrease, when the self-driving cars begin to run in the road. In addition, we conducted the microscopic traffic flow simulation that assumes the various proportions of self-driving cars on the road; the study assessed how much road network efficiency would be expected after adoption of self-driving cars by measuring capacity change that the roadway can carry and then the study applies the assessment to the macro-scopic simulation model for analysis of the future travel demands.

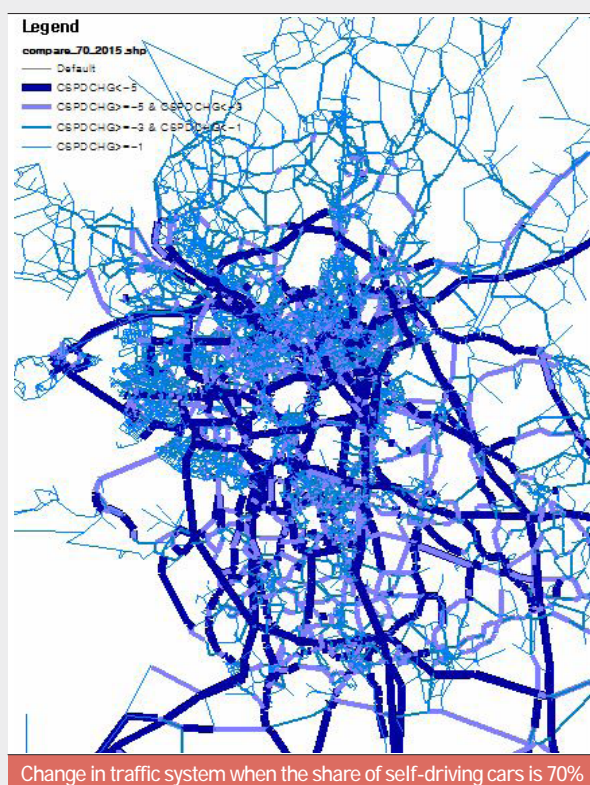
According to the micro-scopic simulation the effect of adoption of self-driving cars on uninterrupted high-standard roads such as highways and expressways is greater than that of the adoption on other types of roads and, as for the roads with a lots of traffic signs and intersections, the effect of the adoption becomes more noticeable after the share of self-driving cars reaches 70% of more.

According to the analysis into traffic flow from a broader perspective, the adoption of self-driving cars increases the capacity to address the traffic flow which means the capacity of road less than that of today will be enough for the traffic of the future; quantification of the reduction in the capacity amounts to about 1,059km of roads (1.9% of the total) at the Seoul Metropolitan Area.

Figure 2. Reduction in travel time on the road through simulation analysis from a broader perspective



