

2000-1-1

Inter-City Networking Strategy in the Yellow Sea Sub-Region

2000-1-1

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· 2-22

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1591-6 (431-712)

· 031-380-0429() · 031-380-0114()

· 031-380-0474

· 6,000

ISBN · 89-8182-116-X

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가 , 1 , 가 가

가

가

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EU, NAFTA MERCOSUR
 (SIJORI)

(SCEZ)
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가

가

100 가 , , , ,

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(Free Port Districts)

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가 .

가 ("YSSR TOURNET")

, "YSSR TOURNET"

(YSSR Inter-City Tourism Promotion Center)

3

가

Contributors

CHINA

Institute of Spatial Planning and Regional Economy, China

Du Ping
Gao Guoli
Shi Yulong
Shen Bing
Wang Qingyun
Wang Yanghong
Yang Jie

JAPAN

Kyushu Economic Research Center

Chen Shuang
Imamura Akio
Kabu Takayoshi
Takaki Naoto

KOREA

Korea Research Institute for Human Settlements

Kim Gyeong Seok
Kim Won Bae
Kwon Young Sub
Lee Jeong Sik

Pusan Development Institute

Keum Sung Keun
Lim Jung Duk
Park Chang Ho

Inchon Development Institute

Hong Chul
Kim Beon Uk

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< 4-2>	- - 3		
	(1990-1997)		95
< 4-3>			98
< 5-1>			111
< 5-2>			115

1

1.

1999

EU 가 EU

가

가

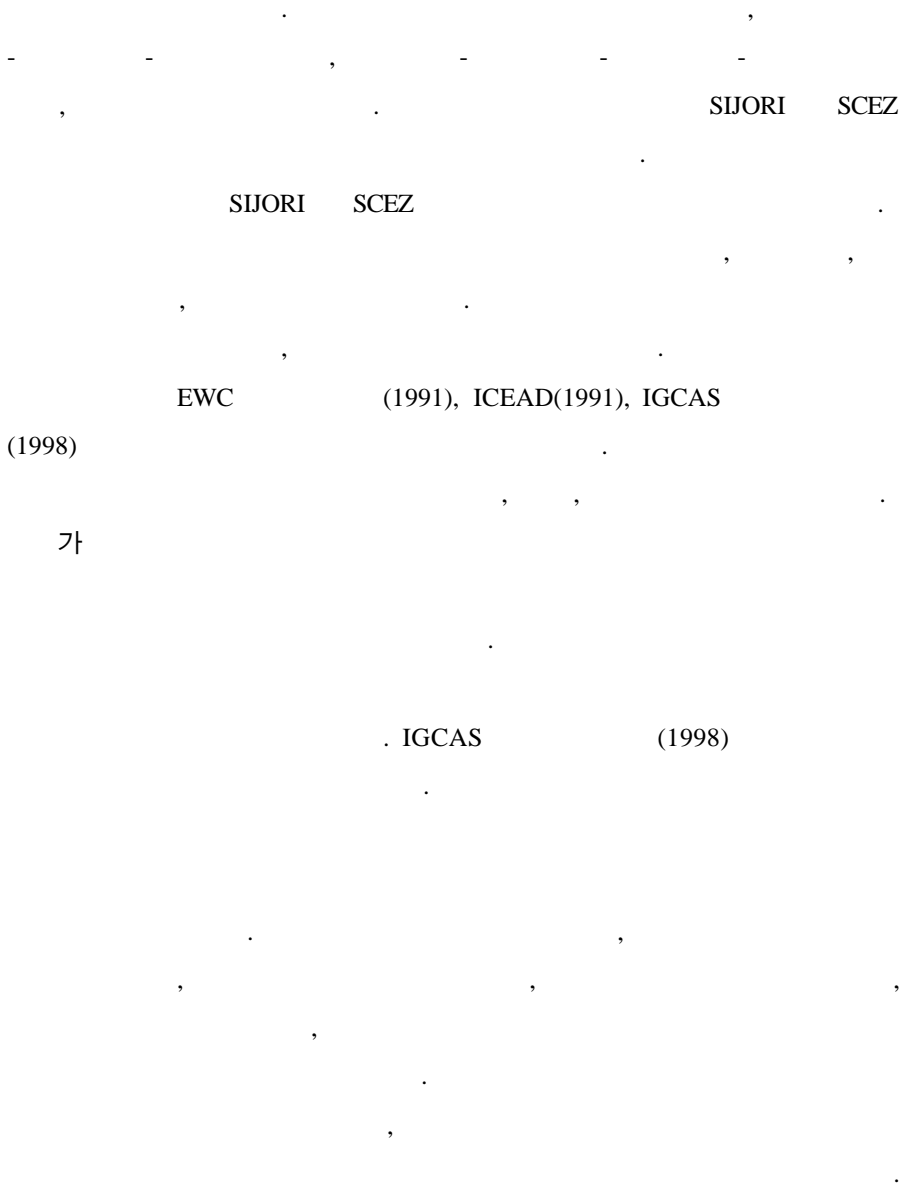
(sub-regional economic zones)

(natural economic territories)

가 (SIJORI),

(SCEZ)

가



가

가 . 가
가 . 가

2.

가 .
가,
가

가 .

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3.

가

가

가

3

가

, 가

가

가

가

가

가

가

4.

100

가 가

1

KRIHS(), ISPRE(가
) , KERC()

가 가 2

가 , KERC ISPRE, KERC

KRIHS 가

가

(APC) (ICEAD)

6

1) , (省) 3

, 가

.



1.

가 가

150

EU, NAFTA, MERCOSUR

AFTA(ASEAN Free Trade Agreement)가

EU NAFTA

가 - 가 (2-1).

가 가 가 - 가

< 2-2> EU, NAFTA

가 가 GDP

NAFTA ,
(DRI 1997).

< 2-1 >

가	(km ²)	(1000)	GDP (\$ ²⁾)	(\$)
	1996	1999	1998	1998
	9,596,960	1,265,979	959.0	183,757
	1,070	6,339	166.4	174,175
	361,790	21,983	261.4	109,809
	377,800	126,187	3783.0	387,965
	99,260	46,858	320.7	133,223
	120,540	23,566	22.3*	560
	1,566,500	2,680	1.0	418
	17,075,400	146,720	276.6	73,900
	6,200,000	7,630#	-	-

: * GNP, # 1995

: Far Eastern Economic Review (2000. 4. 20)

(1999)

IMF, International Financial Statistics (1999. 6)

Taiwan, Financial Statistics (1999. 4)

World Bank, 2000 World Development Indicators CD-ROM

< 2-2 >

: %

	1997	GDP 1997	1997	1997*
NAFTA	6.8	33.2	19.1	44.1
EU	6.5	28.0	36.1	59.9
NEA	18.6	19.2	24.0	18.79**

: *

**

: Lee, 1999 and Chung, 1999

2) ‘\$’ ‘ ’

가
 ,
 가 EU NAFTA
 . - - 3
 3 (Chung 1999). , 1990
 가
 21 가
 2
 .
 ,
 (Chung 1999).

< 2-3> - -

: , %

1991					
		20,249	3,242	135,633	17.3
		10,218	2,176	71,842	17.3
		10,031	1,066	63,791	17.4
	22,809		32,399	548,498	10.1
	8,593		20,060	314,395	9.1
	14,216		12,339	234,103	11.3
	4,442	33,466		152,923	24.8
	1,002	12,355		71,672	18.6
	3,440	21,111		81,251	30.2
1998					
		58,025	21,287	323,894	24.5
		29,718	6,266	183,589	19.6
		28,307	15,021	140,305	30.9
	57,261		27,542	668,411	12.7
	20,182		15,400	387,927	9.2
	37,079		12,142	280,484	17.5
	18,428	29,078		225,595	21.1
	11,944	12,238		132,313	18.3
	6,484	16,840		93,282	25.0

: 1991 : UN, International Trade Statistics Yearbook (1992)

1998 : IMF, Direction of Trade Statistics Quarterly (1999. 12)

가 1990 가 ,
 (對中), (對韓) 1998 2.6% 0.7%

, 1992 10%

(對中)

가

가

가

- - 3

. 1997

가

가 (Chungang

Daily May 7, 2000).

1999

- - 3

3

가

.³⁾

³⁾

< 2-4>

가										
		1991	1992	1993	1994	1995	1996	1997	1998	1999
		4,366	11,007	27,515	33,767	37,521	41,726	45,287	45,487	-
		4,339	4,084	3,078	4,155	3,930	7,085	5,605	10,239	-
		1,116	803	728	991	1,358	2,309	3,088	5,215	10,357
		1	3	2	2	7	3	3	3	13
		203	174	157	340	338	279	236	423	806

가										
		1991	1992	1993	1994	1995	1996	1997	1998	1999
		42,211	34,989	37,333	41,882	52,698	49,728	54,739	39,851	-
		584	1,090	1,757	2,625	4,592	2,600	2,015	1,041	-
		265	230	260	411	460	430	449	296	-
		1,115	1,219	1,262	2,300	3,072	4,248	3,230	3,893	2,482
		42	141	264	632	824	836	633	631	289
		12	28	6	58	105	81	64	23	48

: ** (total invested cases)

: Ministry of Finance & Economy, Republic of Korea, Outward Direct Investment (1999.12)
Ministry of Commerce, Industry & Energy, Republic of Korea, Trends in Foreign Direct Investment (2000.2)

2.

