

부산의 미래발전 전략 수립을 위한 국제세미나

# 초국경 광역경제권 발전의 조건과 미래

Cross-Border Mega Region  
Development's Requirements and Future

2009.10.20(Tue.) 14:00~18:00

해운대 그랜드호텔 스카이홀(22층)

Sky Hall(22F), Haeundae GrandHotel, Busan

주최

부산발전연구원  
BUSAN DEVELOPMENT INSTITUTE

Organized by Busan Development Institute

# 프로그램

## 14:00~14:15   개회식

- 개회사 : 이계식 부산발전연구원장
  - 축 사 : 배영길 부산광역시행정부시장
- 

## 14:15~14:40   기조강연

### ● 미래지식기반도시 부산 2030

박성조 베를린자유대학 종신교수 · 동아대학교 석좌교수

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## 14:40~15:40   주제발표

### ● 발표 1 \_ 대주강삼각주 도시간 협력이나 경쟁이나?

슈지앙 홍콩중문대학교 부교수

### ● 발표 2 \_ 외레순 지역의 초국경 협력 전략

안더스 올쇼프 스웨덴 외레순 연구소장

### ● 발표 3 \_ 부산-후쿠오카 초국경 광역경제권 형성 전략과 과제

금성근 부산발전연구원 선임연구위원

## 15:40~16:00   Break

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## 16:00~17:30   종합토론 좌장 / 임정덕 동북아지역혁신연구원장 · 부산대학교 교수

김원배 국토연구원 선임연구위원

이승률 (사)동북아공동체연구회회장

이철호 부산대학교 국제전문대학원 교수

장제국 동서대학교 부총장

정형곤 대외경제정책연구원 동북아경제협력팀장

최치국 부산발전연구원 선임연구위원

타카키 나오토 규슈경제조사협회 연구부장 (가나다 순)

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## 17:30~        폐회

# Program

## 14:00~14:15 Opening Ceremony

- Opening Remarks : Lee, Kye-Sik, President, Busan Development Institute
  - Congratulatory Speech :  
Bae, Young-Kil, Deputy Mayor for Administrative, Busan Metropolitan City
- 

## 14:15~14:40 Keynote Speech

### ● Ideopolis Busan 2030

Sung-Jo Park, Prof. em. Dr.Dr.h.c., Free University Berlin · Currently Chair Professor,  
Graduate School of Northeast Asian Studies, Dong-A University

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## 14:40~15:40 Presentation

### ● Greater Pearl River Delta : Competition or Cooperation?

Xu Jiang, Assistant Professor, The Chinese University of Hong Kong

### ● Cross-Border Cooperation as a Strategy for the Oresund Region

Anders Olshov, Managing Director, Oresund Institute

### ● Busan-Fukuoka Cross-Border Mega Region Strategies and Tasks

Keum, Sung-Keun, Senior Research Fellow, Busan Development Institute

## 15:40~16:00 Break

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## 16:00~17:30 Panel Discussion

Moderator / Lim, Jung-Duk, Director, Asian Institute for Regional Innovation ·  
Professor, Pusan National University

### Panelists /

Kim, Won-Bae, Senior Research Fellow, Korea Research Institute for Human Settlements

Lee, Seung-Ryul, President, The Northeast Asian Community Studies Institute

Lee, Chul-Ho, Assistant Professor, Graduate School of International Studies, Pusan National University

Chang, Je-Kuk, Executive Vice President, Dongseo University

Jeong, Hyung-Gon, Director of Northeast Asian Economic Cooperation Team,  
Korea Institute for International Economic Policy(KIEP)

Choi, Chi-Gook, Senior Research Fellow, Busan Development Institute

Naoto Takaki, Executive Vice President, Kyushu Economic Research Center

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## 17:30~ Closing Ceremony



## ● 기조강연 ..... 07

### 미래지식기반도시 부산 2030

Ideopolis Busan 2030

박성조, 베를린자유대학 중신교수 · 동아대학교 석좌교수

## ● 발표 1 ..... 33

### 대주강삼각주 도시간 협력이냐 경쟁이냐?

Greater Pearl River Delta : Competition or Cooperation?

슈지앙, 홍콩중문대학교 부교수

## ● 발표 2 ..... 51

### 외레순 지역의 초국경 협력 전략

Cross-Border Cooperation as a Strategy for the Oresund Region

안더스 올쇼프, 스웨덴 외레순 연구소장

## ● 발표 3 ..... 73

### 부산-후쿠오카 초국경 광역경제권 형성 전략과 과제

Busan-Fukuoka Cross-Border Mega Region  
Strategies and Tasks

금성근, 부산발전연구원 선임연구위원



부산의 미래발전 전략 수립을 위한 국제세미나  
초국경 광역경제권 발전의 조건과 미래

# 미래지식기반도시 부산 2030

Ideopolis Busan 2030

박성조

(베를린자유대학 종신교수 · 동아대학교 석좌교수)

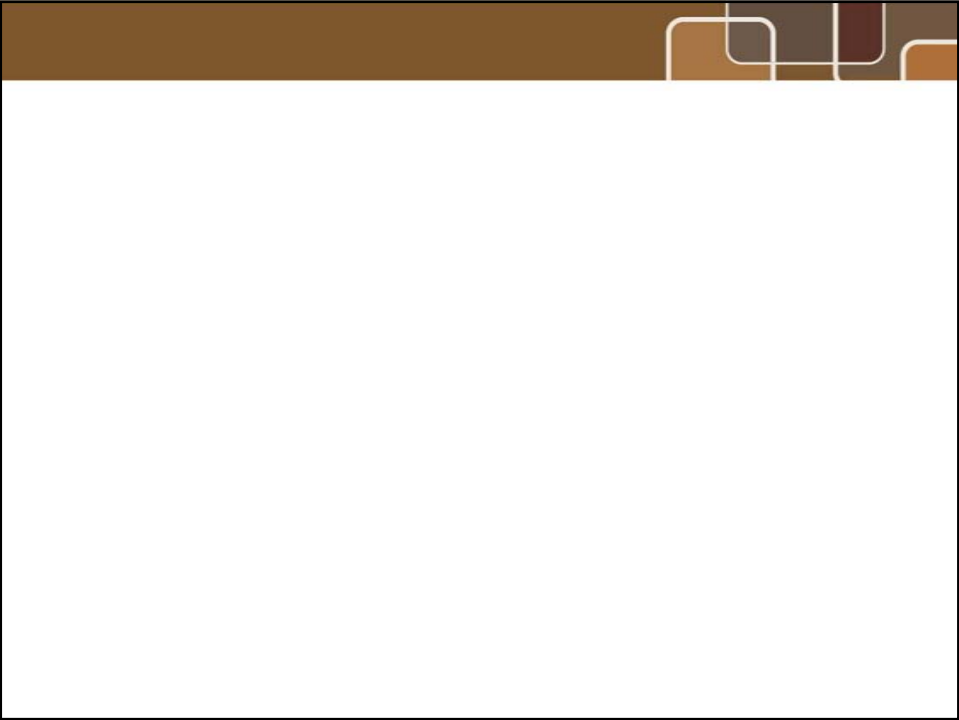


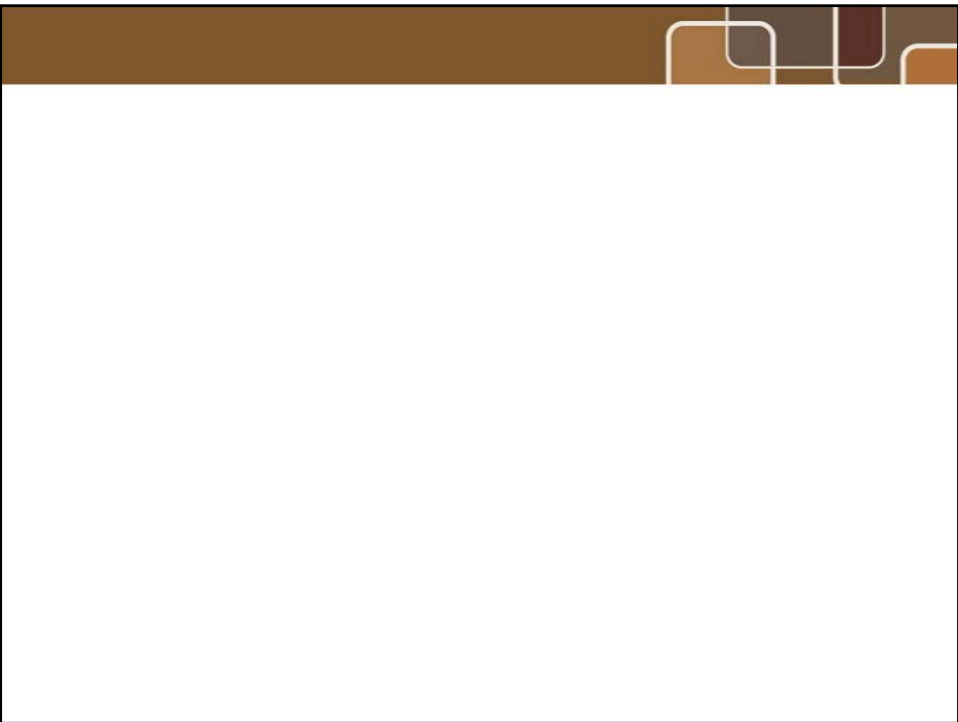
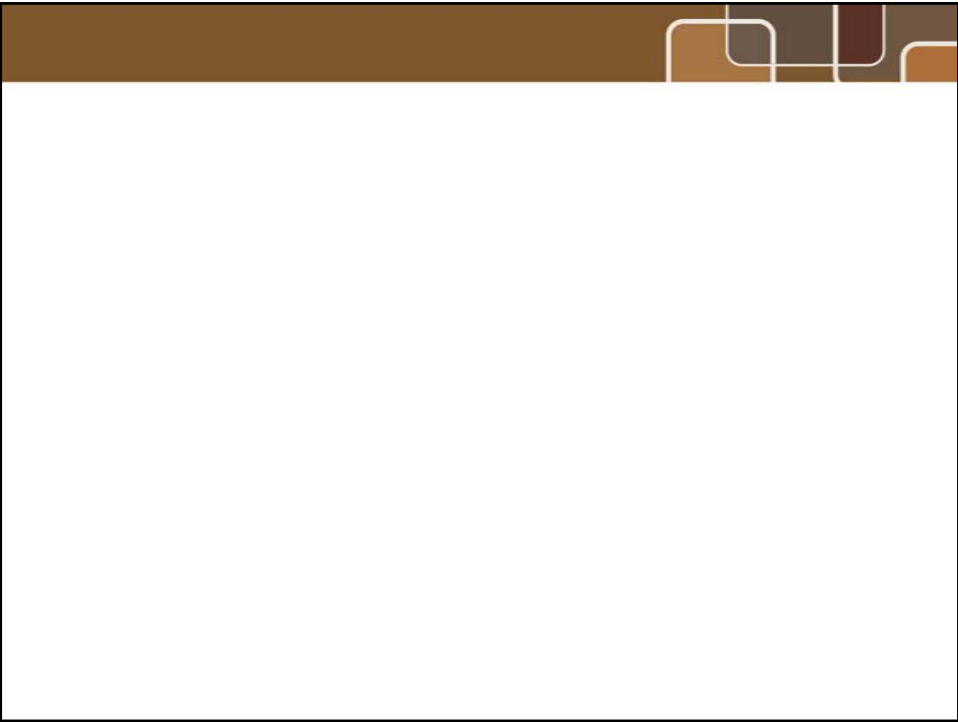


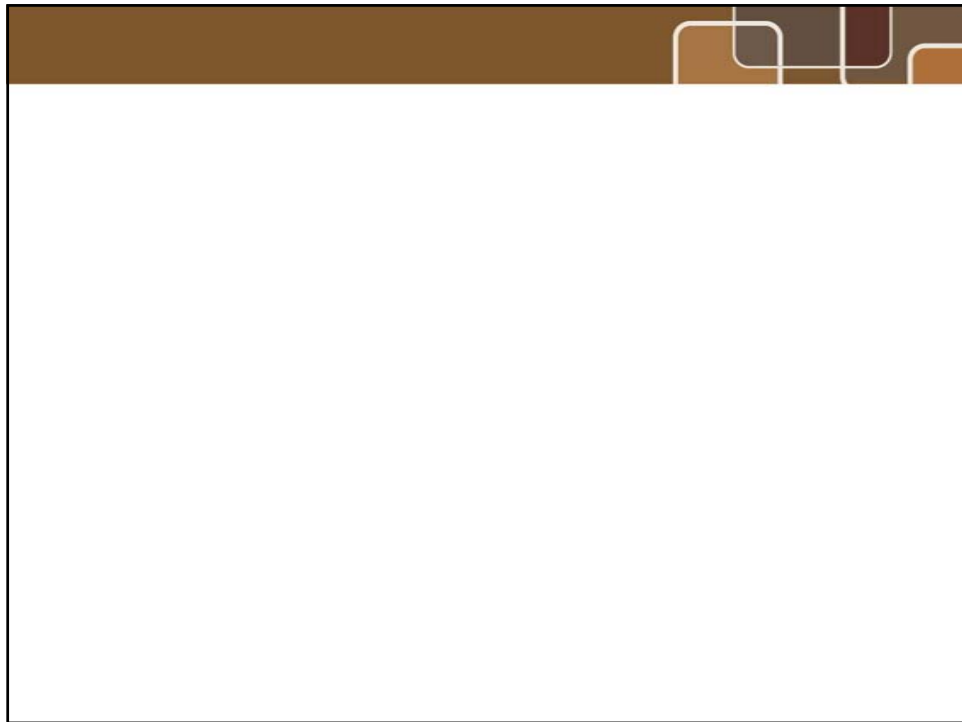
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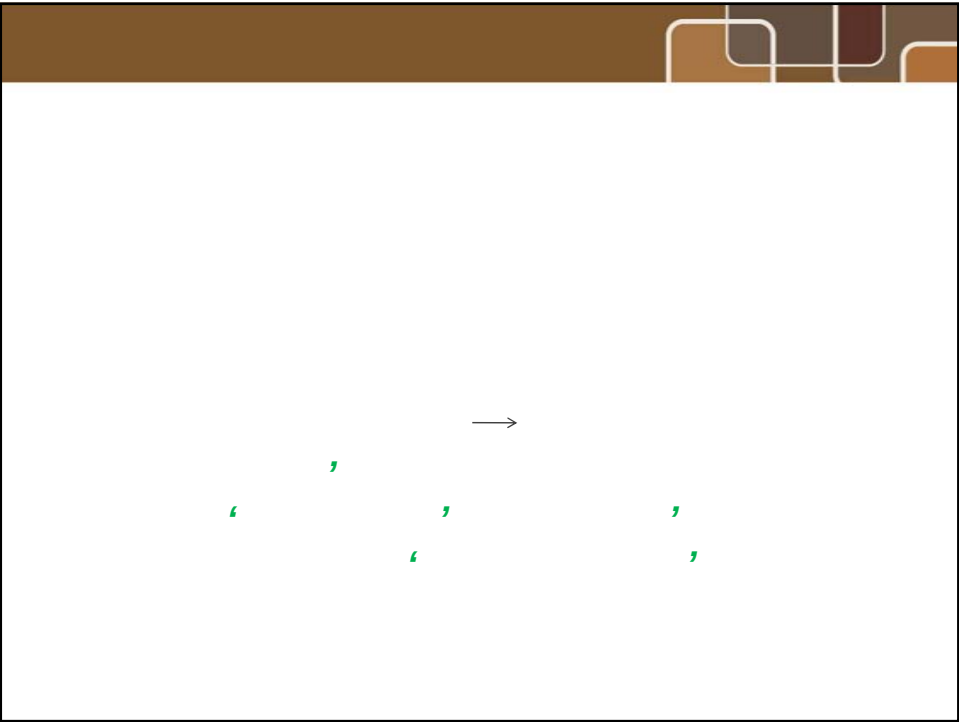
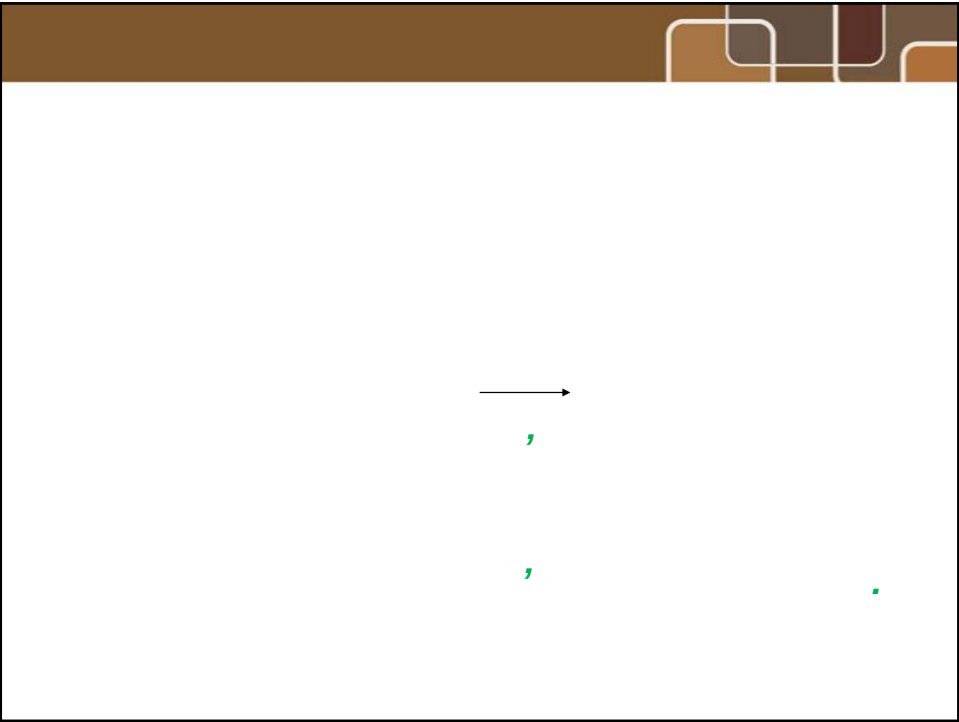
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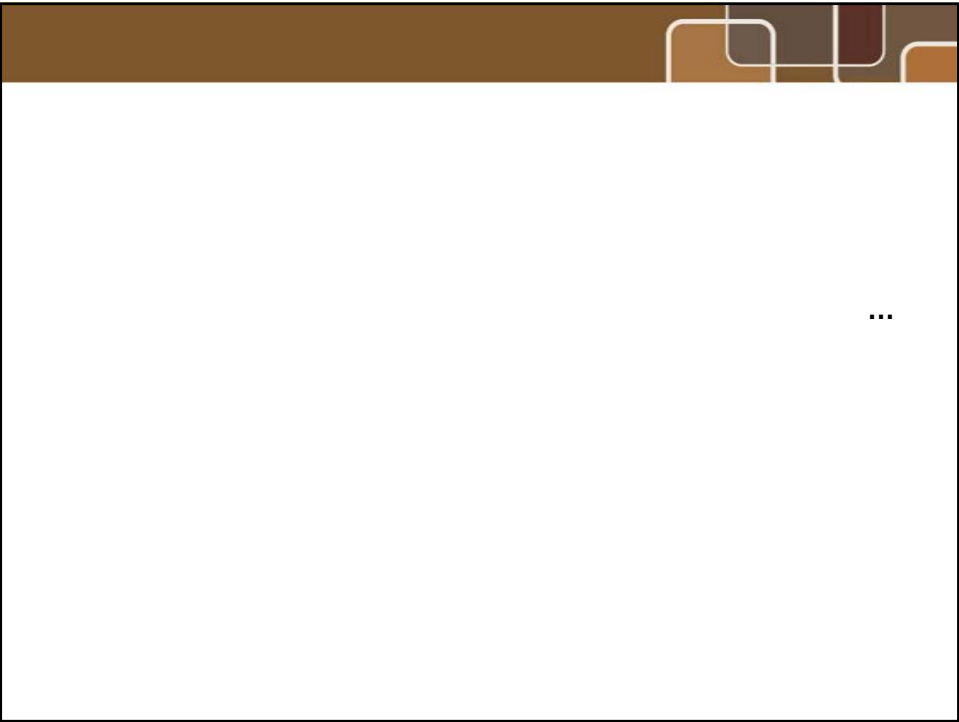
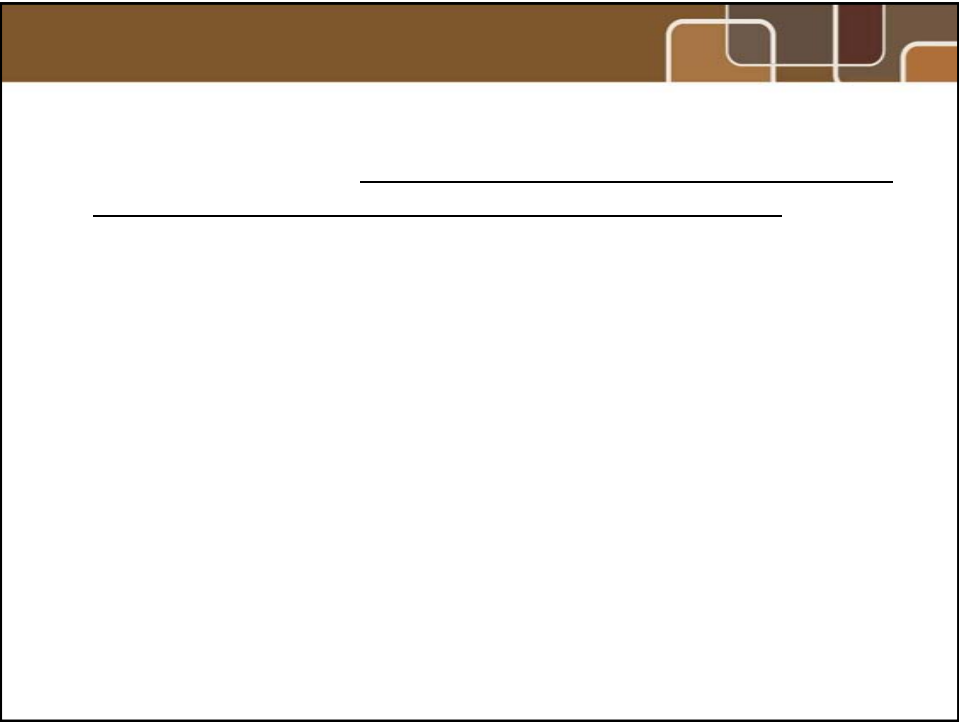
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- *과거* : 노동 집약적 산업(섬유, 신발), 관광, 어업과 항만 산업
  - *현재 상황*: 모든 면에서 지속적인 정체

