The recent influx of refugees into Jordan has caused extreme pressure on local and national services. The government is looking to address a range of public services, including housing, education, water, sanitation, transportation and solid waste management that are under acute strain due to the dramatic population rise, and often the source of challenging social issues and tensions.

South Korea’s remarkable recovery from war and poverty provides a case study with specific solutions for economic advancement, creation of employment opportunities, urban reconstruction and city planning that are highly relevant for any country looking to transform or rebuild its economy.

The Jordanian government is looking to establish local and national policies to support the transition to a green growth economy. In particular, the development of: green growth analytics, policies, and capacity to address the rapid population increase, and solutions to support sustainable urban expansion, job creation and regional development. Jordanian policy-makers are seeking to explore the most effective ways to expand infrastructure while taking into account the financial implications of energy use, carbon footprints, and the most effective way to provide for immediate and long-term job opportunities.

The KGGTF grant will support Jordan as it transitions to an economy based on green growth policies, develops infrastructure and affordable housing for its people, and adopts solutions that are long-term resilient and capable of meeting the demands of its increased population. Grant activities bring together two vital components of a successful transition—Vision and Methodology.

“A tour de force of the Korean Miracle, demystifying and decoding the process of making it happen.”

YUAN XIAO, URBAN DEVELOPMENT SPECIALIST, THE WORLD BANK GROUP
VISION
The KGGTF also facilitated a Knowledge Exchange study visit to South Korea, focused on urban planning and growth management, and specifically designed for a delegation of Jordanian policy decision-makers and planners at both central and municipal government levels.

Knowledge gained and lessons learned from South Korea’s experience formed around three critical areas:
- Institutional Framework & Governance Structure
- Urban Development & Transportation
- Ecological Restoration & Stakeholder Engagement

METHODOLOGY
With funding from the KGGTF and insights from the World Bank, the Hashemite Kingdom of Jordan is exploring urban growth scenarios by developing a dynamic planning tool that facilitates the understanding of different possible outcomes related to specific urban policies. These policies can range from transport or infrastructure investment plans, to land use changes and inclusive housing policies.

This methodology uses scenario modeling to assess the physical, economic, environmental and demographic impacts of the various policies, and predict outcomes such as the infrastructure costs, energy consumptions, greenhouse gas emissions and costs associated with different scenarios. For example, compared to compact, high-density development, urban sprawl, low-density development would consume more land, incur higher infrastructure costs, and emit more greenhouse gases.

The Urban Growth Scenario Modeling is able to measure and predict specific outcomes and visually display the results in different urban development scenarios, providing concrete support to consensus building and policy making.

KOREA AND JORDAN ARE COMPARABLE IN SIZE

<table>
<thead>
<tr>
<th>South Korea</th>
<th>Jordan</th>
</tr>
</thead>
<tbody>
<tr>
<td>100,188 Km²</td>
<td>89,342 Km²</td>
</tr>
</tbody>
</table>

IMPACT OF WAR

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilians deaths</td>
<td>0.8 million people</td>
</tr>
<tr>
<td>Separated families</td>
<td>10 million people</td>
</tr>
<tr>
<td>Infrastructures and facilities totally destroyed</td>
<td>More than 80%</td>
</tr>
</tbody>
</table>

GROSS NATIONAL INCOME IN 1953

<table>
<thead>
<tr>
<th>Country</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Korea</td>
<td>$67</td>
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</tbody>
</table>

CURRENTLY

<table>
<thead>
<tr>
<th>Category</th>
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<tr>
<td>GROSS NATIONAL INCOME</td>
<td>$28,000.00</td>
</tr>
<tr>
<td>GDP</td>
<td>$1.83 trillion</td>
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</table>

RANKED

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>11th</td>
<td>Economy in the world</td>
</tr>
</tbody>
</table>

KOREA AND JORDAN ARE COMPARABLE IN SIZE

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</table>
Much of Korea’s successful transformation from war-torn country to global leader is a direct result of institutional frameworks and strategically designed governing structures. Establishing effective institutional frameworks allows for long-term strategic planning and investments. When done correctly, such long-term planning can align citizens’ interests and nation building with clear opportunities for the private sector to actively participate and invest.

When government leaders articulate a clear vision for the future, establish policies and support the building of institutions, it provides a stable environment and opportunities that encourage private institutions and companies to invest. Korea’s transformation is evidence that clarifying and aligning long-term objectives around a clear vision can transform a nation in relatively short order.