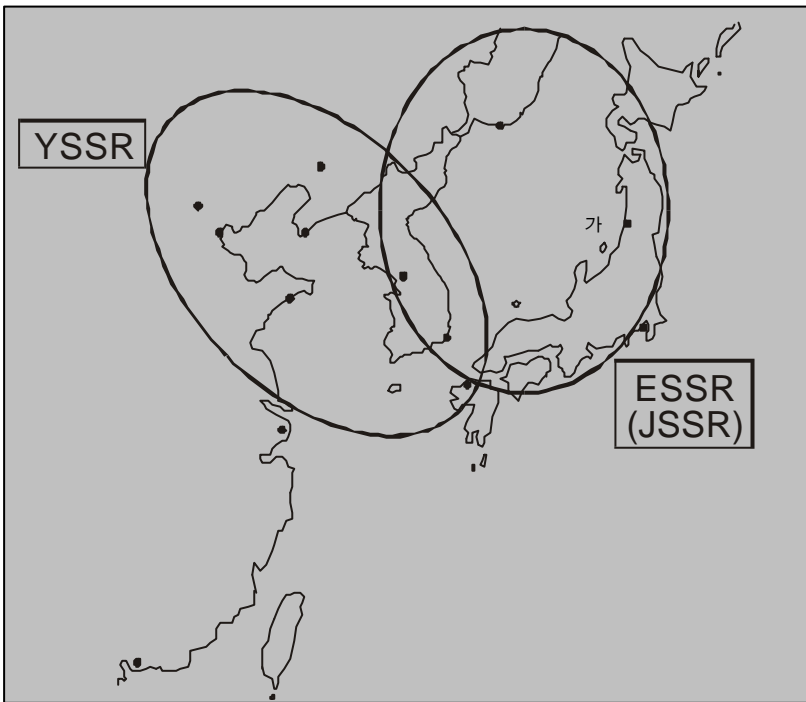
가
 가 ,
 가
 SIJORI SCGT(
)
 가
 가
 가
 가
 (Tang
 and Thant 1998).

4)
 가
 .⁵⁾ SIJORI SCGT

가
 가 .⁶⁾ 가

4) 가 , , SIJORI
 5) McGee(1999) 가 가
 6)
 1 가 가

NAFTA, 3 가 EU, (Friedmann 2000).
 가 ,



< 2-1> (YSSR) (ESSR)

7)

, (

)⁸⁾

,

. UNDP

,

9)

가
가

가

3.

가

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, , , , , , , ,

,

(Kyushu Bureau of MITI 2000). 가

, , , , , , , ,

¹⁰⁾

, , , ,

7) ()

8) , , , , 500 .

9) (韓), (中), 가 (日)

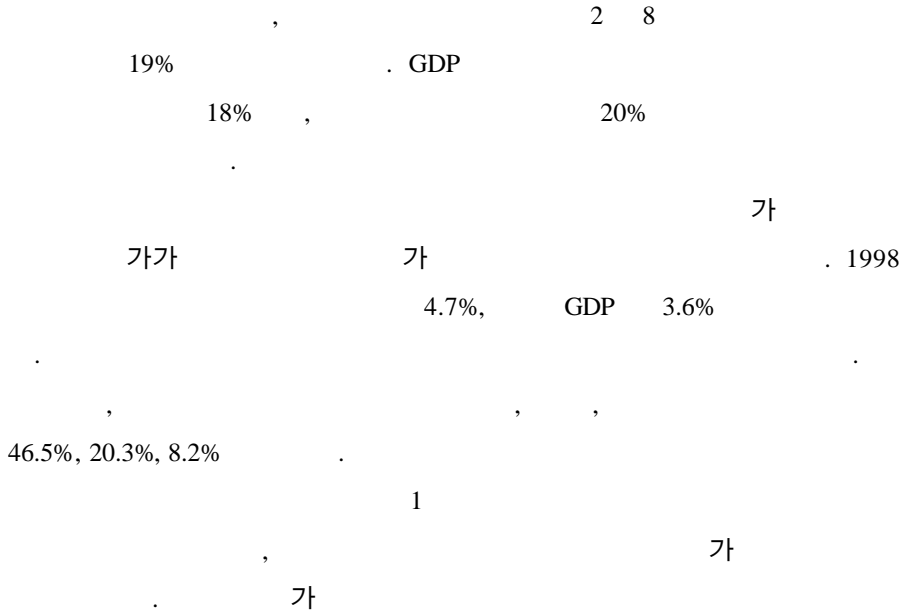
10) , , , , 가 YSSR

, , 7 ¹¹⁾, , ,
 . 가
 . 가

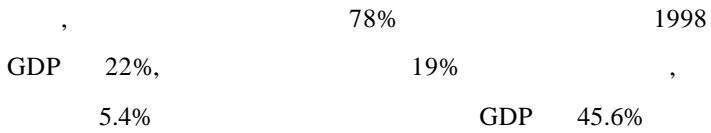


< 2-2 >

¹¹⁾7 , 가, 가 , , , , 가 가 .



(Kim 1991, Kyushu Bureau of MITI 2000).



3
 () (Kim and Kwon 1998). 가
 ,
 . - - 가
 ,
 . 2
 ,
 10% , IC
 , 가
 1995 GRP(Gross Regional Product) 72.4%
 (Kyushu Bureau of MITI
 2000).
 4,700 3,210 GDP 가
 .
 .
 - - 3
 . - , - , -
 , ,
 , 가

< 2-5>

	(km ²)	()		GDP		(\$)		'91, '98	
		1991	1998	(\$)		(\$)		(\$)	
				1991	1998	1991	1998	1991	1998
	9,600	1,158	1,248	406.3	958.9	62.1	183.8	43.7	454.6
	147.5	39.9	41.6	20.2	46.9	5.6*	8.1	3.5	21.9
	187.9	62.2	65.7	18.1	51.4	1.7*	3.1	0.4	14.3
	157.2	85.7	88.4	29.5	86.5	3.5*	10.4	1.8	22.0
	16.4	10.9	12.5	10.5	24.3	1.3*	10.5	2.4	21.7
	11.9	9.1	9.6	6.3	16.1	1.8*	5.5	1.3	21.1
	520.9	207.8	217.8	84.6	225.2	13.9	37.6	9.4	101.0
	377.8	124	126	3,478.6	4,672.7 [#]	314.5	386.9	-	-
7 +	48.3	14.9	15.0	331.6	458.7 [#]	14.6	23.9	-	-
	99.3	43.3	46.9	295.1	321.3	71.9	132.3	-	32.5 [^]
	668.5	266.0	279.7	711.3	1,005.2	100.4	193.8	-	-

: * 1990 .# 1996

^ 2000 1

: ISPRE, KERC

4.

(1)

SIJORI SCGT ,

1990 가 , - 1980 , -

가 1992

.

,

가

1990 .

가

, . 1990 .

,

가 . ,

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1991 1998 , - , - 가 .

- 1997 가 , 1998

. 가

.

(KERC 2000) -

(.) .

, -

40%

가
 (Kim et al. 1998).

가 . 가

(intra-industry trade) 가 (Kim 1998).

2, 40% 가

가
 (對中) 40%
 (KERC 2000).

가
 - 가 가
 1997

(2)

가 . 가

200km . 600km

7 .

가 , ,

2000 .

가 .

가 . (AD 646 856),

(AD 618 907), - - (AD 646

856) (Yoon 1999). 15

가 , 가

가 .

가 - . , ,

가 - .

- 가 , , ¹²⁾ -

가 “ ”

(Yoon 1999).

¹²⁾ 가 가

(pool)

(3) 가

(Rozmann 1998a). - -

(Rozmann 1999b).

(4)

가 (zero-sum game) 가 ,

가 ,

가

가

가

가

가

가

가

가

가

가

¹³⁾가

가

¹³⁾ (East Asian City Conference: 가 , 가, (the Governor's Summit of the Korea-Japan Strait) 가 , 가)

2

43

,

가

.

1.

EU, NAFTA

2

가

3

(Kim and Kwon 1998).

가

가

. 1990 - -

가

1990

1

가

1

가

,

,

.

2.

(Cappellin 1994a).

가

EU

가 .

가

(EUROCITIES 2000, Friedmann 2000).

¹⁴⁾

가

가

(the pooling of resources)

(Powell 1990).

2가

가

, EUROCITIES¹⁵⁾

EUROCITIES

¹⁴⁾

, Williamson(1985)

(EUROCITIES 2000).

Transmanche

(Church and Reid 1996), -

(Herzog 1990), Oresund

(Maskell and Tornqvist 1999),
1998)

(Thant, Tang and Kakazu

가

가

가

가 .¹⁶⁾

3. 6

1

가

6
 3.9% , 7.5% (2,100),
 GDP 16.5%, 15%

(hub port)

¹⁶⁾ and Batey(1994)

< 3-1> 6

	(km ²)	GDP						'91, '99	
		()		()		()		()	
		1991	1998	1991	1998	1991	1999	1991	1998
	12.6	5.2	5.4	3.8	11.3	1.7	4.5	3.9	14.2
	10.6	6.7	7.0	3.7	10.6	0.3	3.8	0.9	8.5
	0.96	2.0	2.5	11.8	25.5	3.1	5.7	-	0.8
	0.75	3.8	3.8	21.5	24.2	6.5	5.1	-	1.0
	0.34	1.2	1.3	42.5	59.4	2.2	3.7	-	-
	0.48	1.0	1.0	27.6	34.9	4.2	5.8	-	-

4. (大連)

540

1
2
10.8%
17)
1979~1998

17) 1978 1 16.2%, 2 65.8%, 3 18.0% 1998 , 11.0%, 45.4%, 43.6%

, 1997 45,000 400
 1997 65
 GDP 8% 18%
 20 5 200
 가 . 1997
 35% 72,000 , 28%
 57,400
 (3-2).

< 3-2 >

	(1000 -)			(%)	
	1996	1997	'96 '97 (%)	1996	1997
	162.5	205.0	126	100.0	100.0
	77.9	72.0	92	47.9	35.1
	47.8	57.4	120	29.4	28.0
	19.1	22.3	117	11.8	16.7
	10.3	19.0	184	6.3	9.3

: Dalian Statistical Yearbook (1998)

가 ¹⁸⁾
 가 ,
 2 5

¹⁸⁾ “ (Created Assets)”
 (Douglass 1999). “ ”

14

1985 14 1998 449
 가 .
 32 .
 , .
 , . (3-3).

< 3-3>

: R.M.B.