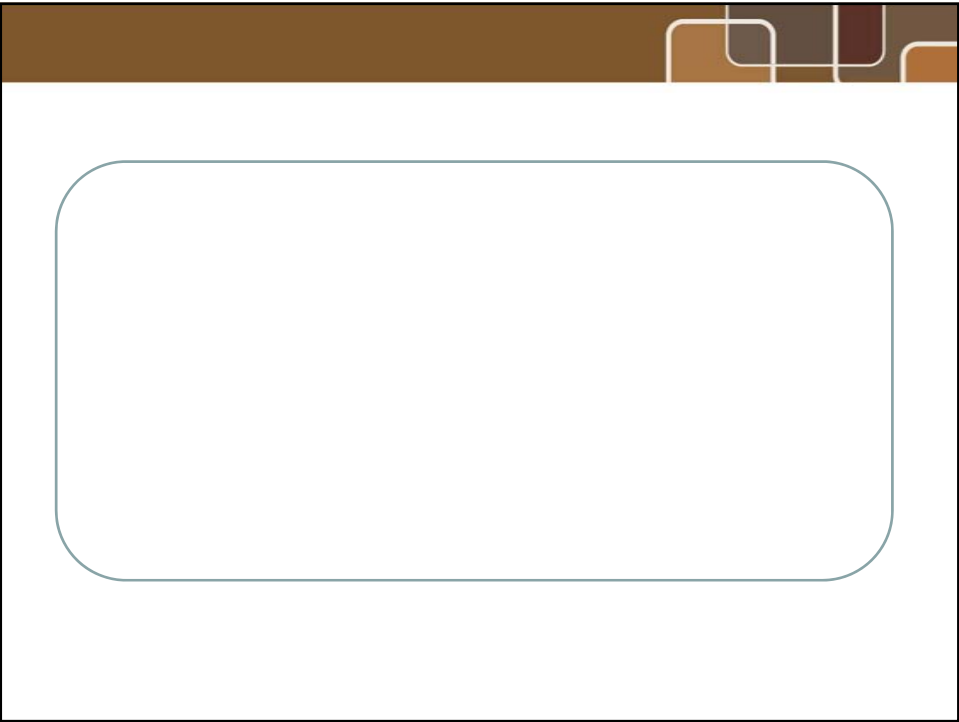
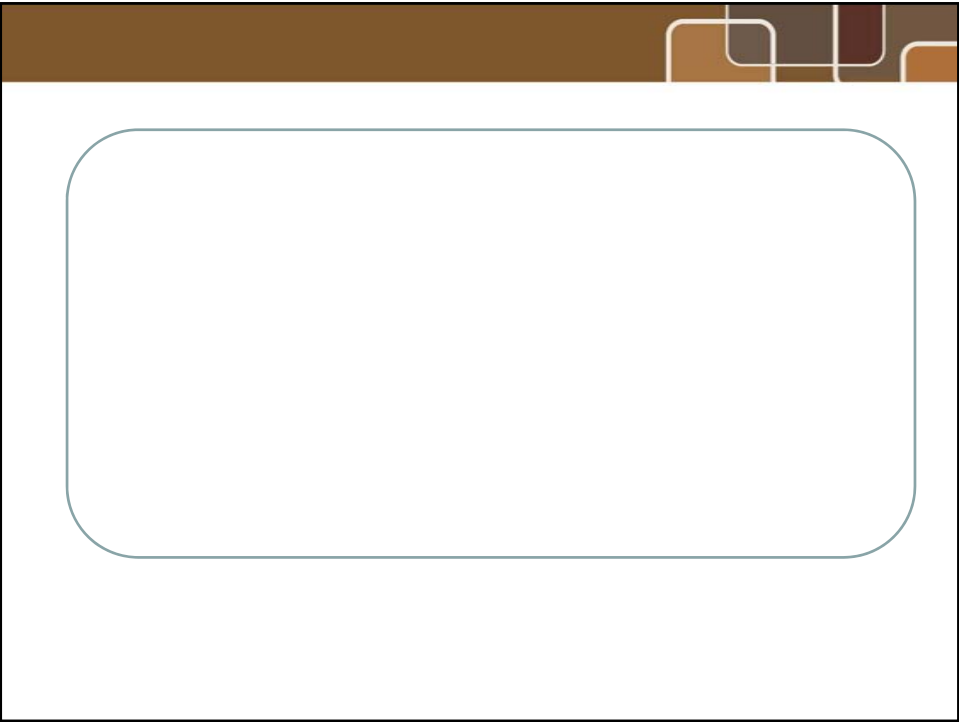


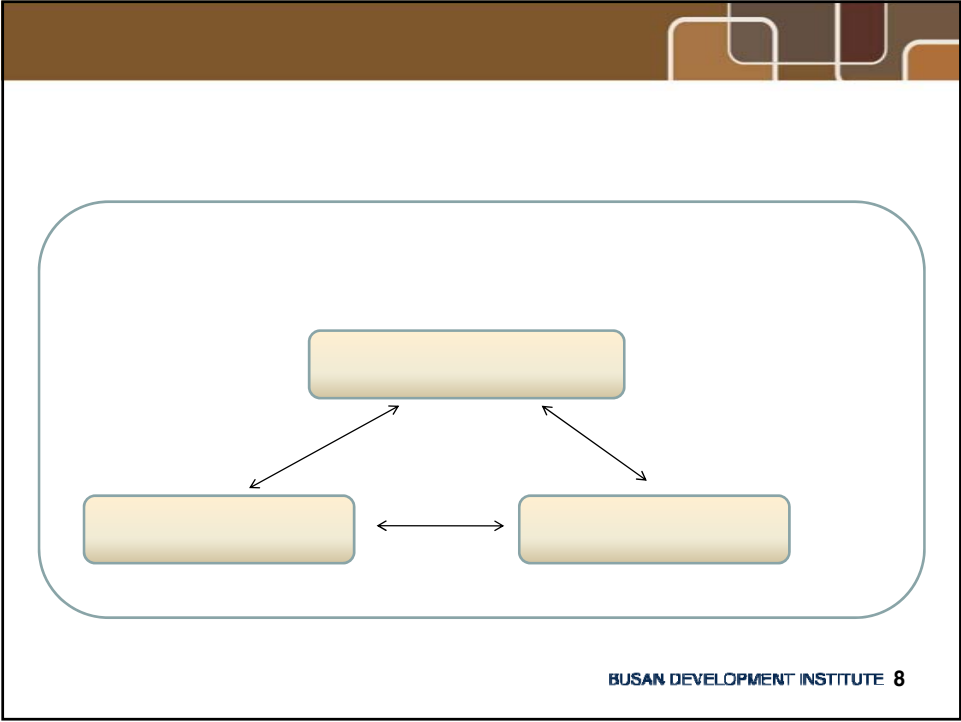
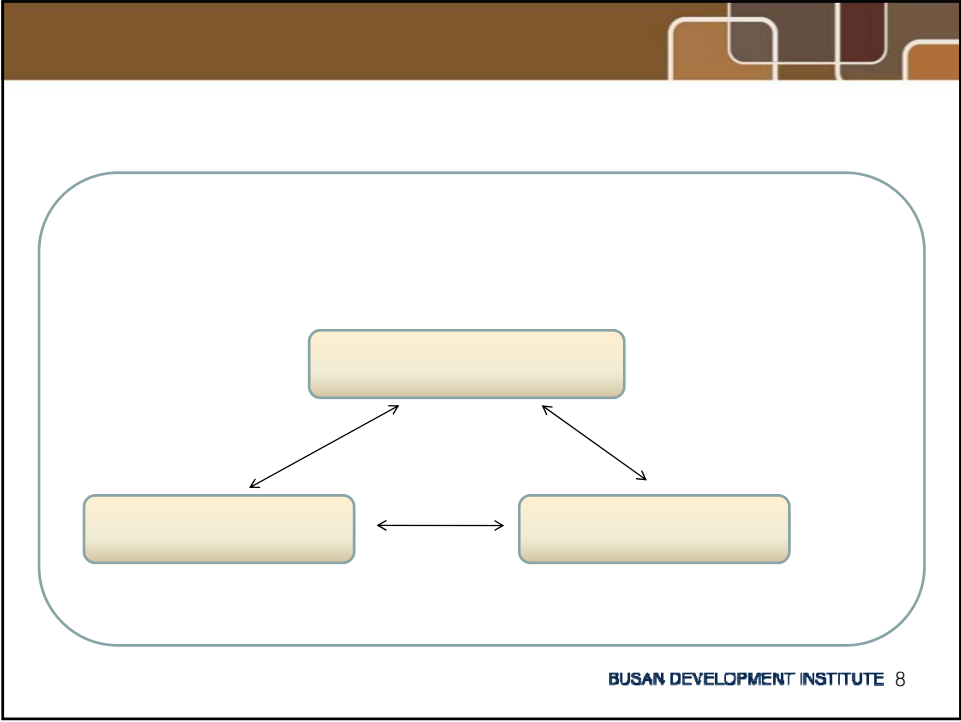


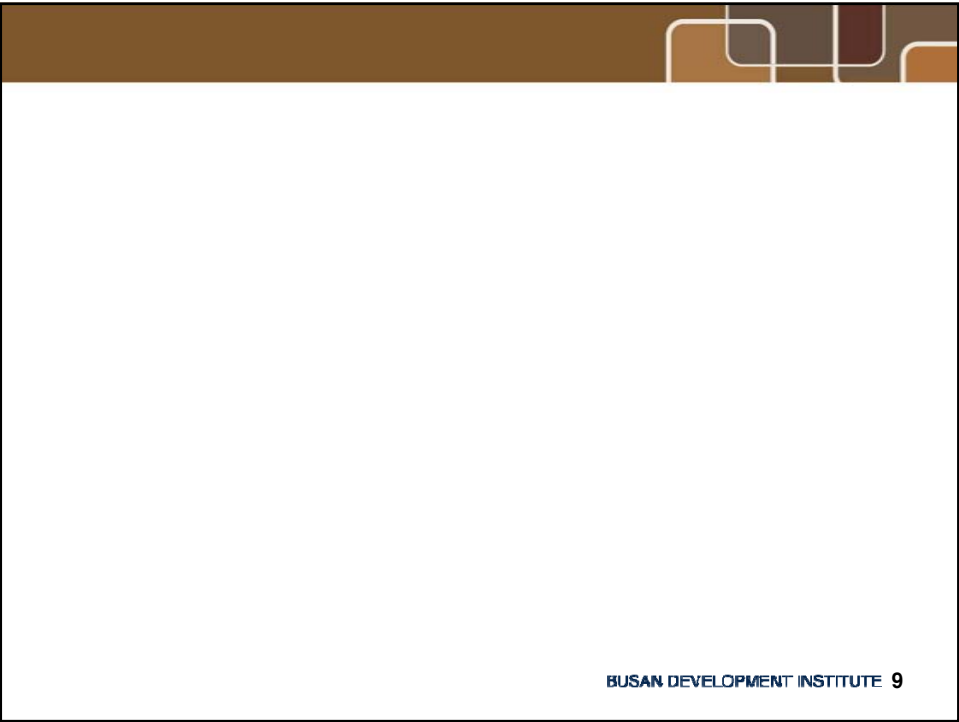




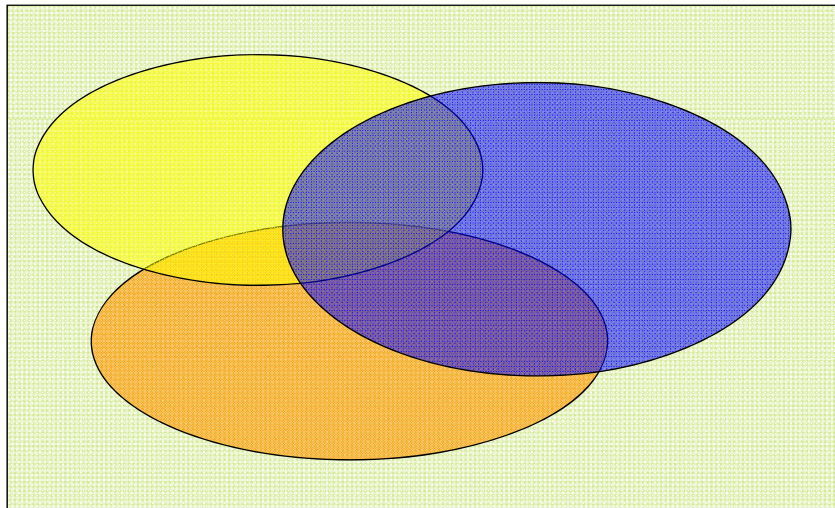
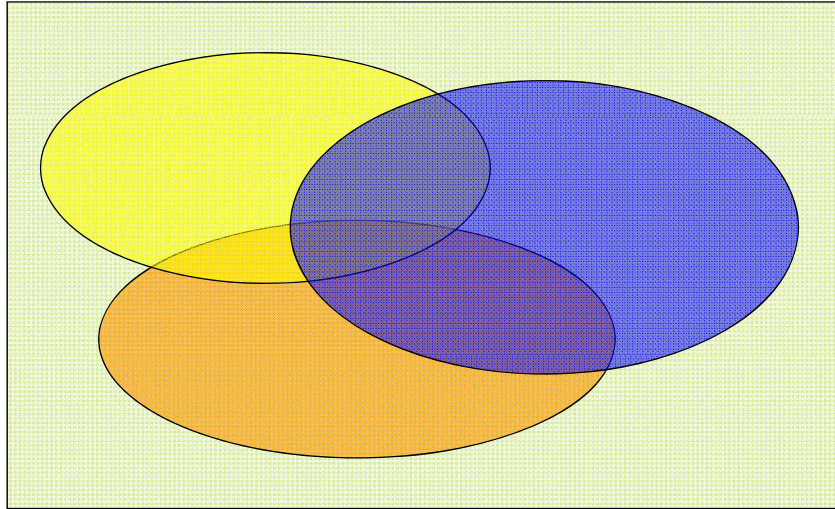


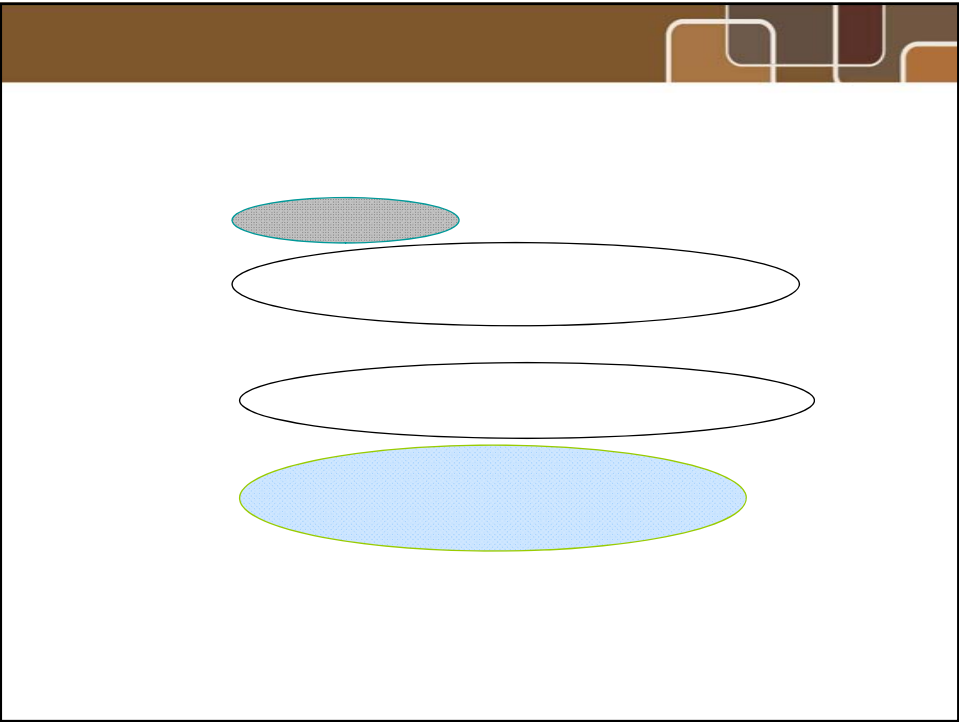
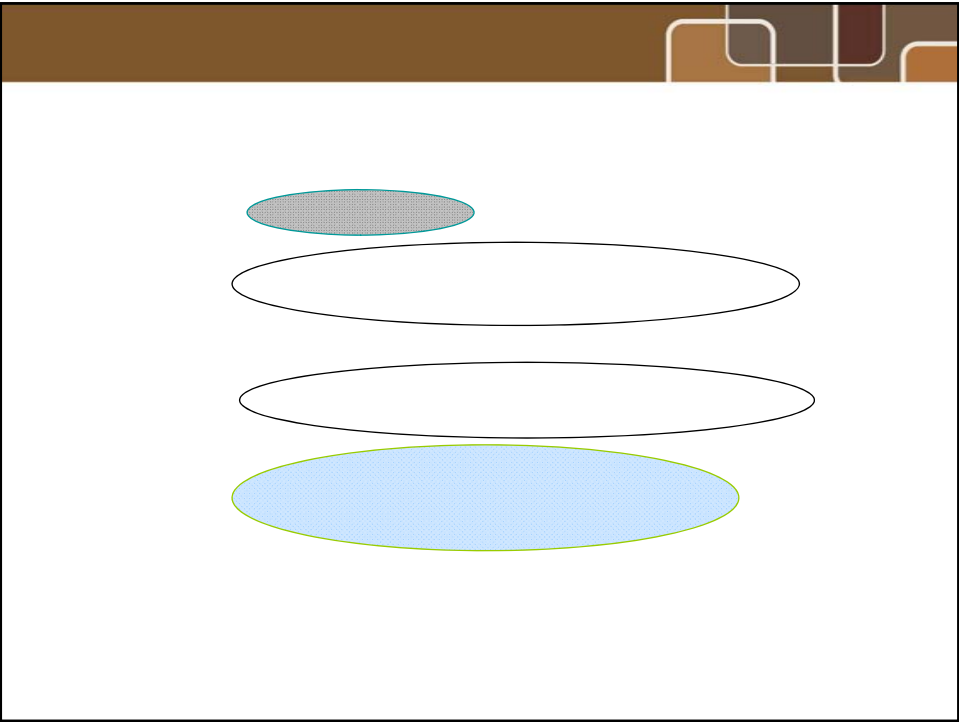


