

港湾活性化と地域開発

—韓国西海岸を中心にして—

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REGIONAL DEVELOPMENT OF PORT FUNCTION

—Centering around case study of West Coastal area—

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PROLOGUE

The First Five - Year Economic Development Plan of 1965 brought a drastic industrial growth in 1970s, the industrial emphasis of the Second Five - Year Economic Plan caused the imbalance growth among industries, the policy of 1972 to encourage agriculture and industry equally, tried to develop the backward agriculture and fishery but the oil shock of 1973 and 1978 and the scarcity of natural resources, aggravated the income imbalance and imbalance development among areas in 1980s and, therefore, the re-examination of the national territorial comprehensive development policy was required. For an example, Biin area was publicly notified as the candidate site for the Fourth Fertilizer Plant for coastal industrial estate formation, Biin Petroleum Industry as national key indus-

try estate was induced and partially constructed, but tremendous investment and considerable progress of construction works were deserted because of policy factor .

During the high growth period of 1965-1978, each area was busy for developing its own community. All our country was in the high growth period, national territory structure drastically changed, individual economy was threatened, each area was desperate for creating land value and employment opportunity and, as this result, because of easy inducement of enterprises, some areas committed error in choosing their policies. Under such circumstances, Chung - Nam area remained as a permanent underdeveloped area. The preponderant assignment of so-called industrial estates, deepened the imbalance of related industries and the area of Chung-nam, especially the west coastal area has been isolated from industrial modernization.

As economy entered the low growth period, the drastic reduction of population, alienation from traffic facilities and business stagnation are aggravating the backwardness of this area. No public investment and welfare policy have been carried out in this area and there are many serious problems with the public benefit and environment of the residents and community development administration in this area.

In order to secure the community maturity by community development, the necessity of government policy is strongly required. The overexpectation that the inducement of enterprise is a panacea to solve every problem, should be forbidden. Even though it is a backward area, a pollution industry should be excluded. The plus and minus of enterprise inducement must be carefully calculated for optional inducement preemption, "the Era of the West Coast" should be expected from the special location of the west coast and the goal should be by

set at improving national and individual economics getting rid of poverty.

The required community development should not be the one-sided enterprise inducement relying only on other person's help but the independent Chung-nam community development policy to industrialize the area by developing three base ports in the west coastal area. Bust this is not a community development centering around the secondary industry. This plan includes the improvement of industrial structure as a service system, tour development, construction of cities on the sea, west coast defense fortification against the Communist China 100 nautical miles far away, developments of abundant fishery and marine resources, three base ports, hinterland of Chung-nam area for effective national development.

Chapter I handled the histosical examination of port function for ommunity development and the effect of the communication with hinterland affecting 「community development and port function」 display. Chapter II handled 「the function of base port and community development」 which are the main subject of this thesis. 「In the north sphere」 of the west coast , Mado port should be constructed as a base trading port, 「in the middle sphere」 , Gwangcheon commercial port which has been closed, should be constructed as the inner port and Ocheon port should be constructed as the outer port. 「In the south sphere」 , Biin industrial port should be constructed as a base port. On the foundation three great circulation base ports function and the west coast area development as LEVER, the development plan of Chung-nam, Chung-buk and Jeon-buk entire areas should be set up as a large area development plan. Chapter III planned construction canals between Asen and Cheonsu Bayes, and Ganggeong-up and Gwangcheon port as a long range Plan on the condition of

the west coast development.

Research Purpose

Today, more than in any previous era growth is considered to be a major criterion of successful economic performance ; indeed, in the eyes of many people in the world, it is the most important criterion. In most of the hundred-odd under developed countries. economic development, meaning primarily growth of production, of ten constitutes the major national purpose, at times to th point of obsession in the eyes of those of us who are more comfortably situated, In many of these countries, the success of their governments and institutions tends to be largely measured in terms of the growth that they produce or permit ; while alternative systems vying for emulation and goodwill in these countries-capitalism and socialism, democracy and dictatorship-tend to be measured by the same yardstick.

Yet it is not simply the challenge from communism and the competition of the two politico-economic systems in the eyes of the " third world " nor solely the imperatives of national defense that have prompted the advanced Western countries to seek a steady and substantial rate of economic growth. There are sound domestic reasons for such an aim. Take the problem of poverty, for instance. Rich as these nations are over-all, none of them, not even the United States, is without significant-at times, shocking-pockets of poverty which are difficult to justify on social and moral grounds in otherwise relatively affluent societies. The elimination of such poverty calls for (a) structural changes, such as the movement of people out of, or

the creation of jobs in, depressed sectors ; (b) enlargement of employment opportunities in general ; and (c) redistribution of income in favor of those individuals who, for various reasons, cannot benefit from the first two types of measures. All these measures, however, are politically much more feasible when the national income is growing rapidly than when it is growing slowly or not at all.

