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 BDI 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

14:40~15:40 주제발표

- **발표 1 _ 대주강삼각주 도시간 협력이냐 경쟁이냐?**

  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

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)

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

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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**

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**

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대주강삼각주 도시간 협력이냐 경쟁이냐?

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Cross-Border Cooperation as a Strategy for the Oresund Region

안더스 올쇼프, 스웨덴 외레순 연구소장

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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)

2030
2009. 10. 20

Ideopolis Busan 2030
2009. 10. 20
Prof.em.Dr.Dr.h.c. Sung-Jo Park
Free University Berlin
Currently Chair Professor, Graduate School of
Northeast Asian Studies, Dong-A University

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VII Taxonomy of Ideopolis
VIII Drivers for Ideopolis Pusan
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1. :

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

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1.Pusan: Past and Current State

- ***Past :*** *labor-intensive industry (textiles, shoes), tourism, fishery and port industry*
- ***Current State: persistent stagnation in all respects***

-Per capita 14. rank among 16 large cities

-competitiveness in the world 242; in Asia 16

-extremely low value-added service industry

-population , especially young talent people moving out; aged and foreigners increasing

-huge investments in new ports and facilities and sport facilities, as well as convention centers

-debt ratio extremely high second to Daegu

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3. PIFF ,
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Current state (continued)

1. No universities entailing knowledge economy
2. no future-oriented oceanic industry
3. no noteworthy forward and backward linkage effect through PIFF
4. no collection of fishes from the biggest fish market in Korea; no high value fish restaurant
5. no efforts to return high talented former Pusaners, and invite high qualified foreigners in the field of design, IT, culture and arts..
6. Heavy dependence on aid by central government and from outside

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2. Cognitive Capitalism

We are facing fierce competition among cognitive capitalisms.

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?: 20-30

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- *(Damasio's credo) , ' (Heimatliebe , , ')' ' (rational alliance)' .*

What shall we do?: We need a radical paradigm change for next 20-30 years

- We are still caught in the notion of industrial capitalism.
- All advanced countries are *concurring in transforming the industrial economy into a knowledge economy → cognitive capitalism*
- *With Damasio's credo all of us should try to link our 'Heimatliebe' (love of one's native place, country) to 'rational alliance' for exercising change of urgency.*

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- (stakeholderism)
- (Damasio advantage): (
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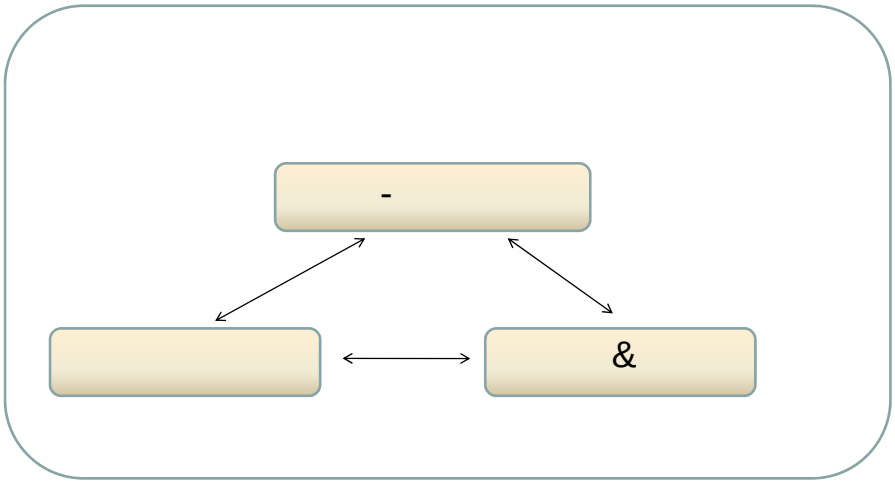
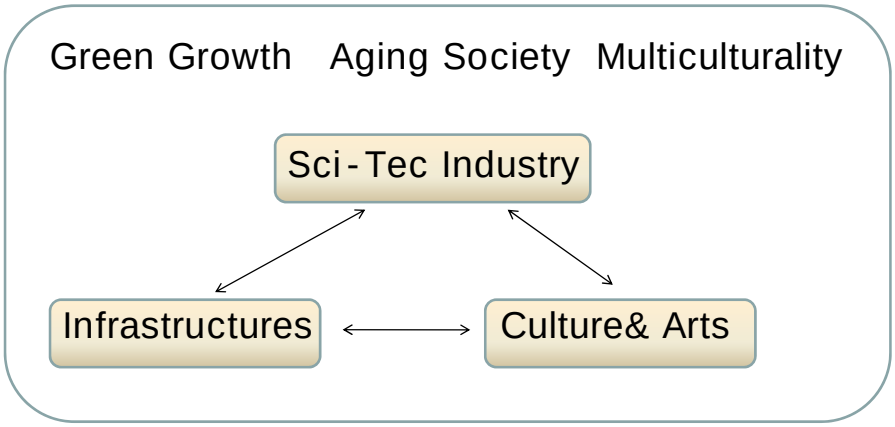
Two Trajectories towards Development

Endogenous Development:

- tapping and mobilizing *local* resources (*bottom-up*)



Three Approaches towards Positioning of Knowledge Cities 'Ideopolis'



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R/D (,
, ICT /)

Three Approaches towards Positioning of Knowledge Cities

1. *Infrastructure Approach*: hinging on traditional huge capital investment, fixed-capital projects aimed at international recognition (e.g. monstrous exhibitions, olympic games, mega-convention centers, huge financial centers, huge container ports)
2. *Sci-Tech approach*: development of institutions and R/D activities at the leading edge of knowledge (e.g. bio-science, ICT park/labs) as well as high tech sectors (telecommunication, aerospace) combined with dynamic economy

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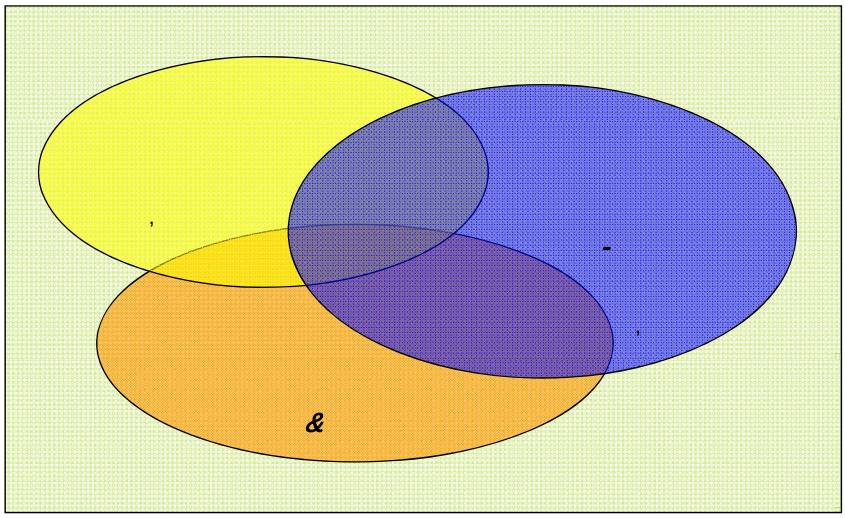
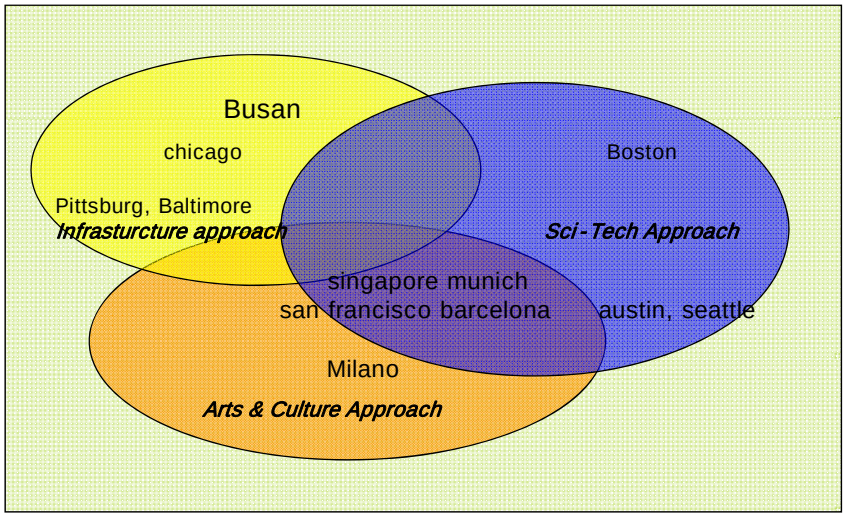
Three Approaches towards Positioning of Knowledge Cities

3. *Arts/Culture Approach*: participatory activities (street life, music, theater, opera, film/animation, melding of arts and high technology, cultural/creative industries)



Three approaches for Ideopolis



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- 70 -80 ( )
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4.Singapore Model vs. Munich Model

- Ideopolis Singapore
- 6o ties port economy
  manufacturing economy (labor intensive, infra)
- 70ties-80ties high-level diversified industry (capital-intensive)
- 90ties knowledge economy (+culture/arts)
  (high tech, high knowledge industries)

50-60 : (,)

70-80 : ,
(, , R/D.)

90 .....: (no.1), (no.1),
, , R/D
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Ideopolis Munich

50-60ties: Agrarian Economy and manufacturing (car, machines..)

70-80ties: green growth industry, transformation into knowledge industry (excellent universities, recreation, R/D.)

90ties.....: knowledge industry (no.1), excellence university com-petition (no.1), cultural and arts city, design centers, R/D centers (richest city in Germany)

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5.Success Factors (1)

1. coalition of change: charismatic power leader + group leasers for PPP= Good governance
2. Sense of Urgency must be perceived:
   - decline of key industry
   - scarcity of resources
   - depreciation of downtown core
3. Frontline assumed by local players
   - support from high level of government
   - assertive actions from the local leadership
4. Excellent university

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5.Success Factors (2)

5. Targeting of opportunities and ‘selection and concentration’ - strategy
   - community leaders choose only few sectors
   - enviable quality of life
6. Sustainable financing and participation
   - Citizens’ participation fund
   - social and ecological development (Denver, Barcelona)

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6.Failure Cases

- *Pittsburg*:
  - major projects to transform heavy industries in its surrounding regions into clean industries
  - big investment in airport and ports stadium
  - In terms of quality of life still high (cf. Berlin/Pusan)
  - stagnant economy/business moving out of the city/ Population decreasing, esp. well-trained young people
    ++++++++++++++++++++++++++++++++
  - city managers undertook efforts, however, they came too late; city pursued huge infrastructure investments; less attention to knowledge works and their life style;
  - Many of the city's attractions, like **Andy Warhol Museum** do not feature in the current strategy.

