

The Globalization Strategy in the Local Cities and a Role of Public Sector

Kwon Joon-Oh, Lee Chang-Hyun & Moom Chang-Yeob

Since the globalization has been emphasized as one of the major policy goals of the government from 1980s, the political change of the end of cold war age has required a new international order.

We have experienced the rapid economic growth and urbanization for the past 30 years, but in the reality that the people's awareness of crisis for the changes of the recent international political and economic order and the age of localization comes in domestic condition, we have not enough time to equip with self-supporting power and the mature consciousness. Moreover, the flexible attitude that can define two urgent tasks by two wheels connected to an axis rather than consider them as the separate problems is required.

Therefore, this study is to suggest what strategies the local cities under the condition that opportunity and crisis, and advantage and disadvantage coexist should develop for the globalization and how the roles of public sectors which have performed many roles as the subject of the development should be progressed in the developmental process of local cities, and then it is to help develop the globalization related projects of local cities effectively.

A Study for Land Use Translate Determinant Methodology from Semi-urban Area and Semi-agricultural and Forestry Area to Urban Area Newly; - Case Study in Young In Gum, in Kyounggi-do

Kim Won-Hee

Recently, land use control on the non-urban planning area in Korea has met various kinds of the changes in the development control. First, in August 1993, we have revised the Korean National Land Use and Management Law. As the results, the number of the land use zones classified under the national land use plan has been reduced to five from the previous ten. Furthermore, semi-urban areas and semi-agricultural and forestry areas were newly made. Especially, the semi-agricultural and forestry area is the lands which are lesser priority for preservation among the agricultural and forestry areas. We designed the land so it can supply to the expected developing land. And the amount of it is about 27.2% of nationwide. Secondly, the methods of land use controls are greatly changed. Previously, the government has regulated land use by the types of permitted activities for each land use zone category. So, some of the new kinds of development activities cannot get the development permit. However, after the revised Law, under the new system, the government introduced the list of activities which are not permitted for each land use zone. Only some of the developments were regulated through new system, in the case of the regulated line of air and water pollution. After the revised Law, because of opening it up for development, most of the policy makers can suppose that maybe they will meet urban sprawls in Semi-agricultural and forestry area. Thirdly, the land supply and demand planning systems were newly introduced. We are expecting that this system would prevent from the urban sprawls through matching supply and demand amount, spot, and boundaries etc.

This paper is prepared for establishing the decision method, such as which land should supply and how can it supply for predicted development land in the dimension of 260 cases of Si, Gun, and Gu local government.

The Strategy for the Globalization of Local Cities

Yoon Pan & Kim Woo-Hyeong

The world is on the point of the structural change toward the borderless world with the approach of the 21st century. The roles and functional division of the nation and local governments have been greatly changed according to such an international phenomena, the country is required to perform new roles to make fair trading system by the agreements among nations and local governments should cope with the environmental changes of globalization.

Therefore, this study analyzes the characters and contents of the task, the local cities must take in accordance with the trend of rapidly changing globalization and investigates the globalization policies.

Transportation Investments Through Private Sector Participation in Korea

Won Jae-Mu

This paper reviews public and private sector partnership arrangements for providing infrastructure services in Korea. It begins with a general discussion of economic development in Korea (Section 2.0), and provides an overview of the current mix of public and private provision of infrastructure services (Section 3.0). In Section 4.0, partnership arrangements in the transportation sector in Korea are discussed. Based upon the Korean experience, several factors for successful partnership are highlighted in Section 5.0. The paper concludes with a summary of obstacles that may be faced by the private sector in the development of infrastructure.

The purpose of this paper is not to argue whether goods and services should be provided by private enterprise or by governments. All countries will continue to depend on a mix of services, and it is up to individual decision-makers to decide where to draw the line. However, the administrative capabilities of all governments are severely strained today by the weight of numerous activities. Given this situation, this paper examines whether national development could be accelerated by moving infrastructure responsibilities that could be handled in a more efficient manner to the private sector. Such an arrangement would allow those working with heavily burdened administrative systems to concentrate on activities that they are best equipped to provide.

Analysis of Trip Characteristics of Seaside Visitors in Tourist City

Nobuyuki GOSEKI, Hisashi KUBOTA

Major tourist areas have been becoming the places where people including those from abroad meet and cultivate friendship with each other. Accordingly, the importance of developing infrastructure including transportation facilities for recreational activities has been increasing in such areas.

Unfortunately, compared to European countries, transportation planning and management in tourist cities are still under developed in most Asian cities. As a result, in most cases, streets in those areas have become heavily congested in top season(s) and the problems of mixing confusion with recreational traffic and local traffic is often occurred. It is necessary to develop the comprehensive transportation planning in those areas that can meet both recreational and local needs.

In this paper, authors argued about both actual and potential alternatives to solve these problems followed by the analysis of the trip characteristics and the traffic problems in recreational area in a local city.

As a Case area, Kamakura city in Kanagawa prefecture of Japan was selected. Kamakura is internationally famous historical town where about 20 million tourists visit in each year. It is also well known as the beach area where quite a lot of visitors comes by private vehicles in summer holidays to paralyze the road network of whole city.