Change in traffic system when the share of self-driving cars is 30%

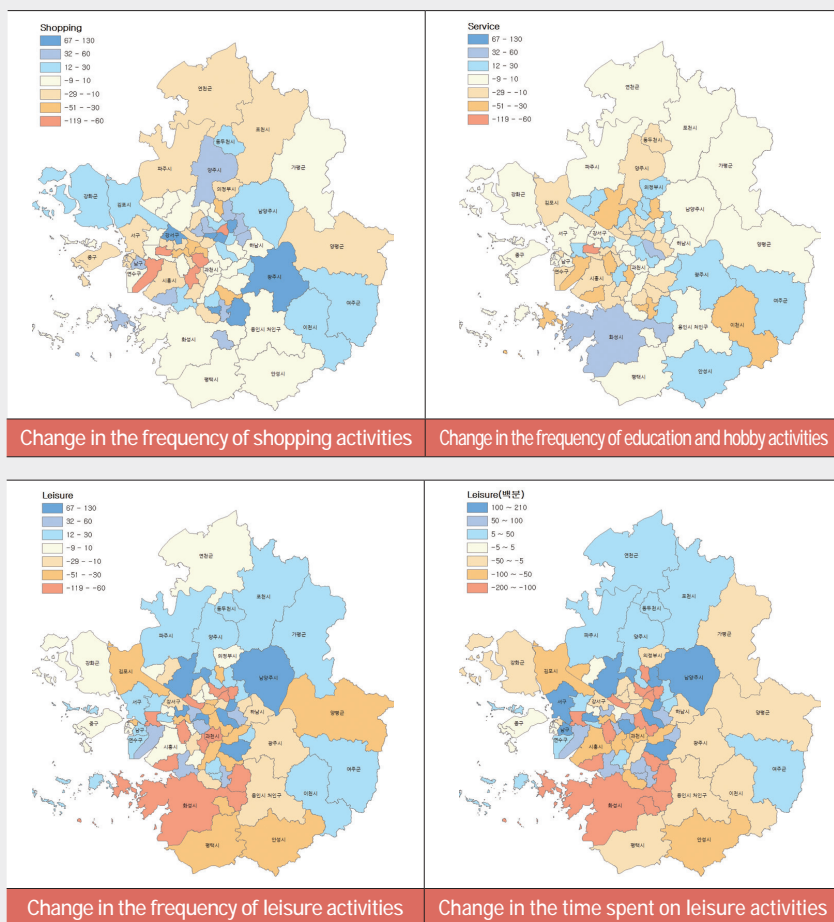


Effect of the adoption of self-driving cars on the spatial use patterns

In addition to the study of on traffic efficiency improvement, the study carried out the choice model, the study of the response of users after the adoption of self-driving cars in order to establish and assess the model which reflects the effects of improved convenience on the road after the adoption.

According to the analysis into the established model, the potential advantage of self-driving cars, i.e. convenience in driving and reduction in the time value of travel by 25% as drivers of self-driving cars do not need to concentrate on driving (which also means increase in the value of roads thanks to extra activities by drivers of self-driving cars who do not have to drive in the cars), translates into increase in mid- and long-distance travel with self-driving cars. Based on this, we could predict the change in spatial use patterns in cities according to the purposes of road travel as seen in figure 3. Spatial use patterns for shopping, education, and hobby look similar; the frequency of the shopping, education, or hobby activities decreases in the areas where self-driving cars are expected to greatly reduce travel time and the frequency increases in the areas with relatively low reduction in travel time. On the other hand, as for leisure activities, the frequency of leisure activities and the time spent on leisure activities increase in northern part of Gyeonggi-do (province) including Gapyeong-gun (county), Yangju-si (city), and Paju-si and the frequency of leisure activities tends to decrease in southern part of Gyeonggi-do including Hwaseong-si, Pyeongtaek-si, and Paju-si.

Figure 3. Analysis into the change in urban space use patterns (example)



4. Conclusions and policy suggestions

This study constructed possible scenarios of adoption of self-driving cars, analyzed any potential change in travel patterns and transportation systems due to the adoption of self-driving cars in the future by conducting the survey on the potential change in the efficiency of traffic systems and preference of users under optimistic and pessimistic scenarios, and then could make following policy suggestions as preemptive measures for the adoption of self-driving cars.

First, self-driving systems for uninterrupted high-standard roads such as highways and expressways should be employed. This is based on the analyses on traffic flow simulation that shows uninterrupted high-standard roads are more efficient than other roads at the adoption of self-driving cars.

Second, the lanes which could be closed after the adoption of self-driving cars should be selected before the adoption, closure of the lanes should be done in phase, and there should be any plan to utilize the space left after the closure

Third, urban roads should be more advanced ones in response of the adoption of self-driving cars; According to the analysis into traffic flows for a narrower perspective, cities with a lots of traffic signs and intersection have relatively low effect of the adoption.

Fourth, methods to ensure spatial fairness to reduction in travel time among regions after the adoption of self-driving cars. This is because reduction in travel time thanks to the adoption widely differs according to regions and the regions with low efficiency in the reduction could face decrease in regional exchange among themselves.

Fifth, the traffic network connecting neighboring regions based on self-driving should be firmly established in response to the expansion of the Seoul Metropolitan Area. This is because the empirical analysis expects that the adoption of self-driving cars increases the frequency of mid- and long-distance travel (over 20km or more) for 'coming home', 'commuting', and 'shopping.'