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- *Baltimore*
  - locational advantages unused
  - focusing on tourism
  - ignoring high knowledge potential of John Hopkins University, especially excellent medical institution such as John Hopkins Hospital and Health System

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    ; gentrification
    !
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- *Berlin, in former time West-Berlin living on federal subsidies and aids by the Allied; after the unification all subsidies cancelled*
  -focusing on culture and arts, conventions and tourism; on infrastructure investment and sports stadium
  -very late perceiving high potential of universities; young talented people moving out; city has problem with aging people, integrating east germans and multiculturality ; gentrification too late!
  -lack of dynamic industry

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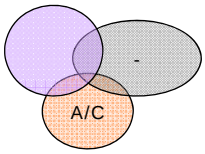

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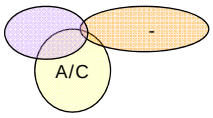

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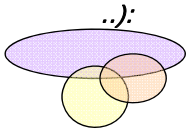
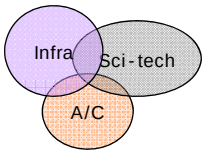
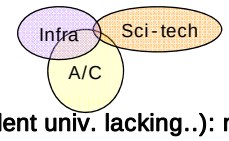


7.Taxonomy of Ideopolis

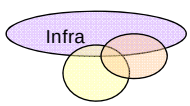
- Ideopolis (3 elements compete + green)
- City-region: (London, Barcelona, Marseille, Helsinki, Stockholm..)



- second ideopolis (highly knowledge intensive; critical mass lacking; reliant on external aid) (Cambridge, Brighton, Heidelberg, Freiburg..)



- third ideopolis (excellent univ. lacking..): most cases in asia



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8.Drivers for Ideopolis Pusan

1. creating physical and affective ambiance for knowledge workers
2. checking what is strength and weakness of the region: building on the past (path-dependence)
3. what makes the region/city known?: specialization
4. vibrant education and excellent university training and research
5. culture and arts
6. upgrading connectivity outside and inside the region/city
7. strong leaderships with visionary ideas and conviction

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Concrete suggestions

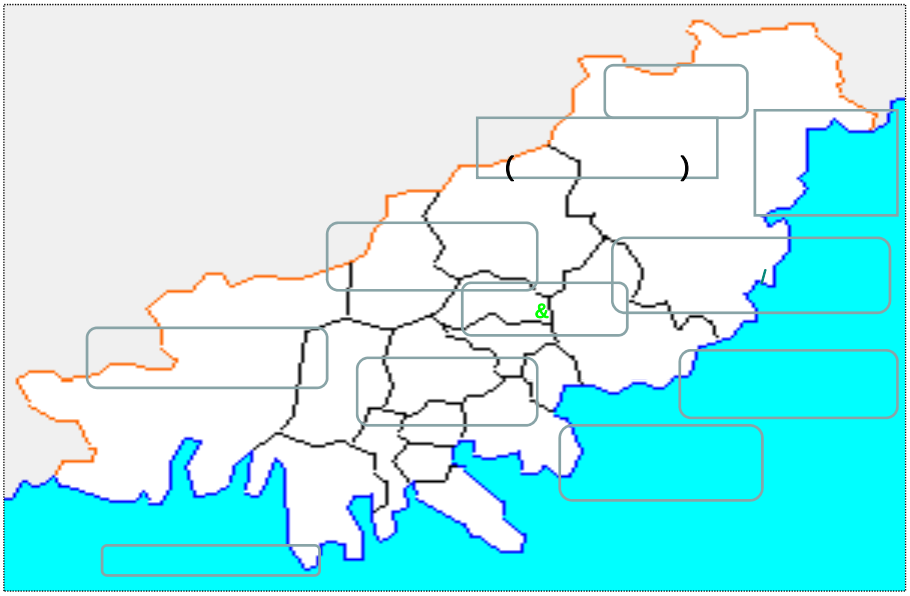
- *Creativity Fund with civil participation*

- *Creativity Foundation/Academy*

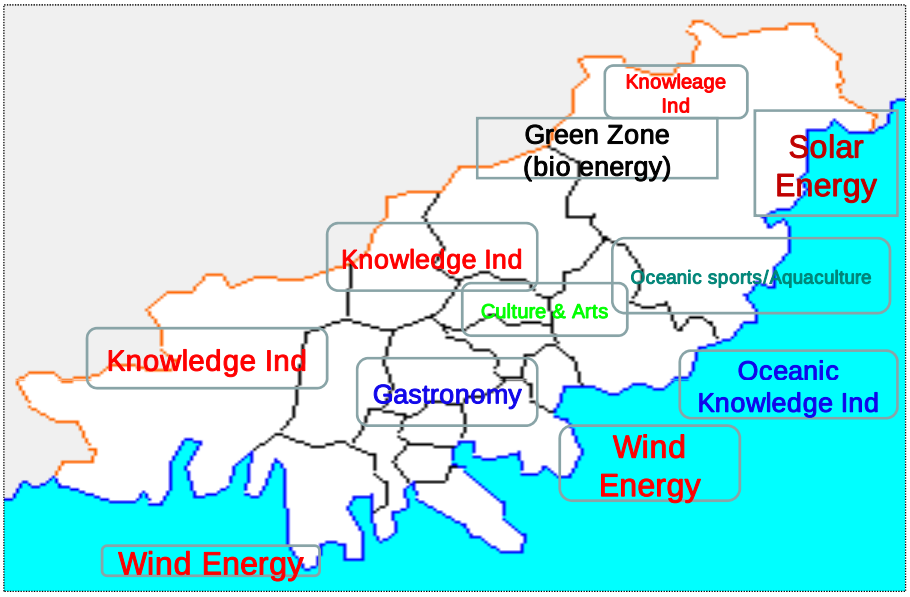
- *Competition among Districts of the City through Knowledge Economy Cell*

(one district, one (civil)college system!)

9. 20 - 30



9. 20 - 30 years later



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- Pasquinelli, M. (2009?): Beyond the Ruins of the Creative City: Brerlin's Factory of Culture and the Sabotage of Rent, url
- Roggero, G. (2007): Die Autonomie des lebendigen Wissens in der metropolitanen Universitaet, EIPCP
- Vercellone, C. (2003),ed.: Sommes–nous sortis du capitalisme industriel? Paris, La Dispute

References (selected)

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대주강삼각주 도시간 협력이냐 경쟁이냐?

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

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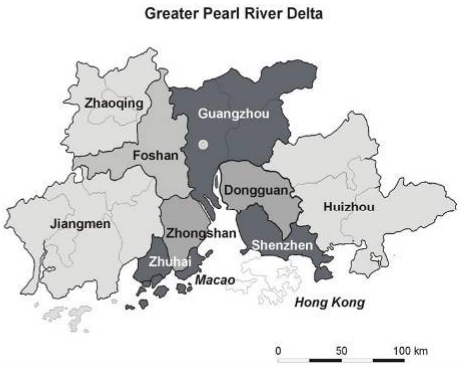
The Pearl River Delta (PRD) &
The Greater Pearl River Delta (Greater PRD)



Source: Xu, 2008 ®.

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Source: Xu, 2008 ®.

The Pan-Pearl River Delta (“9+2”)

( ) (“9+2”)

The Greater PRD from the Space ®

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!

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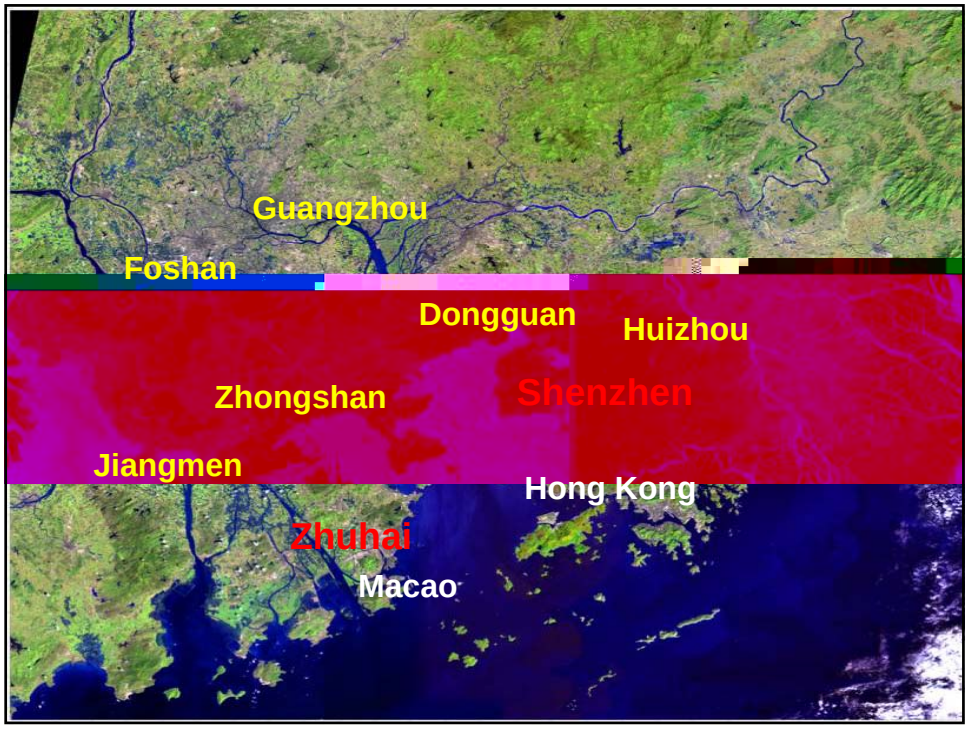
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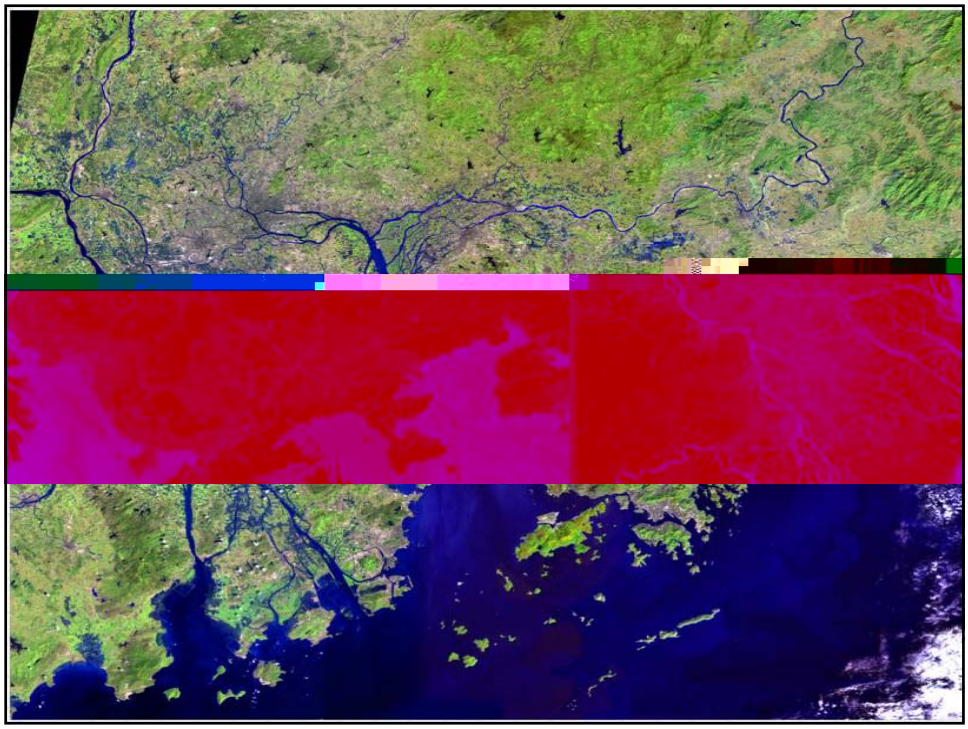
Shenzhen
Jiangmen
Hong Kong
Zhuhai
Macao