	36,069.60		
	4,261.80		582.49
	1,807.82		1,058.32
	4,461.34		15,528.18
	362.12		2,953.41
	809.05		105.85
	4,129.00		10.22

: Dalian Statistical Yearbook (1998)

1985 가 .
 1998 25 2 (3-5).
 1985 1998 14 1 가 .
 1998 92 67
 , 15 (次省級 : vice-provincial)
 4 .
 40% . 3,600
 1998 GDP 30%
 236,000 5 9

가

3

< 3-4>

	3,015.69		2,086.46
	1,629.80		1,105.35
	233.62		376.20
	169.29		177.99
가	155.03		101.91
	144.35	가	77.21
	126.15		52.52
	102.19		43.37
	83.46		

: Dalian Statistical Yearbook (1998)

< 3-5>

	1978	1985	1990	1995	1998
가	-	150	540	2,550	2,520
	-	10	520	910	1,410

: Dalian Statistical Yearbook (1998)

< 3-6>

가			가		
	812	2,569,970			
	157	621,290		22	77,150
	178	484,910	가	17	73,240
	136	458,330		8	65,300
	159	445,660		5	11,160
	13	99,060		1	18,640
	60	90,040		1	12,040

: Dalian Statistical Yearbook (1998)

< 3-7>

	812	2,569,970	· ,	153	293,240
	52	94,080	,	1	15,000
	1	150		32	517,010
	450	1,236,610		58	300,270
	19	8,270	·	3	2,210
	1	14,840		42	88,290

: Dalian Statistical Yearbook (1998)

5
 1998 7,500 5
 1998 453,000 TEU
 2 가
 1980 . 2000 2
 1500 가 . 21
 1 가
 8
 가 (着)
 가
 가 , 1998
 43%가 (着), 22%가
 1

¹⁹⁾

, 10
 가 60%
 , 20%
 가
 가 20 2
 가 가 가
 WTO 가
 가
 가
 가
 , 4가
 (Wang 1998). 가

5. (靑島)

가 9

¹⁹⁾ - 1995

(trunk rail line)							
		96				가	가
	가						
	가			가			
				(次省級 : vice-provincial)			
	10,645 km ²		7			230	
						가	
	20		가				
				가			
			20				
		, 1998	GDP 가	106			
GDP			1978	53.3%		1998	
46.6%				2			
1978	23.7%	1998	37.6%				
		가				가가	
							1999
		1		6			
				1999	150	TEU	
		가				, 1998	
		43.2%					
		가		2010			
1	5				270	TEU	

(Qingdao City 1998).

1990 가 , 1990
 28 1 1998 184 7 가 .
 1990 1998 30% .
 가 .
 2010 9 .
 가 .
 (route) (loop) 가 .
 () .
 GDP 8% , 1998
 20 1998 .
 가 . 40% .
 , 2020 47 ,
 5 가 , 2010 270 ,

2,400 가 .

가

14 가

. 1997 150 가 (90

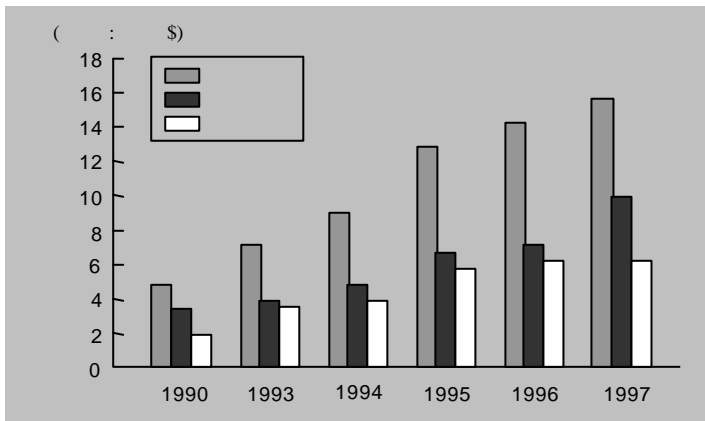
, 60)(3-1). 1991 3 , 1998

30 가 .

84% ,

4 , , ,

30% (3-8).



: Qingdao Statistical Yearbook (1998)

< 3-1 >

< 3-8 >

가	1990	1993	1994	1995	1996	1997
	72,500	254,240	481,050	709,050	804,520	776,790
	440	168,810	348,290	515,920	1,021,860	1,234,500

	93,840	178,040	249,600	416,910	194,100	202,980
	31,400	170,500	270,900	342,470	362,790	597,050
	8,800	29,940	54,640	67,330	67,890	63,270
가	15,730	18,400	23,030	53,840	46,250	36,450
	3,600	26,040	37,210	41,870	21,140	31,530
	2,100	16,500	5,960	35,890	11,980	21,580
	5,900	10,580	15,290	30,090	37,640	30,350
	320	5,410	7,720	25,690	22,940	21,390
	4,300	16,740	36,840	23,090	22,870	30,650
	9,200	12,340	14,050	18,430	29,460	30,950
	1,480	5,730	6,400	14,690	10,130	7,360
	1,730	7,810	7,660	13,730	17,420	24,360
	1,400	8,880	10,970	12,300	17,040	19,290

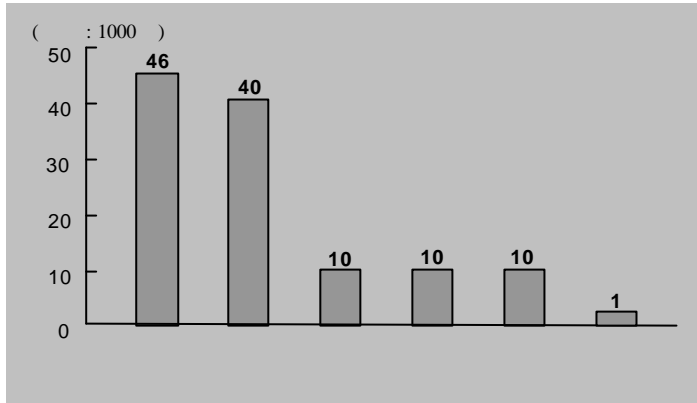
: Qingdao Statistical Yearbook (1998)

. 1997
 9 600 가 , 7
 9,200 . 1997 5,279 ,
 37 7,000 . 500
 . 1999
 500 31 .
 14 , , ,
 가 1997
 . , 1997
 1200
 11 가 . 1997
 4 2,000 , 1/3
 (3-9).

< 3-9 >

			가 ()		()	
	1997	'97	1997	'97	1997	'97
	93	1,672	102,190	2,814,440	12,8470	1,023,310
	2	39	450	49,620	-	25,650
	56	831	38,610	660,620	3,5560	298,960
	55	383	57,800	738,800	7,7450	421,980
가	11	153	76,280	573,920	1,6630	181,180
	71	587	63,590	663,210	1,5460	171,910
	255	1,170	192,570	1,918,980	29,7390	1,113,230
	6	37	1,230	150,200	330	33,090

: Qingdao Statistical Yearbook (1998)



: Qingdao Statistical Yearbook (1998)

< 3-2 >

6. (仁川)

1883

. 1981

1979

1998 250

1980

1997 250

GDP

1991 1997

GDP

14%

(1996

GDP

50%

).

GDP 60%

가

2 -
 . . . 1980 .
 가 . 1999 57
 , 4 4,000 ()
 3-10). 4 5,900 .
 (4)
 5,100 , 8 9,600).

< 3-10>

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
	3,032	2,892	3,132	3,700	4,180	4,510	6,849	7,869	7,261	6,545	5,679
	415	391	414	471	442	547	646	757	584	449	451
	18	15	43	160	465	395	538	560	655	503	440
	4,273	4,881	5,613	5,789	6,057	6,679	8,822	9,611	9,401	5,291	5,597
	973	1,011	1,107	989	961	1,246	1,645	1,462	1,318	755	896
	75	116	232	357	398	429	533	779	1,088	550	459
	1,241	1,989	2,481	2,089	1,877	2,167	1,973	1,742	2,140	1,254	82
	558	620	693	518	519	699	999	705	734	306	445
	57	101	189	197	67	34	5	219	433	47	19

: The Incheon Branch of Korea International Trade Association

1998 6 (2) ,
 (1 8,400) (1 7,200)
 가 ,

. 1998

1 가 .

, , , , , 6 가

. 1997

가 4 234,000 82,427 TEU

(3-11).

가 . 1997

2,300 (1980 2,100), 43 3

TEU (3-12). 가

3,600 2011 6,900

< 3-11>

: 1000

	1980	1985	1990	1995	1997	1998	가 (%)		
							'80~'90	'90~'97	'80~'97
	15,206	18,952	30,384	39,928	48,029	37,155	7.2	6.8	7.0
	2,081	1,889	3,086	11,008	13,077	13,568	4.0	22.9	11.4
	17,287	20,841	33,470	50,936	61,106	50,723	6.8	9.0	7.7
	4,141	11,020	26,867	54,241	62,304	43,226	20.6	12.8	17.3
	21,428	31,861	60,337	105,177	123,410	93,949	9.3	10.1	9.6

: The Office of National Fisheries Administration, Fisheries Statistical Yearbook

< 3-12>

: TEU, %

	1991	1993	1995	1996	1997	1998	가 (1991~1997)
	56,039	52,892	102,364	167,000	196,000	161,000	23.2
	62,835	59,968	134,277	182,000	237,000	241,000	24.8
	118,874	112,860	236,641	349,000	433,000	402,000	24.0

: The Office of National Fisheries Administration, Fisheries Statistical Yearbook

가 가

2001

1990

2001

2 7

170

가 가 2020

1

7

가 가

가

가

30 가 20 가 , . 1998 가 , 가 가 . 3 가 . 2 . (-).

7. (釜山)

. 1990 가 가 , 가

가
가
가

1960

1960 1970
1970

가

26.3%

1998

3.8%

1970

가

(道)

가

가

1985

(對美)

42%

1998

57%

3-13).

(

가 가

가

가

< 3-13>

: %

	1985	1990	1995	1998
	100.0 (4,087)	100.0 (7,805)	100.0 (6,463)	100.0 (5,084)
	24.7	28.8	38.4	56.5
	14.2	18.2	20.7	18.0
	1.9	2.5	8.6	7.2
	0.2	3.2	7.6	5.0
	0.2	0.6	8.4	13.0
	5.6	1.6	3.3	5.0
	12.1	17.0	17.1	13.3
	42.1	45.1	29.6	15.7
	10.5	2.8	6.2	6.7
	4.0	1.0	0.7	1.1
	1.1	1.5	1.7	1.6
	0.0	2.1	1.9	0.1

: ()
:

(:)
, Economic indicators of Pusan

1990

가

가 가 (3-14).