IN-DEPTH LOOK 02

Measuring employment resilience in Korean Regions: Using regional business cycles

Saheum Hong

Secondary Cities: New Frontiers of Development and Challenges

Secondary cities will have key roles as catalysts and secondary hubs for localized production, transportation, transformation, or transfer of goods, people, trade, information and services between sub-national metropolitan, national, regional, and global systems of cities (Choe & Roberts, 2011). The projected rapid growth of secondary cities provides both challenges and opportunities for these cities. Secondary cities often lack the resources and capacity to manage their rapid urbanization. Secondary cities, many of which are still developing, present the opportunity to incorporate resilience measures into their urban development planning, rather than addressing these issues after the city has finished developing. This allows the secondary cities to develop their resilience and become competitive in the new economic geography of cities. This paper aims to provide a practical policy guide and analytical policy framework to help integrate resilience in urban development policies in developing countries, especially for secondary cities. Analyzing policies and plans to tackle resilience in secondary cities of South Korea during their rapid urbanization, the work attempts to provide recommendations for incorporating social, environmental, and economic aspects of resilience.

Secondary Cities: Definitions & Types

Secondary cities are defined in general by population size, but also according to density, functional roles, and historic status. For example, UN-Habitat defines a “secondary city” as an urban area generally having a population of between 100,000 and 500,000 (UN-Habitat, 1996), and a study on EU countries defines “small and medium-sized urban areas as urban areas with 5,000 to 50,000 inhabitants. Our working definition on secondary cities are largely in line with those of Cities Alliance (2014) and World Bank (2009, New Economic Geography of Cities), and highlights the importance of urban functionality and linkage to local, national and global networks of cities.

Typology of Secondary Cities (proposed by Cities Alliance 2014)

Following the typology of secondary cities proposed by Cities Alliance, a secondary city generally falls into one of three types:

■ Sub-national Secondary Cities:

This type of secondary cities is a subnational administrative capital, transport hub or large manufacturing or natural resource industry center, playing a vital role in the development of national and, in some cases, the global economy.

■ Metropolitan Secondary City Clusters:

Secondary city cluster development is a phenomenon associated with the development of metropolitan regions and the new towns movement. These cities are integral to the functioning of the core city that provided the catalyst for them to grow and develop- a phenomenon associated with this is the transformation of the economic structure of the city core.

■ Corridor (or Development axe) Secondary Cities:

The growing levels of trade and travel between cities is resulting in the emergence of a new type of secondary city developing along trade or economic growth corridors, often with the improvements to national transport infrastructure. National and international firms are seeking opportunities to develop new manufacturing and processing factors close to sources of raw materials and cheap labor.

Analysis of Urban Resilience in Korea Secondary Cities

Using the selected secondary cities in Korea, the urban resilience in three pillars - economy, (general)environment, and disaster - were quantitatively analyzed. To conduct quantitative analysis, the method of Chapple and Lester (2010) was used. Chapple and Lester (2010) analyzed the resilience level of a city by comparing the relative resilience index values of each sectors represented by a city. As shown in the table below, the relative levels of the resilience index between the two points are compared and classified into four types.

Analytic Framework for Urban Resilience

Start / End Status	Below Average	Above Average
Below Average	Stagnant (4)	Transformative (2)
Above Average	Faltering (3)	Thriving (1)

■ Economic resilience

The economic resilience performance of secondary cities has been determined by the distance from Seoul and some major cities. Specifically, the population and employment of Type 2 secondary cities in Seoul and other major cities are experiencing continuous growth without being significantly affected by internal and external shocks. Especially the large-scale housing development around Seoul which is summarized as the construction of the first new city, has resulted in an immense influx of population from Seoul and the provinces. The resulting economic demands also served as an energy for economic growth and employment.

■ Disaster-related resilience

Even if the physical and municipal vulnerability to disasters is high, cities that have actively installed disaster prevention facilities such as breakwaters and dykes, shelter policies for solving safety problems since the 2000s. The disaster resilience was significantly improved. Disaster resilience is highly related to the financial level of the city, and cities with a high level of resilience continue to have relatively stable local economic levels. However, some cities in the metropolitan area of Type 2, which have undergone rapid development and growth, are cities where disaster resilience deteriorates due to indiscreet development of dangerous areas such as riverside.