“First-hand comprehensive presentation of Korea’s experience, simply the best way of learning.”

CARMEN VALDEZ, PROJECT DIRECTOR, CAPSUS CONSULTING FIRM
COLLABORATION BETWEEN PUBLIC AND PRIVATE INSTITUTIONS

Building research institutes and establishing industry associations that work with government ministries allows for large projects with multi-year time frames to continue to completion. Establishing outside institutions that take a clear leadership role in high-cost investment areas: transportation, energy and housing reduce the chance of dramatic budget cut when a change in political leadership occurs.

Further more, the collaboration of public and private institutions supports the education and internal capacity building and encourages innovation and the bringing to market of new technologies. A clear framework along with a robust network of public and private partnerships allows for collaboration without duplication and provides a stable environment that attracts private businesses and external investment.

MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT (MOLIT)

The Ministry of Land, Infrastructure and Transport is tasked with overseeing a number of key sectors. In most cases, each distinct sector, for instance — Housing and Land, Water Resources, Transport and Logistics, —has a specific research institute, public corporation and often accompanying association.

PUBLIC CORPORATIONS are a mix of private and public capital and have clear objectives to support the government in pursuing policies that advance the public good. Korea Land and Housing Corporation for example focuses on supplying urban land connected with utility services and high-quality housing for citizens of all income levels. LH additionally develops industrial centers with the goal of boosting national competitiveness and expanding employment. Because it is a public corporation its first priority is Korea’s citizens, but recently it has taken their expertise and are developing projects globally.

ASSOCIATIONS Some ministries find it advantageous to form associations with outside stakeholders. For example, Korea Integrated Logistics Association continuously maintains dialogue with key stakeholders across the transport logistics sector. The main focus is to connect stakeholders and have clear channels to disseminate news and information across the sector. The association in partnership with the government, private businesses, and the research institutes share quality information and ideas among the public and professionals about the industry and support the exchange of opinions and views about and across the sector.

RESEARCH INSTITUTES build deep relationships with government, academia and industry both locally and globally. They are conducting research and simultaneously training the next generation of technical and policy experts.

DOMESTIC AND OVERSEAS DEVELOPMENT PROJECT IMPLEMENTER

- MOLIT Ministry of Land, Infrastructure and Transport
- LH Corporation Land and Housing Corporation
- LX Korea Land and Geospatial Information Corporation
- K-Water Korea Water Resources Corporation
- K-Water Academy
- IIAC Incheon International Airport Corporation
- KRIHS Korea Research Institute for Human Settlements
- KOTI The Korea Transport Institute
- MSIT Ministry of Science and ICT
- KRRI Korea Railroad Research Institute
- KICT Korea Institute of Civil Engineering and Building Technology
- MOF Ministry of Oceans and Fisheries
- IPA Incheon Port Authority
- BPA Busan Port Authority

IMPLEMENTING AGENCY/ORGANIZATION

- PMO Prime Minister’s Office
- KRIHS Korea Research Institute for Human Settlements
- KOTI The Korea Transport Institute
- MSIT Ministry of Science and ICT
- KRRI Korea Railroad Research Institute
- KICT Korea Institute of Civil Engineering and Building Technology
- MOF Ministry of Oceans and Fisheries
- IPA Incheon Port Authority
- BPA Busan Port Authority

RESEARCH + POLICY ORGANIZATION

- KRIHS Korea Research Institute for Human Settlements
- KOTI The Korea Transport Institute
- MSIT Ministry of Science and ICT
- KRRI Korea Railroad Research Institute
- KICT Korea Institute of Civil Engineering and Building Technology
- MOF Ministry of Oceans and Fisheries
- IPA Incheon Port Authority
- BPA Busan Port Authority
Case Study: Land administration and the establishment of a cadastral system impacts the development of—roads, ports, housing, airports, power plans, energy plants, and sewage systems among other infrastructure sectors—and is a core engine for economic development.

In Korea different views and priorities related to land across different ministries resulted in duplication of work and inefficiencies. Data was produced and stored in various formats and scattered in across ministries. Local governments had different priorities and collected varied types of information. The result was fragmented information, long-wait times and incompatible information. The process to fix the situation is applicable across many other types of implementation goals.

Since 2008, building on the processes and foundation established with land information and cadastral systems, the government has continued to expand and integrate key function. Korea is a leader in e-Government with the following processes now online and distributed to the public and other departments and agencies.