, 132

4 7,800

. 1996 6
(3-15),

< 3-14>

	1991 ()		1992		1993		1994		1995		1995 ()	
	97	88,802	34	20,403	61	37,388	93	49,961	92	62,123	358	235,962
	52	60,303	26	16,354	52	35,071	80	44,924	83	48,237	286	197,761
	8	3,280	-	-	1	94	1	30	1	30	9	2,691
	2	3,860	11	6,719	41	19,806	58	32,689	66	33,261	179	96,315
	3	3,048	4	1,669	0	4,896	2	1,356	-	-	7	9,745
	6	3,398	2	1,317	1	2,260	8	833	4	806	20	7,505
	-	-	-	-	1	700	3	2,618	4	8,066	8	11,384
	4	7,540	5	5,050	0	1,776	0	200	1	494	9	14,951
	7	6,066	0	500	4	1,555	1	3,325	2	2,106	13	12,508
	15	31,345	3	1,049	2	2,332	2	2,426	3	3,061	25	36,655
	3	797	1	4	6	524	5	1,248	4	1,565	17	4,081
	23	11,545	1	37	2	1,310	3	942	2	677	25	9,898
	16	15,743	6	4,008	1	483	3	1,925	1	10,190	24	21,530
	1	116	-	-	-	-	1	72	0	1,241	2	1,429
	2	298	-	-	-	-	1	850	2	213	4	1,263

: 1996

: , Overseas Direct Investment in Pusan

< 3-15>

	132	478,460	70	53,333	62	425,127
	117	475,663	64	52,215	53	423,448
	71	408,890	49	21,416	22	387,474
	13	21,612	6	10,674	7	10,938
	2	12,859	1	12,712	1	147
	4	12,468	-	-	4	12,468
	3	9,234	-	-	3	9,234
	9	6,935	6	6,514	3	421
	12	1,337	1	242	11	1,095
	1	1,176	-	-	1	1,176
	2	1,152	1	657	1	495
가	15	2,797	6	1,118	9	1,679

: '2 '4

:

²⁰⁾ 3 8,700
 . 1997 ,

(Kim 2000).

가
 , . ,
 .
 1995 , 28 ,
 가가 7 5 , 16.8%,
 가가 31.1% (The City of Pusan 2000). 가

1999 가, 4
 . 1998 580 TEU (3-16), 240
 TEU, 220 TEU, 120 TEU .
 1993 11.8% 1997 21.1% 가 . 1993
 1999
 (16.1%, 43.1%).
 (28.7%) (20.4%)

²¹⁾

- (가)
 가 .
 가 가 ,
 ,

²⁰⁾ 가 400 가

²¹⁾ (12.6%), (11.9%), (10.5%) 가 .

< 3-17>

: , %

1991	992,673 (100.0)	514,921 (51.9)	13,554 (1.4)	- (-)	12,825 (1.3)	133,046 (13.4)	318,327 (32.1)
1992	963,252 (100.0)	484,132 (50.3)	16,660 (1.7)	70,678 (7.3)	17,093 (1.8)	101,971 (10.6)	272,718 (28.3)
1993	936,774 (100.0)	474,283 (50.5)	31,100 (3.3)	104,132 (11.1)	30,607 (3.3)	98,387 (10.5)	201,265 (21.4)
1994	961,768 (100.0)	482,358 (50.2)	45,668 (4.7)	108,855 (11.3)	24,065 (2.5)	92,023 (9.6)	208,799 (21.7)
1995	1,090,187 (100.0)	520,051 (47.7)	60,131 (5.5)	135,429 (12.4)	23,275 (2.1)	85,853 (7.9)	265,448 (24.3)
1996	1,013,076 (100.0)	477,699 (47.2)	79,191 (7.8)	120,570 (11.9)	27,783 (2.7)	80,853 (8.0)	266,975 (22.4)
1997	1,097,142 (100.0)	558,337 (50.9)	92,998 (8.5)	107,085 (9.8)	28,529 (2.6)	80,412 (7.3)	229,781 (20.9)
1998	1,068,088 (100.0)	576,370 (54.0)	72,603 (6.8)	118,952 (11.1)	27,763 (2.6)	83,989 (7.9)	188,411 (17.6)

: Tourism Promotion Division of Pusan City

8. (福岡)

가 ,
 가 .
 16 .
 가 가
 가 ,
 .
 1987 가
 . 1994 1
 가 가 가
 가 . 가

가 , 가 , 가

가

가

가 . 1975 1 , 133 2

1990

가 . 1990

(Canal City Hakada)

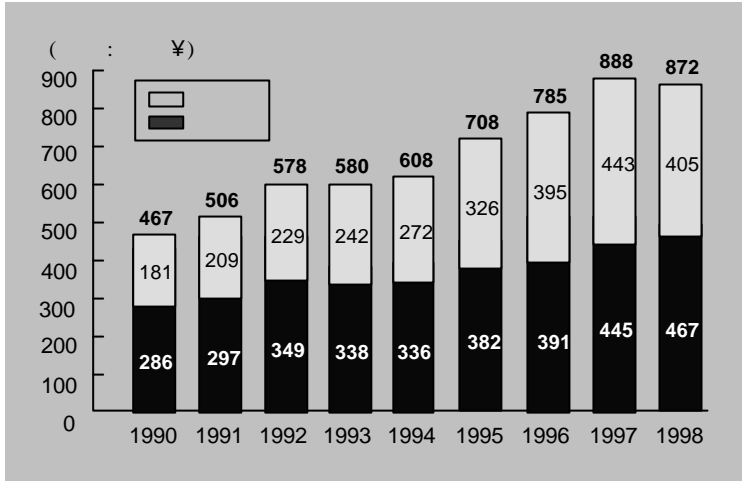
가 1990

가

가

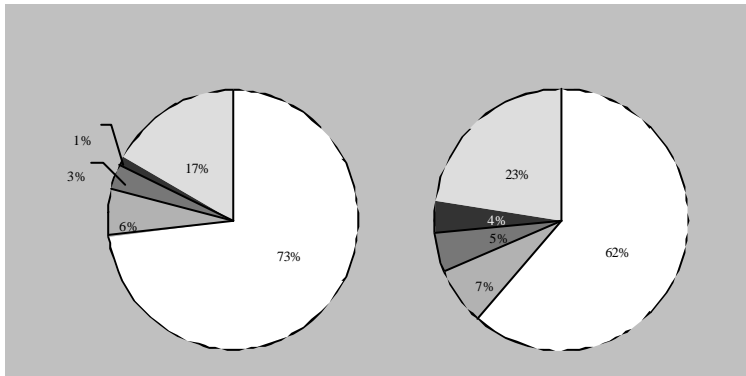
가

. 1990 4,670 , 1998
 8,720 가 8 2 가 (3-3).
 , EU, 가 .
 가 1990 , 1998
 279,000 TEU .
 ,
 1997 1990 2
 52,000 .
 가가 (3-4).
 , -
 가 (着) 가가 , 1990
 , , (着) 가 .
 1990
 . (3-
 18). (對韓) 1990 ,
 (對) -
 - 가 . Hyatt International, AMC, Costco,



: Moji Customs

< 3-3 >



: Moji Customs, Foreign Trade Yearbook

< 3-4 >

< 3-18 >

Grand Hyatt Fukuoka		1996	
AMC		1996	
Budwiser Japan		1997	
FedEx Japan		1997	
GAP		1997	
		1997	
Merrill Lynch		1998	
Trader Vicks		1999	
CitiBank		1999	
		1999	

:
: Economic White Paper of Kyushu (1999)

. KERC , 가가 14 3,400
, 1992 가가 26% .
172,000 가 , 24% .

. 1990 가
, 24 27

- , Island City -
가 2003 , 3 6 가

(gantry crane)가
4 가

. , 16 37 ,

(發) , , , , , ,

, , 가

가

가

가 Huis

Ten Bosch 가 가

9

“Welcome Card”

1998

1,500 , 2,120

GDP 3%

1997 44 , 1990 2 . 1997

가 , 1999

2000

3 Beetle 2

. Beetle 2 가 가 , 1998

20 가 . 1998 JB 가

1 가 .

가 ,

(,

). 가 400

(KERC 2000).

9. (北九州)

, 1991

. 1995

(ODA)

1901

Chikuho

4

가 . 1980

가

, 가

60%

(再生産業)

가

가

1990

1 4 가

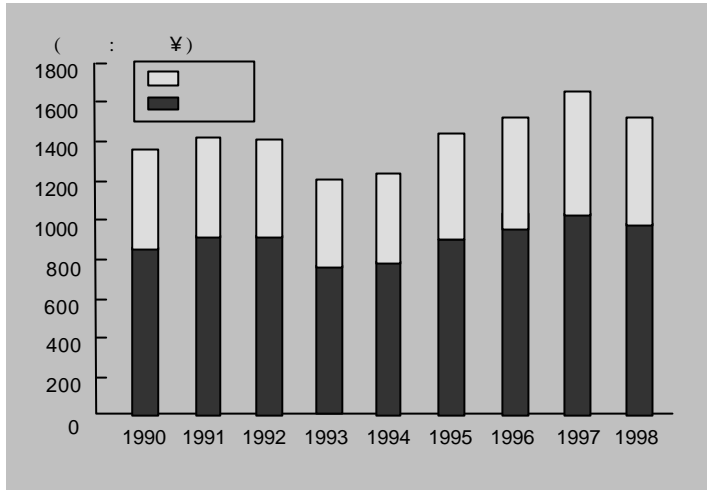
(3-5),

(對)

(支線)

(feeder shipping networks)

가

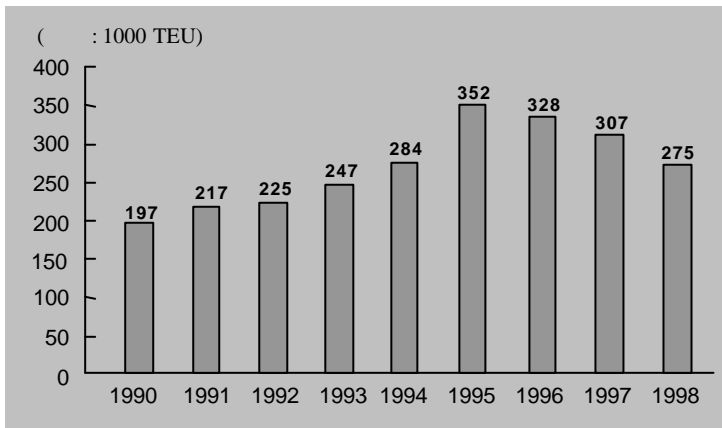


: Moji Customs

< 3-5 >

가 , , , 가 , 가 . 가 (空) , 가 . 8 2 . 가 . 1973 . 42 가 , , , 가 . (對) 1995 352,000 TEU 가 (3-6).