■ Environment resilience

In case of the secondary city which has improved in the past, but has recently

deteriorated, it is considered that the proper response to changes in development conditions in the region is delayed or the problems of poor local finance and location of disgusting facilities are occurring. Additionally, the industrial structural characteristics of each city can be pointed out as an important factor in determining the environmental resilience of the atmosphere. Furthermore, the implication of the industrial policy for economic prosperity can be a negative impact on the environment.

Policy Implications for Secondary cities in developing countries

To improve the resilience performance of secondary cities from the socio-economic perspective, each of the secondary cities should have independent economic foundation for sustainability. For this purpose, each of them should have enough population and market size to retain its status as a secondary city by establishing the physical foundation for its industrial development such as building an industrial complex and improving its living conditions for residents.

To improve the resilience against disaster, each of the secondary cities should have the disaster warning and post-disaster communications systems in advance and disaster prevention-related factors including the preliminary disaster inspection and consultation system should be systematically incorporated into the process and contents of urban planning of the city.

To improve the environment resilience, more-detailed standards for emission of pollutants should be set, the system to adjust emission standards depending on the level of urbanization should be established from the initial stage of urbanization, and more flexible administrative organizations such as water governance at each river basin for control of pollutants should be established.



IN-DEPTH LOOK 03

Housing stabilization plans for renter households

Mincheol Kim

1. Backgrounds and implications

■ Increase in the number of renter households

Overall decrease in the number of home-owning households is accompanied by steady increase in the number of renter households. According to 2015 Population and Housing Census by Statistics Korea, the proportion of jeonse (key money deposit) households in 2015 decreased by 6.2% compared to that in 2010 and, during the same period, the proportion of home ownership increased by 2.6% and that of wolse (monthly payment + deposit) increased by 2.8%. And the 2015 Statistics say that the proportion of wolse households (22.9%) is larger than that of jeonse households (15.5%). In 2010, home ownership accounted for 54.2% of all households in South Korea, followed by jeonse (21.7%) and wolse (20.1%). In 2015, home ownership accounted for 56.8%, followed by wolse (22.9%) and jeonse (15.5%).

■ Lack of the infrastructure to protect renter households

Increase in the number of renter households has led to growing instability of housing, including frequent moving to other areas after expiry of lease, and to additional housing expenditure. The increase also suggests that renter households are missing the opportunity for gaining more wealth naturally accumulated during their lifecycle and for upgrading their housing by using jeonse or wolse as the ladder to better housing. In addition, renter households are reluctant to have more children than one or none, causing another social problem.

Even in such situations, South Korea lacks the institutional and physical framework for the reinforcement and protection of the residential settings for renter households. As a result, it is necessary to review the policies and systems for protection of renter households and find the methods for improving the policies and systems.

2. Insufficient effectiveness of the systems to protect tenants

(System adopting jeonse-to-wolse conversion rate) According to the Housing Lease Protection Act, if a tenant who converted his/her housing from jeonse to wolse and has to pay his/her wolse more than the designated cap, the overpayment of rent has to be returned to the tenant. However, the designated cap applies only to existing tenant contracts, not to new ones or renewal of existing ones.

(Guarantee of returning jeonse deposit) This is a policy product offered by Korea Housing & Urban Guarantee Corporation which guarantees to return jeonse deposit to a tenant in place of the landlord (payment in subrogation) if the landlord refuses to return the jeonse deposit or becomes unable to return the deposit as the

price of the jeonse house is lower than the deposit or the landlord is heavily in debt. The number of jeonse households who have purchased the product has increased since 2016 as more people have expressed their concerns about 'kkangtong jeonse', which refers to the jeonse whose deposit is 70% or more than the price of the jeonse house. However, only about 13,000 jeonse households have purchased the products, which is very small compared to the total jeonse households in South Korea.

(Jeonse and walse registration system) This system is to statistically manage such information related to jeonse and walse as location, size, type, and fee of rental houses. This system serves as a prerequisite for adoption of the upper limit on jeonse and walse. As of today, this system operates on the basis of the fixed date system under the Housing Lease Protection Act which works as the guarantee of jeonse deposit. Therefore, walse households which do not need to pay jeonse deposit do not join this system, diminishing the effect of this system.

(Disclosure of standard rents) More information on standard rents is needed to impose the upper limit on jeonse and walse before collecting all registered information on individual households in South Korea. As of today, this system has not yet implemented; only limited version of this system, the survey on the trend of walse, is in place.