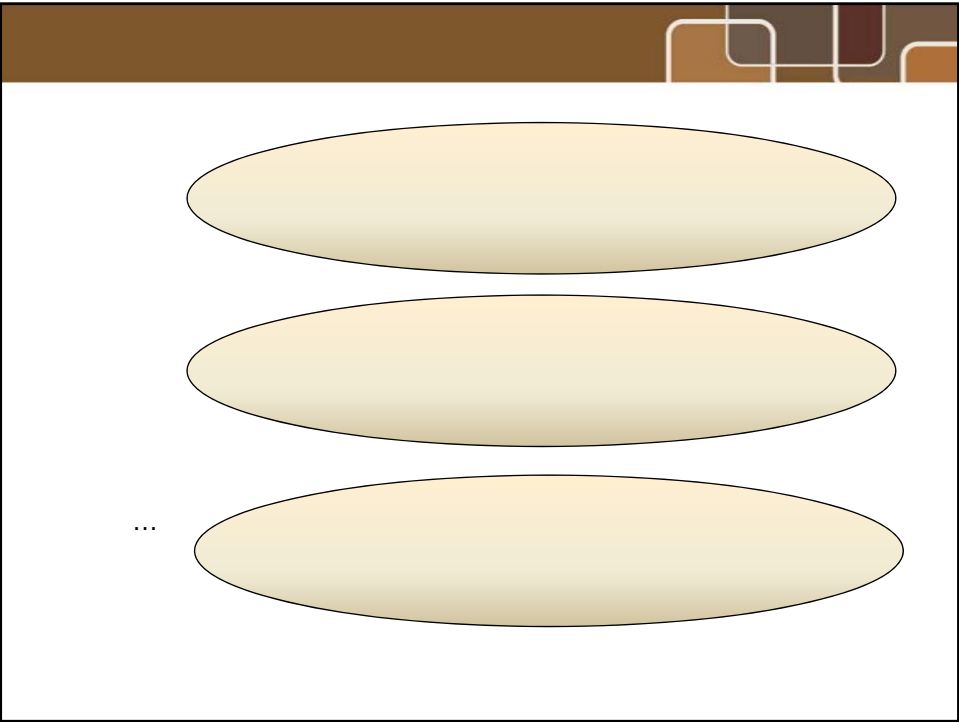
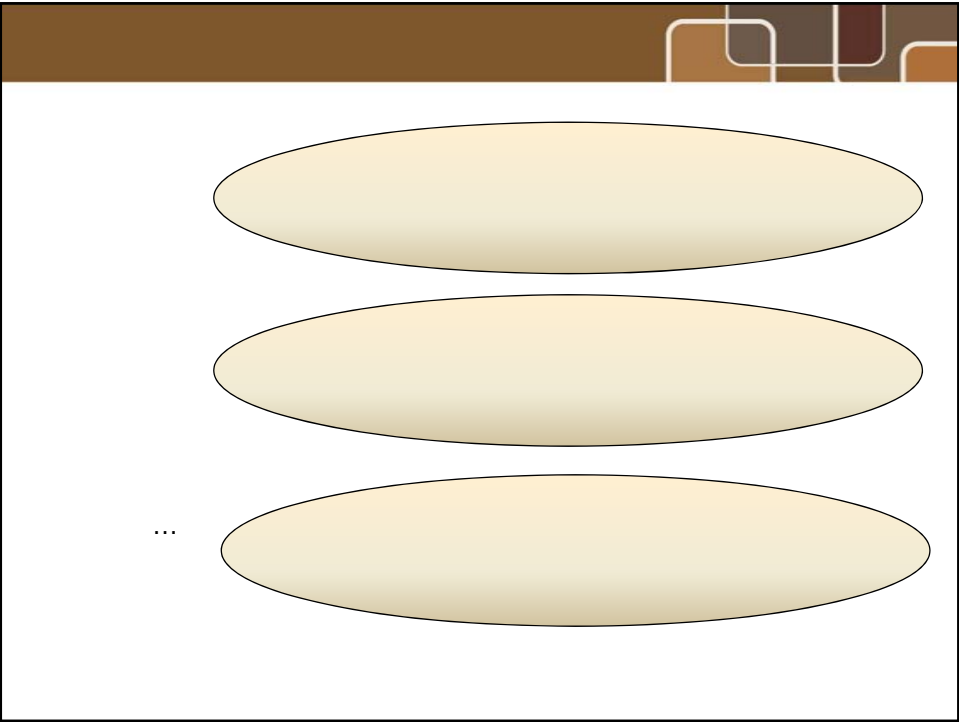


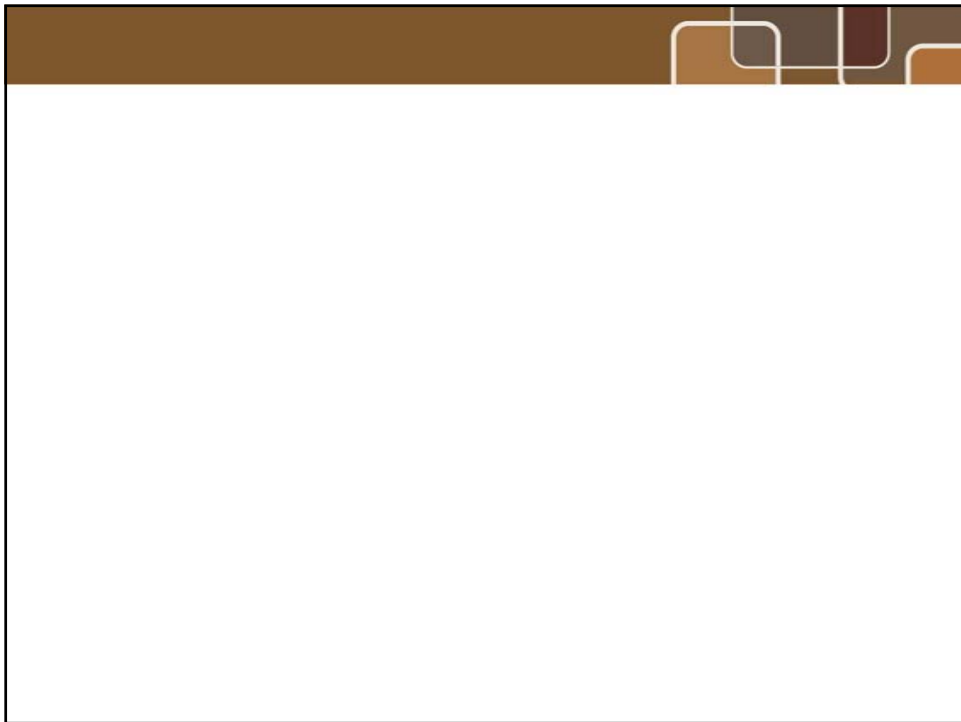
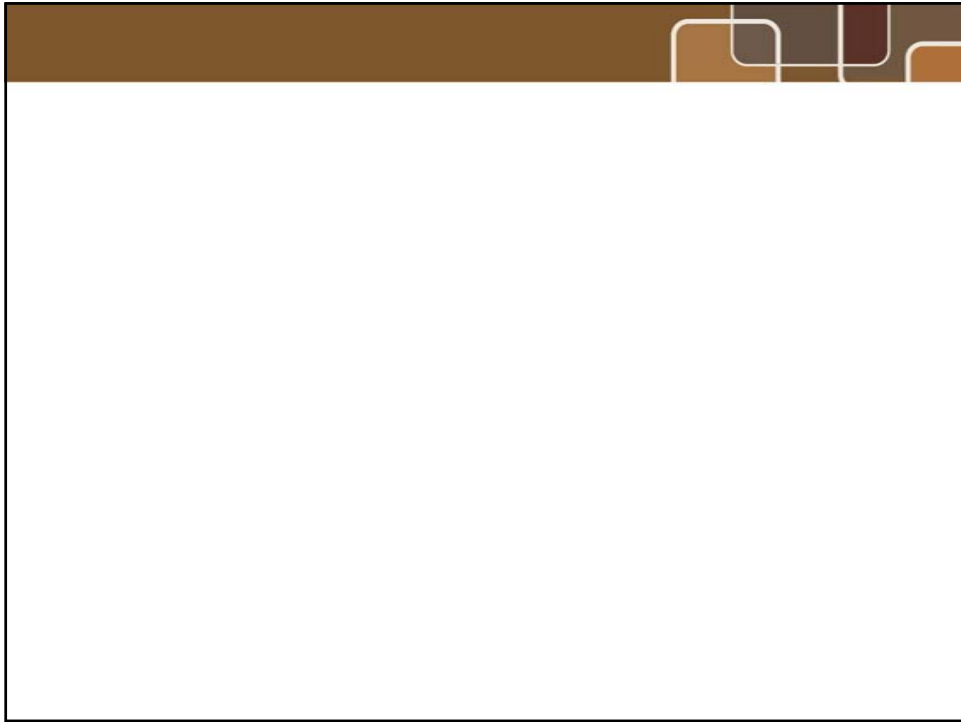


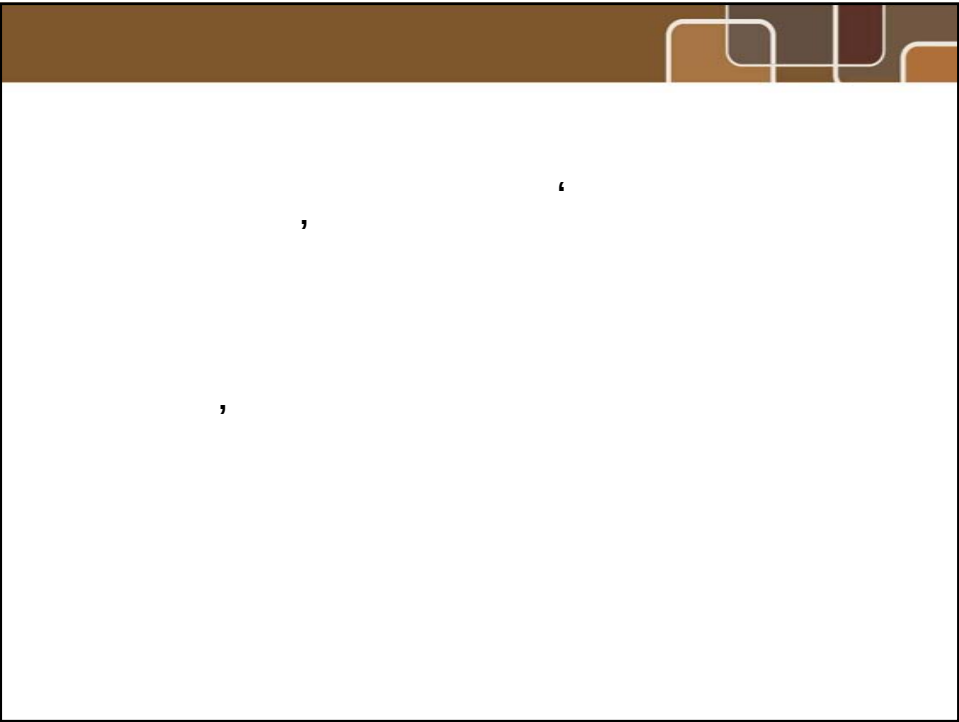
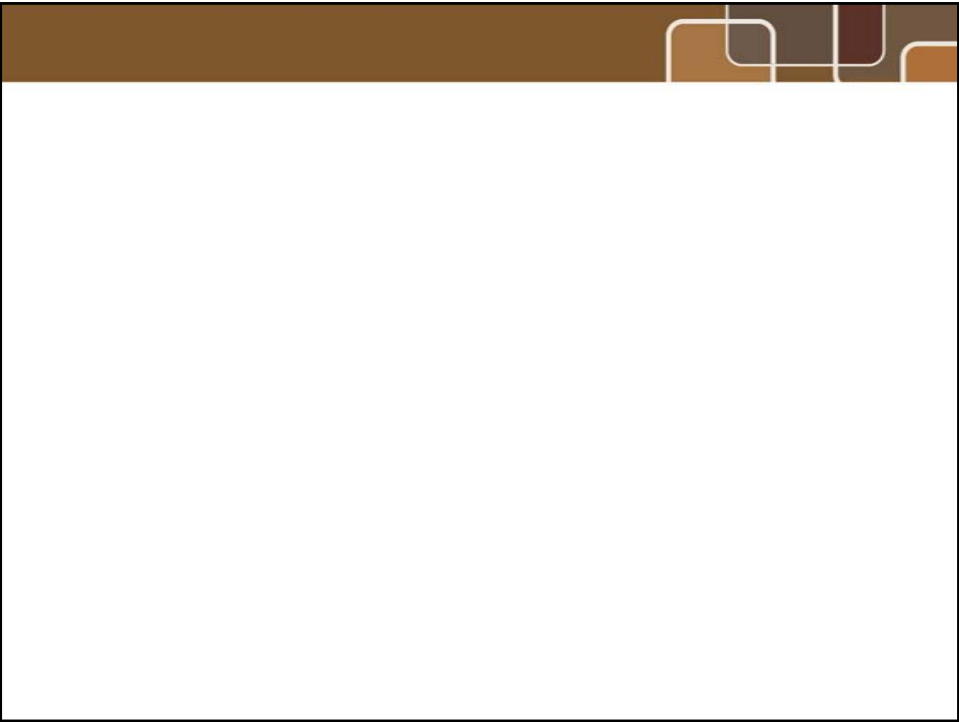


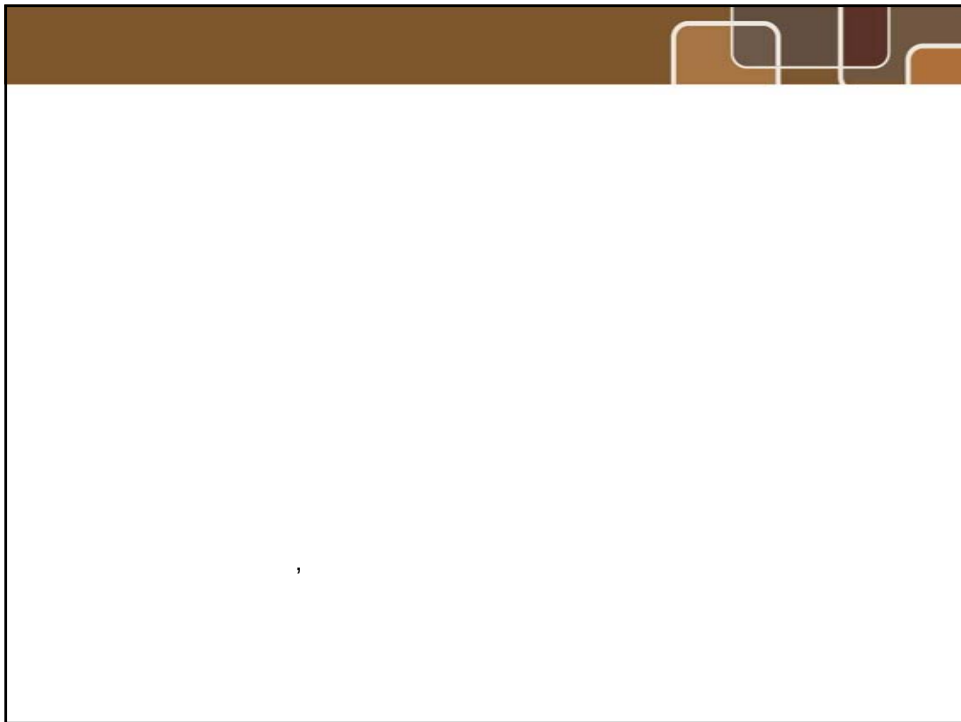
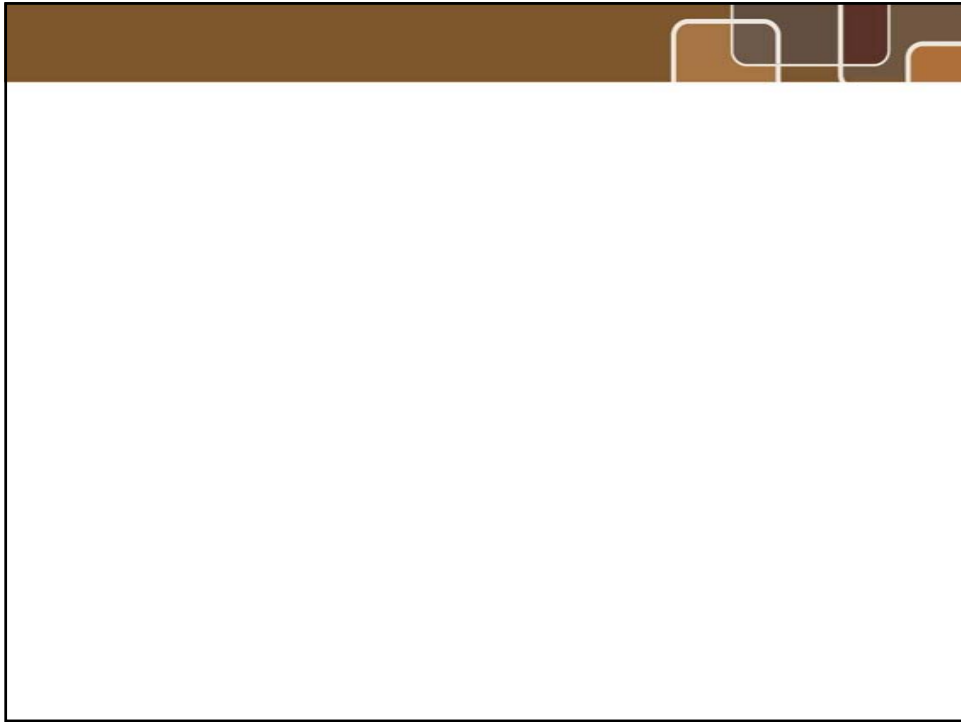