(Moji) 가
24 가
가 PSA Co.



() : Port & Harbor Bureau, Kitakyushu City

가 . 1986~1998
 123 (3-19).
 80% - - .

(對)

(Posmetal) 1994

Hokudai Boeiki Company

27

(Business Support Center of the Asia-Pacific Import Mart)

“ (Foreign Access Zone)”

< 3-19>

	1986~98	1986~90	1991~95	1996	1997	1998
	123	34	66	13	6	4
	96	26	53	10	4	3
	13	7	6	0	0	0
	47	8	29	7	2	1
	36	11	18	3	2	2
	13	5	5	1	1	1
	11	2	7	1	1	0
	3	1	1	1	0	0

: KERC

가 . 1980

, 2 가

가

1997

가

6%

, 1998 106,000 , 12,000 ,
2,000 가

, Hiraodai Limestone Plateau
, West Japan General Exhibition Center

30

가

JICA

가

10.

6

가

가

가

가

가

가

Beetle 2

가

가 (2)

가

. 1999
WTO 가 - - 가
가 - .
가 . 가
가 . ,
, 6

4

1 , () ,

가 . , 가
가

가

()

가

1.

가

< 4-1>

1975 20

4 , 1998 가 10

가 , 1998 5 4

가

20

(4-2).

, 1986 1996

27%

(13% 7%) (4-3). ,

.

< 4-1> 20

: TEU

1975			1985			1998		
1		1,621,800	1		2,654,906	1	가	15,100,000
2		1,078,661	2		2,404,872	2		14,650,000
3		904,549	3		2,288,953	3		6,271,053
4		802,283	4		1,900,853	4		6,032,000
5		522,355	5		1,852,397	5		5,752,955
6		481,094	6	가	1,698,803	6		4,097,689
7		452,375	7		1,444,294	7		3,550,000
8		419,829	8		1,350,000	8		3,378,218
9		409,791	9		1,327,352	9		3,265,750
10		390,689	10		1,158,776	10		3,066,000
11		377,323	11		1,157,840	11		2,800,000
12		364,752	12		1,148,000	12	Felixstowe	2,500,000
13		358,744	13		1,103,722	13		2,450,000
14		322,328	14		1,004,390	14		2,450,000
15		328,592	15		986,265	15		2,200,000
16		327,177	16		881,629	16	Gioia Tauro	2,125,640
17		297,268	17	(美)	855,642	17		2,087,000
18	Hanptonrone	292,051	18	Felixstowe	850,000	18		1,992,000
19		262,166	19		845,207	19		1,898,069
20		260,040	20		706,479	20	Algeiras	1,825,614

: Containerization International Yearbook, 1976,1986,1998

< 4-2> NEA

:

		NEA									
		ASEAN		EU		NAFTA		ANZ			
			%		%		%		%		%
	1990	21.6	0	11.1	24.3	35.8	33.8	-21.3	61.7	-8.8	8.8
	1997	33.6	0	10.8	33.0		26.6		56.3		6.9
	1990	11.5	45.4	0	15.0	64.7	25.3	-12.3	59.5	-32.4	6.0
	1997	29.1	30.2	0	24.7		22.2		40.2		6.1
	1990	0	27.2	1.1	11.1	-2.7	23.5	-10.6	22.9	45.4	3.3
	1997	0	28.9	10.7	10.8		21.0		30.3		3.6
NEA	1990	33.1	72.6	12.2	50.4	35.9	82.6	-15.5	82.6	-9.9	18.0
	1997	62.7	59.1	21.5	68.5		69.8		129.8		17.0

: ANZ (Australia and New Zealand), rate (increase rate)

: Peter J. Rimmer, "A Regional System for Northeast Asia : Corridors or City-Regions ?", EWC-Conference Hawaii, 1999

< 4-3> NEA 3

*

: 1000 TEU

	1986	1990	1992	1994	1995	1996	가 (%)
**	237	577	862	1,451	2,283	2,576	26.95
	5,649	8,094	8,965	9,914	10,835	10,983	6.87
()	1,533	2,669	3,178	4,130	5,005	5,300	13.21
()	145	307	248	60	109	111	-2.64
	7,564	11,646	13,253	15,555	18,232	18,970	9.63

: * (積)

** 3

: Japan Maritime Press & Tsumori, "Inter-port Competition and Linkage in East Asia", 2000

가 . , 3 가 가 . , 3 . , 가 (Tsumori 2000). 3

2.

가

가

< 4-4>

가

: 1000 TEU

	1980	1990	1996
	4,134	11,646	18,970
	3,322	8,094	10,983
	668	2,669	5,300
	30	577	2,576
	114	307	111
	3,143	11,285	29,132
	1,465	5,101	14,497
	1,644	5,451	8,263
	34	734	6,373
	1,807	9,593	26,930
가	917	5,134	14,120
	104	924	3,246
	172	901	3,033
	432	1,498	3,020
	181	1,078	2,422
	-	58	930
	-	-	160
	9,084	32,524	75,032

: Tsumori (2000)

가

(4-5).

가

가 , < 4-5> .

< 4-5> - (1998)

		()			(TEU)		
		236,910	710,907	451,156	16,143	51,025	30,782
		198,780	808,210	757,688	194,887	786,166	636,526
		435,690	1,519,117	1,208,844	211,030	837,191	667,308
		1,767	111,920	105,475	N.A	10,810	5,593
		28,138	239,581	1,814,498	N.A	52,551	26,565
		29,905	351,501	1,919,973	N.A	63,361	32,158

:
:

가

1990

(Tsumori 1997).

가 가

가

가 (Tsumori 2000, Kim 1999).

, , GATS(WTO

) 가 , 3

,
 가
 가

(Park and Choi 1999).

. 가 가

” “ ” “

(Tsumori 2000, Robinson

1998).

- 1)
- 2) , ,
- 3) 가
- 4)

가

가

가

가

2

22)

가

가

< 4-1>

< 4-6>

22) Robinson(1998)

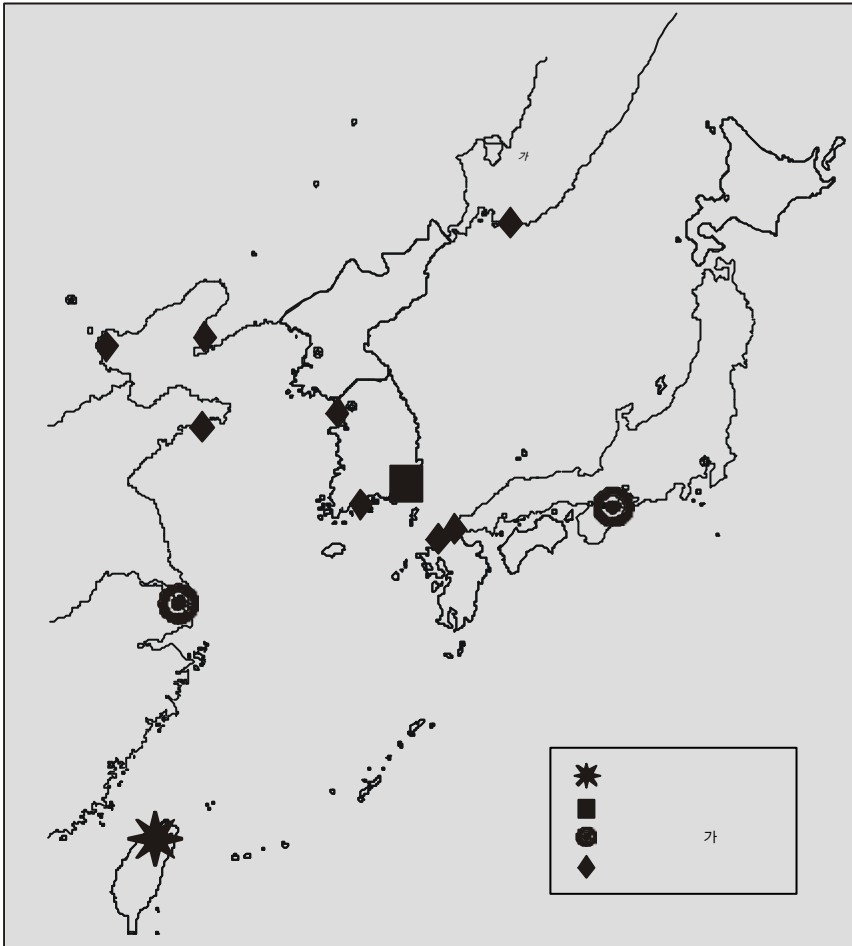
가

1

,가

2

가



< 4-6>

			가	
			가	
	가가 On-dock	가가	가가	
	가	,	,	, , ,

3.

가

. 1980 , 1996 8% 가 (4-7). 4%

< 4-7>

	()			가 (%) '80~'96	(%)	
	1980	1993	1996		1980	1996
	285,328	518,074	594,827	4.70	100.00	100.00
	7,329	18,605	21,553	6.97	2.57	3.62
	61,368	103,758	116,673	4.10	21.51	19.61
/	21,480	71,094	89,186	9.31	7.53	14.99
	10,785	40,677	49,435	9.98	3.78	8.31
	185,442	309,758	348,999	4.03	64.99	58.67
	7,467	11,348	14,084	4.05	2.62	2.37
	2,242	3,511	4,332	4.20	0.79	0.73

가 , 가 , 1998
 6 , 7
 가 .
 .
 가 .
 ,
 3
 가 . , 가 GDP
 1.1%, 0.1% .
 3.7%, 6.6%, 0.1% (4-8). , ,
 가 .²³⁾

< 4-8> - - 3 (1997)

	()	¹ GNP (\$)	(\$)	(\$)	()	(\$)
	46	10,550	136.2	144.2	3,908	5,116
	1,237	860	182.7	142.4	57,588 7,727*	12,100
	126	37,850	421.0	338.8	4,220	4,326
	¹ (\$)		()	(\$)	/ (%)	/ GNP (%)
	1,312	5.5	4,542	6,262	3.8	1.1
	-	-	5,320	4,500	6.6	1.1
	1,026	8.6	16,800	33,000	1.0	0.1

:*
 : World Bank (1998), Japan National Tourist Organization (1998), Tourism in Japan: 1998-1999

²³⁾ , 10.5%, 12.8%, 7.6% .