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……..**

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- **14** **3**
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Competition

Collective action problems

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Pollution, high intensive use of scarce resources…

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Examples

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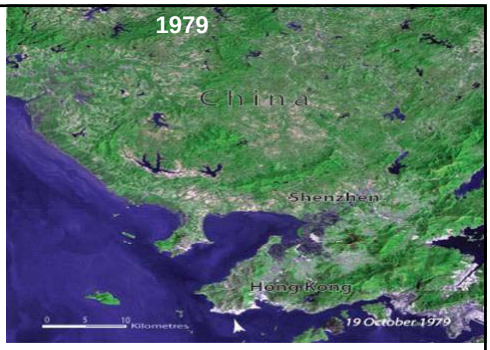
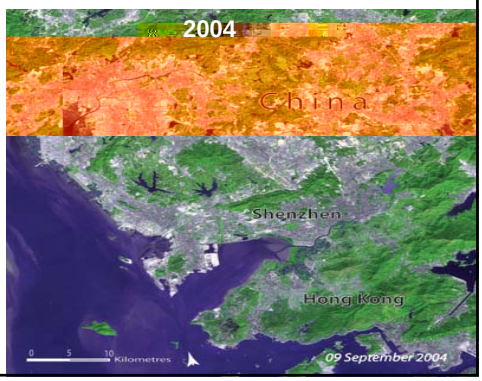
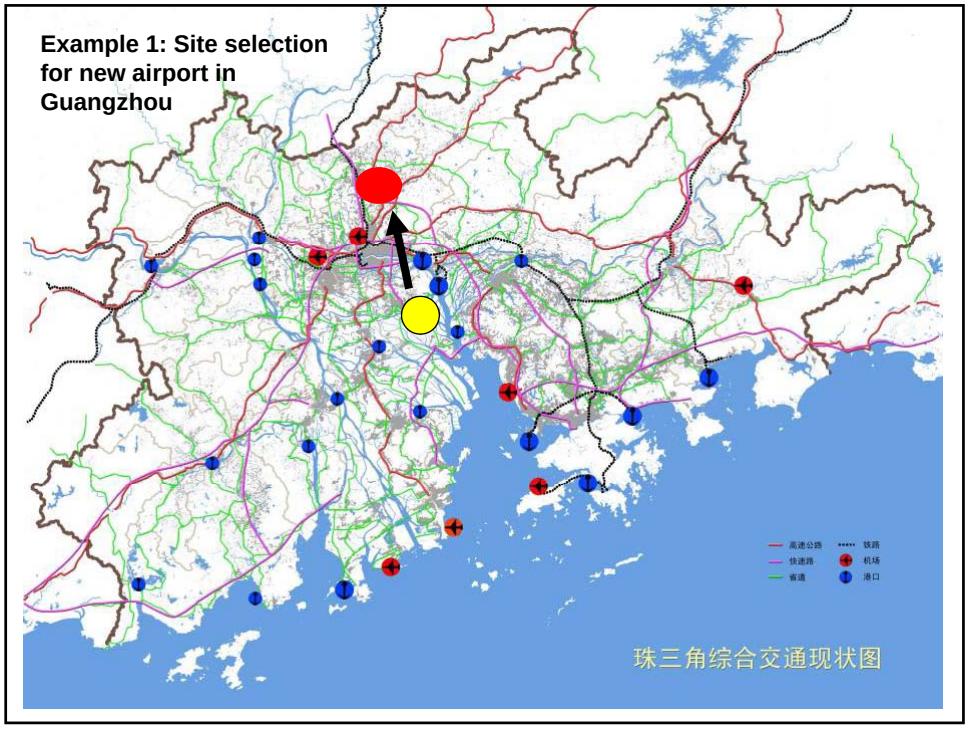
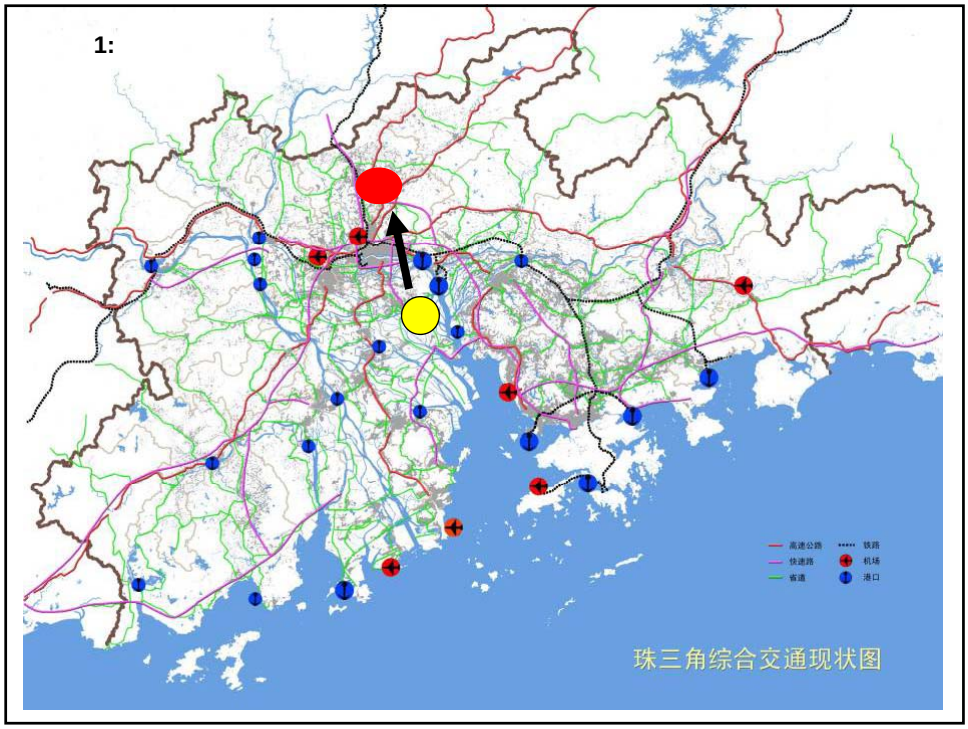





Example 1: Site selection for new airport in Guangzhou
珠三角综合交通现状图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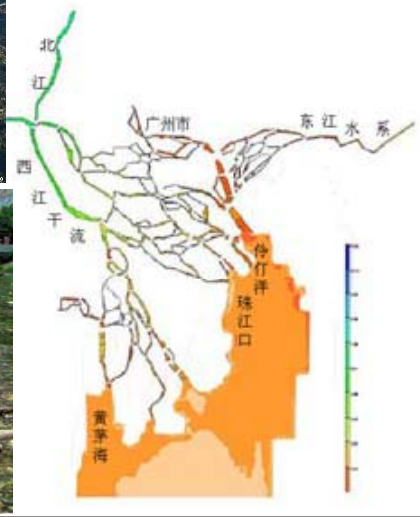
珠三角综合交通现状图