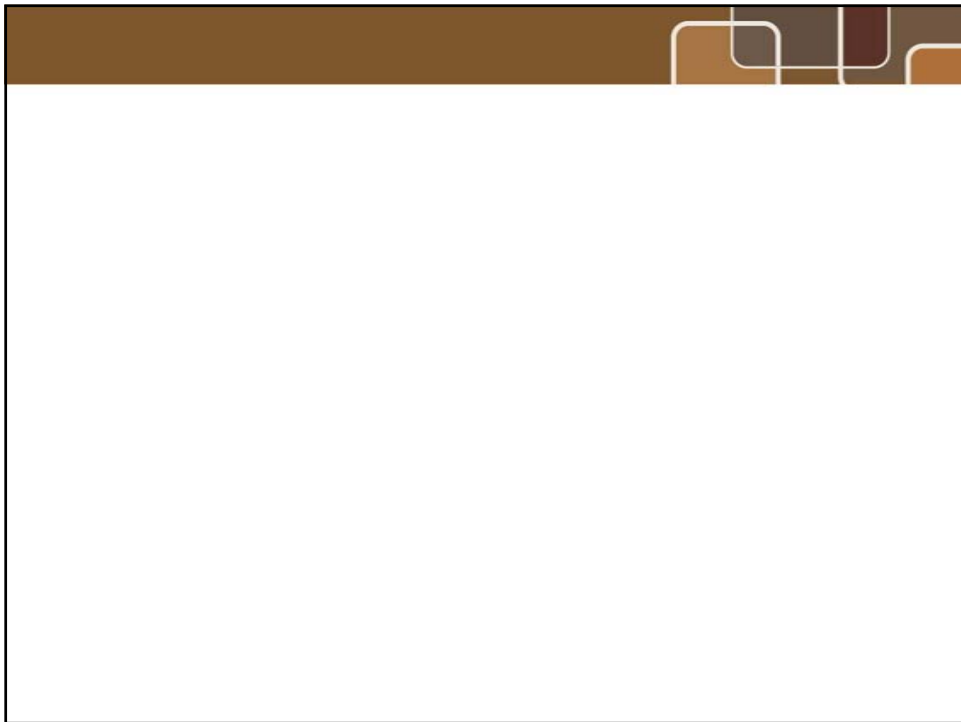
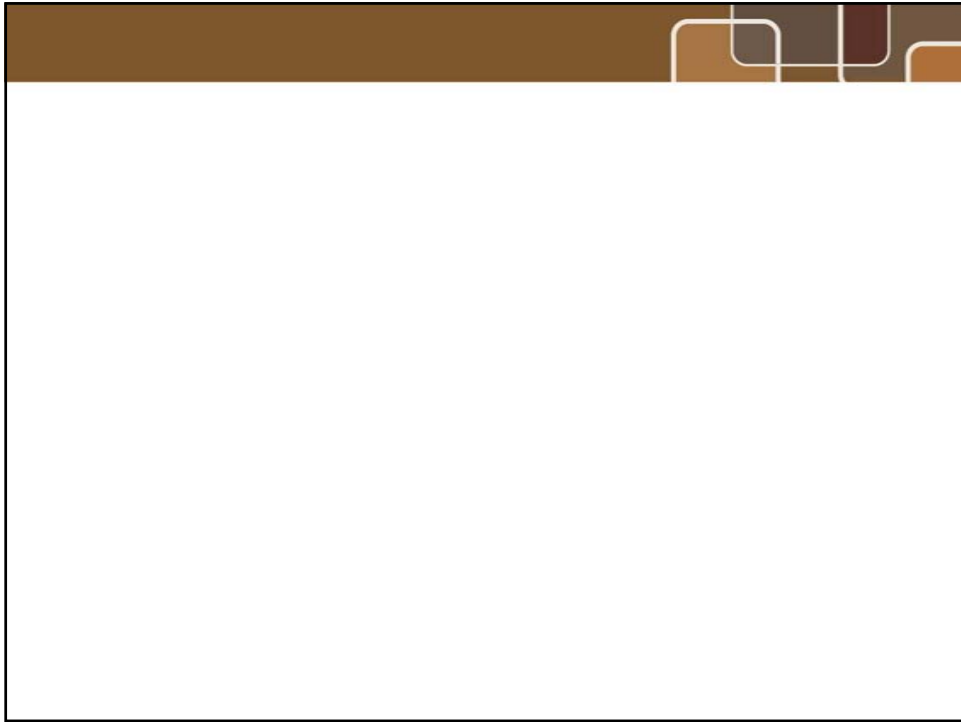


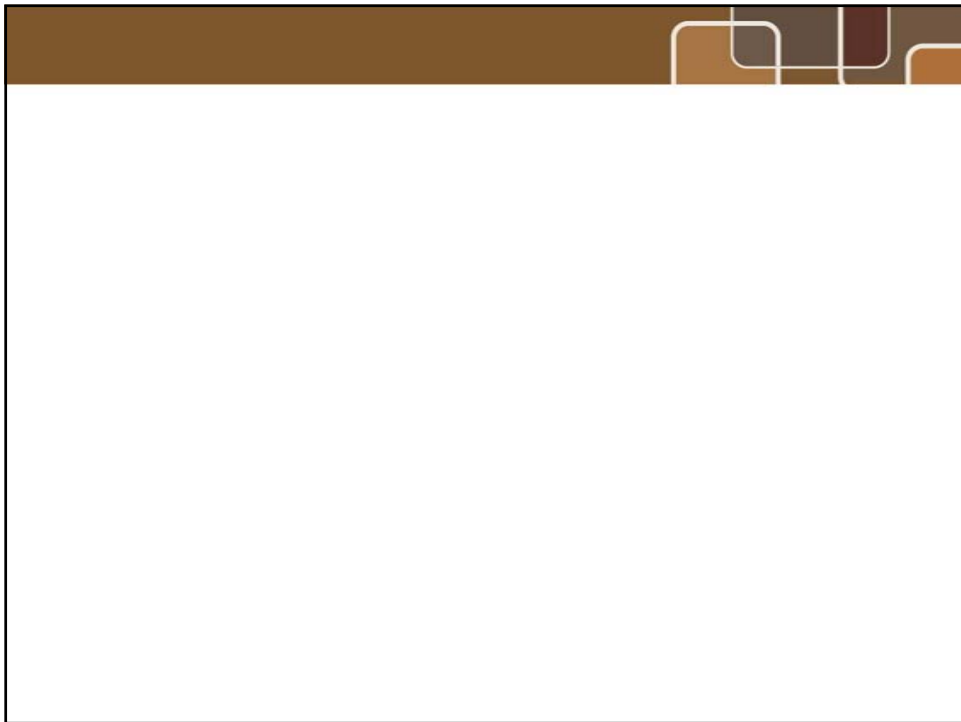
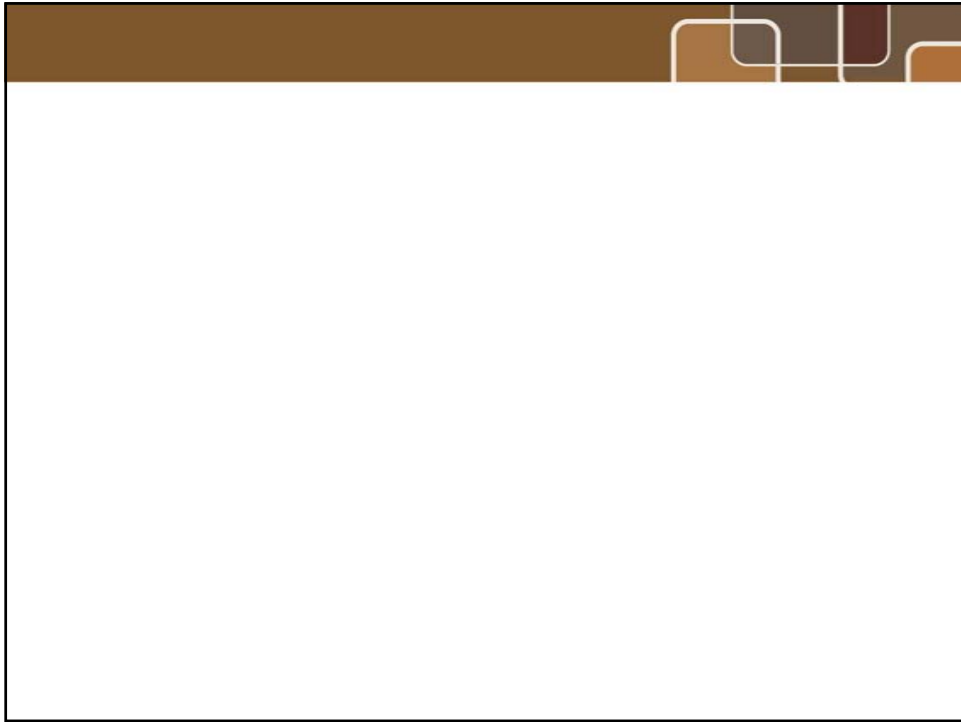


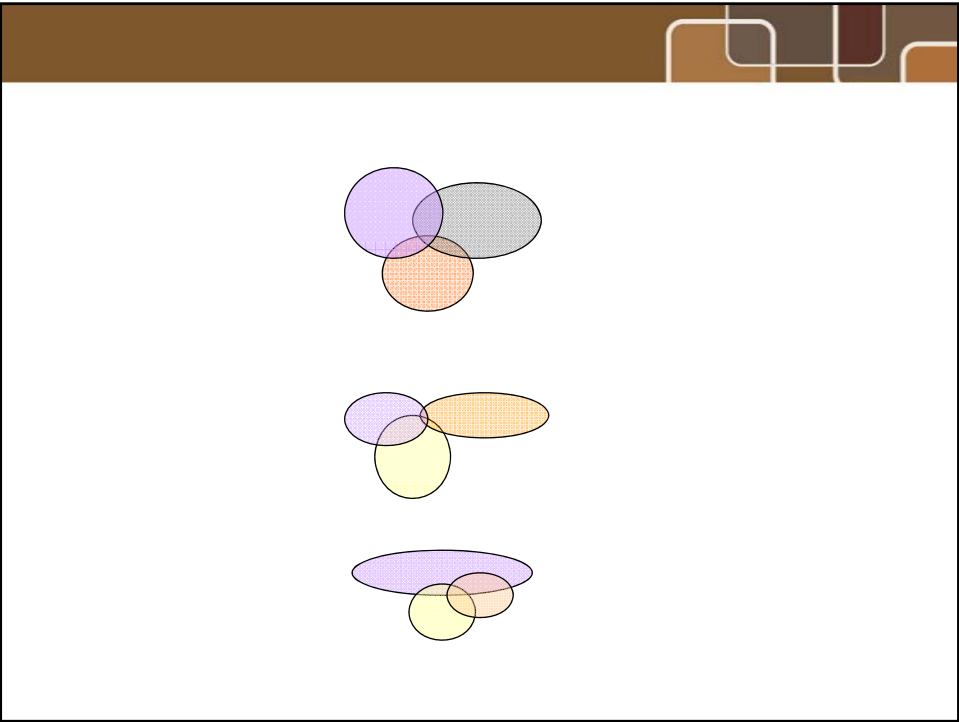
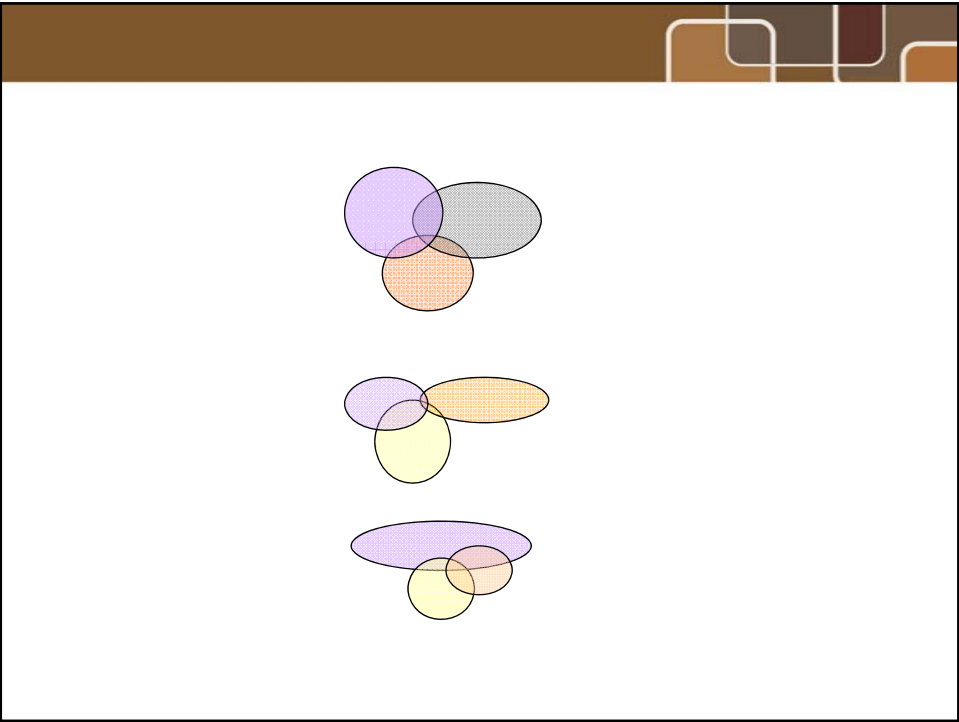


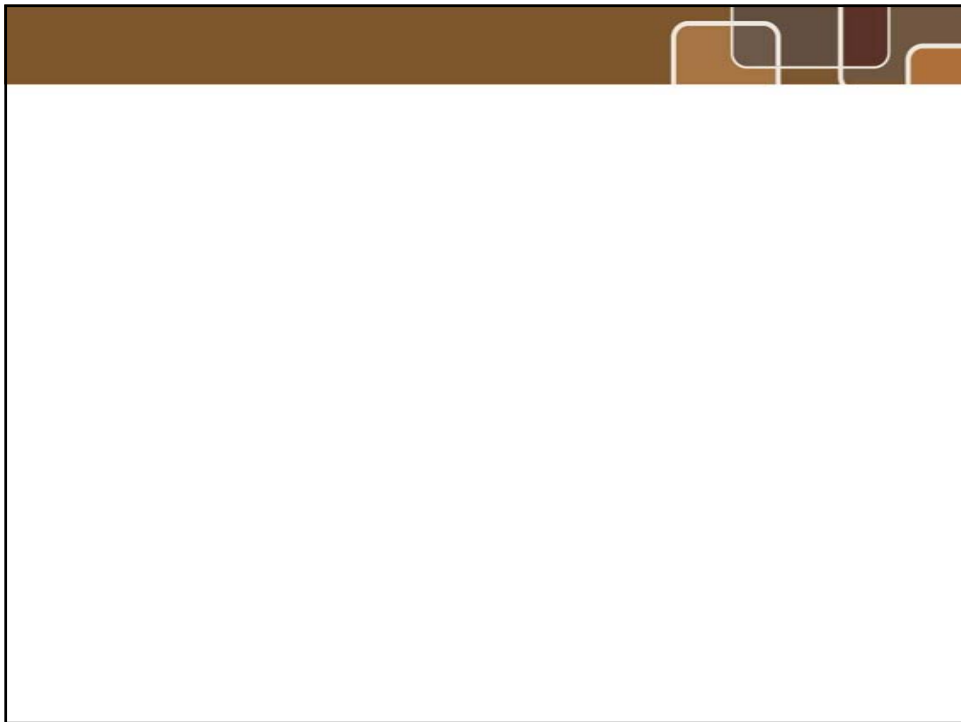
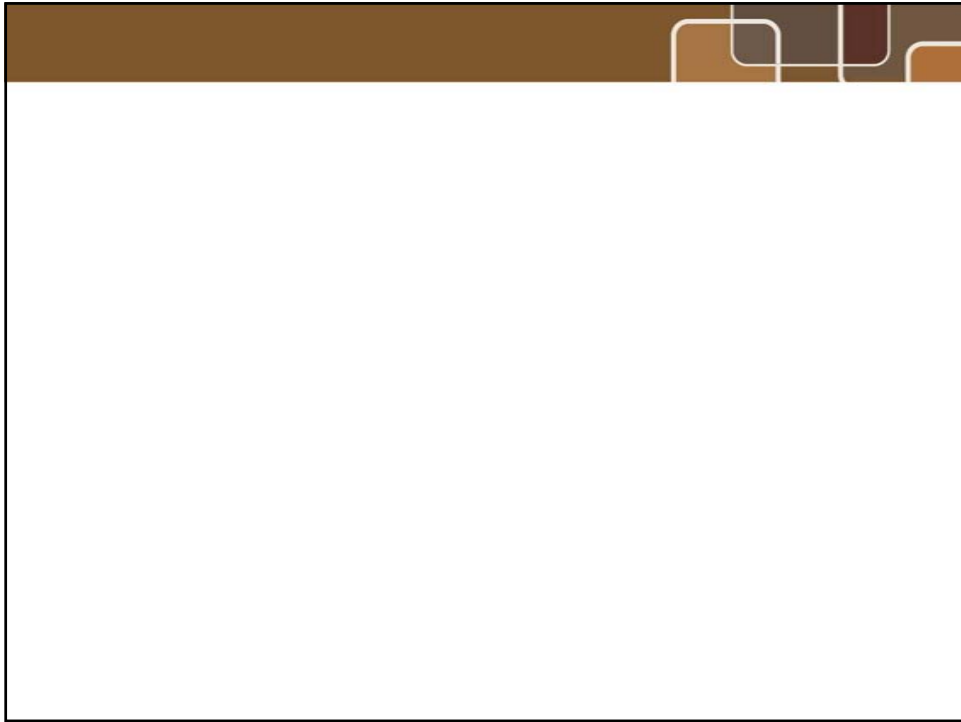