(Upper limit on jeonse and walse) This is to limit the increase in jeonse and walse. As of today, the rate of increase in jeonse for houses is limited to 5% or less within 2-year contract period and to 5% or less annually for the houses offered by commercial rental companies. But the above limit does not apply to the houses offered by private landlords after the expiry of 2-year contract or when signing a new contract.

3. Main issues concerning the protection of tenants - Focusing on the system which grants the right to claim contract renewal

The two most important systems to protect tenants are the system which imposes the upper limit on jeonse and walse and the system which grants the right to claim contract renewal. This study has focused on the issues concerning the system which grants right to claim contract renewal. This system grants tenants the rights to claim the renewal of the contract at the expiry of the contract. Hence, there exists a debate on whether contract period extension is beneficial to tenants or not. If the competition among landlords becomes intense, tenants prefer to short-term housing rental contracts. And if not, they prefer to long-term ones. We could infer from the empirical evidence in 1990 that contract period extension would lead to temporary hike in housing prices. In theory, in order to minimize the side effect of contract period extension, the jeonse market should be booming while tenants should have relatively more bargaining power than landlords.

4. Policy attention to issues

■ Step-by-step adoption and operation of systems

The systems under discussion should be operated to make sure that each of the systems should exhibit its desired effect to the max, instead of trying to reach a general consensus over conflicting issues inherent to each of the systems. First, the right to claim housing contract renewal should be given to the tenants residing in 'cold spots' whose real estate market is considered sluggish and then the upper limit on jeonse and walse should be imposed on the areas where the right to claim contract renewal is in effect. This step-by-step adoption of the systems seems appropriate for maximum effectiveness.

■ Step-by-step extension of contract period

If we focus on jeonse, it would be the best when jeonse has already risen high enough that there is no more upward pressure on it. In this regard, the recent ratio of jeonse to purchase suggests that not much upward pressure will be placed on jeonse in the future. However, the sufficiency of jeonse and walse and upward pressure on jeonse markedly vary according to the regions under study. Therefore, it could be considered that extension of contract period could apply to each region under different schedule and the scope of application should expand gradually. Another issue which should be considered is the effect of the extension on economy due to decrease in the number of rental transactions. Decrease in the number of rental transactions means reduction in brokerage for real estate agents and lower revenue for moving companies and interior design companies. Therefore, in order to minimize the side effect of the extension, there should be policies to boost the real estate market.

■ Enhanced protection of tenants

Efforts should be made to promote the practice of fair trade in rental transactions before drastic adoption of such systems as reporting signing of rental contracts or registration of jeonse and walse. And, as the preparation for adoption of the right to claim housing contract renewal and the upper limit on jeonse and walse, disclosure of standard rents for each regions could be considered first.

As for the upper limit on jeonse and walse, the government could link the limit to price change rather than suggesting a fixed amount. According to the Special Act on Private Rental Housing and the Special Act on Public Housing, landlords could increase rent by up to 5% annually after taking into consideration the price index of housing expenses and the rents for homes in neighboring areas.

Step-by-step adoption of the upper limit on jeonse and walse in conjunction with government aid to housing expenses is worth considering. As in the case of Austria, the upper limit on jeonse and walse could be imposed to prevent the housing expense aid granted to tenants from being extended to landlords in the form of increase in jeonse and walse.

Bibliography



Stimulation of regional consumption and establishment of the virtuous circle structure for the regional economy