가

가

(對日), (對韓) 가 가

, < 4-2>, < 4-9>

19.2%

70%

1/3,

1/4

가

가

가

가

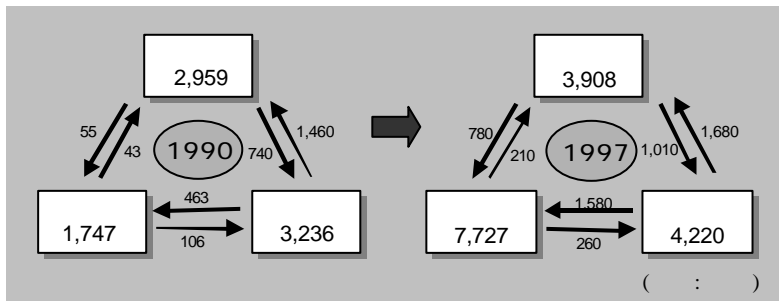
가 가

, 1992~1997

40%

, 1996

15%, 23% .²⁴⁾



< 4-2> - - 3

(1990-1997)

< 4-9> - - 3

(1995~1998)

²⁴⁾

: 1000

		1995	%	1996	%	1997	%	1998	%
		5,980	100	6,740	100	7,430	100	7,100	100
		1,300	22	1,010	23	1,550	23	1,570	22
		520	8	530	7	690	10	630	9
		3,350	100	3,840	100	4,220	100	4,110	100
		220	5	240	6	260	6	270	7
		870	26	1,010	24	990	24	720	18
		3,750	100	3,680	100	3,900	100	4,250	100
		190	5	200	5	210	6	210	6
		1,670	47	1,530	42	1,670	43	1,950	46

: Liang (1999)

: WTO (1998), KNTTO(Korea National Tourism Organization) (1998), JNTO (1998), China Tourism Yearbook

< 4-10 >

		1992		1993		1994		1995		1996	
		()	가 (%)	()	가 (%)	()	가 (%)	()	가 (%)	()	가 (%)
		183,220	100	206,743	100	193,486	100	220,715	100	241,525	100
			40.4		12.8		-6.4		14.1		9.4
		29,147	15.9	26,454	12.8	24,550	12.7	25,489	11.5	29,291	12.1
			17.2		-9.2		-7.2		3.8		14.9
		48,563	26.5	58,232	28.2	56,485	29.2	59,859	27.1	63,351	26.2
			46.6		19.9		-3		6		5.8
		23,835	13	35,681	17.3	20,624	10.7	35,457	16.1	36,507	15.1
			104.5		49.7		-42.2		71.9		3
		81,675	44.6	86,376	41.8	91,827	47.5	99,910	45.3	112,376	46.5
			34.3		5.8		6.3		8.8		12.5
		864,052	100	845,423	100	918,459	100	873,635	100	994,362	100
			0.3		-2.2		8.6		-4.9		13.8
		502,871	58.2	473,318	56	511,753	55.7	459,166	52.6	565,034	56.8
			-0.2		-5.9		8.1		-10.3		23.1
		266,323	30.8	274,755	32.5	308,504	33.6	314,039	35.9	323,334	32.5
			-1.2		3.2		12.3		1.8		3
		13,529	1.6	14,486	1.7	15,827	1.7	16,073	1.8	22,753	2.3
			-2.5		7.1		9.3		1.6		41.6
		81,329	9.4	82,864	9.8	82,375	9	84,357	9.7	83,241	8.4
			9.4		1.9		-0.6		2.4		-1.3

: Liang (1999)

: Japan National Tourist Organization (1998)

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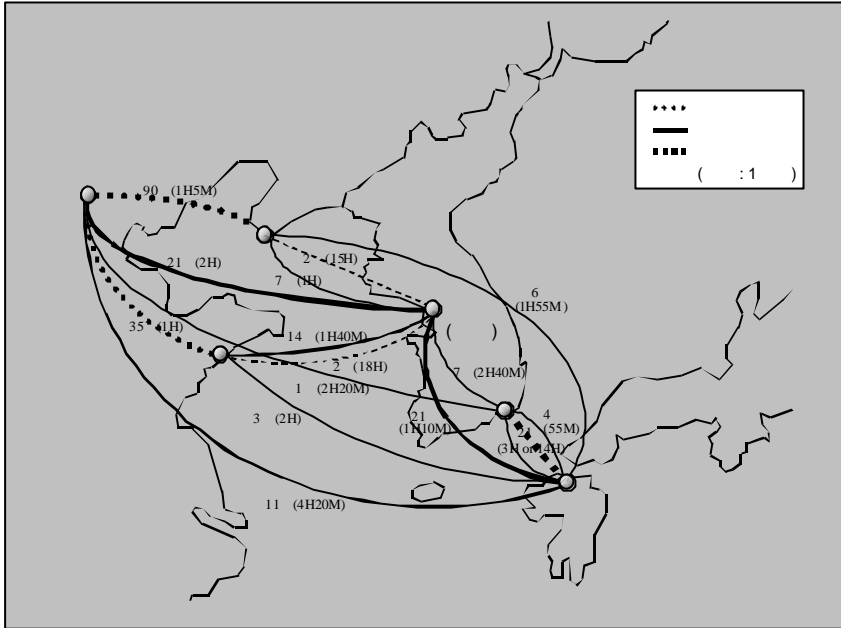
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		1:15 28	0:55 11	1:00 4		4:10 10		2:00 5		2:00 4	
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	1:40 5	1:10 7				1:00 15	0:40 21		1:35 7	0:40 12	0:50 9
						0:50 17	1:20 11	1:40 7			
	1:50 4	1:20 7				1:00 34	1:00 12	0:40 25			1:15 9
							2:20 2	0:45 9		1:20 9	

: Time Table of JTB (February, 2000), Time Table of Chinese Airline ('99.10.31~'00.3.25)



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	1992	1993	1994	1995	1996	1997	1998	
-	65	64	80	112	117	107	112	1990.9
-	35	39	61	33	32	36	29	1991.12
-	-	10	31	20	22	28	31	1993.5
-	-	-	-	10	63	63	42	1995.10
-	-	-	-	-	-	-	17	1998.7
-	-	-	-	-	9	13	8	1996.6
-	-	-	4	-	8	11	9	1994.5
-	-	-	-	-	99	99	90	1973.9, 1998.4
-	74	97	130	150	186	186	198	'90.12, '90.11, '90.2

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(98)	1,068,088	-	: 576,370 (54.0%) : 118,952 (11.0%)	3
(97)	195,000	1,650		11
(97)	205,000	2	: 72,000 (35.1%) : 57,400 (28.0%)	7
(98)	199,500	1 230	: 46,000 (23.1%) : 40,000 (20.1%)	8
(98)	440,000	-	: 33.2%, : 26.3% : 6.4%	6
(98)	120,000	-	, ,	-

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 (2010 GDP 10.9%, 10.8%)(4-14).
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				GDP						
		(\$)	()	%	\$	(%)	\$	(%)	\$	(%)
1998		4,373 (100.0)	231 (100.0)	9.4	3,564 (100.0)	11.6	779 (100.0)	11.8	253 (100.0)	6.8
		723 (16.5)	78 (33.8)	9.7	608 (17.1)	10.3	175 (22.5)	10.2	33.4 (13.2)	7.3
2010		9,963 (100.0)	328 (100.0)	10.9	8,008 (100.0)	12.5	1,769 (100.0)	12.0	542 (100.0)	7.4
		1,953 (19.6)	99 (30.2)	10.8	1,589 (19.8)	10.9	436 (24.6)	10.2	85.9 (15.8)	7.6

: WTO (2000), <http://www.world-tourism.org> & WTTC (2000), <http://wttc.org>.

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	1997	13,890	2,360	5,810	1,180	2,090	2,450
	2020	42,190	9,420	18,030	3,380	4,640	6,720
	1997	2,770	-	2,300	-	210	260
	2020	14,580	-	12,050	-	1,270	1,260
	1997	630	-	-	260	100	270
	2020	4,320	-	-	1,960	370	1,990
	1997	5,450	1,580	1,370	820	1,680	-
	2020	12,020	6,170	1,850	1,100	2,900	-
	1997	2,250	780	360	100	-	1,010
	2020	6,510	3,250	960	320	-	1,980
	1997	2,790	-	1,780	-	100	910
	2020	4,760	-	3,170	-	100	1,490

: WTO (2000) & KTPA (2000)