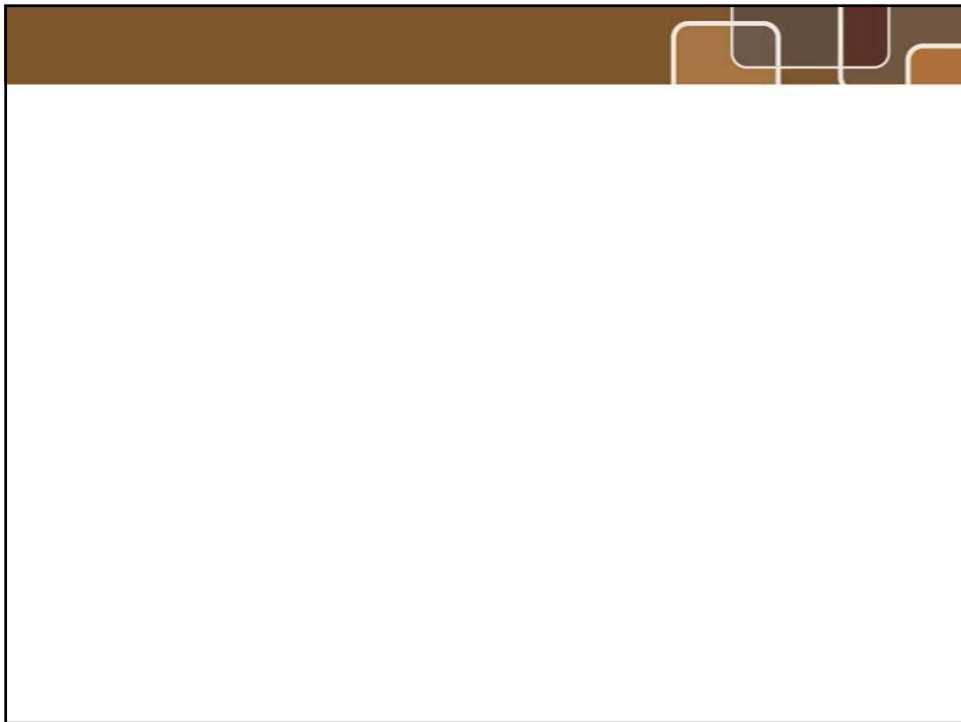
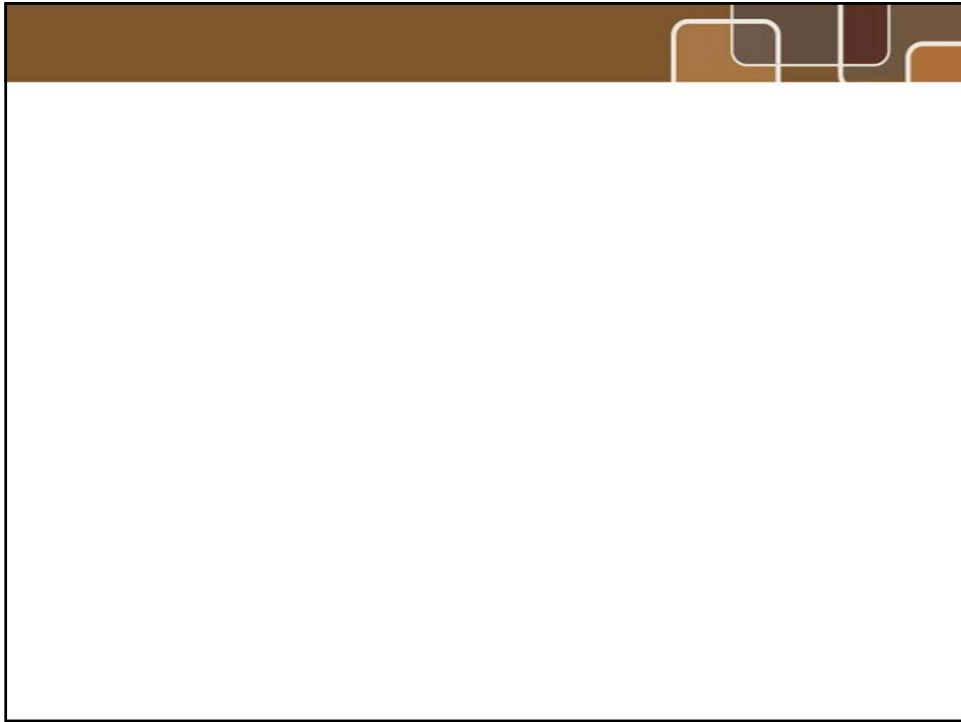


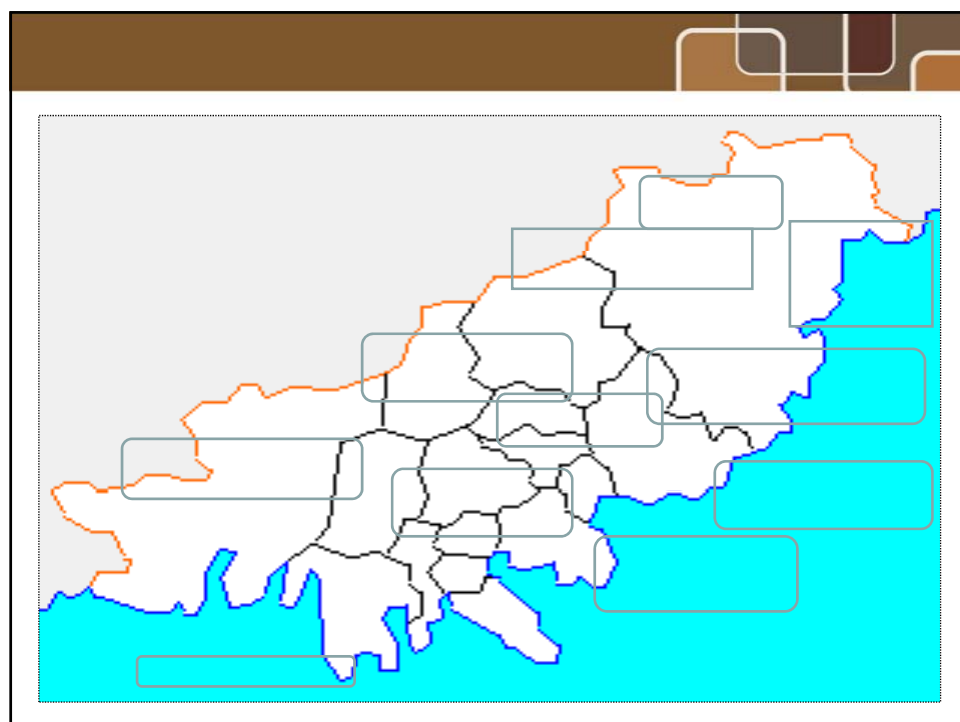


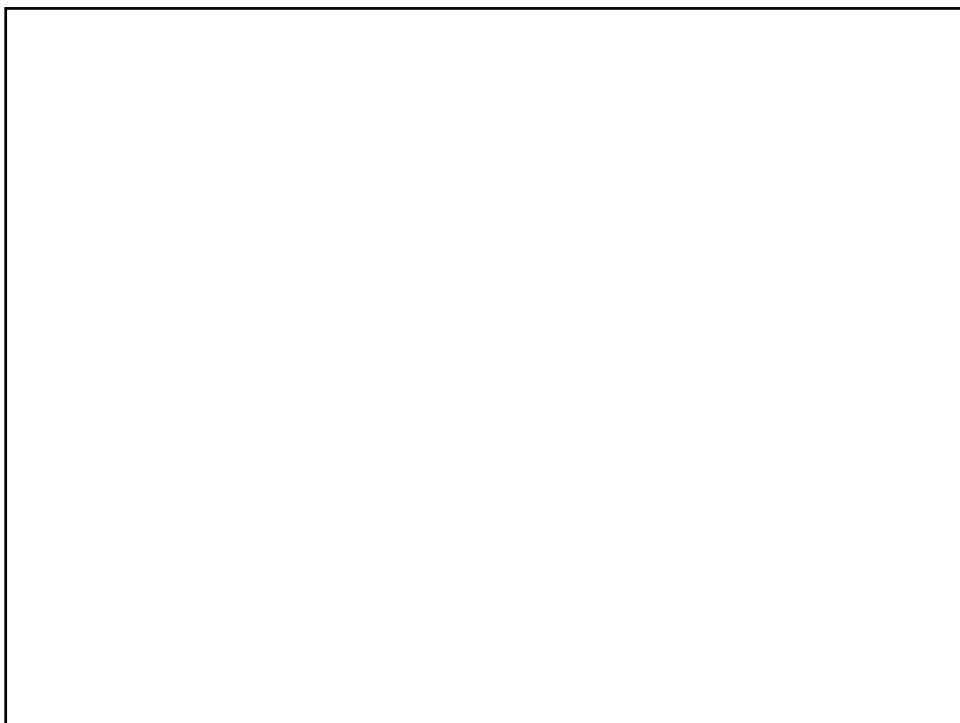












부산의 미래발전 전략 수립을 위한 국제세미나  
초국경 광역경제권 발전의 조건과 미래

# 대주강삼각주 도시간 협력이나 경쟁이나?

Greater Pearl River Delta :  
Competition or Cooperation?

슈지앙  
(홍콩중문대학교 부교수)





## **Greater Pearl River Delta: Competition or Cooperation ?**

Jiang Xu

Department of Geography and Resource Management

The Chinese University of Hong Kong

October 2009



**?**

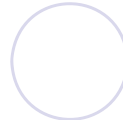
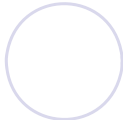
Xu Jiang

2009 10



## Defining the 'Delta'.....

- The Pearl River Delta
- The Greater Pearl River Delta
- The Pan-Pearl River Delta



( )

# The Pearl River Delta (PRD) & The Greater Pearl River Delta (Greater PRD)

(a) Location of Guangdong and Greater Pearl River Delta



Greater Pearl River Delta



Source: Xu, 2008 ®.



(a) Location of Guangdong and Greater Pearl River Delta

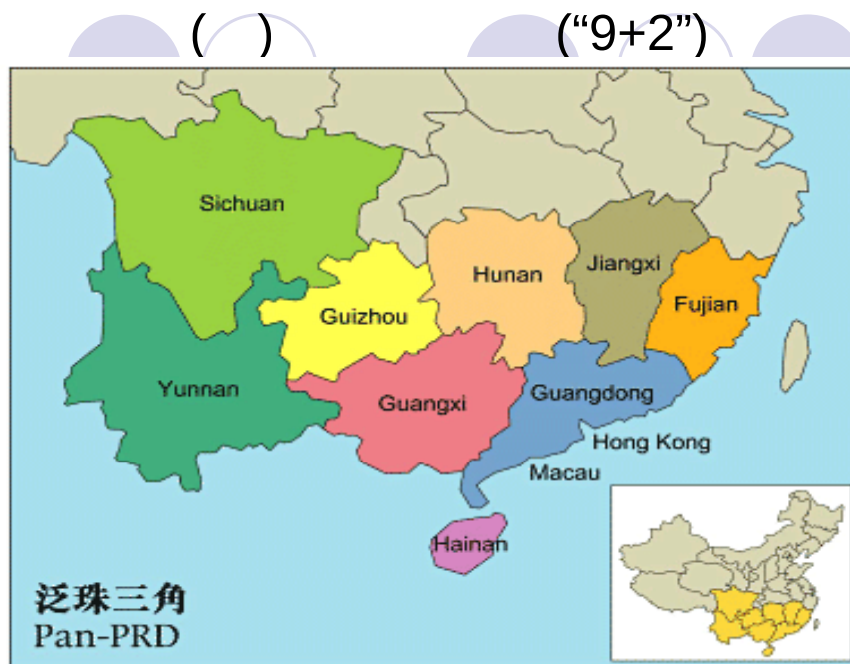


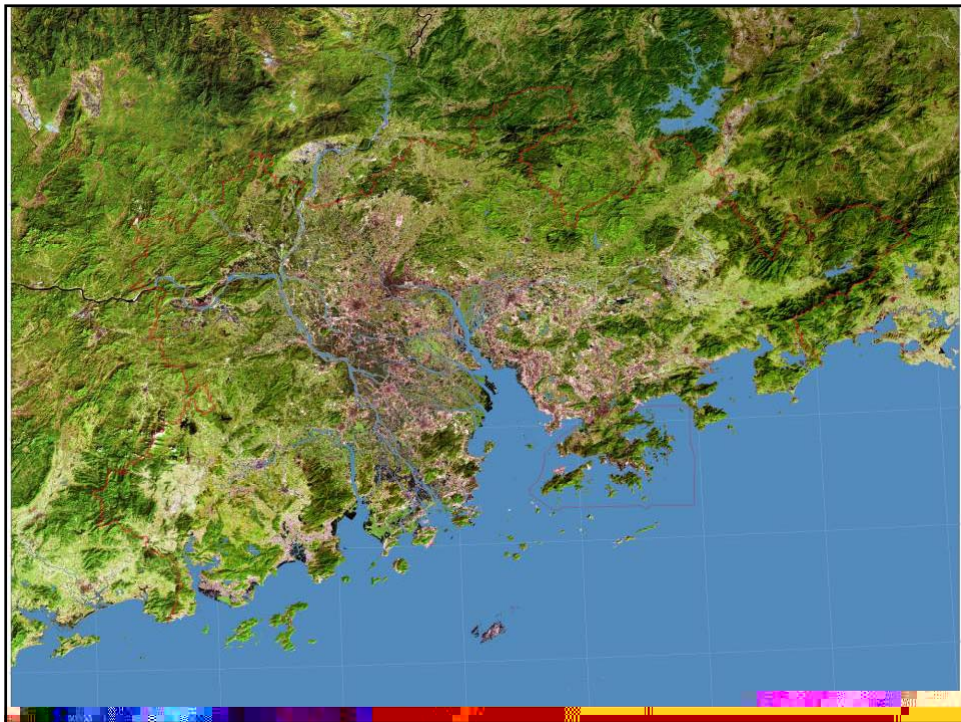
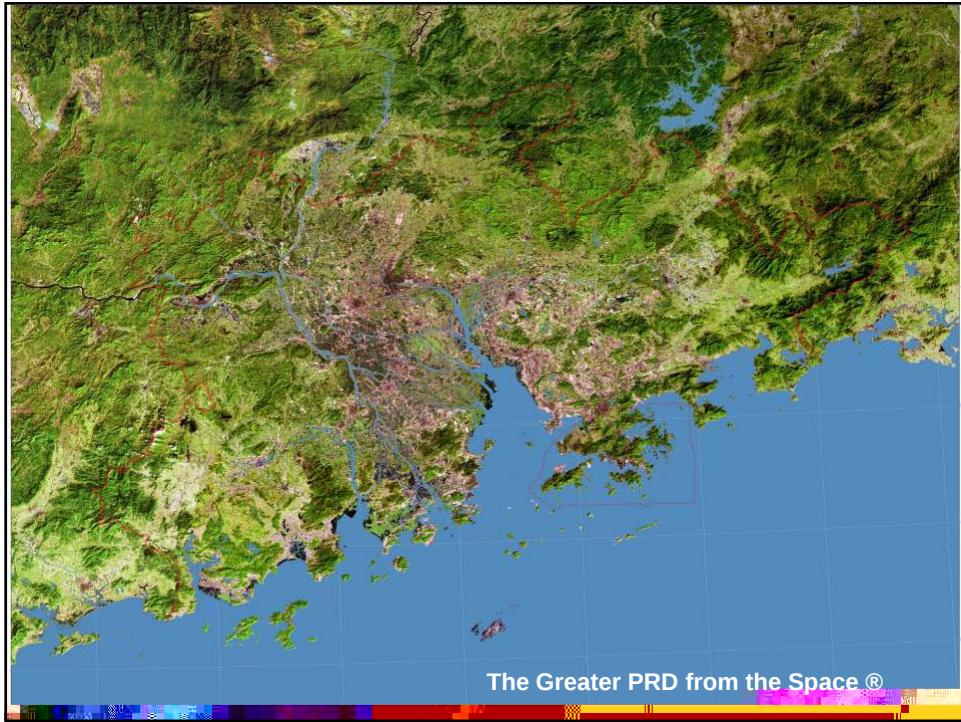
Greater Pearl River Delta



Source: Xu, 2008 ®.

## The Pan-Pearl River Delta (“9+2”)





## Administrative Background

- One Country **Two** Systems?

To ensure that HK and Macao's existing capitalist system and life-style are to remain unchanged for 50 years after their returns to China.

Not sufficient to address the cross border issues.

- One Country **Many** Systems!





## A Fragmented Administrative Structure



- **3 Provincial level units:**
  - Two Special Administrative Region (HK and Macao)
  - Guangdong Province
- **6 Prefecture level units:**
  - Provincial capital with sub-provincial status: Guangzhou
  - Two special economic zones (Shenzhen and Zhuhai) with one having sub-provincial status (Shenzhen)
  - Other prefecture level units
- **14 County-level cities and 3 counties**
- **A number of towns.....**



# Competition

Collective action problems



Pollution, high intensive use of scarce resources...

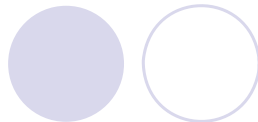


Examples

Shenzhen in 1979



Shenzhen in 2004



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...



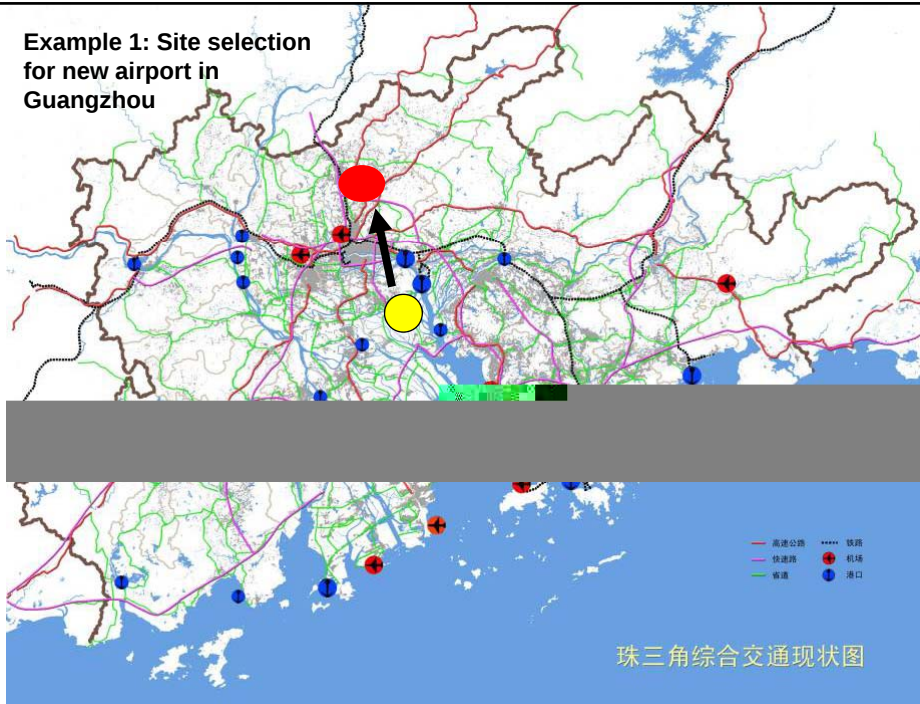
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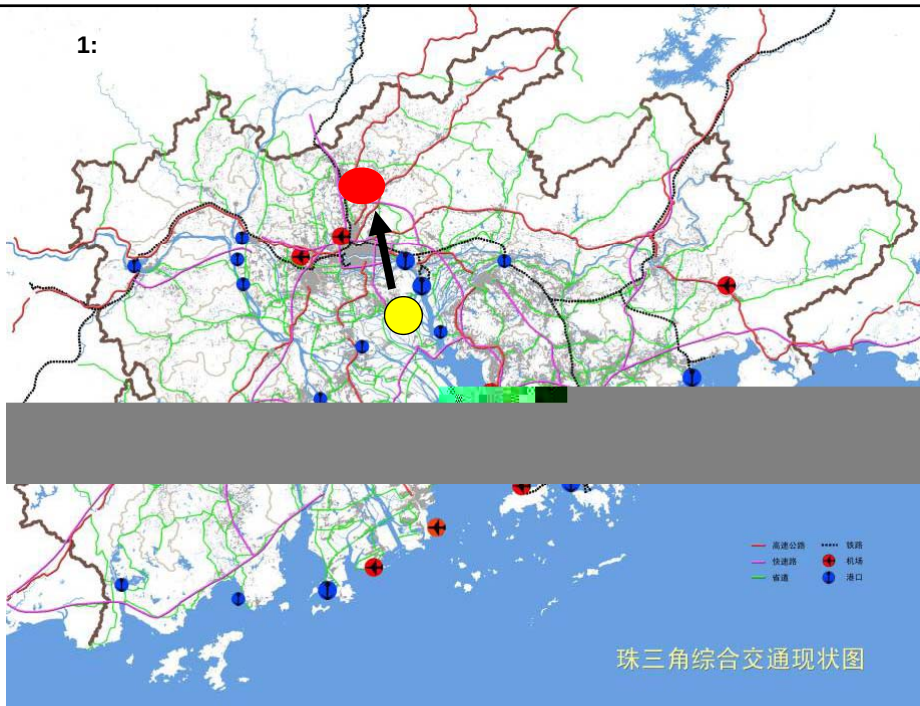
2004