- General civil services
- Immigration
- On-line procurement services
- Tax services
- E-customs clearance services
- Land information

### ROADMAP FOR IMPLEMENTATION

**Legislate**
- Produce
- Management
- Utilization
- Distribution

**Design Systems**
- In order to refine and improve land data establish criteria
- Data standards, data models, data error modifications clearly define
- Build spatial database and develop systems for metadata, attribution and consolidation of various data
- Consider the expansion of system and integration of multiple ministries and agencies

**Integrate Systems**
- Phase I: target local government
- Phase II: target province level and ministries

**Ministry of Land, Infrastructure and Transport**
- Korea Land and Housing Corporation (LH)
- Korea Land and Geospatial Information Corporation (LX)

**Prime Minister’s Office**
- Korea Research Institute for Human Settlements (KRIHS)

- Create Korea Land Information System (KLIS) operations and regulations
- Define reporting systems as it relates to Ministry of Land Infrastructure and Transport (MOLIT)
- Determine digital cadastral survey policies
- Establish relevant acts

- Encourage active participation among ministries and cities
- Conduct aggressive education of officials on value of digitization
- Host regular workshops for all related stakeholders
- Regularly discuss the value and positive impact of land system and cadastral mapping will have on development and investment of: roads, ports, housing, airports, power plans, energy plants, and sewage systems etc.

**E-Government**

Since 2008, building on the processes and foundation established with land information and cadastral systems, the government has continued to expand and integrate key function. Korea is a leader in e-Government with the following processes now online and distributed to the public and other departments and agencies.
South Korea experienced rapid urbanization after the Korean War when large numbers of poor people from rural areas left their homes and went to Seoul in search of better economic opportunities. Seoul played a pivotal role in the country’s urban development — its population was less than 2 million in the 1950s, and increased to more than 10 million in the 1990s. Higher population densities in urban areas generate economies of scale, and efficiencies that make it possible for governments to provide larger numbers of people with better basic infrastructure services, resulting in greater livability, convenience and quality of life in urban areas.

Of utmost importance to Korea’s urban development was a clear vision and goal. This was set out in a comprehensive national territorial development plan based on the interests of the country, and taking into account critical components of development including transport, water, waste management, education and housing.

“It was a very good opportunity to exchange ideas regarding urban growth. There was rich information that may help members of the delegation to develop proposals regarding urban growth across multiple sectors.”

MOHAMMAD ODEH EMARA AL ADAILEH, HEAD OF LOCAL DEVELOPMENT AND PRODUCTIVITY ENHANCEMENT DEPARTMENT, MINISTRY OF PLANNING AND INTERNATIONAL COOPERATION (MOPIC)
**LAND USE & URBAN PLANNING**

**Why is the Korean economic development model unique?**

Aside from building fundamental infrastructures such as airports, ports, power plants, roads, sewage system and public utilities, the Korean government also concentrated on another key factor - land development.

Land is the basis for all kinds of economic activities. Due to the geographical make-up of South Korea’s land mass, which is approximately 70% mountainous, maximizing land use, and developing policies for efficient land use were serious considerations for the Korean government as they examined ways to achieve economic development.

A strategic decision was made to invest in land administration and the cadastral system as one of the core engines for economic growth.

**LX Korea Cadastral Survey Corp (KCSC) was established in 1938 as an association, and earned legal status as a semi-public organization in 1977 conducting cadastral survey and providing cadastral information services, supervised by MOLIT, the Ministry of Land, Infrastructure and Transport. It has an independent budget and revenues without subsidies from the government. It’s major activities are:**

- Cadastral survey services
- Establishment of proprietary digital cadastral information system
- Overseas projects (with over 10 countries worldwide)
- Education & training cadastral surveyors
- R&D for improving cadastral system/technology
- Operation & maintenance of some national Geo-spatial data services

**THE JORDAN PERSPECTIVE**

During visits to LX—Korea Land and Geospatial Informatix Corp, and learning of KLIS—Korea Land Information Systems—the Jordanian Delegation gained insight into the importance of establishing centralized and accessible geospatial database systems that can be securely accessed by public and private agencies across the Kingdom.

The Jordan delegation noted the potential benefits for cross-sectoral infrastructure development, including water, solid waste management and transport, that can be gained from accurate geospatial data. As they work towards establishing geospatial data for urban planning in Jordan, the delegates learned from the Korean approach to centralizing data collection, storage and management, and deepened their knowledge of centralized databases and how they can support urban and transportation planning and development at a national level.