Example 2: Pollution of drinking waterways



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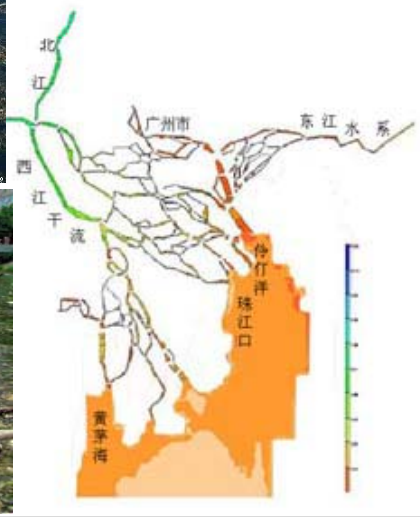
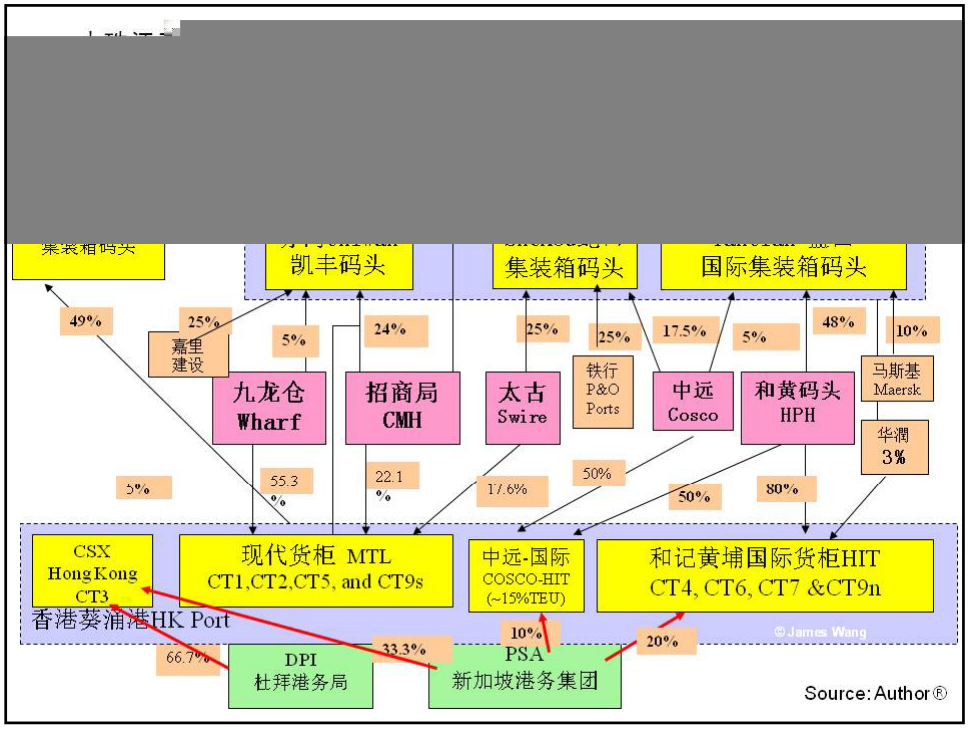


Cooperation – Current Issues

- 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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和记黄埔国际货柜HIT CT4, CT6, CT7 &CT9n
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© James Wang
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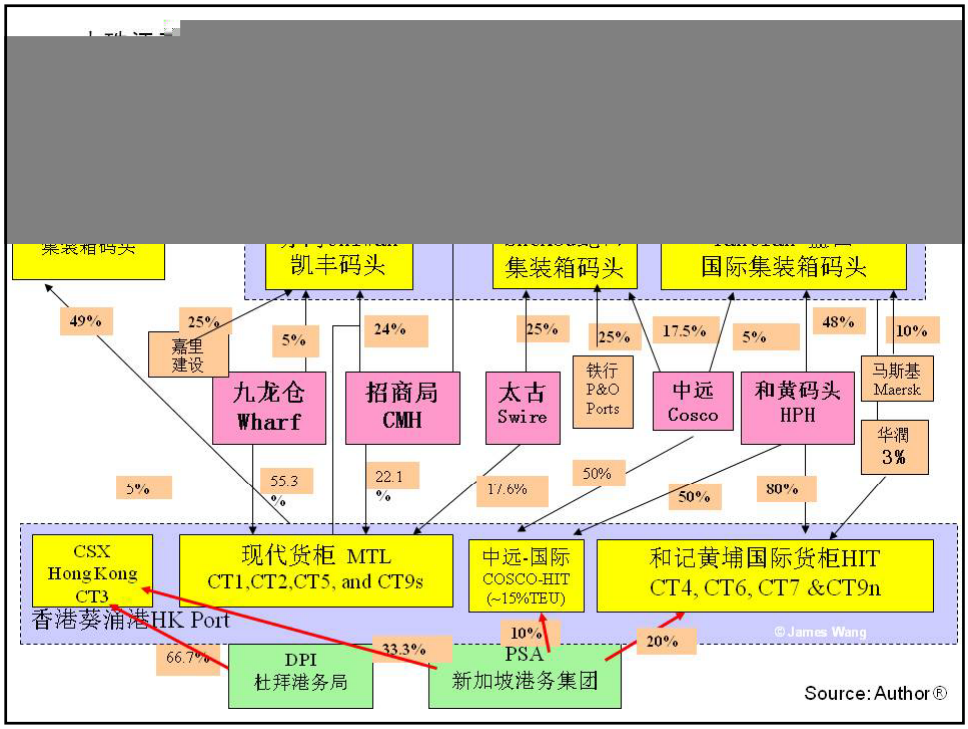
DPI 杜拜港务局
PSA 新加坡港务集团
Source: Author®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© James Wang
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DPI 杜拜港务局
PSA 新加坡港务集团
Source: Author®

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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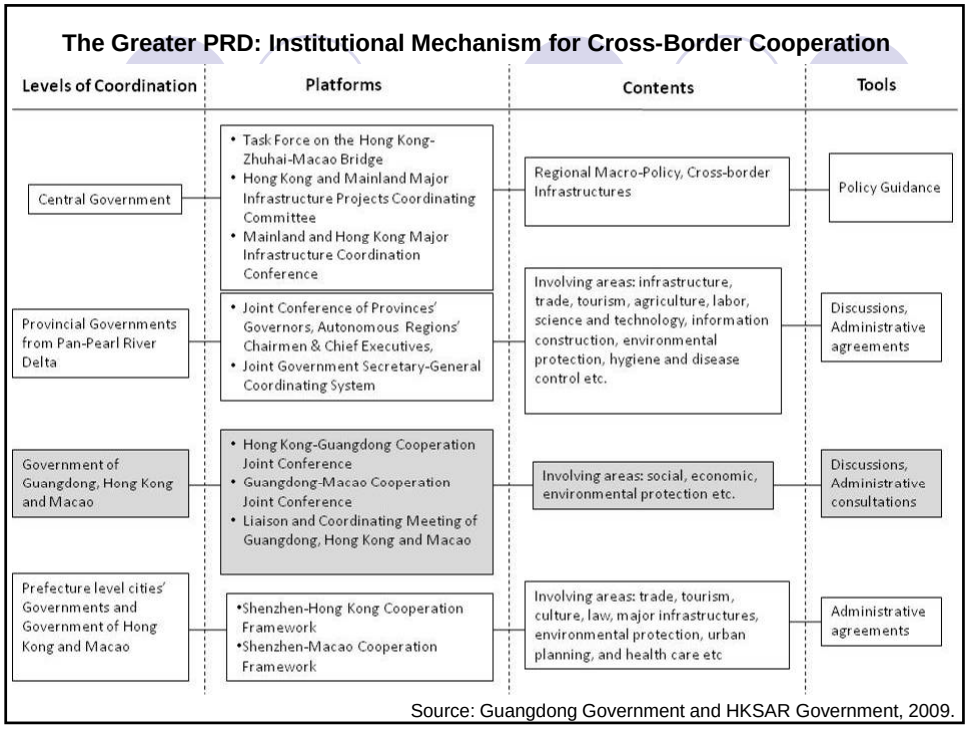
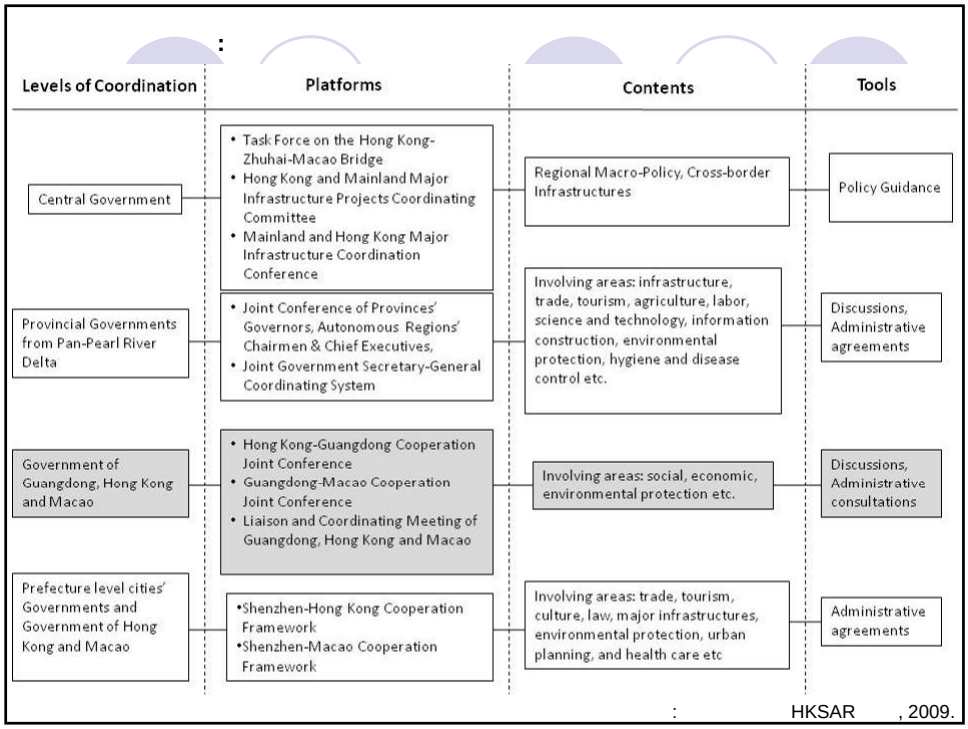
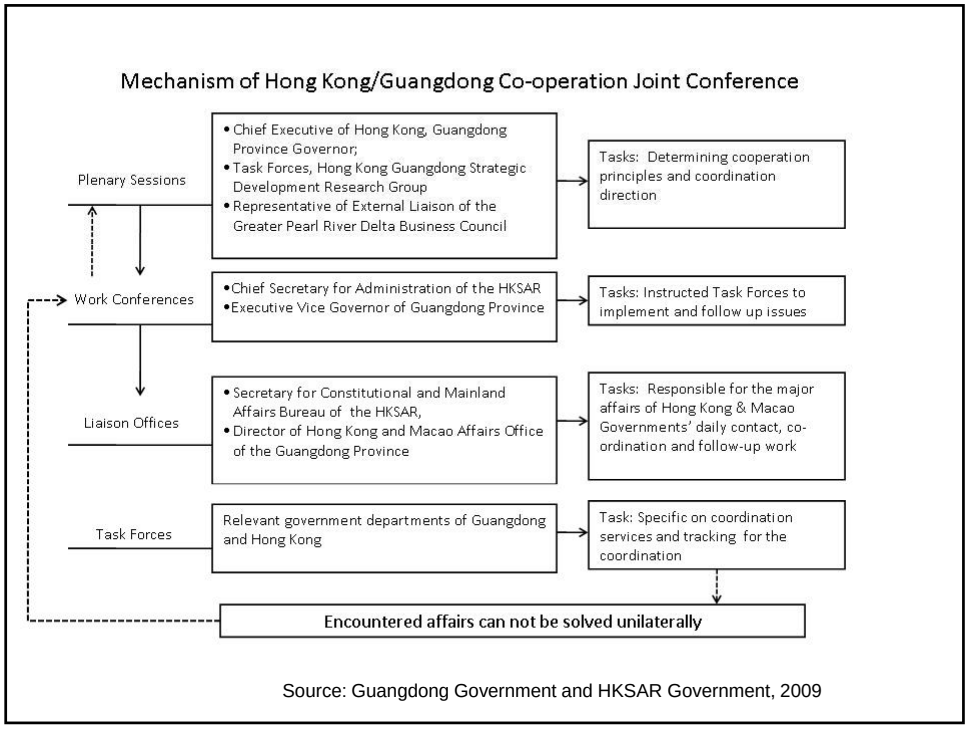