Example 1: Site selection  
for new airport in  
Guangzhou

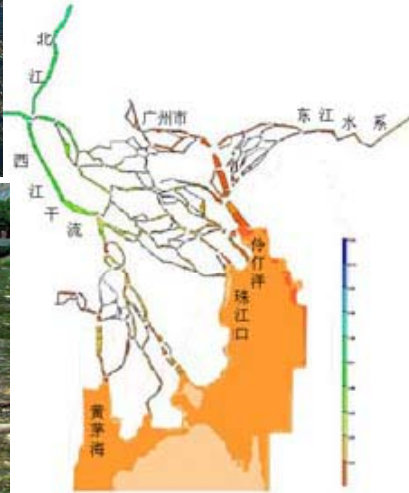


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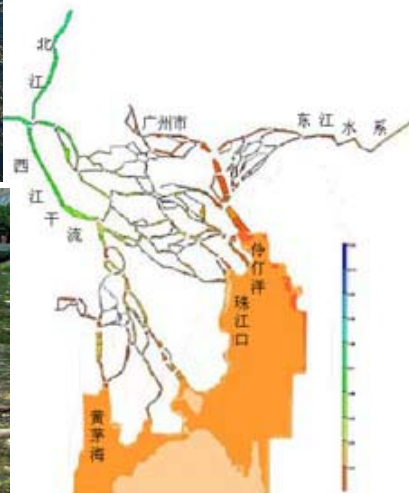




**Example 2: Pollution of drinking waterways**



**2:**



## Cooperation – Current Issues

- No regional institution. Guangdong or any city in the PRD does not have the jurisdiction to discuss integration with Hong Kong or Macao without the endorsement of central government.
- Territorial imbalances in the Greater PRD are substantial. It is most unlikely that this huge economic gap will be overcome in the near future. Spatial inequalities and disparities between Hong Kong and Macao and the other parts of the Pearl River Delta are highly sensitive.
- Cooperation efforts are led by single-project approach (e.g. HK-Macao-Zhuhai Bridge)
- There is a growing trend of co-petition in the region



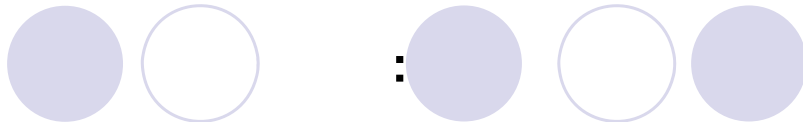




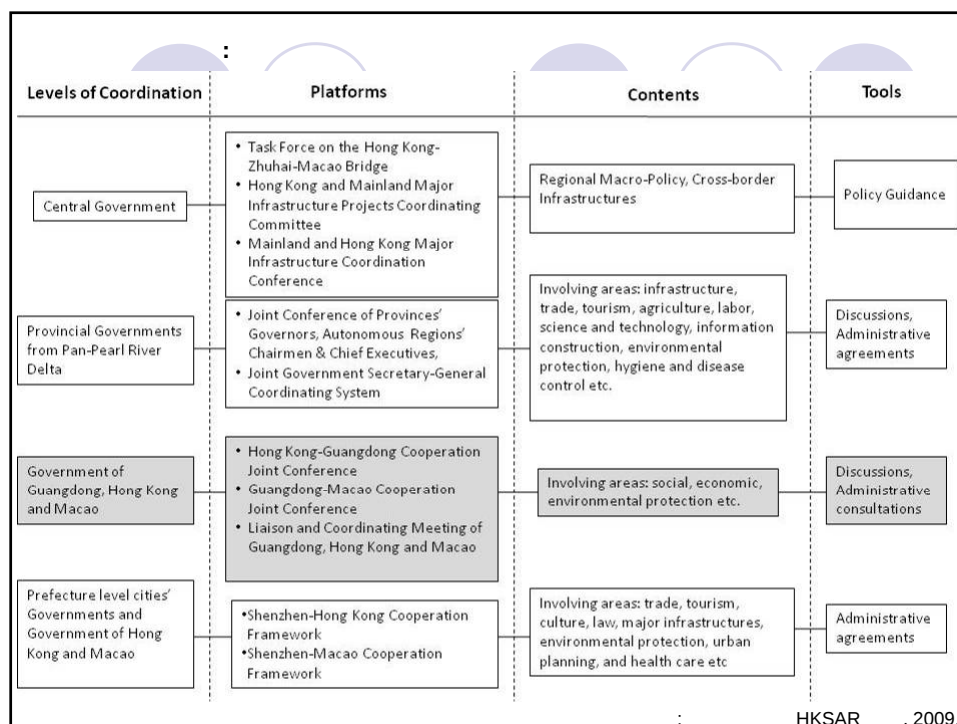
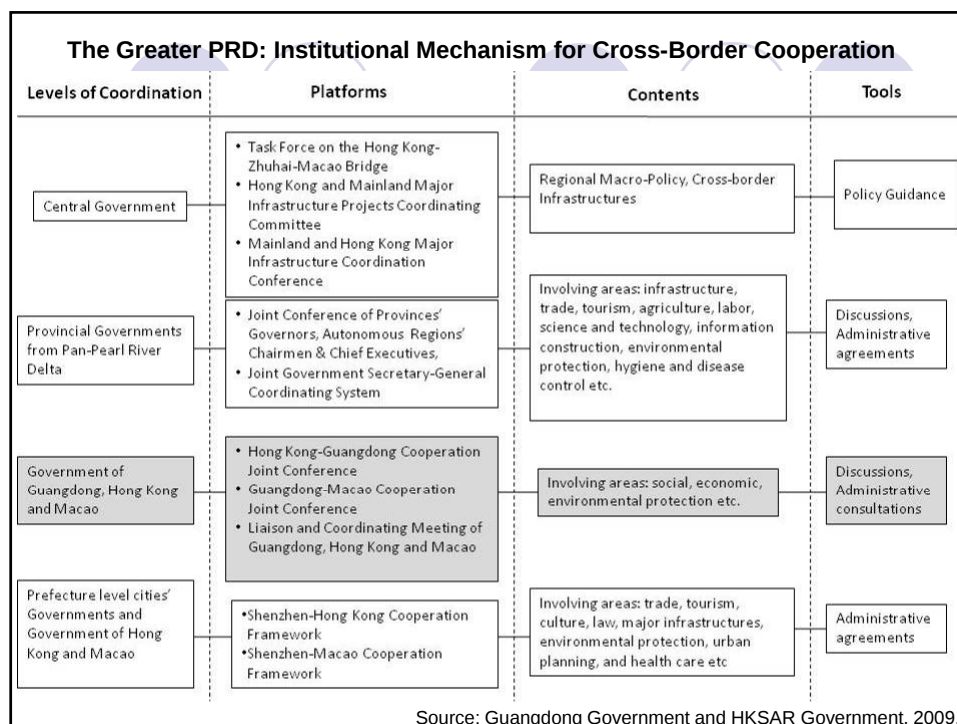
## The PRD: Planning Responses

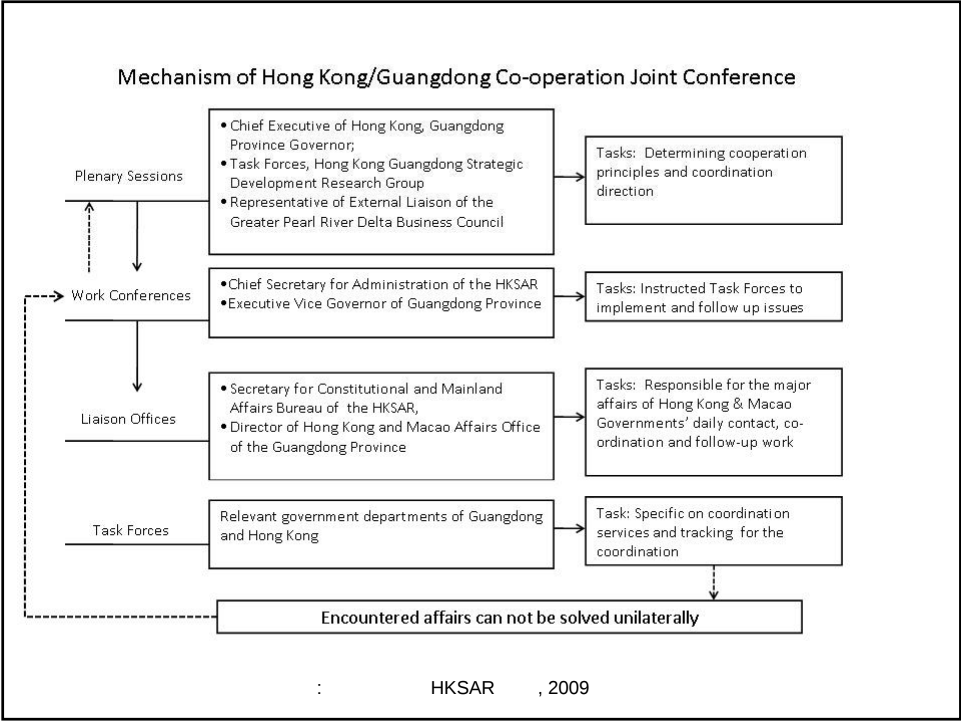
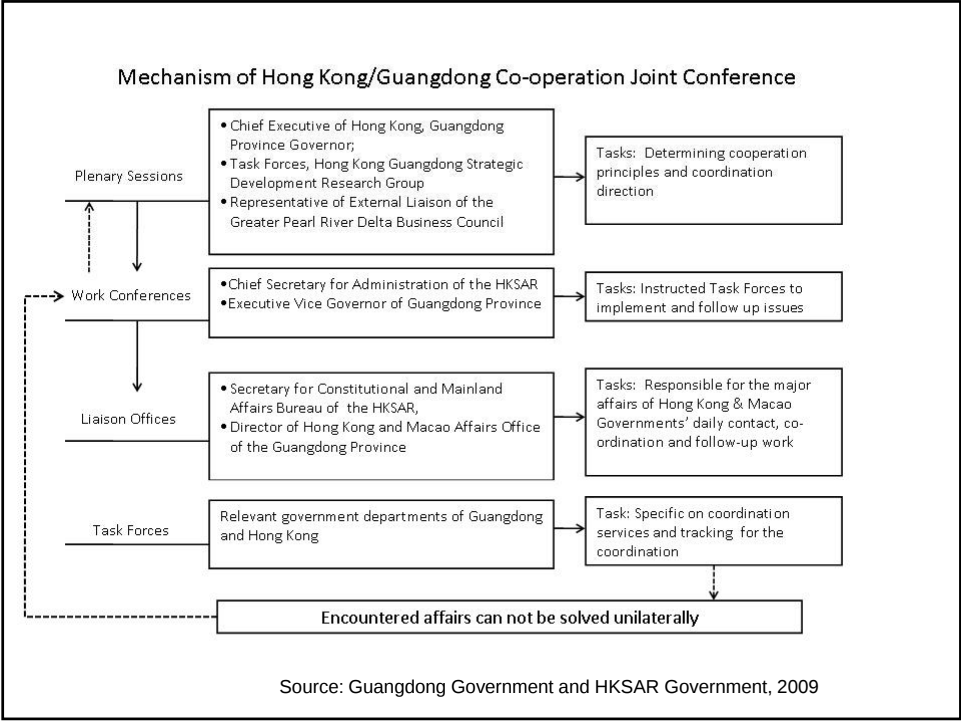
### *Pearl River Delta Urban Cluster Coordinated Development Plan*

Address challenges in relation to a growing population, land use, spatial regulation, infrastructure, and environment by offering a number of strategies, such as developing an integrated transportation network, and imposing a better top-down regulation.



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부산의 미래발전 전략 수립을 위한 국제세미나  
초국경 광역경제권 발전의 조건과 미래

## 외레순 지역의 초국경 협력 전략

Cross-Border Cooperation as a Strategy  
for the Oresund Region

안더스 올쇼프  
(스웨덴 외레순 연구소장)





ØRESUNDSINSTITUTTET

## **Cross-border Cooperation as a strategy for the Öresund region**

**Anders Olshov**

**Managing Director  
Øresundsinstitutet, Malmö,  
Sweden**

ØRESUNDSINSTITUTTET

- samler de ledende aktører i Øresundsregionen



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- samler de ledende aktører i Øresundsregionen



## The Öresund region: 3,7 million inhabitants - The largest region in Sweden-Denmark

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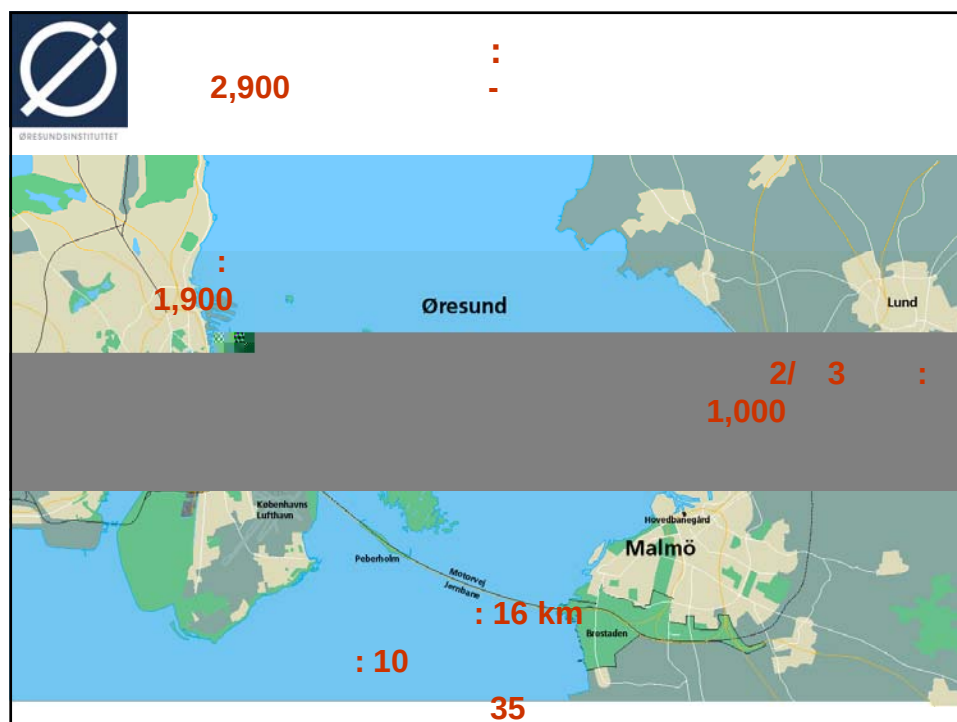
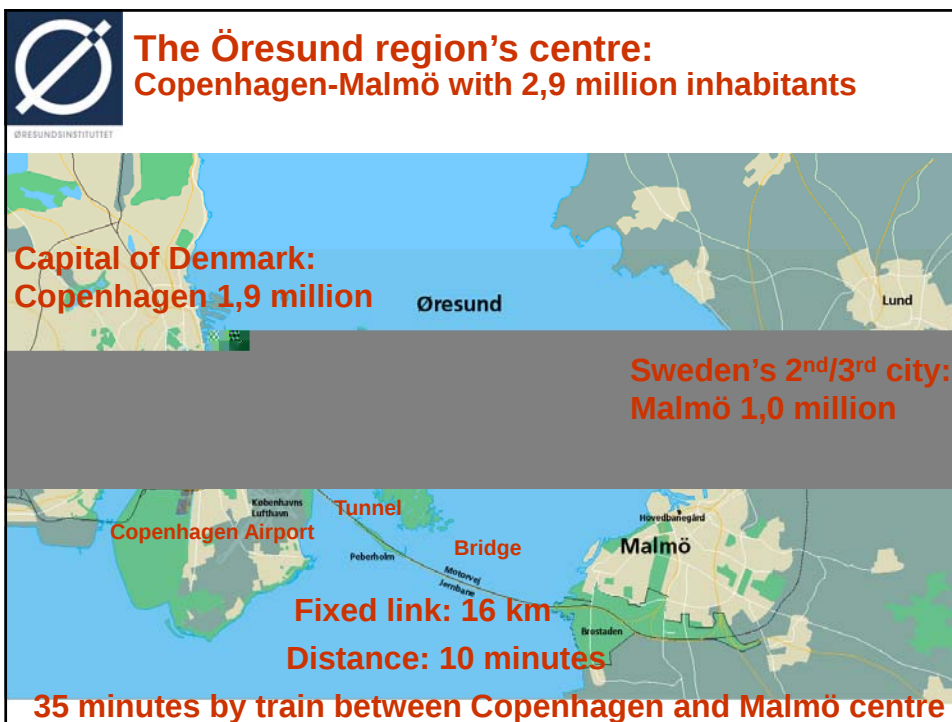


: 3,700

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## But the Öresund region is a new region...

In the 1990's the region were split in two parts

The cultural differences were huge

Danes didn't like Swedes very much (Denmark lost 1/3 of it's kingdom in 1658 to Sweden.)

In 1991, the politicians decided to build a **fixed link** between Sweden and Denmark, to create a new region and to improve relations between the countries.



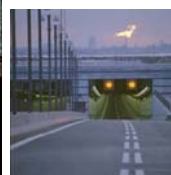
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- 1990
- 
- 
- ( 1/3 1658 )
- 1991



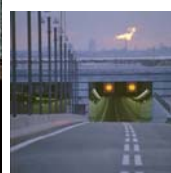
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## The Öresund bridge opened 1 July 2000



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2000 7 1





## The bridge reduced time for transport

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The figure shows how long time it took to travel to Bella Congress centre before (left) and after (right) the bridge. But time is only one part. The cooperation is about reducing cost of information and to have efficient institutions to improve daily life of the people.



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## Cross-border cooperation as a strategy for the Öresund region

**The fixed link was not enough.**

**People need to have incentives to use the bridge. The two countries needed to build cross-border institutions to facilitate a common market for labour, housing, culture and business.**



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## Cross-border cooperation: Institutions/organisations

1. Political cooperation: Öresund committee
2. Academic cooperation: Öresund University (network university)
3. Public authorities' cooperation: Öresunddirekt (cooperation between tax authorities, the labour market agencies and the agencies for social care)
4. Science cooperation: Öresund Science Region with platforms within biotechnology, ICT, logistics, environment and food
5. Analysis: Øresundsinstituttet (independent analysis of the region's economic development)
6. Business integration: Copenhagen-Malmö Port, Öresund Bridge Company
7. Traffic cooperation: DSB First operates the Öresund railway traffic



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1. :
2. : ( )
3. : ( , )
4. : , ICT, ,
5. : ( )
6. : - ,
7. : DSB First



ÖRESUNDINSTITUTET

## 1. Political cooperation: Öresund Committee

**Öresund Committee: Regional political leaders meet. Secreteriat based in Copenhagen**

**Objectives: Influence national politics, improve regional development and work with e.g. national political barriers, infrastructure, culture, labour market**

**Today it works with a long term plan for the common infrastructure and the needs ahead**



ÖRESUNDINSTITUTET

## 1. Political cooperation: Öresund Committee

- The Öresund Committee is a regional political forum for the political leaders of the five municipalities in the Öresund region: Copenhagen, Århus, Odense, Sønderborg and Esbjerg.
- The Committee's main objective is to influence national politics, improve regional development and work with e.g. national political barriers, infrastructure, culture, labour market.
- Today it works with a long term plan for the common infrastructure and the needs ahead.