Authors analyzed trip characteristics of visitors in this city to make clear the problems and find out the measures to solve those problems

Comparative Study on the Development Process of Provincial Industrial Cities in

Korea and Japan

Yoo Heon-seok, Satoshi HAGISHIMA, Shinji IKARUGA & Moon Tae-heon

Improvement of provincial industrial cities is a fundamental strategy for national economic growth. In Asian countries, industrialization policy has been regarded as an indispensable subject, and several experiences can be gained from the process of industrialization policies in Korea and Japan. Industrial cities have been formed by the location of industries and accumulation of labor force to support those industries, and have solved many problems.

These experiences would be of great value to countries which seek after industrialization. However, industrial cities which have been developed mainly by the sector of material production are the most sensitive to economic stagnation, because industries are easy to be affected by economic fluctuation. This emphasizes the necessity of making cities that are strong even during economic stagnation. From these ideas, resuscitation policy of industrial cities, especially for non-industrial sectors in industrial cities, is necessary to be discussed. Industrial cities should not depend on few industrial types or one big enterprise. It is necessary for them to convert the city structure and to accumulate various types of industries, the commerce and business functions.

This report is composed of 4 sections, 1) examination of the importance of industrialization policy, referring to national development plans both in Korea and Japan, 2) investigation of the development processes of provincial industrial cities in both countries, 3) clarification of the differences and similarities between two countries by comparing city planning, 4) examination of the possibility to apply the experiences to developing countries.

It is difficult to enforce a spatial planning for national and city planning after confirmation of success by policy experiments, such as engineering experiments. Even though simulation experiments are done, the results cannot be expected to give enough information about city planning of nations that differ in socioeconomic conditions.

Regional planning of a nation cannot repeat that of other nations, that is, a copy of the regional planning can not apply to other nations, because of the difference in socioeconomic and political conditions. The results and effects are also different.

For making plans scientifically, plan construction and space policy selection should be done after exact comparison and analysis of planning examples of other advanced nations as a suitable model to their nation. We have fulfilled international comparative studies of cities from this viewpoint.

Negotiating for Development Obligations in British Local Cities : An Alternative to the Taiwanese System?

Kuang-Hui Peng

From the 1980s onwards, the British planning framework has evolved to take more account both of contributions from the developers to local infrastructure and an awareness of environmental issues. Consequently the use of agreements for development obligations has developed as a main mechanism within the planning system. On the other hand, Taiwan does not claim that its zoning system is, in all respects, better than the British system. Its conventional requirements of development obligations through 'land requisition by district', 'land readjustment', 'special assessment of public works', 'land value incremental tax' and 'conditions attached to the statement of urban plan' are limited cases. However Taiwanese local cities have been trying to pursue 'agreements' for planning purposes over the years. Such agreements are recognized as a response to the growing gap between the modern development process and the statutory system that controls it, enabling certain excess profits to be recouped for local benefit.

Thus, the underlying focus of this paper is that the use of planning agreements tied to land use planning includes matters which cannot be dealt with directly under the statutory development control framework in Britain and Taiwan. The central theme is an examination of the nature and extent of negotiating agreements which have taken place as part of the decision making process in Britain and subsequently to draw implications for the need to extract excess profits in Taiwan by comparing with the British experience.

The Integrated Planning and Development Strategies of a Collage Town, Tainan National College of the Arts

Wang-Hsiang Hwang, Der-Liang Chuang, Tzung-Ming Wang,
Sheng-Fang Su & Yueh-Feng Shao

In Taiwan, the establishment of colleges, which usually brings about prosperous development in its neighborhoods, has become a major government policy to promote the "Life Circle" development. Therefore, the soundness of the college development plan is quietly related to the overall development of the Life Circle and the community in which it is located.

For the purpose of balance of arts education between the north and the south of Taiwan, Tainan National College of the Arts (TNCA) is planned to be located in Tainan county by the Ministry of Education. Its bad location, next to a reservoir and at the foot of hillside, makes the planning commission of TNCA have to face many issues, such as the insufficiency of land to make use of, the lack of life facilities for faculty and students, the inconvenience of transportation, and how to push all activities of education of arts successfully, etc.

This article is aiming at offering strategies and suggestions to some other similar college town plans. They include: the real contents of college town of TNCA, the mode of land management, the development of new community, and the redevelopment of an old village, etc.

Globalization Major Local Cities in Taiwan

Cheng-Min Feng

The end of the cold war, the trend of borderless economies, the use of advanced information systems, and the more important role of cities than nations have moved local cities toward globalization. This paper first examines the question of "Why a local city needs to be globally developed?" and then the question of "What are conditions for a local city to be developed globally?" Finally, Taiwan's examples of globalization of local cities: Taoyuan airport city plan, Kaohsiung seaport city plan, and Hsinchu technology city plan are illustrated.

Local City Globalization - the Hualien Case

Hsin-Wen Chang & Hung-Nien Hsieh

This paper uses the example of Hua-lien County, Taiwan, to discuss the transformation of local cities towards globalization. First, the developmental conditions of Hua-lien County are analyzed. Through the SWOT analytical process, the strengths and weaknesses of Hua-lien as an international city are identified and development objectives and strategies drawn up. Finally, the issues of ascertaining development structures and the essence plans are examined, and spatial provided.