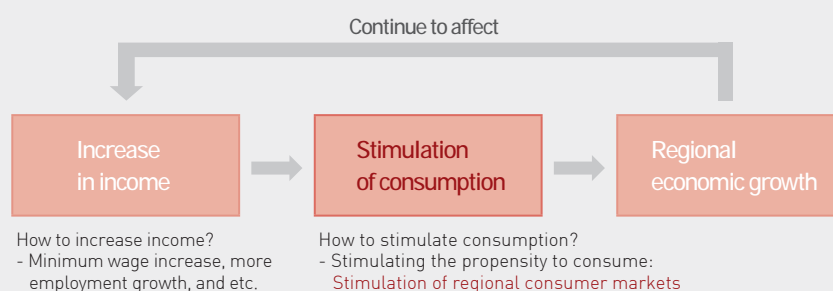
Gichan Nam

1. Backgrounds and implications

■ Income-led growth as new paradigm of regional economic growth strategy

South Korea has fostered export-led growth as one of the newly industrializing economics (NIEs) but since 2000 it has faced the situation where a new national strategy of economic growth shall be adopted as sluggish economic growth starts to endure as seen in such symptoms as decrease in domestic and overseas investment and lowering employment rate. In response to the situation, the current administration has proposed income-led growth as the new paradigm for economic growth. This new strategy concentrates on establishing the virtuous circle of increased income, increased consumption, and revitalized regional economy by boosting the income of regional residents.

Figure 1. Virtuous circle structure of income-led growth



■ The role of regions for income-led growth

More serious contemplation of several issues should be required in order to apply income-led growth to the regions of South Korea. The most important point in income-led growth is not 'how to increase income' but 'how to stimulate consumption.' It should be noted that income-led growth could be less meaningful if increased income fails to result in stimulating consumption as the government puts too much stress on income growth.

Therefore, how to stimulate consumption should be reviewed more actively at the regional level because it necessitates understanding of each region's consumer market whose structure is different from that of another region and, based on the understanding, contemplation of how to stimulate each region's consumer market is required.

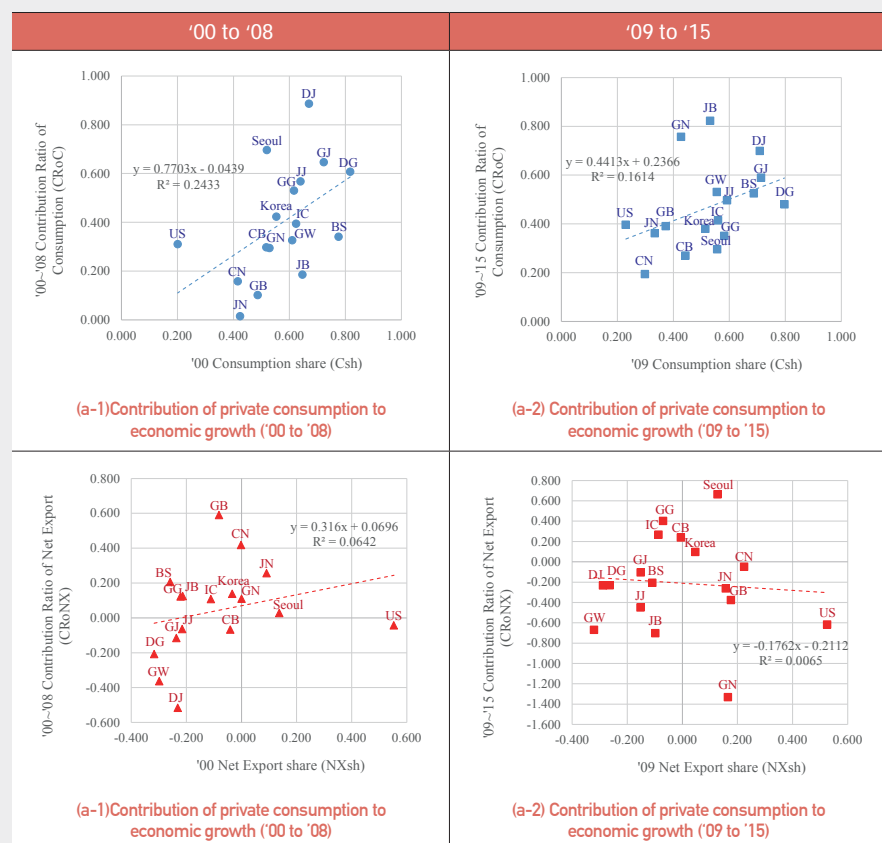
2. Detection of structural change in regional economic growth by regional consumption

■ Contribution of private consumption to economic growth versus contribution of net export to economic growth

According to the contribution of private consumption to economic growth since 2000, economic growth at the regions with larger share of private consumption was led by the private consumption and economic growth at the regions with larger share of net export was led by the net transfers between 2000 and 2008.