## 2. Academic cooperation: Öresund University

Öresund University is made up of 12 member universities with 165.000 students.

Secretariat in Copenhagen and Lund

Objectives: Facilitate for students to study in the whole region and for cooperation between the universities and their faculties.

Example: A course in European politics can be in Copenhagen one year and in Malmö the next. The students study in both countries.



## 2. Academic cooperation : (Öresund University)

- 12 member universities with 165,000 students
- Secretariat in Copenhagen and Lund
- Objectives :
- : A course in European politics can be in Copenhagen one year and in Malmö the next. The students study in both countries.



### 3. Public authorities' cooperation: Öresunddirekt

The public authorities were very national, but has learnt about each other through the common organisation Öresunddirekt (cooperation between tax authorities, the labour market agencies and the agencies for social care).

Result: The citizens can get service and find information about laws and rules much easier than before. The cost of information is reduced.



3.

Öresunddirekt

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## 4. Scientific cooperation: Öresund Science Region

The Öresund Science Region have four platforms within ICT, logistics, environment and food and partnership with Medicon Valley Agency within biotechnology. Work with lobbying, information and conferences.

### Star Region winner - number 1 in Europe

Öresund Science Region won the prestigious EU RegioStar price in the category 'Supporting Clusters and Business Networks'. In February 2008 the independent expert panel justified their choice:

*"This project [ÖSR] has had real impact and has overcome language, legislative and physical barriers by building inter-regional partnerships that had previously been non-existent. It is an excellent example of a bottom-up triple helix approach. The project has a good administrative foundation, good working partnerships and is a good example of successful networking".*



## 4. Scientific cooperation:

- ICT, , ,  
Medicon Valley Agency

- - 1 EU " . 2008 2  
" 3



## 5. Analysis: Øresundsinstitutet

**Øresundsinstitutet is an independent analysis institute within regional economics, development, infrastructure, labour and housing markets, business and politics**

**Financed by 80 members from Denmark and Sweden (the large number secure independence) of which 60 companies and 20 public organisations.**

**Secretariat in Malmö.**

**Production of quarterly magazine, reports and books. Arranging conferences. Demand of information from the media and the public.**



## 5. :

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- 80 ( 60 20 )
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## 6. Business integration

**The ports of Copenhagen and Malmö have merged to take advantage of the Öresund bridge's all possibilities.**

**The Oresund Bridge Company operates the bridge and is an important actor in the integration process as it wants traffic on the bridge to repay the loans.**

**Each day 20.000 vehicles and 20.000 commuters crosses the bridge.**



## 6.

- - 
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- 20,000                      20,000





## 7. Traffic cooperation

**DSB First operates the Öresund railway traffic on behalf of the Danish and Swedish railway companies.**

The railway traffic is today an integrated regional system. The clients don't experience they cross a national border when they travel.



## 7.

- **DSB First**

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## Some results:

**Danes have started to move to Malmö and the Skåne region (15.000 net since 2000)**

**Swedes have started to find job in Copenhagen**

**Business start to operate on the other side of Öresund**



- (Skåne)  
15,000 ). (2000
- 
-



## Remaining barriers

**Denmark and Sweden have not joined the euro area, but have their national currencies the Danish and the Swedish krona.**

**Taxes differ between Sweden and Denmark. The VAT is lower in Sweden and the tax on cars, while employers pay more in tax for their employees.**

**Many organisations are national and work in the national interest and don't think binational. *That's why the setup of crossborder organisations are necessary!***



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## Conclusion

**The setup of crossborder organisations have been successful and facilitated the creation of a common and integrated Öresund region, despite the strong Danish and Swedish culture which existed in the 1990's.**



ÖRESUND SINSTITUTET

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**1990**

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**More information:**

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부산의 미래발전 전략 수립을 위한 국제세미나  
초국경 광역경제권 발전의 조건과 미래

# 부산-후쿠오카 초국경 광역경제권 형성 전략과 과제

Busan-Fukuoka Cross-Border Mega Region  
Strategies and Tasks

금성근  
(부산발전연구원 선임연구위원)





# **부산-후쿠오카 초국경 광역경제권 형성 전략과 과제**

2009. 10. 20

금 성 근

**BDI 부산발전연구원**  
BUSAN DEVELOPMENT INSTITUTE



# **Busan-Fukuoka Cross- Border Mega Region Strategies and Tasks**

Dr. Keum, Sung-Keun

2009. 10. 20

**BDI 부산발전연구원**  
BUSAN DEVELOPMENT INSTITUTE

| 목 차 |           |
|-----|-----------|
| I   | 배경        |
| II  | 기반과 제약 조건 |
| III | 구상과 전략    |
| IV  | 기대효과와 과제  |

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| Content |                            |
|---------|----------------------------|
| I       | Background                 |
| II      | Foundation and Constraints |
| III     | Plan and Strategies        |
| IV      | Expected Effects & Tasks   |

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## I . 배경

## I . Background

## I. 배경



## I. Background





## I. 배경

### ■ 글로벌화와 대도시권의 부상

#### ● 도시화와 광역화의 동시 진행

글로벌화의 진전과 경쟁구도의 변화

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## I. Background

### ■ Globalization and Emergence of Mega City Region

#### ● Concurrent progress of Urbanization and Conurbation

The advancement of globalization and the change of competitive structure

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## I. 배경

### ● 글로벌 경제 경쟁단위로서 대도시권의 부상과 경쟁 격화

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## I. Background

### ● Emergence of a mega city region as the competition unit

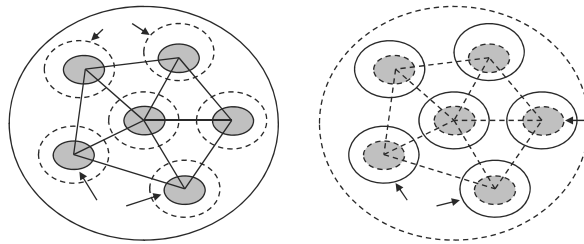
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## I. 배경

### ■ 동북아의 6대 대도시권의 경쟁체제 대두

#### ● 동북아의 지역경제권 미형성

#### < 대도시권간 경쟁의 양상 >

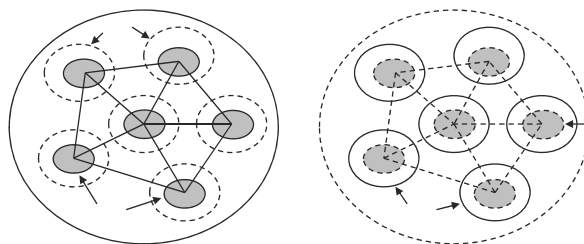


## I. Background

### ■ Emergence of 6 Global City Regions in Northeast Asia

#### ● No economic zone in Northeast Asia

#### < Competitive aspects among mega city regions >



## I. 배경

- 동북아의 국지경제권 형성 논의

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- 동북아 6대 대도시권의 성장과 네트워크 강화

## I. Background

- Discussion on the formation of a regional economic zone in Northeast Asia

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- The growth and strong network of the 6 global city regions in Northeast Asia

## I. 배경

### 부산-후쿠오카의 협력에 의한 위상 제고 필요

- 부산, 후쿠오카시는 동북아 6대 대도시권의 중심도시에 비해 경쟁력이 약함 (GUCP의 경쟁력 종합순위, 2006)
- 부산-후쿠오카권은 동북아 6대 대도시권에 비해 인구 규모 및 경제력이 약함

## I. Background

### Gaining Prestige through Busan-Fukuoka Cooperation

- Busan and Fukuoka have relatively weaker competitiveness compared to the 6 global city regions in Northeast Asia (GUCP's competitiveness ranking, 2006)
- Busan-Fukuoka region has relatively small population and weaker economic powers compared to the 6 global city regions in Northeast Asia.

## I. 배경

〈 동북아 6대 대도시권과 부산-후쿠오카권의 경제규모 (2004년) 〉

| 구분       | 면적<br>(km <sup>2</sup> ) | 인구<br>(천명) | 지역총생산<br>(억달러) | 취업인구<br>(천명) | 특징           |
|----------|--------------------------|------------|----------------|--------------|--------------|
| 도쿄권      | 13,555                   | 34,022     | 13,254         | 16,672       | 수도권          |
| 오사카권     | 18,589                   | 18,237     | 6,032          | 8,780        | 지방도시권        |
| 서울권      | 11,730                   | 23,782     | 3,419          | 11,135       | 수도권          |
| 베이징권     | 215,813                  | 95,540     | 2,892          | 47,330       | 수도권          |
| 상하이권     | 210,740                  | 143,450    | 5,802          | 76,240       | 지방도시권        |
| 홍콩권      | 179,132                  | 161,660    | 5,066          | 45,700       | (반)이국간       |
| 부산-후쿠오카권 | 17,318                   | 12,990     | 2,760          | 5,897        | 이국간<br>지방도시권 |

## I. Background

〈 Economic scales (year 2004) 〉

| Region        | land<br>(km <sup>2</sup> ) | population<br>(thousand) | Gross<br>Regional<br>Product<br>(USD 100<br>thousand) | employment<br>(thousand<br>people) | feature                              |
|---------------|----------------------------|--------------------------|-------------------------------------------------------|------------------------------------|--------------------------------------|
| Tokyo         | 13,555                     | 34,022                   | 13,254                                                | 16,672                             | Capital                              |
| Osaka         | 18,589                     | 18,237                   | 6,032                                                 | 8,780                              | Local city                           |
| Seoul         | 11,730                     | 23,782                   | 3,419                                                 | 11,135                             | Capital                              |
| Beijing       | 215,813                    | 95,540                   | 2,892                                                 | 47,330                             | Capital                              |
| Shanghai      | 210,740                    | 143,450                  | 5,802                                                 | 76,240                             | Local city                           |
| Hong Kong     | 179,132                    | 161,660                  | 5,066                                                 | 45,700                             | (Semi)<br>cross-<br>border<br>region |
| Busan-Fukuoka | 17,318                     | 12,990                   | 2,760                                                 | 5,897                              | Cross<br>border<br>region            |

## Ⅱ. 기반과 제약조건

## Ⅱ. Foundation and Constraints

## II. 기반과 제약조건

### ■ 기반

부산-후쿠오카권의 국가에 버금가는 경제력 (2004)

중심도시 부산과 후쿠오카시의 잠재력

부산-후쿠오카간 편리한 국제교통편

부산-후쿠오카의 행정교류 촉진

## II. Foundation and Constraints

### ■ Foundation

(2004)

## II. 기반과 제약조건

### ■ 기반

부산-후쿠오카의 활발한 인적, 문화적 교류

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## II. Foundation and Constraints

### ■ Foundation

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## II. 기반과 제약조건

### ■ 기반

부산-후쿠오카의 활발한 정보교류

초광역경제권 형성을 위한 구심체의 형성

## II. Foundation and Constraints

### ■ Foundation

## II. 기반과 제약조건

### ● 부산-후쿠오카권의 국가에 버금가는 경제력(2004)

#### < 부산-후쿠오카권의 경제규모 >

| 구분        | 단위  | 연도   | 합계<br>(A+C) | 합계<br>(B+D) | 부산<br>(A) | 동남권<br>(B) | 후쿠오카<br>시(C) | 후쿠오카<br>현(D) |
|-----------|-----|------|-------------|-------------|-----------|------------|--------------|--------------|
| 면적        |     | 2005 |             |             |           |            |              |              |
| 인구        | 천명  | 2005 |             |             |           |            |              |              |
| 지역<br>총생산 | 억달러 | 2004 |             |             |           |            |              |              |
| 취업<br>자수  | 천명  | 2005 |             |             |           |            |              |              |

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## II. Foundation and Constraints

### ● Busan-Fukuoka economic power comparable to a nation's (2004)

#### < Busan-Fukuoka Economy >

| division   | unit              | year | total<br>(A+C) | total<br>(B+D) | Busan<br>(A) | Southeast<br>area in<br>Korea<br>(B) | Fukuoka<br>city(C) | Fukuoka<br>prefecture<br>(D) |
|------------|-------------------|------|----------------|----------------|--------------|--------------------------------------|--------------------|------------------------------|
| land       |                   | 2005 |                |                |              |                                      |                    |                              |
| population | thousand          | 2005 |                |                |              |                                      |                    |                              |
| GRDP       | \$100<br>thousand | 2004 |                |                |              |                                      |                    |                              |
| Employment | thousand          | 2005 |                |                |              |                                      |                    |                              |

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## II. 기반과 제약조건

### ● 부산-후쿠오카간 편리한 국제교통편

| 구분  | 지역   | 교통편(주 왕복운항회수)                        | 정원<br>(명) | 소요시간                           |
|-----|------|--------------------------------------|-----------|--------------------------------|
| 항공  | 후쿠오카 | 대한항공(14), 아시아나항공(7)                  | —         | 55분                            |
| 여객선 | 후쿠오카 | 뉴카멜리아(6)                             | 516       | 5시간 30분                        |
|     | 후쿠오카 | 비틀2, 비틀3, 제비, 제비2, 코비, 코비3, 코비5 (84) | 1,528     | 2시간 55분                        |
|     | 쓰시마  | 씨플라워(5~6)                            | 376       | 1시간 40분(히타카츠)<br>2시간 40분(이즈하라) |

## II. Foundation and Constraints

### ● Convenient Transportation Modes

| division       | area     | Transportation mode<br>(round trips per week)                   | capacity<br>(person) | time                                               |
|----------------|----------|-----------------------------------------------------------------|----------------------|----------------------------------------------------|
| air            | Fukuoka  | KAL(14), Asiana Air(7)                                          | —                    | 55 Min.                                            |
| Passenger ship | Fukuoka  | Newcamellia(6)                                                  | 516                  | 5 Hours 30 Min.                                    |
|                | Fukuoka  | Beetle2, Beetle3, Swallow, Swallow2, Kobee, Kobee3, Kobee5 (84) | 1,528                | 2 Hours 55 Min.                                    |
|                | Tsushima | Seaflower(5~6)                                                  | 376                  | 1 Hour 40 Min. (Hitakatsu)<br>2Hours 40Min(Izhara) |

## II. 기반과 제약조건

### ■ 제약조건

국경이라는 물리적, 제도적 장벽의 존재  
한일간 영토, 역사, 정치 등의 문제로 인한 알력

언어 장벽 등

210km의 해상거리

산업간 보완관계 부족

어려운 노동력 이동 조건

## II. Foundation and Constraints

### ■ Constraints

## Ⅱ. 기반과 제약조건

- 산업간 보완관계 부족

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## Ⅱ. Foundation and Constraints

- Lack of Inter-industries' complementary relations

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### Ⅲ. 구상과 전략

### Ⅲ. Plan and Strategy

### Ⅲ. 구상과 전략

#### ■ 추진경과

- 부산·후쿠오카 초국경 광역경제권에 대한 논의의 축적
- 부산·후쿠오카 초광역경제권 형성 추진 합의(2008. 3)
- 부산·후쿠오카 경제협력협의회 창립(2008.10)
- 부산·후쿠오카 아시아 게이트웨이 2011 실행위원회 창립(2008.10)
- 부산·후쿠오카 초광역경제권 형성촉진에 관한 연구(2008.12) 공동수행 협력사업 공동개발
  - 4대 기본방향, 9개 전략, 23개 세부추진사업, 64개 과제
  - 64개 과제 : 단기(2013년 이내) 54개, 중기(2014–2023년 이내) 9개, 지속적 정부 건의과제 1개

### Ⅲ. Plan and Strategy

#### ■ The Progress

- Accumulated discussions on Busan–Fukuoka economic region
  - Agreement on building Busan–Fukuoka economic region(2008. 3)
  - Busan–Fukuoka Economic Cooperation Council (2008.10)
  - Executive Committee for Busan–Fukuoka Asia Gateway 2011 (2008.10)
  - Joint Research on promoting Busan–Fukuoka economic region(2008.12)
- Cooperative projects
- 4 basic directions, 9 strategies, 23 projects, 64 tasks
  - 64 tasks: 54 short-term (within 2013), 9 mid-term (2014–2023), 1 continuous recommendation to the Governments

### Ⅲ. 구상과 전략

#### ■ 부산-후쿠오카 초국경 광역경제권의 비전

#### 동북아시아를 리드하는 글로벌 초광역경제권

#### ■ 부산-후쿠오카 초국경 광역경제권 형성의 의의

양 도시의 일체적인 연계 강화에 의한 국제경쟁력의 향상과 지역활성화

한일 신시대에 있어서 국경을 초월한 새로운 지역연계 모델 제시

한일 양국을 연결하는 동북아시아의 신국토발전축 형성

### Ⅲ. Plan and Strategy

#### ■ Vision

#### Global Cross-Border Mega Region to Lead Northeast Asia

#### ■ The meaning of Busan-Fukuoka economic region



### Ⅲ. 구상과 전략

#### 【기본방향】

미래지향적 비즈니스 협력 촉진

인재의 육성·활용

일상교류권 형성

정부에 공동건의

#### 【전 략】

기업간 협력 환경조성

미래형 산업의 육성

상호투자 촉진

관광·컨벤션의 교류협력

젊은 인재의 육성

실무형 인재의 활용

교류권 형성의 환경조성

인적·물적 이동에 있어서 편리성 향상

BUSAN DEVELOPMENT INSTITUTE 23

### Ⅲ. Plan and Strategy

#### 【Basic direction】

Futuristic Business  
Cooperation

Human Resources

#### 【Strategy】

Inter-business cooperative  
environment

### Ⅲ. 구상과 전략

#### ■ 미래지향적 비즈니스 협력 촉진

##### 기업간 협력환경 조성

- 경제협력사무소의 상호 설치 (단기 3)
- 중소기업간 교류 지원 (단기 3)
- 수산시장을 비롯한 시장간의 교류 (단기 1, 중기 2)
- 부산·후쿠오카 공동브랜드 창설 (단기 2, 중기1)

### Ⅲ. Plan and Strategy

#### ■ Future-oriented Business Cooperation

- Setting up mutual liaison offices for the economic cooperation (short-term 3)
- Supporting the exchanges for small and medium size companies (short-term 3)
- Exchanges among markets including a fishery one (short-term 1, mid-term 2)
- Creating a joint brand (short-term 2, mid-term1)

### Ⅲ. 구상과 전략

#### ■ 미래지향적 비즈니스 협력 촉진

##### ● 미래형 산업의 육성

- 미래형 산업의 공동육성을 위한 시스템 조성 (단기 1, 중기1)
- IT 산업의 교류 촉진 (단기 2)
- 자동차 관련 산업의 교류 촉진 (단기 2)
- 환경·에너지 산업의 연계체제 구축 (단기 2, 중기 1)

### Ⅲ. Plan and Strategy

#### ■ Future-oriented Business Cooperation

##### ● Fostering the Future-oriented industry

- Constructing a system for jointly breeding the future industry (short-term 1, mid-term 1)
- Promoting the exchanges of IT industry (short-term 2)
- Promoting the exchanges of car industry (short-term 2)
- Environment-Energy industrial connecting system (short-term 2, mid-term 1)

### Ⅲ. 구상과 전략

#### ■ 미래지향적 비즈니스 협력 촉진

##### 상호투자 촉진

- 기업유치 상호 협력 (단기 5)
- 한국기업의 상장에 관한 후쿠오카증권거래소에 대한 지원 (단기 1)

##### 관광·컨벤션의 교류 협력

- 양 도시로의 관광객 유치 촉진 (단기 3)  
(부산·후쿠오카 아시아 게이트웨이 2011 추진)
- 전시·컨벤션 상호 협력 (단기 2, 중기 2)