On the other hand , it would be wrong to assume that growth alone helps to solve social problems. It may also be the chief cause of their appearance and aggravation, especially at early stages of industrialization when many of the old traditions, institutions, attitudes, and economic interests are destroyed or impaired. For this reason, economic development, especially rapid industrialization, may be resisted by various groups in society.

The first stage community development centering around food, electric power and underground resources in the national territorial comprehensive development and the second stage community development stressing industrialization for expanding traffic facilities and fostering public investment and industrial estates, brought the over-concentration of population to large industrial zones, have been replaced with the suppression of big cities and port investment, thus, Chung-cheong Provinces have been alienated.

This area is geographically located at the side of the territorial axis, far away from big cities, is closed and has no effective places and, therefore, had not been taken up government policy. Key resources such as marine, fishery port and underground resources, tidal power, have not been developed due to the decreasing phenomenon of community population, fragility of area structure and desertion of bestowed resources and, therefore, the present conspicuous backwardness has been caused.

But land was not short but its utilization ratio was low. The possibility for beach and hill reclamation was high. There are diversified, spaces for industrial activities such as sea, mountain, lake, port and bay, ocean, fishery, underground resources and natural conditions good for agriculture, fishery, mining, dairy farming, tidal power canal construction, coastal heavy industrial estate, coastal national park, ocean city construction, sea and land traffic development and canal construction, will bring one-hour living sphere.

Traffic has been closed especially in the west coastal area but 1814m long and 51.5m wide tide prevention dyke (Construction expense : W592.7million) under construction and located between Gunsan and Janghang-up, will connect Dosam-ri, Maseo-meon, Sacheon-gun, Chung-nam to Seongeog-ri, Saongsang-myeon, Ggu-gun, Jeon-buk, meet with the 4-lane Honam Expressway between Iri and Janghang, and Jeonju Janghang. Honam Expressway from Iri and Jeonlla Expressway from Jeonju will be connected to Janghang Line. The 17.6km-long tide prevention dike between Gwangcheonport and Anmyeondo island will connect the island to the main land "4-lane Expressway" and "Double Track Railway" up to Cheonan. The 4.2 km-long canal between Asan and Cheonsu Bays and the 6.94km-long canal between Ganggyeong and Gwangcheon, will be constructed. Such canal construction plan is for industrializing the whole Chung-Nam area as the hinterland of port and for developing this area as touring sports by constructing Odcheon base port, forming coastal heavy chemical estate, hinterland industrial estate, constructing cities on the sea, developing Cheonsu Bay, culturing fresh-water fish.

Moreover, the whole Chung-Nam area as the hinterland of Mado, Ocheon and Biin ports for trading with the Communist China,

will become one-hour living sphere as the sea and land terminals and jump again to the "Era of the West Coast" as the "interchange" of sea and land transportation, and the reform of international and domestic transportation system will make great contribution to individual, community and national economies with the port function and hinterland development as international ports.

I, the author, is nearly 60 years old and three years has passed since I settled in this west coastal area with my family, embracing this huge project. I was born in a small town at the foot of Mt.

Jili and raised there and, therefore, had a firm belief that "No condition can exist for developing "the backward area" 2) and this belief was inherited from my deceased father who was "frugal and diligent"

I recall his bones I buried in my hometown. He lived a life of sorrows adversity. Even though his hands became hard as iron with hard working, he never ceased working and wished only my success. He was disappointed with me and passed away without giving me a word of his will. Because of my father's dissatisfaction with me, I wanted to follow him after a fine funeral for him but I have survived this way without achieving success he wished so much and there is no way for me to wipe out my sin.

Now let us proceed, at 11 in the evening of Jan, 25, 1963, the soul was gone to the heaven from the earth and only his body might remain. In spite of his hard life, my father was a diligent farmer.