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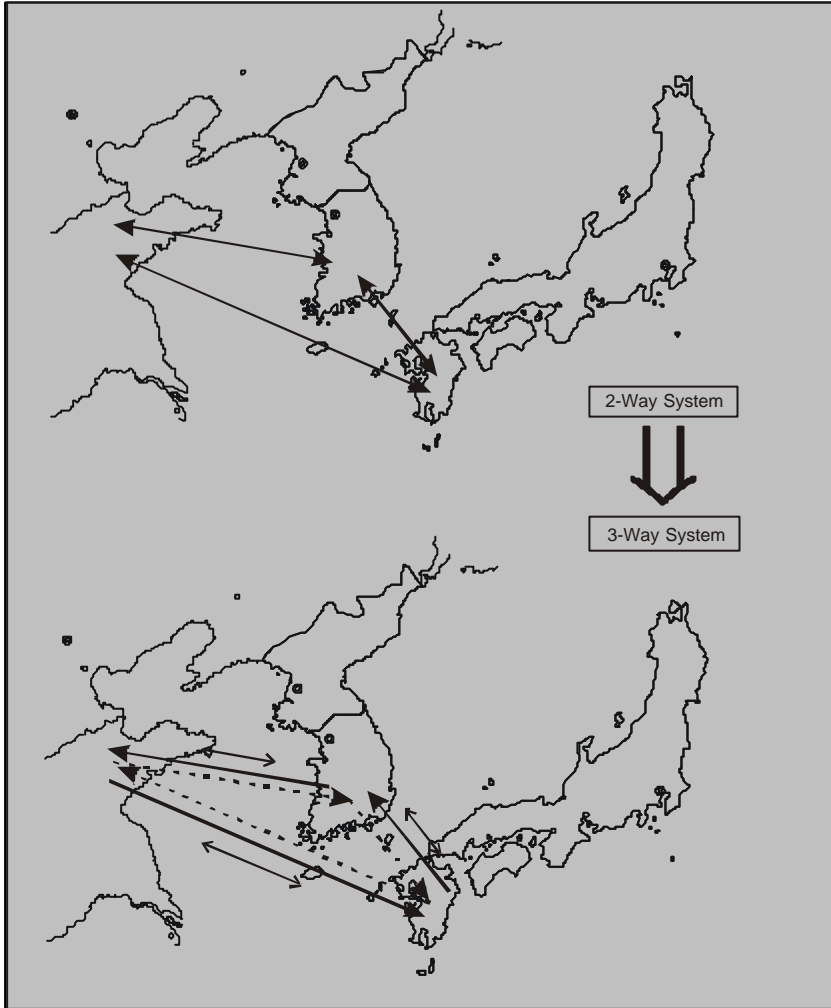
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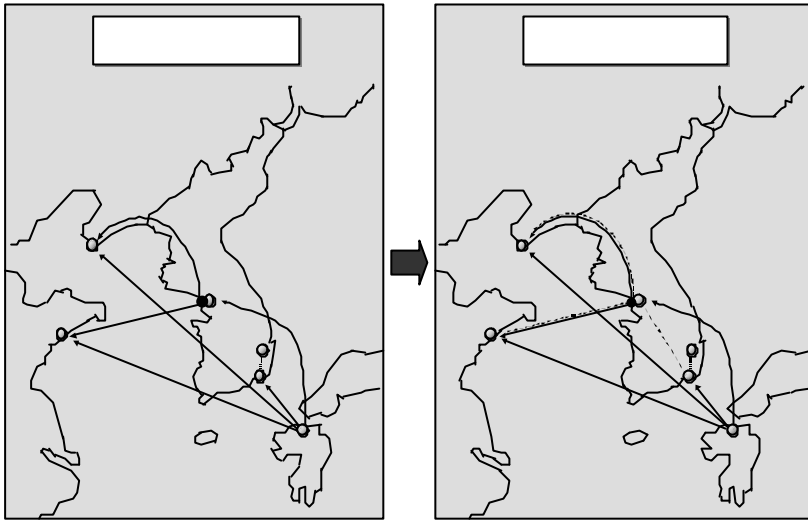
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	(Yellow Sea Sub-Region One-day Zone)	(對)

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	(free port network)
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Institute for Spatial Planning and Regional Economy
Kyushu Economic Research Center
Korea Research Institute for Human Settlements

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Abstract

Inter-City Networking Strategy in the Yellow Sea Sub-Region

Research Purposes

Inter-city networks are justified on many grounds. Cities forming the network can benefit from each other through increased flows of information, expanded scope of industrial cooperation, close cooperation in infrastructure development, sharing transport and logistics facilities, joint utilization and marketing of resources, and united efforts against external threats to the network. Even though there have been progress in inter-city linkages within the Yellow Sea Sub-Region, the cities in the sub-region did not reach a stage to realize the benefits of network economies. Differences in institutional settings, barriers in the free flows of information and capital, lack of a coordinating organization are some of impediments to inter-city networks within the sub-region. To establish a functioning network of cities, this research attempted to examine the following items:

- 1) Current inter-city linkages and interactions (trade, investment, information, transport, etc.)
- 2) Industrial structures and infrastructure endowments of the major coastal cities
- 3) Current logistics conditions in and around the major coastal cities (mainly marine transportation)
- 4) Current conditions of tourism industry in the major coastal cities and the possibility of inter-city linkages
- 5) Inter-city cooperation strategies of major coastal cities in the Yellow Sea Sub-Region

Based on the investigation of the above items, this research looked into ways to coordinate the logistics and tourism function of major coastal cities so as to create synergy effects of logistics and tourism industries of the sub-region as a whole. The research also sought the desirable pattern of cooperation between the cities and regions within the sub-region.

Although trade and investment are the foremost concern for the cities and provinces within the sub-region, the study did not directly deal with trade and investment issues. Rather, the study focused on trade and investment facilitation measures such as logistics and tourism because, first, trade and investment cooperation is basically inter-state issues rather than inter-local issues and, second, even without an agreement on free trade and investment, the three countries can benefit greatly through cooperating each other in transportation and logistics of commodity flows and people movement. Such measures as standardization of logistics system, simplifying exit and entry procedures, and joint use of port and airport facilities would facilitate an easier and efficient transport of people and goods between cities and countries in Northeast Asia, which will reduce intra-regional transaction costs significantly. Tourism has similar characteristics. Since tourism resources are non-movable, cooperation does not pose a threat to one city or country. Instead, cooperation brings benefit to all participating parties. On the other hand, logistics and tourism share more or less the same set of transport infrastructure and institutional environment concerning the movements of goods and people. This is why we chose these two specific areas as the first target of inter-city cooperation in the Yellow Sea Sub-Region.

Research Methods and Collaboration

Major Coastal cities in the Yellow Sea Sub-Region include Dalian, Tianjin, Qinhuangdao, Qingdao, Inchon, Pusan, Fukuoka, and Kitakyushu. These cities, with million-plus population, play an important role in industrial production and logistics in the Yellow Sea Sub-Region. Since those cities mentioned above serve as gateway to a larger hinterland respectively, we think it is sufficient to examine the possibility

of cooperation among them at an initial stage. To derive practical policy implications, we conducted the research jointly among those cities and relevant research institutes within the YSSR. The three research institutes, the Korea Research Institute for Human Settlements, the Institute of Spatial Planning and Regional Economy under the State Development and Planning Commission of China, and Kyushu Economic Research Center in Japan. Each institute conducted the analysis on their selected cities and proposed policy recommendations for individual cities as well as for the whole sub-region. In addition, relevant research institutes in the selected cities participated in the study to provide local perspective.

Major Conclusions and Policy Recommendations

The YSSR has a much greater potential to form an integrated economic zone compared with the East Sea Sub-Region (or Japan Sea Sub-Region). In contrast to the absence of large core cities in the ESSR, the YSSR has numerous large urban agglomerations with strong industrial production capacity. Indeed, the YSSR has a strong potential to become the world's core manufacturing zone in the industries of electronics, car, and machinery. If supported by efficient technological production, and logistics networks, the vision can be materialized. The three constituent parts of the YSSR reveal complementary relations, i.e., the Kyushu region with high income and technology, Korea with modest capital and medium technology, the Bohai region with inexpensive labor but a strong industrial base. Furthermore, the population of approximately 300 million in the YSSR itself provides a large enough market for small and medium-size enterprises within the region.

In terms of trade volume, investment flows, commodity flows, and number of visitors, there has been rapid growth in the YSSR. Trade has been growing not just between industries but between the same industry, indicating more horizontal structure of economic interactions. Although investment remains largely one-way from Japan and Korea to China, cross-investment is anticipated as China's economy continues to grow in the next decades. At any rate, firms' production space has enlarged over the YSSR or even beyond and people's travel zone has expanded over

many cities across the national border. With sufficient direct transport linkages among major cities, the YSSR can become a one-day travel zone.

In spite of the progress achieved thus far, there are a few obstacles to overcome. They are weak institutional infrastructure, underdeveloped and less-integrated physical infrastructure, and language and psychological barriers. In addition, excessive competition for industrial build-up and infrastructure expansion hinders a harmonious development of cities and provinces within the YSSR. Although inter-city competition is necessary and inevitable, competition strategy generating excess capacity, for example, in the same industry, would not be helpful for those involved cities and the whole sub-region. Even though not all cities and provinces recognize this potentiality yet, they agree with the principle of competition with cooperation. Thus, the task ahead is perceived to be to promote dialogue and discussion among cities and provinces in the YSSR.

Fortunately, there has recently been significant growth of cross-border inter-city and inter-provincial sisterhood relations and multilateral associations of cities and provinces in and around the YSSR. Also observed was a fast growth of transportation links between cities in the YSSR. Although it is ideal to form an economic zone including all the cities and provinces within the YSSR, we consider the idea impractical at the moment. Too many participants at different administrative levels appear not so conducive to reach a consensus. Moreover, we strongly believe that cities or more precisely city-regions are the growth engines of the new global economic order. Forming inter-city networks among the six port cities—Dalian, Qingdao, Inchon, Pusan, Fukuoka, and Kitakyushu—would provide a foundation to build a full-blown model of cross-border inter-local cooperation.

These six port cities play an important role of gateway to their respective hinterland and moreover share more or less same characteristics arising from port cities. The examination of inter-city linkages among those six cities reveals that inter-city networks are in formation. In the past decade, there has been a substantial growth of transport linkages between the cities in the Bohai region of China, the cities of Korea, and the cities in the Kyushu region of Japan. For example, there are close economic linkages between coastal cities of Dalian, Tianjin, Qingdao, Weihai, and Yantai and Seoul and other cities in Korea's capital region. Inchon port five regular

passenger lines with the coastal cities of the Bohai region. Between Pusan and Fukuoka, there is now Beetle Boat only taking three hours. Kitakyushu has close technological and economic linkages with Dalian. Given a strong international orientation of coastal cities in the YSSR and their enthusiasm with cross-border cooperation, inter-city networks will become strengthened if the involved parties find ways to cement the existing ties and to elevate the level of cooperation through institutional channels.

Recognizing the importance of regional institution building and the need to bring inter-city cooperation into concrete actions, we, the three institutions—Institute of Spatial Planning and Regional Economy, Kyushu Economic Research Center, and Korea Research Institute for Human Settlements—adopted joint policy recommendations. The major points of the joint policy recommendations are as follows:

- 1) The establishment of “Inter-City Cooperation Council for the Yellow Sea Sub-Region. In the Council, we recommend to establish a permanent secretariat supported by a small but technically competent staff.
- 2) Under the Council, it is recommended to form three special committees on trade and investment, logistics, and tourism. These special committees will examine ways and means to promote cooperation between port cities in the YSSR in the respective substantive areas.
- 3) Local authorities in the six port cities within their purview will take necessary steps to facilitate free trade and investment, efficient flows of persons, goods, and information among the port cities.
- 4) In relation to the above point (3), local authorities are encouraged to consider the idea of a Network of Free Port Districts, where foreign direct investment is privileged with tax exemption and customs duty is exempted or substantially reduced, in consultation with their respective national agencies.
- 5) Recognizing the importance of an integrated transport and logistics system in facilitating trade and investment, it is recommended to address the following problems immediately; standardization of logistics facilities (e.g., pallet, container size, etc.), streamlining and standardization of customs procedure, and container pooling.