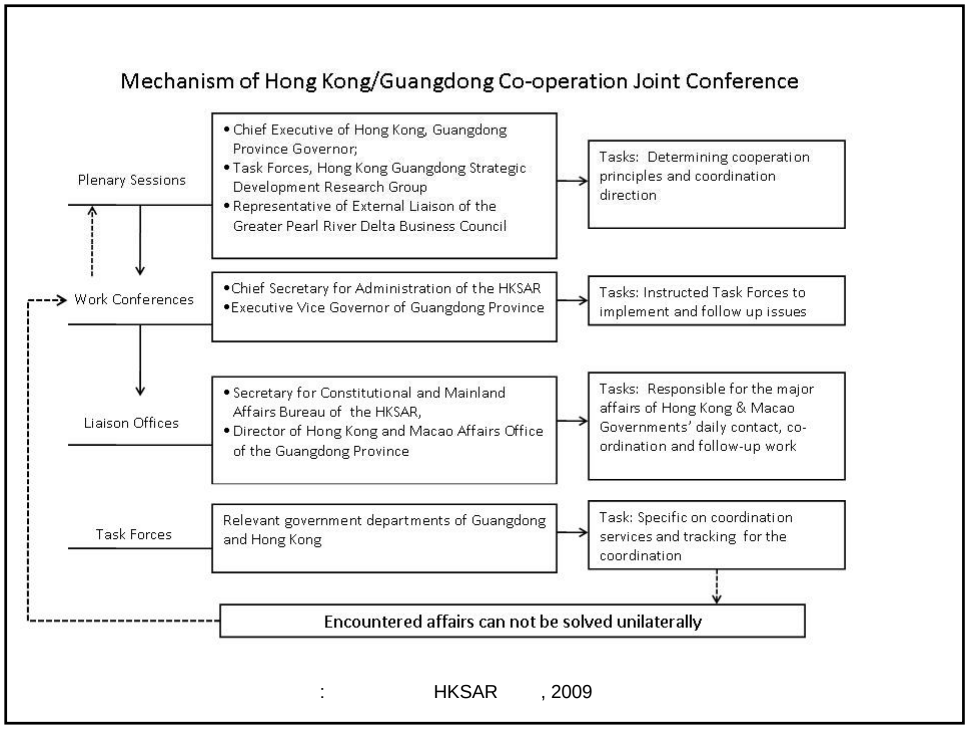
Source: Guangdong Government and HKSAR Government, 2009.



: HKSAR , 2009.



Source: Guangdong Government and HKSAR Government, 2009



: HKSAR , 2009

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
Øresundsinstituttet, Malmö,
Sweden

ØRESUNDSINSTITUTTET

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

: 3,700

- -

The Öresund region's centre:
Copenhagen-Malmö with 2,9 million inhabitants

35 minutes by train between Copenhagen and Malmö centre

2,900 :
-

35

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**

ØRESUNDSINSTITUTTET

The Öresund bridge opened 1 July 2000

ØRESUNDSINSTITUTTET

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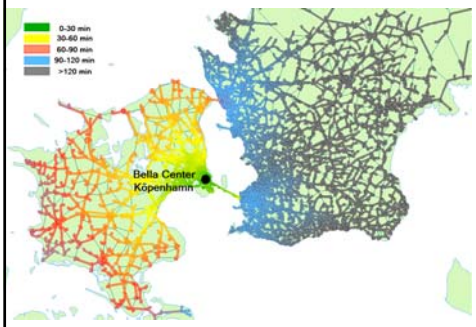
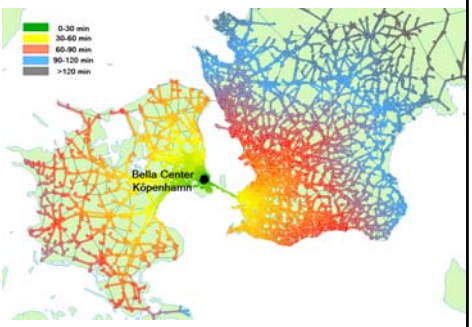
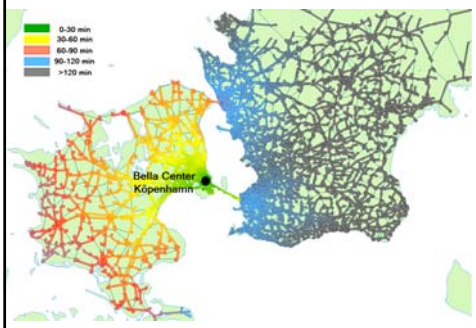
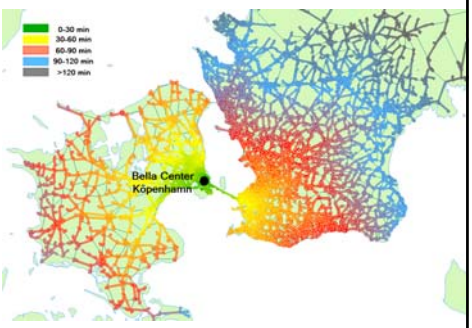
The bridge reduced time for transport





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 authories, 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-Malmo Port, Oresund Bridge Company**
7. **Traffic cooperation: DSB First operates the Öresund railway traffic**

: /

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

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

1. :

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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. : (Öresund University

- 12
  165,000
- (Lund)
- :

- : A
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3. Public authorithies' cooperation: Öresunddirekt

The public authorities were very national, but has learnt about each other through the common organisation Öresunddirekt (cooperation between tax authories, 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

Øresund 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 [ØSR] 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. :

- **ICT, , , Medicon Valley Agency . , ,**

- **– 1**

- EU “ ” . 2008 2 ”

“ , . 3 . .”

5. Analysis: Øresundsinstituttet

Øresundsinstituttet is an independent analysis institute within regional economics, development, infastructure, 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 ( )
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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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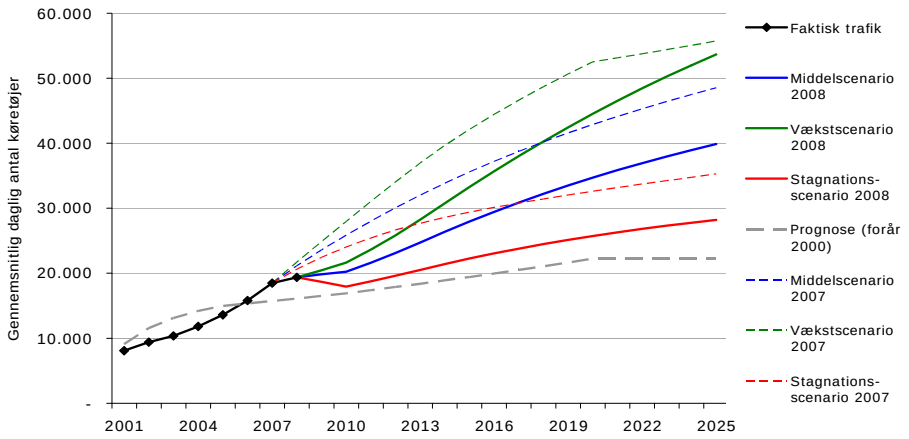
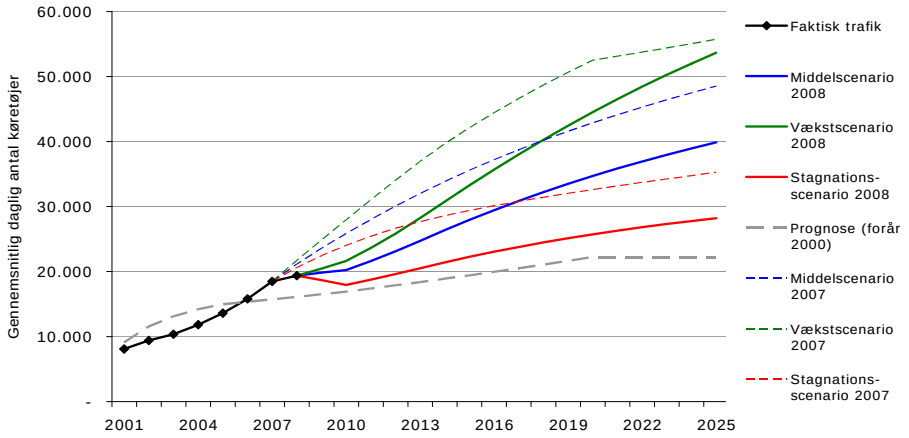
- **20,000** **20,000**

Number of vehicles crossing Øresund bridge daily. Forecast until 2025.



2025



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**
- ,

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) (2000 15,000).**
-
-

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!

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.