**DEVELOPMENT OF NEW CITIES & TOWNS**

**Why Did South Korea build new cities and towns?**

Urbanization presented 3 big challenges:

- Water
- Housing & Transport
- Open Space

Only 10% of Korea’s land mass is suitable for residential use. Between 1960 and 1990 270,000 people per year moved into the Seoul Metropolitan Area Capital Region accounting for over half of South Korea’s population. The city’s infrastructure was ill-equipped to cope with this pressure, and a severe housing shortage drove land and house prices up at an alarming rate creating many social problems in the city and surrounding areas.

**Five New Towns in Capital Region**

In the late 1980s, as the housing shortage became worse and the existing available land for large-scale urban development was nearly exhausted, the population began to spillover beyond the green belt.

Faced with limitations in land supply for urban development, the central government began to build additional new towns in the Capital Region including Bundang in Sungnam, Iisan in Goyang, Pyeongchon in Anyang, Sanbon in Gunpo, and Jungdong in Bucheon.

It was also imperative that the Korean Government moved to provide affordable housing outside of the Seoul Metropolitan Area on a large scale very rapidly. Due to the limited geographic area for potential housing, the only choice the government had was to build new cities on sites they could identify as suitable.
CASE STUDY

Development of Hanam Misa New City

In June 2009 Hanam area was identified as a location for new city development. The site was chosen because of its small population and the fact it was built on one of the highest designated green belt areas, with 75% of its geographic area identified as green space. Central Government approved the reduction of the green belt to accommodate the necessary city development.

Before the start of the project the population of Hanam City was 150,000. The expectation for the new development was to double this to 280,000+ following completion of the Misa and Gamil city developments.

HANAM MISA NEW CITY

- **Land Area**: 5.5 million m²
- **Target Households**: 38,315
- **Target Population**: 94,091
- **Project Cost**: $8.6 USD
- **Development Period**: 2009—2018

With no government subsidies, project self-financed by land sales after infra development.

THE JORDAN PERSPECTIVE

Visits to LH - Korea Land & Housing Institute - and LHI facilitated technical understanding of commercial, policy and management aspects of land development including planning, financing resources, and compensation procedures for land acquisition. The Jordanian delegation gained a good understanding of how South Korea identifies land for development, compensates private land owners, finances and manages the development of new cities using the example of Hanam Misa New City and Sejong Administrative City.
PUBLIC TRANSPORTATION AND SMART CITY MANAGEMENT

POLICY VISION
Today, the population of Seoul is 10.44 million in an area of 605km². The policy vision for Seoul City is to shift transportation policy away from automobile drivers towards people utilizing mass transit modes for their livelihood. Building a seamless mass transit network that is convenient and affordable to use every day.

PAST
INDIVIDUAL TRANSIT

- Infrastructure Mostly for Individual Transit
  - Pedestrians & Bikers
  - Individual Transit Cars

PRESENT
MASS TRANSIT

- Infrastructure Mostly for Mass Transit
  - Pedestrians & Bikers
  - Public Transit

FUTURE
PEOPLE-ORIENTED TRANSPORTATION

- Building People-oriented Infrastructure
  - Pedestrians & Bikers
  - Public Transit
  - Individual Transit Cars
  - Proactive Traffic Demand Management

AERIAL VIEW OF SEOUL STATION
EXAMPLE OF INTER-MODAL TRANSFER HUB RAIL, BUS, SUBWAY AND TAXI
BUSES
In 2004 Seoul City overhauled its bus service to make its congested roads more friendly to mass transit. A semi public operation system was adopted to improve the efficiency of bus operations; bus arrival information is made available to the public via monitors at bus stops and via a smartphone app, and bus-only lanes have been created to enable buses to run faster and more freely from traffic. As a result of these and other improvements, people have gradually started to leave their cars behind and take buses instead.

Seoul City has adopted a semi public operation system that combines the public interest of government and the operation efficiency of private business. Through this system the City manages bus line and fare adjustments and operations revenues in cooperation with participating bus companies, which contribute to greater transparency in the operation of the bus businesses and higher quality bus service.

Bus routes = 594
Number of private operators = 66
Number of buses in service = 8,969
Daily ridership = 5.7 million
On-time arrival went up 4.6%
87.3% in 2006, 91.4% in 2013
Bus modal rate increased 7%
25.6% in 2003, 27.4% in 2012
Service satisfaction increased by 33%
59.2 points in 2006, 79.2 points in 2014

SUBWAYS
The Seoul subway system consists of 9 lines crisscrossing the metropolis and reaching many towns beyond the city limits. By extending the existing lines and building light rail lines, the City plans to build a 441km-long, tightly knit urban railroad network and to bring the combined modal share of its mass transit systems up to 75%.