Though economic growth at the regions with larger share of private consumption was still led by the private consumption between 2009 and 2015, the regions with larger share of net export and whose economic growth had been led by the net export between 2000 and 2008 showed lower dependency on the net export for their economic growth between 2009 and 2015. This implies that structural change in economic growth has occurred at the regional level and further consideration should be given to the structural relationship between private consumption and net export.

Figure 2. Contribution of private consumption and net export to economic growth



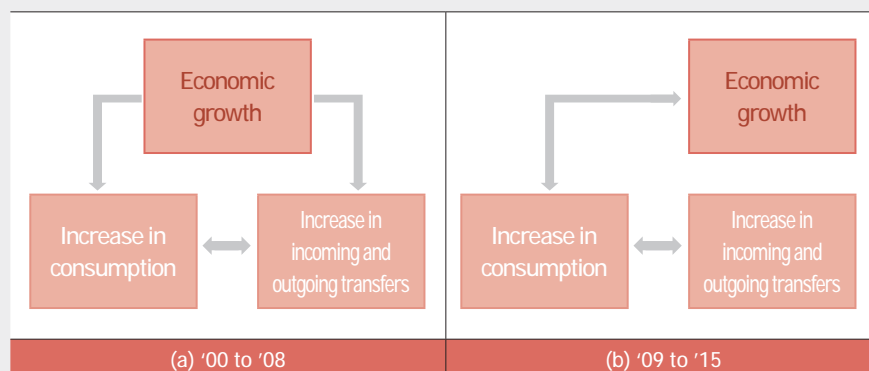
3. Review of the virtuous circle structure composed of regional consumption and regional economic growth

■ Does regional consumption impact on regional economic growth?: Consumption has impacted on recent economic growth and net export.

We performed the panel Granger-causality test based on the empirical model for consumption, net export, and economic growth. According to the test between 2000 and 2008, growth-led export and growth-led domestic demand where economic

growth spurs significantly effect on consumption and net export. According to the test between 2009 and 2015, however, consumption-led growth and consumption-led export have significant singnificance. The findings show that national and regional economic growth boosted consumption and net export in the past but, as of today, national and regional economy has undergone a transformation into the one where increase in consumption fosters growth of national and regional economy and net export.

Figure 3. Causality among consumption, net export, and economic growth



- **Can increased income stimulate regional consumption?: Increase in income has significant effect but the effect varies according to policy measures and regions.**

According to analysis of each region in South Korea, each shows difference in terms of whether increased income has any effect and level of effect, if any. The regions where increase in income results in economic growth are Seoul, Busan, Incheon, Da ejeon, and Ulsan (which are metropolitan cities of South Korea), the Seoul Capital Area, and Chungcheongbuk-do (or North Chungcheong Province) located near the Seoul Capital Area.

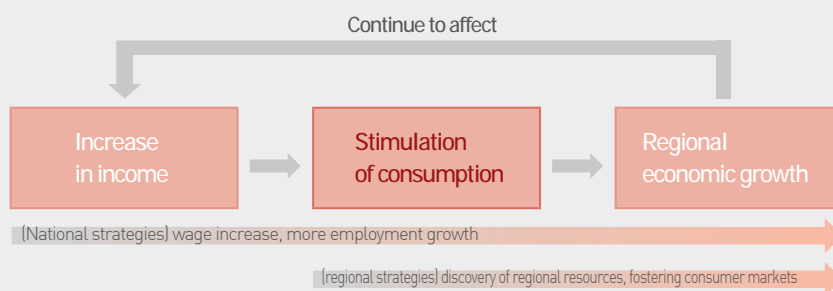
On the other hand, many region do not have virtuous circle of increased income, consumption and regional growth.

4. Policy implications for regional economic growth through stimulation of consumption

- **Discussion on the possibility of differential application at the regional level in terms of income-led growth**

- Since the regional effect of income-led growth become differ depending on the conditions of each region, the effect should be reviewed more carefully at the regional level instead of uniform application at the national level. As income-led growth strategies are based on various features including income and consumption structure of each region, regional market conditions, and regional employment conditions, application at the regional level should be made more scrupulously from mid- and long-term perspectives. As for the regions where income-led growth has little effect, policy makers should more focus on 'stimulation of consumption' than 'increase in income'. using discovery of regional consumption resources, fostering consumer markets, and etc.