- 6) Local authorities together with the tourism business should consider the idea of joint developing and marketing tourist resources within the YSSR. Specifically, it is recommended to create a website, the “YSSR TOURNET,” to develop multi-country (city) theme tours, and to simplify entry and exit procedures for travelers within the YSSR.
- 7) To carry out the idea of the YSSR TOURNET, it is recommended to set up a YSSR Inter-city Tourism Promotion Center in the city of Incheon.
- 8) In order to carefully examine the idea of a Network of Free Port Districts, the three research institutes will further collaborate and jointly conduct a study in the immediate future.

Appendix : *Workshops and Conferences*

1. Planning Meeting for Inter-City Networking Strategy in the Yellow Sea Sub-Region

May 12-13, 1999
Beijing, China

- Agenda -

May 12 (Wednesday)

Morning

10:00-10:20

Welcoming Remarks

China

Mr. Du Ping, Director, ISPRES

Korea

Dr. Hong Chul, President, KRIHS

Japan

Mr. Imamura Akio, President, KERC

10:20-10:45

Outline of the Collaborative Research

Dr. Kim Won Bae, KRIHS

10:45-11:00

Coffee Break

11:00-12:00

The Present and Future of Logistics and Tourism Industry in Northeast Asia

Drs. Kim Gyeong Seok and Kwon Young Sub

Afternoon

2:00-5:00

Presentations and Discussion

Moderator: Mr. Du Ping

Status and Prospects for Logistics and Tourism Industry of Major Port Cities
in the Yellow Sea Sub-Region

Dalian

Wang Qingyun

Qingdao

Yang Jie

Inchon

Kim Bun Uk

Pusan

Hwang Yong Woo

Fukuoka

Takagi Naoto

Kitakyushu

Chen Shuang

May 13 (Thursday)

Morning

9:00-10:30

Discussion

All participants

Future Activities and Research Planning

Research Activities

Interim Meeting: November 1999, Pusan, Korea

Final Meeting: April 2000, Fukuoka, Japan

Publication

10:30-10:50

Coffee Break

10:50-11:10

Closing Remarks

**2. Second Workshop for Inter-City Cooperation in Logistics and Tourism
Industry in the Yellow Sea Sub-Region**

Sangnam International House, Pusan, Korea
November 3-4, 1999
Co-hosted by KRIHS and PDI

- Agenda -

November 2 (Tuesday)

19:00-21:00

Dinner and Reception

Hosted by Dr. Lim, Jung Duk (President, PDI)

November 3 (Wednesday)

10:00-10:30

Opening

Welcoming Remarks

Prof. Park Jae Yoon (President, Pusan National University)

Dr. Lim Jung Duk (President, Pusan Development Institute)

Dr. Hong Chul (President, Korea Research Institute for Human Settlements)

Mr. Imamura Akio (President, Kyushu Economic Research Center)

Dr. Xiao Jin Cheng (Assistant Director, Institute for Spatial Planning and Regional Economy)

Coffee Break

10:30-10:45

Session I Overview

10:45-12:00

Chair: Ha Woong Soo (Pusan National University)

Presentation

Inter-City Networking Strategy in the Yellow Sea Sub-Region by
Dr. Kim Won Bae (KRIHS)

Inter-City Networking Strategy for the Major Port Cities in the
Yellow Sea Sub-Region by Dr. Wang Qingyun (ISPRES)

Discussion

Prof. Kim Chang Soo (Pusan National University)

12:00-13:30

Luncheon Speech: Pusan Container Terminal Authority

Session II Current Conditions and Future Prospects for Logistics Industry in the Yellow Sea Sub-Region

13:30-17:00

Chair: Lee Cheol Yeong (Korea Maritime University)

Presentation

Strategies for Cooperation in the Logistics & Transportation Industry in the sub-region by Dr. Kim Gyeong Seok (KRIHS)

Local Strategies for the Development of Logistics and Transportation Industry and Inter-City Cooperation

1. Exchange and Cooperation in Qingdao Logistics Industry with Japan and Korea by Ms. Shen Bing (ISPRES)
2. Fukuoka and Kitakyushu by Mr. Takaki Naoto and Mr. Chen Shuang (KERC)
3. Pusan by Dr. Park Chang Ho (PDI)
4. Incheon by Dr. Kim Beon Uk (IDI)

Discussion

Prof. Moon Seong Hyeok (Korea Maritime University)

Prof. Park Myeong Sub (Pukyong National University)

Prof. Song Gye Eui (Dongseo University)

18:30-21:00

Dinner

Hosted by Dr. Hong Chul (President, KRIHS)

November 4 (Thursday)

07:30-08:30

Breakfast Meeting for Coordinators

Session III Current Conditions and Future Prospects for the Tourism Industry in the Yellow Sea Sub-Region

08:30-12:00

Chair: Kim Chang Nam (Dong-A University)

Presentation

Strategies for Cooperation in the Tourism Industry in the Sub-Region by Dr. Kwon Young Sub (KRIHS)

The Suggestions and Policies on Tourism Industry Cooperation
for the Major Port Cities in the Yellow Sea Sub-Region by Ms.
Wang Yang Hong (ISPRES)

Local Strategies for the Development of Tourism Industry and
Inter-City Cooperation

1. The Tourism Industry corporation Strategy in Qingdao by Ms.
Yang Jie (ISPRES)
2. Fukuoka and Kitakyushu by Mr. Takaki Naoto and Mr. Chen
Shuang (KERCS)
3. Pusan by Mr. Keum Sung Keun (PDI)
4. Inchon by Dr. Kim Beon Uk (IDI)

Discussion

Prof. Yhang Wui Joo (Silla University)
Prof. Choi Yeol (Pusan National University)
Prof. An Young Myeon (Dong-A University)

Session IV Future Activities

12:00-12:30

Chair: Kim Won Bae (KRISH)

All participants

12:30-13:30

Lunch

14:00-17:30

Special Activity: Tour in the Pusan Port Area

**3. Inter-City Cooperation in Logistics and Tourism Industry in the Yellow
Sea Sub-Region**

Fukuoka, Japan

April 5-8, 2000

The 3rd Meeting of a Collaborative Research by KRIHS, ISPRES, KERCS

Hosted by KERCS

- Agenda -

April 5 (Wednesday)

Afternoon

4:30-5:30

Visit the Asia-Pacific Center and the Momochi Area

6:00-8:00

Dinner

April 6 (Thursday)

Morning

8:00-9:30

From Fukuoka to Kitakyushu

9:30- 12:00

Tour in the Kitakyushu Port

Afternoon

12:00-13:00

Lunch

1:00-1:20

Welcoming Remarks

Mr. Imamura Akio, President, KERC

Mr. Du Ping, Director, ISPPE

Dr. Lee Jeong Sik, President, KRIHS

Session I Overview and Proposal

1:20-1:50

Chair: Mr. Imamura Akio, KERC

Presentation

Inter-City Cooperation in the YSSR: Some Practical Proposals,
Dr. Kim Won Bae, KRIHS

1:50-2:35

Presentation

Inter-Port Competition and Linkages in East Asia, Professor
Tsumori Takayuki, Okayama University

2:35-2:50

Coffee Break

2:50-3:50

Inter-City Cooperation in Logistics and Tourism and Policy
Considerations

Presentation

Inter-City Cooperation in the Logistics Industry, Dr. Kim Gyeong Seok, KRIHS
 Inter-City Cooperation in the Tourism Industry, Dr. Kwon Young Sub, KRIHS

3:50-4:30

Discussion

Dr. Wang Qingyun, ISPRES
 Dr. Dai, Erbiao, ICSEAD
 Professor Tsumori Takayuki, Okayama University
 Mr. Takaki Naoto, KERC

4:30-6:30

From Kitakyushu to Fukuoka

6:30-8:00

Dinner

April 7 (Thursday)

Session II Local Perspectives on Inter-City Cooperation in Logistics and Tourism in the Yellow Sea Sub-Region

Morning

9:00-10:00

Chair: Dr. Hong Chul

Presentation

Overview on the Logistics and Tourism Industry: Local Perspectives and External Cooperation Strategy of Qingdao, Dr. Yang Jie and Dr. Gao Guoli, ISPRES

The Characteristics of Dalian's Economy and Its Cooperation with Cities in the Yellow Sea Sub-Region, Dr. Wang Qingyun and Dr. Shi Yulong, ISPRES

10:00-10:15

Coffee Break

10:15-10:45

Discussion

Mr. Chen Shuang, KERC
 Mr. Keum Sung Keun, PDI
 Dr. Kim Beon Uk, IDI

10:45-11:45

Session II continued

Chair: Mr. Du Ping

Presentation

Inter-City Cooperation Strategies in Logistics and Tourism
Industry in Inchon, Dr. Kim Beon Uk, IDI

Development of Port Logistics and Tourism Industry in Pusan
and Inter-City Cooperation in the YSSR, Dr. Park Chang Ho
and Mr. Keum Sung Keun, PDI

11:45-1:15

Lunch

Afternoon

1:15-2:00

Discussion

Mr. Kabu Takayoshi, KERC

Dr. Kwon Young Sub, KRIHS

Dr. Yang Jie, ISPRES

2:00-3:00

Session II continued

Chair: Dr. Lim Jung Duk

Presentation

Inter-City Networking Strategy of Fukuoka City in the Yellow
Sea Sub-Region, Mr. Takaki Naoto, KERC

Inter-City Networking Strategy of Kitakyushu City in the Yellow
Sea Sub-Region, Mr. Takaki Naoto, KERC

3:00-3:15

Coffee Break

3:15-4:00

Discussion

Dr. Shi Yulong, ISPRES

Dr. Park Chang Ho, PDI

Dr. Kim Gyeong Seok, KRIHS

Dr. Wang Qingyun, ISPRES

4:00-4:30

Overall Discussion

Dr. Ogawa, Yuhei, Professor Department of Commerce, Seinan
Gakuin University

Dr. Kim Won Bae, KRIHS

Mr. Du Ping, ISPRES

6:00-8:00
Dinner

April 8 (Friday)

Session III Policy Recommendations and Future Activities

Morning

9:00-11:00

Chair: Dr. Lee Jeong Sik

Presentation

Draft Joint Policy Recommendations, Dr. Kim Won Bae, KRIHS
Future Activities, Mr. Imamura Akio, KERC

Discussion

China, Japan, and Korea Representatives

11:30-12:30

Lunch