- **1990**

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More information:

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초국경 광역경제권 발전의 조건과 미래

부산-후쿠오카 초국경 광역경제권 형성 전략과 과제

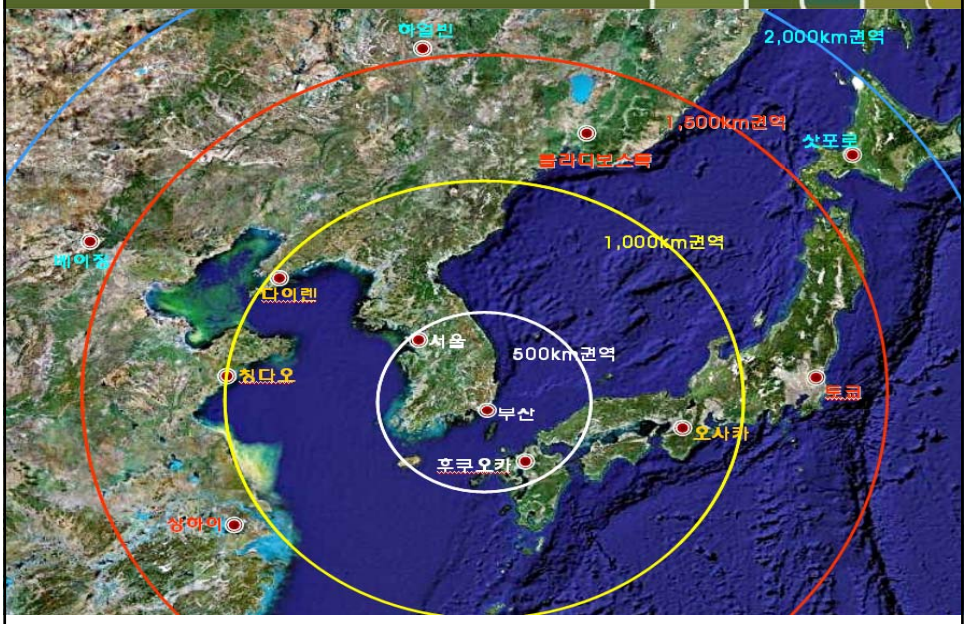
Busan-Fukuoka Cross-Border Mega Region
Strategies and Tasks

금성근
(부산발전연구원 선임연구위원)

Ⅰ. 배경

Ⅰ. Background

Ⅰ. 배경



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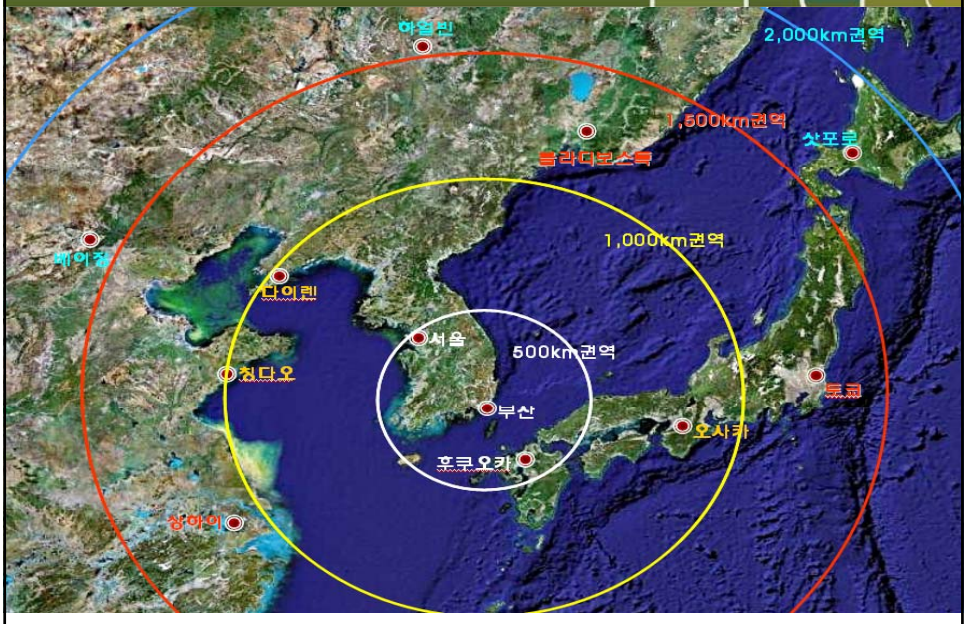

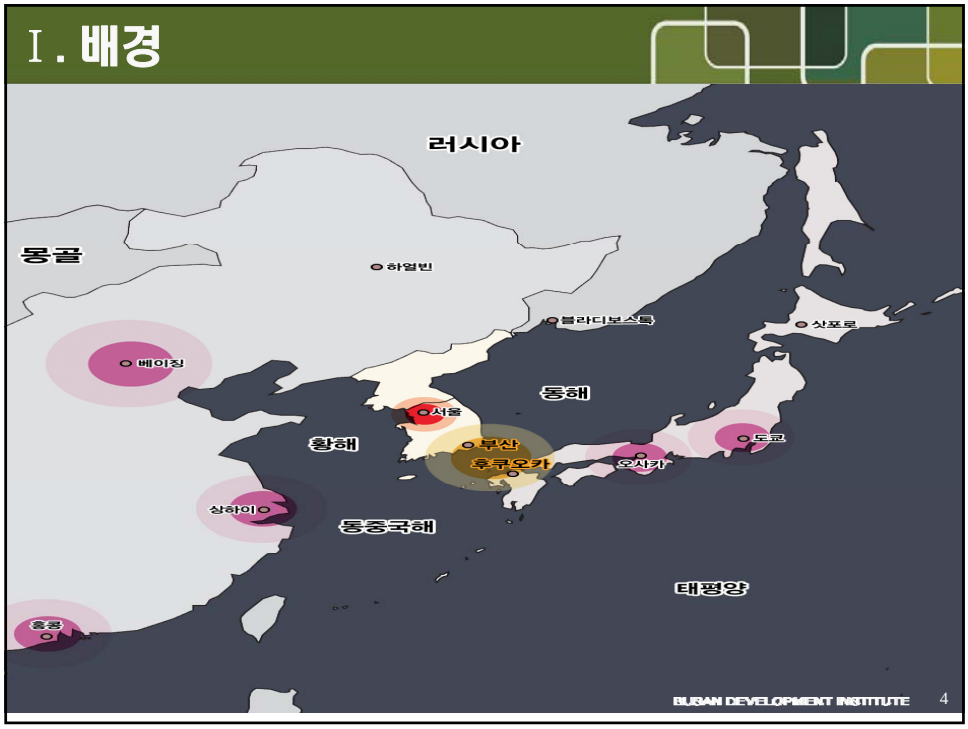
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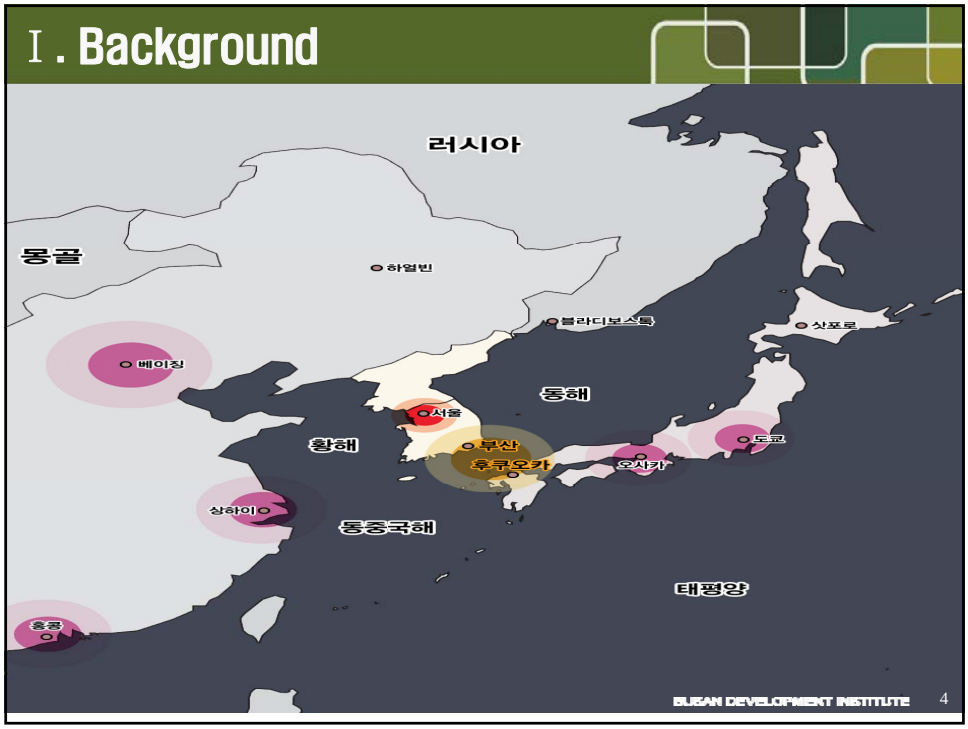
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오사카
상하이
동중국해
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홍콩
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4

Ⅰ. 배경

■ 글로벌화와 대도시권의 부상

● 도시화와 광역화의 동시 진행

- , , ,
- : 21 , (19
  3% -> 50% -> 2030 60% ; Florida, Who's your city ?)
- : , ,

● 글로벌화의 진전과 경쟁구도의 변화

- →
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  - :

Ⅰ. Background

■ Globalization and Emergence of Mega City Region

● Concurrent progress of Urbanization and Conurbation

- Development of transportation, advanced industrial structure, increased income, change of life style etc.
- Urbanization : 21C can be called the first urbanized century.
  The proportion of urban population (19C, 3% -> present, 50% -> 2030, 60% ; Florida, Who's your city ?)
- Conurbation : Conurbation, Metropolis, Megalopolis etc.

● The advancement of globalization and the change of competitive structure

- Nations' competition -> Mega city regions' competition
- Deepening polarization between developed and declining areas
  - The key for regional development : mega city region (domestically), global megalopolis networks (internationally)

Ⅰ. 배경

● 글로벌 경제 경쟁단위로서 대도시권의 부상과 경쟁 격화

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- , , ,
- ,

-

- (EMR, Ginsberg), Global city-regions(Scott), Mega-region (Florida)
-

Ⅰ. Background

● Emergence of a mega city region as the competition unit

- Growing importance of mega city region in economic activity
  - Concentration of control power, the finance and service, and the cultural and creative industry in mega city regions
  - Growing importance of a mega city region as the foundation of all the economic activities as population, economy, transportation infrastructure, and cultural facilities have been concentrated in a mega city region.
  - Growing importance as a node of connecting service and a key position of business in accordance to the advanced structure of industry
- Emergence of mega city regions and their intense competition
  - Enlarging Metro Regions (EMR, Ginsberg), Global city-regions (Scott), Mega-regions (Florida) etc.
  - Mega city regions focus on the profitable environment of businesses to secure their competitiveness.