Figure 4. Strategic directions at the national and regional levels under the income-led growth system



■ Strategies for stimulating the regional economy by utilizing the consumption sector

In this regard, it is necessary for us to contemplate on how to stimulate the regional consumer market while taking into consideration different characteristics of each region in order to establish the virtuous circle of increased income, increased consumption, and regional economic growth at the regional level. To this end, as for the retail market whose formation is based on the movement of goods, establishment of the so-called 'region of consumption' system is worth reviewing; under the system, 1) the hierarchy of consumer markets is developed which focuses on the consumer markets at metropolitan cities and other designated key regions large enough to accommodate a lot of consumers and 2) regions are categorized into several groups large enough to supply various goods to surrounding regions. And, as for small and medium-sized cities with insufficient production base, they could be transformed into tourist attractions by discovering their tourist resources in terms of humanities, society, and nature.



GLOBAL PARTNERSHIP NEWS

2018 KRIHS-WBG Joint Workshop on Balanced Spatial Development

The Global Development Partnership Center (GDPC) of the Korea Research Institute for Human Settlements (KRIHS) held 2018 KRIHS-WBG Joint Workshop on Balanced Spatial Development from September 17th (Mon) to 20th (Thur) jointly designed by the KRIHS and World Bank in the Westin Choson Seoul.

The 4-day workshop was attended by the Minister of DR Congo and 35 people including 26 government officials and practitioners from 11 countries (Egypt, Tunisia, Myanmar, Vietnam, Bhutan, DR Congo, Ethiopia, Slovakia, Romania, Argentina and Colombia) and 10 World Bank Staffs.

Under the theme of regional balanced development and development of underdeveloped regions the workshop is aimed to share policies, background, operation measures and examples of national balanced development in participant countries through presentations and group discussion and apply to developing countries to minimize gaps between them.

The program including lectures, site visits, group discussion, presentation and Visioning Exercise brought opportunities to explore challenges and solutions on unbalanced development in participants' countries. Through this program, it is expected to build cooperative partnership between Korea and participants' countries for the future.

At the closing ceremony, the Director of GDPC, Sehoon Park expressed gratitude to all the participants from 11 countries and encouraged to solidify continuous cooperation between KRIHS and participant countries after this workshop.

Also Peter Ellis, the World Bank's Lead Urban Economist highlighted national balanced development led by the central government, the role of local government and prompt judgement. He also expected sustained trilateral cooperation among KRIHS, World Bank and participant countries.

On behalf of the participants, the Minister of Decentralization and Institutional Reforms in DR Congo, Azrias Manywa Ruberwa stated that this workshop was very helpful and suggested discussing applicable measures with government officials in depth. In addition, he emphasized regional balanced development policy as a global issue considering the leadership of political leaders and relevant research organizations.



2018 KRIHS-ADB Workshop on Sustainable Urban Development Policy & Practice

The Global Development Partnership Center (GDPC) at the Korean Research Institute for Human Settlements (KRIHS) held the opening ceremony for '2018 KRIHS-ADB Sustainable Urban Development Policy & Practice' from September 3 (Mon) to 7 (Fri) at the Plaza in Seoul. The participants are 12 government officials from 6 Asian countries including Bangladesh, Cambodia, Georgia, Indonesia and Sri Lanka and 7 ADB staffs. This joint workshop is to share Korea knowledge and experience in the field of urban and territorial policy, urban disaster management, and smart cities and discuss how to apply them to each participant country.

In the opening ceremony, Jinkyu Chung, the Director of KRIHS highlighted the importance of urban management responding to rapid urbanization and mutual cooperation to share knowledge for sustainable development, which can be utilized for policy development and management. In addition, he encouraged participating countries and ADB to make following projects by sharing experiences and developing policy consultation under this program. The senior urban development specialist of ADB, Christian Walder introduced major projects in the ADB urban development sector and suggested active participation of each country. This program includes lectures, discussions and relevant site-visits for sharing a variety of Korean experience and exploring future collaborations among Korea, Asian countries, and ADB. Also it is expected that this workshop would become a great opportunity to develop strong cooperative relationship and continuous cooperation with Asian countries and ADB.



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