



The Korean Peninsular Mega Region : Vision and Strategy

This study aims to present the vision of the formation of an integrated urban economic zone between the two Koreas in the future and strategies by major sectors in the framework of the “Korean Peninsula Mega Region, which focuses on the role of the coastal areas of Gyeonggi Bay and the Han River Estuary in the West Sea.”

First, the conceptual foundation of the mega region was examined, and the case analysis of the Pearl River Delta economic zone in China was conducted to examine how the bays and estuaries of the border region are being utilized for regional economic development. In addition, by looking at the process of Hong Kong, Shenzhen, and Guangdong, which had different systems, leading to common prosperity through opening, it presented the basis for establishing the vision and strategic direction of the Korean Peninsula Mega Region centered on the Han River Estuary.

In this study, “The Korean Mega Region” is defined as “a core growth base as a growth engine for the Korean peninsula economic zone in which the two Koreas are integrated as a mid- to long-term plan for realizing peace and prosperity on the Korean peninsula.” These include

the Seoul metropolitan area (Seoul, Gyeonggi, Incheon, Chungcheongbuk-do, and Gangwon-west), North Korea's Pyongyang area (Pyongyang, Nampo) and Hwanghae-do, and the Han River estuary and the west sea near the midwest of the Korean peninsula.

The plan for promoting the Korean Peninsula Mega Region was set in three stages.

The first step is to build an integrated inter-Korean infrastructure in the Han River estuary and the West Sea-border area, which the South will individually promote.

The second step is to establish a linkage and cooperation system between major cities and regions on the North-South border, create economic development zones and urban spaces, and promote through inter-Korean cooperation.

The third step is to deepen the cooperative system for inter-Korean spatial and institutional linkages and promote spatial expansion to the midwestern part of the Korean Peninsula.

In response to the three-stage strategies as described above, the directions for the mega-region of the Korean Peninsula were proposed in five sectors: spatial structure establishment, industrial belt creation, ecological urbanization, infrastructure establishment, governance establishment, and institutional integration.

In 'Sectoral Strategy 1: Direction of Spatial Integration of Transboundary Urban Economic Zones in Gyeonggi Bay,' introduces spatial changes in border areas through the formation and evolution of twin cities, and an experiment of inter-Korean integration through special economic zones bordering North and South Korea. It suggested the direction of promotion. In addition, a basic review on the direction of establishing a water transportation logistics system to strengthen the logistics competitiveness of the Seoul metropolitan area and South and

North Korea along the Han River Estuary and Gyeonggi Bay was presented. In addition, as a big project to create an environment for inter-Korean spatial integration, projects to be carried out in the DMZ and the Han River estuary border area were suggested.

In 'Sectoral Strategy 2: Formation of a Cross-border Industrial Belt in Gyeonggi Bay and Direction of Industrial Cooperation', two industrial axes linking the two Koreas were presented, and industrial cooperation directions based on the industrial characteristics of the two Koreas were suggested. The possibility of forming an industrial development axis in the Gyeongui area was suggested. As industrial cooperation sectors between the two Koreas within the Korean Peninsula Mega Region, textile and clothing industry, ICT industry, machinery industry, and construction materials business were presented as industries with high mutual synergy between the two Koreas.

In 'Sectoral Strategy 3: Directions for building infrastructure and environmental independence of inter-border urban economic zones in Gyeonggi Bay', the existing inter-Korean 1-axis to 4-axis highway network built from the west sea coast to the east was expanded to the north in order to connect the north-south metropolitan road axes. In addition, the construction of a grid-type ring road network was proposed for smooth connection between major cities in the mega-region of the Korean Peninsula. When the current metropolitan circular expressway is completed, the grid-type road network is completed in the metropolitan area, and it is suggested that there is a need to establish two or more circular expressways and three or more east-west expressways in the Pyongyang area. In addition, the expansion of the Gyeongui Line, connection of KTX and Gyeongui Line, extension of GTX Gaecheon, and the establishment of a South-North railway on the West Sea Line were also proposed to establish an arterial rail network.

For the eco-environmental completeness of the Korean Peninsula Mega Region, the four eco-city elements are set as independence, circulation, diversity, and safety, and environmental preservation measures such as introduction of planning means to prevent water, energy, and air pollution, and registration management of Ramsar wetlands.

In 'Sectoral Strategy 4 : Plan to Establish Cross-Border Governance in Gyeonggi Bay', it was suggested to introduce a structure of Mekong River management governance, which achieved stable results through analysis of the case of the Tuman River Project's cross-border governance GTI and the Mekong River governance GMS. It is proposed that the governance structure of multilateral cooperation in the Korean Peninsula Mega Region is a dual structure of the regional-central and state-multilateral councils. It was suggested that the coordination of the stage of work promotion is conducted by the working-level cooperation council, and the agenda requiring policy decision is divided into the multilateral cooperative council, and a two-way decision-making structure is operated experimentally.

In 'Sectoral Strategy 5 : Directions for Institutional Preparation for Inter-Korean Economic Integration', based on the analysis of the legal systems of North Korea and China, a plan for institutional formation for inter-Korean economic integration was suggested. Establishment of a 'permanent consultative body' for inter-Korean exchange and cooperation, establishment of a human-personal exchange and cooperation system between the two Koreas, search for a cooperation system for economic inter-Korean relations, establishment of related laws for vitalization of special economic zones, search for a cooperation system for the protection of inter-Korean intellectual property rights, and settlement of inter-Korean disputes. The necessity of judicial

cooperation between the two Koreas was suggested through follow-up measures for the purpose of this study and a consultation plan for mutual aid projects between the two Koreas.

Keyword

Megaregion, Hanriver estuary, twin city, industrial corridor, global governance