9 lines
327.1km in length
Used by 6.9 million people per day

TRANSIT CARDS
Transit cards are a cornerstone of IT based advanced transportation. Everyday 14.09 million transit card transactions take place within Capital Region, amounting to 15.7 billion Won.

Seoul’s transit card can be approximately 14.5 million used across all public modes of transport:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>99%</td>
</tr>
<tr>
<td>Subway</td>
<td>100%</td>
</tr>
<tr>
<td>Taxi</td>
<td>59%</td>
</tr>
</tbody>
</table>

Use of transit cards by mode is high:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
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<td>100%</td>
</tr>
<tr>
<td>Taxi</td>
<td>59%</td>
</tr>
</tbody>
</table>

The scale and efficiency of Seoul City’s transit card operations and technology is an area of interest to many other cities around the world and the system has been imported by other countries including:

- Auckland, New Zealand in 2007
- Kuala Lumpur, Malaysia in 2009
- Bogota, Colombia in 2011
- Bangkok, Thailand in 2012
- Ulaanbaatar, Mongolia in 2014
In an urban environment, green space is essential for the well-being of residents due to its diverse ecological functions, such as pollution filtration, conservation of biodiversity, and climate control. The negative effects of rapid urbanization caused serious environmental damage and social issues for Seoul City. Faced with extreme overcrowding, pollution from traffic congestion and open waste sites, and increasingly evident social issues, Seoul’s Basic Redevelopment Plan, introduced in the early 1990s, recognized the need for green urban spaces to help address these issues.

Bold leadership implemented a policy shift that would restore ecological balance to the city. Commitment to this ecological shift was demonstrated by deep investment in engaging all local stakeholder groups with the vision, which also proved successful in delivering enormous benefits to the city’s urban communities in relation to cultural heritage, health and wellness.

“The Koreans have been very smart in leadership and management of time and human resources.”

AMER NAYEL MOHAMMAD AL-DUGMI, MAYOR, MAFRAQ MUNICIPALITY
SEOUL’S ECOLOGICAL RESTORATION 1

CASE STUDY

World Cup Park Ecological Transformation of Closed Landfill

Rapid urbanization and economic growth in Seoul inevitably increased waste volume from household and industrial sites, and due to lack of official waste disposal sites, municipal solid waste was disposed of at open landfill sites. A low-lying island located on the Han river was chosen as Seoul’s official dump site in 1978 for its easy accessibility and distance from downtown Seoul. Since then, the once beautiful island became a toxic trash mountain with 28,877 tons of garbage gushed out to the landfill site every day during the 1980s.

World Cup Park was completed on time for the 17th FIFA World Cup in 2002, commemorating the games, which were hosted jointly with Japan. Haneul Park is the most popular of the five parks situated in World Cup Park. Like its name Haneul, which means “sky” in Korean, the park is situated on the highest part of World Cup Park and offers breathtaking views of Seoul. Today it attracts 10 million visitors annually, is a popular location for weddings photos, and plays host to Seoul’s annual Silver Grass Festival, held in October when the silver grass is in bloom. Once an eyesore on its skyline, Haneul Park has become a symbol of Seoul as a world leading Eco-City.

Before the 1970s the park was a small island, chosen as the first official landfill site for Seoul.

1993

The island was used for open dumping, it was an unsanitary landfill from 1970s—1990s and Seoul’s main landfill from 1978 to 1993.

Sangam development and new town plan was announced in 1992, as part of Seoul’s Basic Redevelopment Plan.

The landfill site was officially closed down in 1993.

1998

In 1998 Seoul selected the Sangam area to host the World Cup, which set a firm deadline for cleaning up the toxic landfill site.

An ambitious plan for transforming the landfill into a recreational park and green space was developed. The implementation committee was divided up under two organizations:

• New Millennium Preparation Committee
• Seoul Institute—for the planning & design

$203 USD million

ON STABILIZATION 63%

ON PARK DEVELOPMENT 33%
Cheonggye-cheon Restoration Project (CRP)

Cheonggye-cheon was once a symbol of the culture of the people of Seoul, a place where traditional celebrations were held, where women did their washing and where children played. Over time the poor built settlements and shanty towns and pollution became an issue and serious problem. In 1958 the decision was taken to cover the stream for public safety and from 1968—78 an expressway was constructed over the covered stream.