In order to introduce "the life and farming policy of my father" I wrote a book of "Korean Farming Community Having a Hole" two years later and it was printed by the Bumin Culture Co. but seized before its sales. I am proud that my father in the underground would realize the desire of me having strongly insisted the pre-

sent agricultural policy. In 1976, I wrote two essays on "Community Economy and Agricultural Development Theory" centering around Mt. Jili Area, Namweon-gun, Jeon-buk but I was not in a position to announce them in a society journal. They were chosen as "special prize essays" of secondary school teachers and of social organization at most. I could not attain what and while working as a teacher at a public high school, I lectured two hours a week at the Central Farmer School (Regula College) and resigned from the school after 10-year service as a teacher. I worked as an editorial writer at the Industry and Economy Newspaper and as a lecturer at a college for 13 years and, during this period, I wrote articles for newspapers and magazines and published many books but could not obtain a Ph.D. degree or professor's title due to my bad luck with success. Then, I had a difficult life. I have settled here not for passing my life as an aged man. I have returned to the stabilized teacher's life "for making a conclusion with my study life" According to the wish of my deceased father, I have chosen writing on my study on "the function of base port and development of Chung-nam area" for backward residents.

The while I am missing my young burning passion to have written on the development of farming area at night without sleeping in 1960s

I feel that my heart is filled with emotion while looking for bibliography after 10-year absence of study. This might be my last essay on community development, pledging my loyalty to my father land and nation, I like to clarify my motive and study purpose of this small essay to residents of Chung-nam west coast, my father having a hard life in the countryside and many parents in the backward areas.

EPILOGUE

The port function is a lever to develop a community after the high economic growth. The role and function of port for the formation of the coastal heavy chemical industry based upon the production character of transportation service and reproduction of related industries and local economy, are the field of transportation production and the core of materialistic circulation. Chungnam area should be divided into the north, middle and south spheres, the hinterland of port should be formed as the industrial estate for developing the circulation function of base port, the effect of circulation function structure should be reorganized, the planning of adjusting the west coastal area must be set up according to the national territory comprehensive development plan, three large ports should be constructed for developing the ocean and coast of the west coastal area, population, production and income should be standardized, the foundation to bring about the large industrial estate in the west coastal area should be arranged, systematization of marine transportation circulation and basic tasks of local ports should be carried out in advance. It was a great mistake that industry should be scattered to scarce population areas from large population areas. Even in the circulation aspect, local ports should be developed for strengthening fragile circulation areas. This study on local port administration and community development problems has been delayed. This started from March 1982 took two years for obtaining various maps, data, bibliography and actual investigation. This study designed the west coastal area development by constructing Mado base port in the north sphere, Gwangcheon base port in the middle sphere and Biin base

port in the south sphere. The west coastal area development will contribute to the economy of the larger area including Chung-nam, Chung-buk and Jeon-buk provinces.

The only method to construct "Mado base port and community development" is to move present Anheung port to Mado 600m far from Anheung and make it as the fishing and base port to form the coastal heavy chemical industrial estate. It will develop the north sphere, become an international port to trade with the Communist China and the only one defense port in the west coast.

Gwangcheon port closed by the uniform reclamation policy, was only one fishing port in the west coast and the collection point of marine products as a commercial port. Gwangcheon port should be constructed as a base commercial port of the middle sphere making Ocheon port as its coal port of the middle sphere making Ocheon port as its outer port. In order to form the coastal heavy chemical industrial estate and inland industrial estate of urban resources industries including key industries such as consumer goods and mechanical manufacturings in the hinterland, large industries have to be induced and the 4-lane road (Length : 1841m Width : 19m) on Keumgang River estuary dyke under construction and the 2-lane road (Width : 11.5m) to be connected to the double-track railroad (Width : 12m) should be combined into one expressway. These expressway and double-track railroad should be connected to Jhanghang Line Railroad and the tide prevention dyke of 4250m between Youngmog of Anmyeondo-Do and Ocheon port will extend 4-lane Expressway and the Double-Track Railroad to Anmyeondo-Do as the west coast circulation expressway and the terminal of the double-track railroad. The construction of canals between Gwangcheon port and youngmog port (Jamsu Bay and Asan Bay) , and Gwangcheon port and Ganggyeong,

and the tidal power plant in Jamsu Bay, will develop the middle sphere.

Biin port has a good geographical condition to develop an industrial estate in the west coastal area. Already in 1964, the government planned to construct the 4th Fertilizer Plant and the 2nd Oil Refinery Plant in this area and government investment has been accumulated. In this coastal industrial port, major key industrial plants for iron, steel, other metals, non-ferrous metal, pulp and glass manufacturing, should be established.

The pre-requisites of this plan are as follows :

1) The expense of W320 billion to expand the Seoul~Daejeon Expressway from 4-lane to 8-lane to be completed in 1987 instead of strengthening the Seoul~Pusan Expressway should be invested in constructing the West Coast Expressway and Double-Track Railroad between Busan and Incheon for developing inland.