Ⅰ. 배경

■ 동북아의 6대 대도시권의 경쟁체제 대두

● 동북아의 지역경제권 미형성

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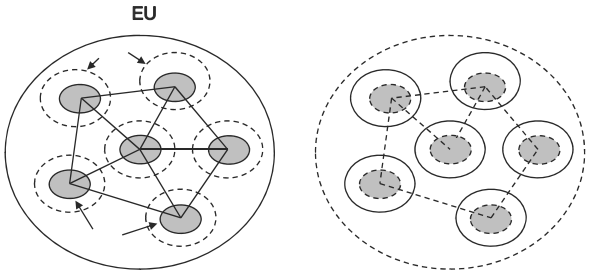
〈 대도시권간 경쟁의 양상 〉



Ⅰ. 배경

● 동북아의 국지경제권 형성 논의

- EU (, , ,)
-
  - , , ,
  - , , ,

● 동북아 6대 대도시권의 성장과 네트워크 강화

- (,), ( ), (, ,)
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- 6

Ⅰ. Background

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

- No regional economic zone like EU (due to the influence of geographical features, politics, history, population and the gap of economic level etc.)
- Discussion on the establishment of the regional economic zone
  - South China Economic Zone, East Asian Mediterranean Economic Zone, East Sea Rim Economic Zone, Yellow Sea Rim Economic Zone etc.
  - Growth Triangle, Golden Triangle, Pearl River Delta, Korea Japan Strait Economic Zone etc.

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

- Japan (Tokyo region, Osaka region), Korea (Seoul region), China (Beijing region, Shanghai region, Hongkong region)
- A core city's pivotal functions, Intra-region's strongly industrial complementary relations, broader cooperative organizations, binding development plan and transportation infrastructure for a mega city region
- With 6 mega city regions' continuous growth, network and competition get fierce.

Ⅰ. 배경

■ 부산-후쿠오카의 협력에 의한 위상 제고 필요

● 부산, 후쿠오카시는 동북아 6대 대도시권의 중심도시에 비해 경쟁력이 약함 (GUCP의 경쟁력 종합순위, 2006)

- (96),
- (11), (19), (27), (55), (69), (70)

● 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(96th), Fukuoka was excluded in the evaluation.
- Tokyo(11th), Hongkong(19th), Seoul(27th), Osaka(55th), Shanghai(69th), Beijing(70th)

● 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 (㎢)	인구 (천명)	지역총생산 (억달러)	취업인구 (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 지방도시권

Ⅰ. Background

< Economic scales (year 2004) >

Region	land (㎢)	population (thousand)	Gross Regional Product (USD 100 thousand)	employment (thousand 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) cross-border region
Busan-Fukuoka	17,318	12,990	2,760	5,897	Cross border region

Ⅱ. 기반과 제약조건

Ⅱ. Foundation and Constraints

Ⅱ. 기반과 제약조건

■ 기반

- **부산-후쿠오카권의 국가에 버금가는 경제력 (2004)**
  - : 58%, GRDP : 90%
- **중심도시 부산과 후쿠오카시의 잠재력**
  - (800) ,
  - , .
- **부산-후쿠오카간 편리한 국제교통편**
  - 1 3 , 1 6~7 , 1 1
- **부산-후쿠오카의 행정교류 축적**
  - - (1989), (2007)
  - , ,

Ⅱ. Foundation and Constraints

■ Foundation

- Economic power of Busan-Fukuoka (2004)
  - population : 58% of Taiwan's, GRDP : 90% of Taiwan's
- Economic potential of Busan-Fukuoka
  - Busan, core city of southeast area in Korea (population 8 Million) with an International Port
  - Fukuoka, core city of Kyushu's economy with international traffic network
- Convenient transportation
  - 3 flights, 6-7 clippers and a ferry for round trip per day
- Accumulated administrative exchanges
  - Administrative cooperation city (1989), Sister City (2007)
  - Cooperative relationships with local governments, subway, water authorities, Busan station etc.

Ⅱ. 기반과 제약조건

■ 기반

- **부산–후쿠오카의 활발한 인적, 문화적 교류**
  - 2
  - - 100
  - ,
  - 2009 -
  - - 2011 (2008-2011)
  - -
    - : · ( ) ,
    - : ,
      , ,

Ⅱ. Foundation and Constraints

■ Foundation

- Brisk personal and cultural exchanges
  - Over 20 thousand Koreans live in Fukuoka Prefecture
  - Traffic of over 1 million people annually
  - Growing exchanges of civil and cultural groups
  - Celebration event of Busan-Fukuoka Friendship's Year in 2009
  - Busan-Fukuoka Asia Gateway 2011 Project (2008-2011)
  - Busan-Fukuoka jointly joining in and operating International Conferences
    - Nation's level : Korea-Japan (Kyushu) Economic Exchange Council, Economy and Technology Exchange council of the Yellow Sea
    - Local governments : Korea-Japan Strait Coastal Region Governors' Meeting, OEAED (The Organization for the East Asia Economic Development), Asian-Pacific City Summit, The Tourism Promotion Organization for Asian-Pacific Cities

Ⅱ. 기반과 제약조건

● 부산-후쿠오카권의 국가에 버금가는 경제력(2004)

- : 58%, GRDP : 90%

〈 부산-후쿠오카권의 경제규모 〉

구분	단위	연도	합계 (A+C)	합계 (B+D)	부산 (A)	동남권 (B)	후쿠오카시(C)	후쿠오카현(D)
면적		2005	1,105	17,318	764	12,342	341	4,976
인구	천명	2005	5,059	12,990	3,658	7,970	1,401	5,050
지역 총생산	억달러	2004	993	2,831	393	1,193	600	1,638
취업 자수	천명	2005	2,374	5,866	1,631	3,569	743	2,297

Ⅱ. Foundation and Constraints

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

- Population : 58% of Taiwan's, GRDP : 90% of Taiwan's

〈 Busan-Fukuoka Economy 〉

division	unit	year	total (A+C)	total (B+D)	Busan (A)	Southeast area in Korea (B)	Fukuoka city(C)	Fukuoka prefecture (D)
land		2005	1,105	17,318	764	12,342	341	4,976

Ⅱ. 기반과 제약조건

■ 제약조건

- 국경이라는 물리적, 제도적 장벽의 존재
- 한일간 영토, 역사, 정치 등의 문제로 인한 알력
  - , , ,
- 언어 장벽 등
  - ,
- 210㎞의 해상거리
  - 3 ,
- 산업간 보완관계 부족
  - . ,
- 어려운 노동력 이동 조건
  -

Ⅱ. Foundation and Constraints

■ Constraints

- Physical and institutional barriers of borders
- Conflicts between Korea and Japan on the issues of territory, history, politics and so on.
  - Dokdo, Comfort woman, History text, Visit to Yasukuni shrine etc.
- Language barrier
  - English oriented, Fukuoka residents' poor Korean performance
- Distance of 210 on the sea
  - Rough seas, 3 hour ship away, expensive airfare
- Lack of inter-industries' complementary relations
  - Inter-industries' inactive exchanges and cooperative projects
- Bottle neck of traffic in workforce
  - Difficulty to get a working visa from Japan

Ⅱ. 기반과 제약조건

● 산업간 보완관계 부족

- : ,

- : ,
  - : , , ,
  - : , ,

- : (1986 2006)
  - 1,275 61 (4.8%)
  - (21 , 8)
  - , ,
  -

Ⅱ. Foundation and Constraints

● Lack of Inter-industries' complementary relations

- Industrial structure : service-industry centered Fukuoka city, Busan' expectation for cooperation in manufacturing industry

- Export & Import : decrease in Kyushu' air cargos into Busan, increase into Seoul
  - Kyushu's exports to Korea : machineries, semi-conductors, electric machinery, precision machinery, and chemicals etc.
  - Kyushu's imports from Korea: electric machineries like semi-conductors, machinery, foods etc.

- Companies' advance : insignificant for both sides (1986 2006)
  - 61(4.8%) cases to Korea, while as 1,275 cases of Kyushu companies' overseas advance
  - company advances are concentrated in Seoul area. (Seoul 21 cases, Busan 8 cases)
  - Purpose: sales, manufacture, information collection in order.
  - Advance of Korean companies to Kyushu is insignificant.