### Ⅲ. Plan and Strategy

#### ■ Future-oriented Business Cooperation

- Mutual cooperation to attract companies (short-term 5)
- Supporting for Korean companies to list on the Fukuoka Stock Exchanges (short-term 1)
- Attracting tourists to both cities (short-term 3)  
(Promoting Busan-Fukuoka Asia Gateway 2011)
- Mutual cooperation for Exhibitions and Conventions (short-term 2, mid-term 2)

### Ⅲ. 구상과 전략

#### 인재의 육성 · 활용

##### 젊은 인재의 육성

- 상대국 문화 · 언어 학습기회 확대 (단기 2)
- 청소년 교류 촉진 (단기 4)
- 대학생 교류 활성화 (단기 2)

##### 실무형 인재의 활용

- 인턴쉽 수용 지원 (단기 3)
- 전문인력 매칭 협력 (단기 2, 중기 1)

### Ⅲ. Plan and Strategy

#### Fostering and Using the Talented

##### ● Fostering the young talented

- Expanding the opportunity to learn mutual language & culture (short-term 2)
- Promoting exchanges of the youth (short-term 4)
- Expanding exchange program for college students (short-term 2)

##### ● Making use of the working level talented

- Supporting the internship program (short-term 3)
- Cooperation for matching the professionals (short-term 2, mid-term 1)

### Ⅲ. 구상과 전략

#### 일상교류권 형성

##### 교류권 형성의 환경조성

- 우정의 해 기념사업의 계속 개최 (단기 2)
- 부산·후쿠오카 초광역경제권 홍보체제 강화 (단기 3)

##### 인적·물적 이동에 있어서 편리성 향상

- 전자머니의 이용환경 조성 (단기 3, 중기 1)
- 양 도시를 연결하는 교통수단의 확충 (단기 4)
- 상대국 언어표기 확대 (단기 2)

### Ⅲ. Plan and Strategy

#### Building the Daily Exchanges

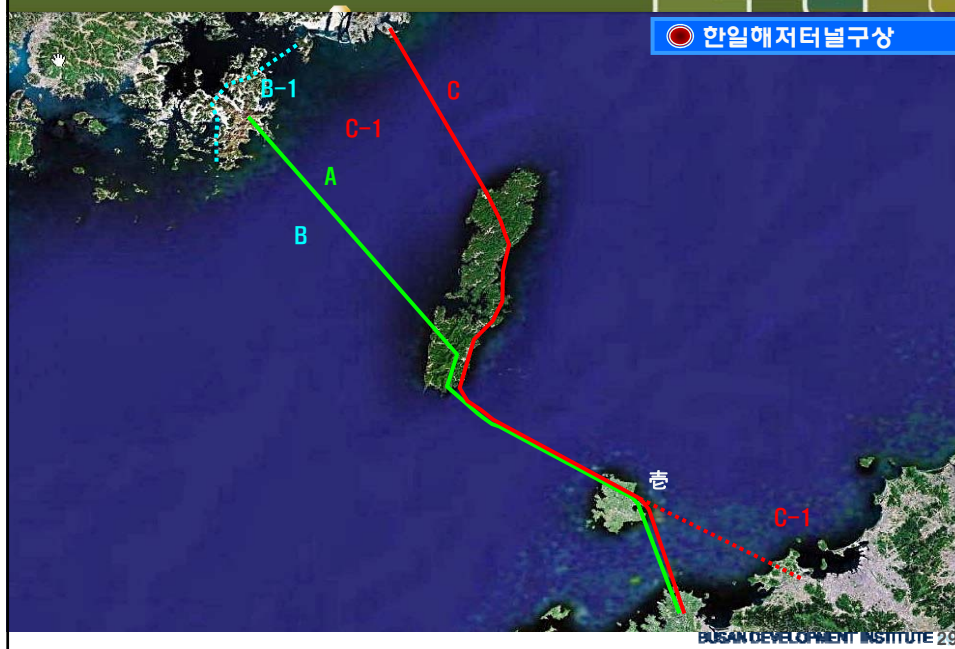
##### Building the environment for exchanges

- Keeping the celebration event of the Friendship' s Year (short-term 2)
- Strengthening the public relations system for Busan-Fukuoka economic region (short-term 3)

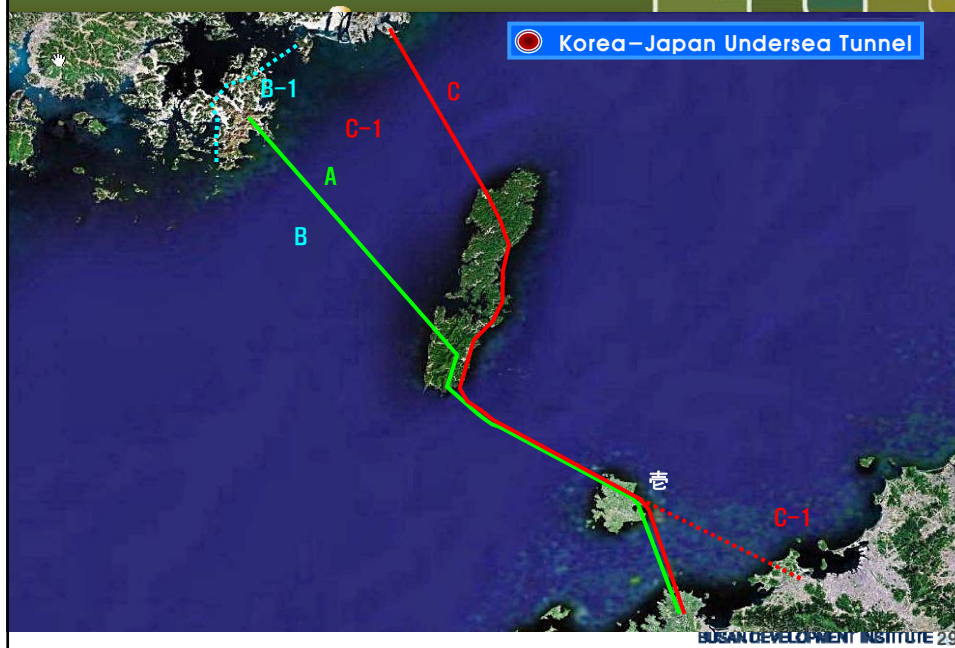
##### ● Improving the convenience in human and logistics traffic

- Use of electronic money (short-term 3, mid-term 1)
- Expanding transportation modes to connect the two cities (short-term 4)
- Expanding bilateral language signs (short-term 2)

### Ⅲ. 구상과 전략



### Ⅲ. Plan and Strategy



### Ⅲ. 구상과 전략

#### 정부에 공동 건의

##### 정부에 공동 건의

–부산·후쿠오카 초광역경제권의 실현을 위해 제도, 자금지원 등에  
대해 건의해 나간다.

(예 : 출입국 및 통관 수속의 편의성 향상, 양 지역 협력사업에 대한  
재정적 지원 등)

### Ⅲ. Plan and Strategy

#### Joint recommendations to governments

–Requesting for governmental assistance to realize Busan–  
Fukuoka economic region.

(e.g. : improving convenience in the procedures of  
immigration and customs, providing financial supports for  
jointly cooperative projects)

## **IV. 기대효과와 과제**

## **IV. Expected Effects and Tasks**

## IV. 기대효과와 과제

### ■ 기대효과

동북아 속에서의 부산, 후쿠오카라는 인식전환의 계기 마련

— 양 도시의 수도권 일극집중 구조에서 탈피, 시민의 국제화 기여

양 시의 선순환 경제구조의 강화

— 양 시의 시설, 인력, 노하우 등 자원의 공동활용에 의한 새로운 성장동력 창출

— 관광, 레저, 교육, 의료 등의 교류 · 협력으로 동일생활권 형성과 시장규모의 확대

광역경제권 형성의 촉진 및 동북아 대도시권으로의 도약 기반 구축

대도시권 글로벌 경쟁시대에 양 지역, 양 국의 발전에 기여

## IV. Expected Effects and Tasks

### ■ Expected Effects

Recognition turnover from a local city to a global city

— Contributing to the globalization, escaping from the capital region' s concentration

Improving the economic systems of both cities

— Creating a new growth engine by jointly facilitating resources like facilities, human resources, know-how etc.

— Building the same life zone and enlarging markets through the mutual exchanges of tourism, leisure, education, medical service etc.

Promoting the formation of cross-border economic region and leaping a Northeast Asia' s mega city region

Contributing to the development of both regions and nations in the era of mega city region' s competition

## IV. 기대효과와 과제

### ■ 과제

210km 해상거리의 극복

- 항공요금의 인하, 새로운 교통수단의 모색

산업적 보완관계의 지속적 모색

- 활발한 인적교류 -> 경제협력으로 발전 모색
- 산업환경 변화에 대한 발빠른 공동 대응, 공동 활용 노력

협력사업의 성공사례 창출과 광역적 확대

- 양 시간의 신뢰 구축과 협력사업의 지속적 추진기반 마련
- 부산·후쿠오카시 -> 동남권·후쿠오카현 -> 동남권·큐슈

양국 정부차원의 전략적 정책지원 유도

- 부산·후쿠오카 초광역경제권 형성의 중요성에 대한 공감대 확산

연구 및 협력사업 추진의 상설기구 설치

## IV. Expected Effects and Tasks

### ■ Tasks

Overcoming the distance of 210km on the sea

- Reduction in air fare, introduction of new transportation modes

Continuously seeking industrial complementary relations

- Brisk personal exchanges -> progression towards the economic cooperation

- Jointly facilitating and coping with the changing industrial environments

Successful cooperative projects and the regional expansion

- Building the mutual trust and continuously promoting joint projects
- Busan · Fukuoka city -> Southeast area of Korea · Fukuoka prefecture -> Southeast area of Korea · Kyushu

Requesting for strategic supports from both Governments

- Graining consensus for the importance of Busan · Fukuoka economic region

Setting up cross-border organizations to promote research and cooperative business



## 약 력 / Profile

**박성조** 베를린자유대학 종신 정교수, 동아대학교 석좌교수

Professor em. Dr.Dr.h.c. **Sung-Jo Park**, Full Professor (w4), Free University Berlin

▣ 학력 1955-1964 서울대학교 정치학 전공 베를린자유대학 정치경제학 파리대학 개발경제학  
1963 베를린자유대학 박사학위  
1973 교수자격 면허(Venia Legendi) 획득

▣ 연구경력 1964-1968 자르(Saar)대학 개발연구소 조교  
1966-1967 UN 메콩강프로젝트 (태국지역개발사업) 참여  
1968-1973 루르(Ruhr) 대학 개발계획연구소 조교  
1973-1977 루르(Ruhr) 대학 개발경제정책학과 조교수  
1975-1977 동아시아연구소 학장 및 부학장  
1978 이후 베를린자유대학 동아시아경제 및 정치과학학부 정교수  
1980 이후 베를린자유대학 정치과학학부 학장 및 부학장 (2회)

▣ 주요 경력 1982-현재 유럽-아시아경영협회 설립자 및 이사, 일본 EC 연구소 이사  
폭스바겐, 삼성 기아, 메르세데스 벤츠, 시멘트, 토요타 등 자문  
1989-1991 현대유럽학한국학회 설립자 및 회장  
1993-2005 연변과학기술대학 국제협력 부총장  
1996-2004 베를린응용과학대 동아시아경제협력센터 부센터장  
1997-1998 울산광역시 EU 시장 자문관  
1998-1999 KOTRA 사외이사  
2002-현재 베오그라드 메가트렌드대학 응용과학 총장 및 부총장

### ▣ Education

1955-1964 Studying Political Science (SeoulNationalUniversity)and Economics/Political Science (WuerzburgUniversity/ FreeUniversityBerlin)and Development Economics(UniversityofParis)  
1963 Ph.D at Free University Berlin  
1973 Venia Legendi (Habilitation: Exam for Professorship Qualification) in Social Science, RuhrUniversityBochum,Germany

### ▣ Academic Career

1964-1968 Research Assistant at Development Research Institute, University of Saar  
1966-1967 Expert Work in Regional Development of Thailand (MekongProject,UN)  
1968-1973 Research Assistant at Development Planning Institute, Dept of Economics, (chair: Prof.Dr.mult.WillyKraus,RuhrUniversity Bochum)  
1973-1977 Associate Professor in Development Economics and Policy, Ruhr University Bochum  
1975-1977 Dean and Deputy Dean of the Faculty of East Asian Studies, op. cit.  
Since 1978 Full Professor of East Asian Economics (East Asian Center) and Political Science( Faculty of Political Science), Free University Berlin  
1980 ties twice Deputy Dean and Dean of the Faculty of Social Sciences, Free University Berlin

### ▣ Occupational Activities (selected)

Since 2002 President and Vice-President of Megatrend University of Applied Science, Beograd  
1998-1999 External Board Member of KOTRA  
1997-1998 EU-Market Advisor for the Ulsan City  
1996-2004 Vice-Director of East Asia Economic Cooperation Centre, Berlin  
University of Applied Science  
1993-2005 vice president in charge of International Affairs, YanbianUniversityofScienceandTechnology,China  
1989-1991 Founder and President of the Korean Society of Contemporary European Studies  
Since 1982 Founder, President and Board Member of Euro Asia Management Association  
- additionally:  
. Founder of the Korean Association of Contemporary European Studies  
. Board Member of the EC Institute of Japan  
. Consultancy for Volkswagen, Samsung, Kia, Mercedes Benz, Siemens VDO Halla, Denso (Toyota), Korea Automobile Manufacturers Association, Japan

## 약 력 / Profile

**슈지양** 홍콩중문대학교 지리·자원관리학과 부교수

**Xu Jiang**, Assistant Professor, Department of Geography and Resource Management, the Chinese University of Hong Kong

- ▣ 전문분야
  - 도시 및 지역계획
  - 중국 정부연구
- ▣ 주요 연구
  - 도시간 경쟁과 협력에 관한 연구사업 수행
  - 도시 및 지역 거버넌스 관한 연구사업 수행
  - 메가시티 리전의 파트너십, 거버넌스 및 도시계획 연구 수행 중
- ▣ 최근 수상경력
  - 2008년 홍콩대학 올해 최고의 연구상 수상
  - 2008년 미국 토지계획 링컨연구소 및 지역계획협회 연구논문상 수상

### ▣ Specialization Areas

- Urban and regional planning
- Government studies in China

### ▣ Research Projects

- Intercity competition and cooperation
- Urban and regional governance
- Interjurisdictional partnerships and governance, and planning in mega-city regions

### ▣ Recent Research-Related Awards

- 2008 Research Output Prize, the University of Hong Kong
- 2008 Regional Plan Association and Lincoln Institute of Land Policy(USA) Research Paper Award

### ▣ 주요 저서(Publications)

- Xu, J. and Yeh, A G O (eds) (forthcoming), *Mega-City Region Governance and Planning : An International Comparative Perspective*. London and NewYork : Routledge.
- Xu, J., Yeh, A G O and Wu, F. (2009), 'Land Commodification: New land development and politics in China since the late 1990s', *International Journal of Urban and Regional Research*, 33(4).(inpress)
- Xu, J and Yeh, A G O (2009), 'Decoding urban land governance: state reconstruction in contemporary Chinese cities', *UrbanStudies*,46(3):559-581.
- Xu, J. and Yeh, A G (2009), 'Regulating the polycentric mega-city regions: state reconstruction and regional strategic planning in the Pearl River Delta', *Urban and Regional Planning Research*, inpressforprint.(in Chinese).
- Yeh, A.G.O. and Xu, J(2008), 'Mega-city region development in the Greater Pearl River Delta', in C Johnsan, R Hu and R Marshall(eds), *Connecting Cities : China*. Sydney : Metropolis Congress.
- Xu, J (2008), 'Governing city regions in China: the oretical discourses and perspectives for regional strategic planning', *Town Planning Review*, 79(2-3):157-185.
- Xu, J. (2008), 'Editorial: Polycentric city-region: reflections on the POLYNET', *Urban Planning International*, 23(1):1-3.(inChinese).
- Xu, J. and Anthony Yeh (2008), 'On the role of HongKong as an international financial centre', *City Pioneer*, No.1:16-21.(inChinese)
- Xu, J. (2008), 'Changing spatial relationship between HongKong and Pearl River Delta', *Urban Planning International*. 23(1):70-78(inChinese).
- Wu, F, Xu,Jand Yeh, AGO(2007), *Market, State and Space : Urban Development in Post-Reform China*, Oxon and NewYork : Routledge.
- Yeh, A.G. O and Xu,J.(2006). Turning of the dragon head? Spatial restructuring between HongKong and the Pearl River Delta. in Anthony Yeh, Victor Sit, Guanghan Chen and Yunyuan Zhou (eds.), *Developing A Competitive Pearl River Delta Region in South China*. HongKong : HongKong University Press.
- Xu, J (2007), 'Competition and cooperation of financial centres: the status of HongKong as an international financial centre', *Journal of National DevelopmentS tudies*, 6(1):67-88.
- Xu, J and Yeh, A G O (2005), 'City repositioning and competitiveness building in regional development: new development strategies of Guangzhou, China', *International Journal of Urban and Regional Research*, 29(2):283-308.

## 약 력 / Profile

**안더스 올쇼프** 외레순 연구소장(2002-현재)

**Anders Olshov**, Managing Director, Øresundsinstituttet(2002-present)

|         |           |                               |
|---------|-----------|-------------------------------|
| ▣ 주요 경력 | 1994-2002 | 노디어(Nordae) 시장연구소 선임 거시경제 분석가 |
|         | 1992-1994 | 카네기 투자은행 고정수입 분석가             |
|         | 1998      | 이태리 플로렌스 소재 유럽대학연구소 재무관련 조교   |
|         | 1990-1991 | Finanstidningen 경제신문 기자       |
|         | 1989      | Dagens Industri 경제신문 기자       |
|         | 1988      | LNB 통신사 정치평론가                 |
|         | 1987      | Nerikes Allehanda 신문 정치평론가    |

|      |           |                            |
|------|-----------|----------------------------|
| ▣ 학력 | 1988-1991 | 스톡홀름 상과대학 경영행정 및 경제학 학위    |
|      | 1991-1992 | 암스테르담 국제관계대학 EU 및 국제관계학 학위 |

### ▣ Major Career

- Senior Analyst/Macroeconomist, Nordea Markets Research, Stockholm (Sweden) and Copenhagen (Denmark), 1994-2002
- Fixed Income Analyst, Carnegie Investment Bank, Stockholm (Sweden), 1992-1994
- Professor's Assistant in Finance, The European University Institute, Florence (Italy), 1998
- Economical Journalist, Daily Business Paper Finanstidningen, Stockholm (Sweden), 1990-1991
- Economical Journalist, Daily Business Paper Dagens Industri, Stockholm (Sweden), 1989
- Political Commentator, LNB News Agency, Stockholm (Sweden), 1988
- Political Commentator, Daily Newspaper Nerikes Allehanda, Örebro (Sweden), Oct-Dec 1987

### ▣ Academic Background

- Degree in European and International Relations, Amsterdam School of International Relations (The Netherlands), 1991-1992
- Degree in Business Administration and Economics, The Stockholm School of Economics (Sweden), 1988-1991
- Gymnasium, Lund (Sweden), 1983-1986

### ▣ 주요저서 (Publications)

- 'The Location of Headquarters in the Nordics, Europe and Globally'*, coming book, 2009, Øresundsinstituttet.
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▣ 관련 연구실적

- 부산-후쿠오카간 산업결합 가능성 조사연구, 부산발전연구원, 2000.
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