The area became the most overcrowded part of the city with 60,000 businesses, 200,000 shopkeepers and 1 million people per day passing through causing severe congestion and crime. It became synonymous with Seoul’s deterioration. For 40 years the covering of the Cheonggye-cheon stream to ensure public safety led to more problems.

The Cheonggye-cheon Restoration represents a new model for cities and city dwellers and the start of a new evolution.

**MAJOR OUTCOMES**
- Environment—average daytime temperature in the area dropped
- Economic vitalization
- Traffic—discouraged driving cars in the center, eased traffic flow, $1 public transport system

**PROJECT SPANNED** 5.8 km

**IMPLEMENTED OVER**
- 1 year for planning and preparations
- 2 years & 3 months for construction

**TOTAL LABOR FORCE OF** 700,000

**TOTAL COST** $305 USD million
- Fully funded by SMG (already owned most of the land used by the elevated highway redirected and earmarked funds for maintenance of deteriorated elevated highways)

**DESIGN** $1.7 USD million

**CONSTRUCTION** $294 USD million

**LAND ACQUISITION** $2.3 USD million

**PROJECT MANAGEMENT** $6.1 USD million

**ADMINISTRATION** $0.5 USD million
OVERCOMING OPPOSITIONS

In 2002 the project to restore Cheonggyecheon began.

The biggest problem they faced was resistance from the shopkeepers who demonstrated on mass against the reconstruction of the area. 4000 meetings were held with shopkeepers to listen to their issues and an alternative plan was made by Seoul City Hall to support local businesses and livelihoods. This formed a bond of trust with citizens and shopkeepers, who agreed to participate in the Cheonggyecheon project.

CULTURAL HERITAGE

Other disputes over Cultural Heritage issues and the preservation and restoration of cultural properties and features. Seoul City Hall listened and reviewed all the opinions of cultural heritage experts and finally agreed to follow the recommendation of the cultural heritage administration to restore original features in position, despite the major challenges posed for traffic flow and logistics.

Actively involving citizens in community events around the project melted away opposition to the project and grew support for its vision. It was a great social experiment of its generation, which achieved great success and restored the heart of Seoul, reviving its history, culture and ecology and restoring balance between the North and South.

Without citizen engagement and cooperation it would not have been possible for the Cheonggyecheon restoration project to succeed.

PROJECT EFFECTED

- 66 types of business
- 60,000 shops
- 200,000 merchants

NUMBER OF MEETINGS HELD WITH MERCHANTS

4,000 in a span of 1 year during the planning and preparation stage

THE JORDAN PERSPECTIVE

The Jordanian delegation had valuable exchanges with Professors at Seoul Metropolitan Government after visiting and learning about the ecological restoration of World Cup Park and the Cheonggyecheon Stream. These cases have strong relevance in relation to the restoration of the Zarqa river in Jordan, and a significant open dump site that has been contributing to increased crime and social problems in the area.

Most notable learnings for the delegation were:

- Brave leadership
- Creative envisioning
- Citizen engagement
- Smart financing
- Efficient project management throughout implementation to completion

Delegates planned to apply learnings from both cases to plans for ecological restoration of these sites in Jordan with the aim to use these spaces as tools for environmental & economic benefits.
The Jordanian delegates presented their insights and learnings from South Korea’s experience with regional development and transformation, as well as various growth and spatial econometric models at the National Workshop held on November 1, 2017 in Amman. This national event brought together government policy decision-makers from central and municipal governments of the cities of Amman, Russeife, Zarqa, Irbid and Ma’afraq.

Despite the significant cultural, geographical and political differences between Jordan and South Korea, the delegates were struck by the relevance of the green growth solutions and methods that successfully transformed South Korea from a developing nation receiving aid into an economic powerhouse in just one generation. While these solutions cannot just be copied from Korea into Jordan, they prove that the problems of transportation, informal commerce, affordable housing shortage, and urban degradation can be solved.

For Korea, key to achieving this transformation was a clear vision of the kind of nation the government aimed to be, and the unwavering commitment to execute. Above all, the Jordanian delegation came away from Korea with a vision for what is possible in their country, and with the confidence that successful solutions deployed in Jordan will inform other countries and regions experiencing an influx of refugees.

“Fruitful, informative, opened our eyes to new advanced urban planning methodologies. Learnt a lot about smart development.”

MAI KH.M. ASFOUR, HEAD OF HOUSING POLICIES, MINISTRY OF PUBLIC WORKS AND HOUSING (MOPHW)