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

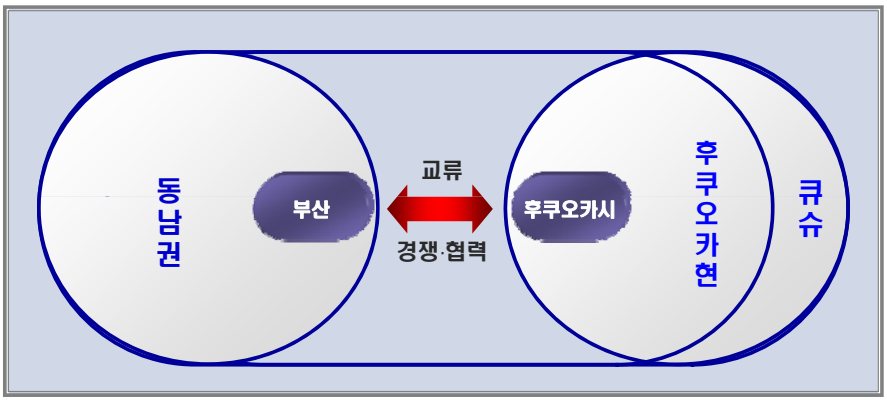
■ The meaning of Busan-Fukuoka economic region

- Enhancing international competitiveness and regional revitalization through the strong cooperation
- A new region-connected development model
- Building the axis of new land development in Northeast Asia

Ⅲ. 구상과 전략

■ 구상의 핵심내용

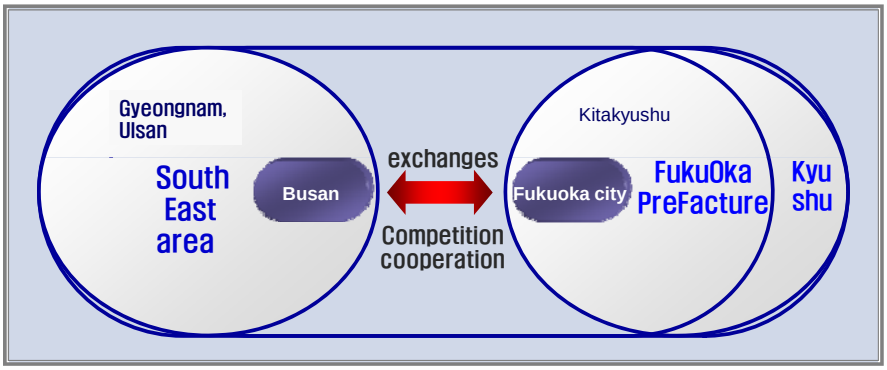
- 인적, 문화적 교류 활성화 -> 산업간 협력으로 발전 모색
- 부산-후쿠오카시, 동남권-후쿠오카현, 동남권-큐슈로 점진적 확대
- 동북아 6대 대도시권에 버금가는 초국경 광역경제권 형성



Ⅲ. Plan and Strategy

■ Contents of Plan

- Revitalizing personal and cultural exchanges -> progressing in the industrial cooperation
- Gradual expansion : Busan-Fukuoka, the Southeast area -Fukuoka prefecture, the Southeast area-Kyushu
- Building an economic region comparable to the 6 largest global city regions in Northeast Asia



Ⅲ. 구상과 전략

- 미래지향적 비즈니스 협력 촉진
  - 기업간 협력 환경조성
  - 미래형 산업의 육성
  - 상호투자 촉진
  - 관광 · 컨벤션의 교류협력
- 인재의 육성 · 활용
  - 젊은 인재의 육성
  - 실무형 인재의 활용
- 일상교류권 형성
  - 교류권 형성의 환경조성
  - 인적 · 물적 이동에 있어서 편리성 향상
- 정부에 공동건의

Ⅲ. Plan and Strategy

Basic direction	Strategy
Futuristic Business Cooperation	Inter-business cooperative environment
	Fostering futuristic industry
	Promoting mutual investment
	Exchanges in tourism * conventions
Human Resources	Fostering the young talented
	Using experienced workforce
Daily Exchanges	Environments for exchanges
	Convenience for traffic in people and logistics
Joint Recommendations to Governments	

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

- Inter-business' cooperative environments
  - 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 !A˜c,âE cï t…•(A˜á HY™% t C h6 3c>ñ"E cï‘„ *ƒ* †8.$Q

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)

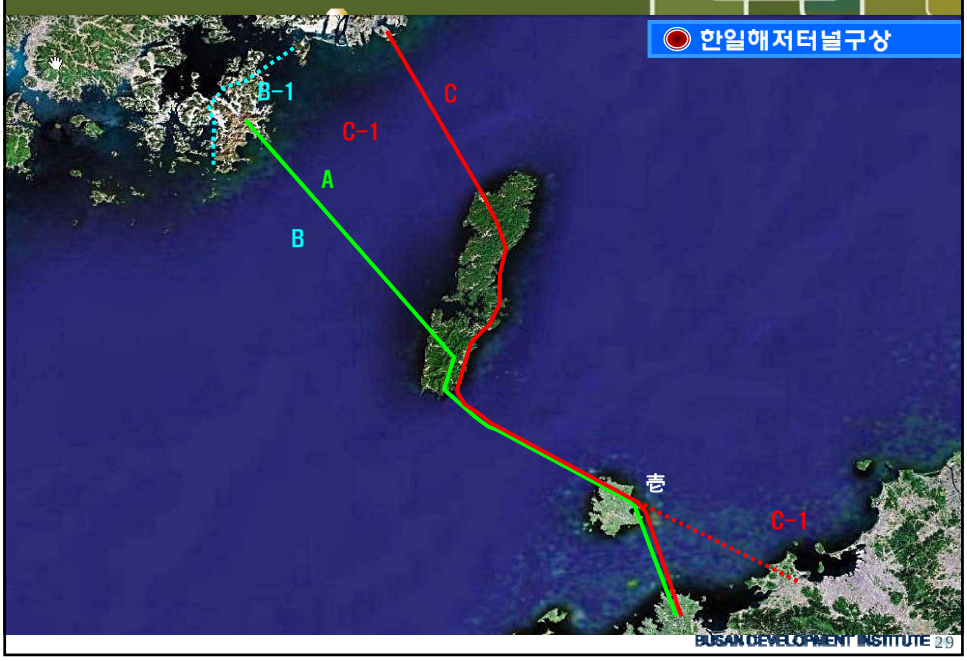
Ⅲ. Plan and Strategy

■ Building the Daily Exchanges

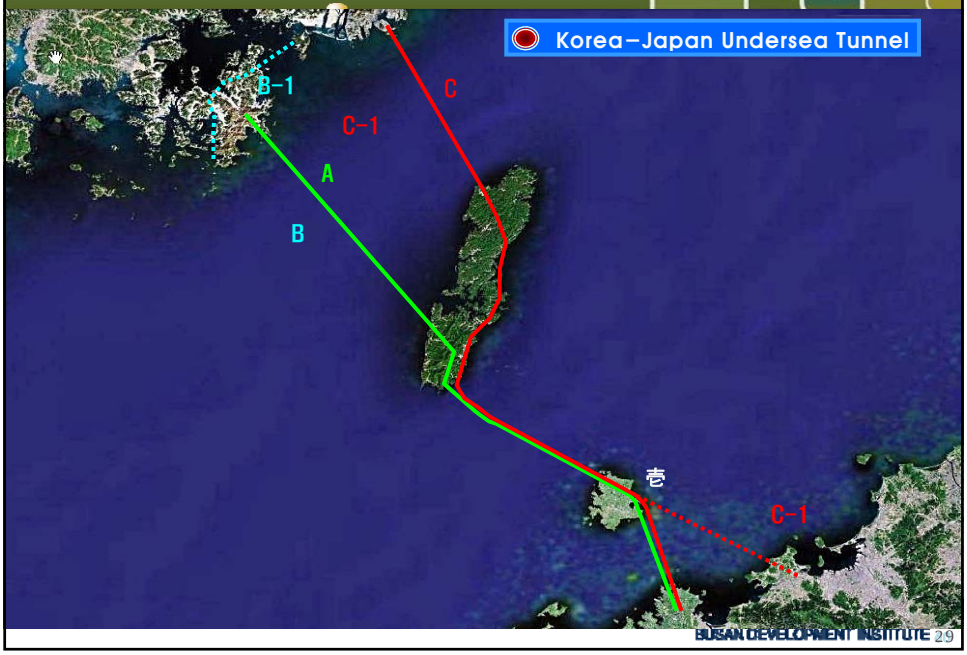
- **Building the environment for exchanges**
  - Keeping the celebration event of the Friendship' s Year (short-term 2)
  - Strengthening the public relations system for Busan-Fukuoka economic region (short-term 3)

- **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

- **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

- 210㎞ 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 210㎞ 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

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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, 시멘즈, 토요타 등 자문
	1989-1991	현대유럽학한국학회 설립자 및 회장
	1993-2005	연벤과학기술대학 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.Drmult.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, Beograde
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

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▣ 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.

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Xu, J. (2008), 'Changing spatial relationship between HongKong and Pearl River Delta', Urban Planning International. 23(1):70-78(inChinese).

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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.

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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	스톡홀롬 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, ?rebro (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.
'Analysis of the tax agreement between Sweden and Denmark', 2007, Øresundsinstituttet.
'Expectations at Hylleivång – an interview study among real estate companies and end customers', July 2007, Øresundsinstituttet.
'Swedish structural problems versus Danish dynamics', June 2006. With P. Nyrup Rasmussen, T. M. Andersen, M. Svarer, J. Kæraa Rasmussen, B. Rothstein and F. Boräng.
'Glocalization 2006: International companies in the Nordic region', February 2006. With C. Wichmann Matthiessen, P. Levring and H. Skov Christensen.
'Regional Report 2005 – Economic growth in Scandinavia', June 2005, Øresundsinstituttet.
'Cross-border municipal cooperation in the Oresund region', March 2005, Øresundsinstituttet. With P. Levring, L. Lyck and S. Karringer.
'Danish and Swedish structural reforms – Effects for the Øresund Region', September 2004, Øresundsinstituttet. With P. Levring.
'Localization of International Businesses in the Oresund and the Nordic area', April 2004, Øresundsinstituttet. With C. Wichmann Matthiessen & P. Levring.
'The Euro and Øresund', September 2003, Øresundsinstituttet. With K. Olofsdotter.
'Regional Report 2003 – Denmark, Øresund, Sweden', April 2003, Øresundsinstituttet.
'Mälardalen and the Southwest Coast', November 2001, Nordea. With T. Pousette & M. Nelson-Edberg.
'Price Effects of Increased Border Trade – focus on the Øresund Region', February 2001, Nordea.
'The Economies of the Regions', November 2000, Nordea. With T. Pousette & M. Nelson-Edberg.
'The Economic Integration of the Oresund Region', September 2000, Nordea.
'Poland – the Nordic bridgehead', June 2000, Nordea. With several authors.

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▣ 관련 연구실적

- 부산-후쿠오카간 산업결합 가능성 조사연구, 부산발전연구원, 2000.
- Inter-City Networking Strategy in the Yellow Sea Sub-Region(공동연구) , KRIHS, 2000.
- 부산-후쿠오카의 동북아 핵심경제권 형성방안, 부산발전연구원, 2008 등

▣ Ph.D. in Economics (Pusan National University)

▣ Related Research Accomplishments

- A Study on the Possibility of Industrial Cooperation between Busan and Fukuoka, Busan Development Institute, 2000.
- Inter-City Networking Strategy in the Yellow Sea Sub-Region(Joint Research), KRIHS, 2000.
- A Study on Establishing Busan-Fukuoka's Core Econominc Zone in the Northeast Asia, Busan Development Institute, 2008, and etc.