2) The 4-lane Expressway (Width : 19m) on the Keumgang River Estuary Dyke and the Double-Track Railroad between Gunsan and Janghang underconstruction, should be connected to the Janghang Railroad Line, and then, the Chung-nam circulation expressway and double-track railroad of Gwangcheon port~Anmyeon Island~Cheonan~Janghang Line, should be planned as the land-Do circulation system for developing inland.

3) Fishery base port should be constructed in the first priority for constructing Maeo trading base port, Gwangcheon commercial base port, Ocheon outer ports and Biin industrial base port.

4) As the candidate site for the international airport to be completed by 1991, Baegseogpo-ri, Roin-myeon, Asan-gun, is appropriate for setting up the circulation system of the land-sea-air routes for utilizing the vast reclaimed "Era of the West Coast" and

making effective sea and coastal resources.

5) The 4 - Lane Expressway and Double-Track Railroad between Youngmog of Anmyeon-Do and ocheon port of Boryeog-gun, and the tide prevention dyke for tidal power plants and multi-purpose, should be constructed.

6) Two tidal power plants of 180kw and 900kw should be constructed in Garolim Bay and Jamsu Bay, and the west coastal heavy chemical industrial estate and inland industrial estate should be planned.

7) The canal of Gwangcheon port~Hongseong~Jigvk - ri, yedang reservoir~Uikwan - ri of Dogo - meyon (between Cheon-su Bay and Asan Ban), and the multi-purpose canal of Ganggyeon-up-Oe-ri of E uyoo-up~Cheongyang~Gwangcheon port, should be planned.

8) The problem to construct the three large west coast base ports for forming Biin port's heavy chemical industrial estate, Gwangcheon port's industrial estate, Mado port's coastal industrial estate, fishing port and inner port, should be solved.

9) The central administrative organization have been decided to move to Daejeon from Seoul for balanced development of national territory and, then, Chung - nam provincial capital should move to Hongseong from geographic conditions, Seocheon-up should be elevated as cities, and Hongseong and Gwangcheon-up should be merged into one city respectively for developing the west coast.

10) The only one liberal art college of Hyejeon Junior College in the west coast, should be promoted to a university and Yesan agricultural junior college should be promoted to a regular 4 - year college.

11) A meteorological station for ocean development and TV - Radio broadcasting station for information communication in "Era of the

West Coast" must be established.

12) Basic requirements for Leisure function of prospect tourist recreation, so called cities on the sea and fishing ground ports as present subject "the plan of Three Large Base Port and Direction" presentation consistant in belief should be met. These are recommendations for three large ports function.

The port function and the formation of the hinterland, especially coastal industrial industrial estate, locality of port operation, administration and the problem consciousness of community residents were clarified in this "research purpose".

In Chapter I of this essay, in "Historical Development of port", port and community are only the concept for "Local Community", but cannot be explained as in the type of "Metropolitan Community". It is Human Problem. "Self Love" of Adam Smith was invariable even epochal thought, institutional reform and "Ideologies", The wealth of Nations was considered as the "Total" of individual wealth and explained as "Citizen's Freedom" in European and American societies. The "Local Community" is the core of citizensociety composed of residents. In order to find out the social problem of the west coastal community residents, the characteristics of community residents were adjusted by the concept of local community and it was more serious in the compound "Metropolitan Community". The above-mentioned facts, The port function, community development and mutual relation of community residents should be cores of the policy from natinalism. Not only from the rationalization of materialistic circulation on geographic conditions but also from social and organic combination of community development, "the plan of the three large base ports and community development" was discussed in Chapter II. The plan to construct canals for developing a larger area was

designed, the development plan of Chung-nam area was explained in theoretical and practical aspects by taking concrete examples, and the development direction was presented for the "Port Function" and "Nation Economy Development" in future.

This is an essay of integrating theory and practice for "port function and community development" and is to be included into the Collection of Essays No. 2 of the Community Development Research Institute attached to the Hyejeon Junior College. This essay is a 1983 research project, "Korean Port and Bay Economic Society" to be created due to this project and this essay will be announced as a subject at the first Creation Commemoration Symposiums of Korean Port and Bay Economic Society. This is a proposition spreading roots deeply into backward community residents, I, the author is not talented much and am conscious of shame with this essay but it should be scolded that my short knowledge with tasks, could not keep pace with my ambition.

I was deeply moved to the fact that my second son helped me arrange this small essay. I deeply appreciate Board Chairman of Hyejeon School Foundation Jong Sung Lee and Dean Joo Hyung Yoo for providing me with researching place and time. I wish to express my thanks to those who helped me to write this essay.

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