Central Bay, the First Port Redevelopment Project in Korea and its Way Forward

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Outline

- Introduction
- Historical Background of Busan Port
- Summary of Busan Port Redevelopment
- First Stage Development
- Development Policy Change
- Concluding Remarks

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1. Introduction

- Current Status of Korean Ports

- Ports (60)
  - Trade Ports (31)
    - Managed by Korean Government (14)
  - Trade Ports Managed by Local Governments (17)
  - Coastal Ports (29)

Target: Distribution
1. Introduction

- **Goal**: High value added port with logistics, leisure and culture

- **Problem**: Old port & conflict with Urban plan → Redevelopment

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**Goals of Port Development Policies**

- High Value Added Logistics Hub
- New Engine of Regional Economic Growth
- Developing Ocean Tourism
- Establishment of Green port
- Advanced Progress of Port Management System
- Promoting Foreign Investment
1. Introduction

❖ Port Redevelopment Trend

➢ 1960 (USA & Canada) Start of Redevelopment for Old Port
   ✴ Boston, New York, Baltimore, Seattle, Miami, Vancouver, Toronto

➢ 1980 (Europe & Japan) Redevelopment Standardization Period
   ✴ London Dockland, Sydney Darling Harbor, Bristol Harbor, Cardiff, Barcelona, Lisbon, Tokyo, Yokohama MM21, Hakata

➢ 1990 (Europe) Plan Fit for Regional Needs
   ✴ Commercial Oriented (USA) ➔ Regional Plan (Europe) Announcement of Waterfront Manifesto (1999)

➢ 2000 (USA & Europe) Evaluation of Port Redevelopment Project
   ✴ Development of Success key and Policy for Port Redevelopment
1. Introduction

Why do we need port redevelopment in Busan?

- Change to Port use & Increased Public Request for Waterfront
- Harmony of Port and Urban Center
- Supplying Healing and Rest Space
- Jump to the Hub for International Ocean Tourism
1. Introduction

- Busan Port Redevelopment Plan
1. Introduction

- Port Redevelopment Plan

Selection of Site for Redevelopment

- Level of function
  - Cargo Handling performance
  - Less than 50%

Evaluation index

Function transfer
- Old port with new port

Unoccupied site
- Dredged deposition site

Decide Site By Evaluation index

- Final : 12 ports 16 sites
2. Historical Background of Busan Port

- History of Forming Busan Port

- Opening port
- Reclamation period (North berth to Pier No.4)
- Growing period
- Active period
- Redevelopment period

Timeline:
- 1876
- 1902
- (1902~1905)
- (1907~1908)
- (1910~1913)
- (1914~1918)
- (1920~1929)
- (1928~1936)
- (1933~1944)
- 1945
- 1976
- 2009

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2. Historical Background of Busan Port

- History of Port Reclamation

2009 - Start of Busan North Port Redevelopment
2. Historical Background of Busan Port

- Redevelopment Period - Busan Port Redevelopment Plan
3. Summary of Busan Port Redevelopment

**Busan Port Redevelopment Plan**

- **Project Title**: Busan North Port Redevelopment Plan
- **Location**: Busan Central Bay
  - Coastal/International Cruise Terminal, Central & #1-4 Pier
- **Objective**: Redevelopment of the area into the international hub of maritime tourism, business, and logistics

- **Term**: 2008~2019 (12 years)
- **Site**: 1.53 million m² (existing coastal area 810,000 m², landfill area 720,000 m²)
3. Summary of Busan Port Redevelopment

- **Specification of the project**

- **Development Plan**

<table>
<thead>
<tr>
<th>Category</th>
<th>Size(m²)</th>
<th>Percentage(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1,532,419</td>
<td>100.0</td>
</tr>
<tr>
<td>Facilities under development</td>
<td>357,619</td>
<td>23.0</td>
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<tr>
<td>Public facilities</td>
<td>1,174,800</td>
<td>77.0</td>
</tr>
</tbody>
</table>

- **Budget & Economic Impact**

  **Infrastructure**
  - Government+Busan Port Authority+Busan City: 2,388 billion won (27%)

  **Superstructure**
  - Private Sector: 6,482 billion won (73%)

  **Total**
  - 8,870 billion won

  **Expected Economic Impact**
  - 31,500 billion won (1,200,000 employment)
    - (4times/investment)

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4. First Stage Development

- View of The site of North Port Redevelopment Plan
4. First Stage Development

- **Construction stages**

1. International Cruise terminal (89%)
2. 2 Site renovation (80%)
3. Power Supply (59%)
4. 1 Site renovation (92%)
5. 1-1 Counter facilities (81%)
6. 1-2 Berth (98%)

Pier1, Pier2, Pier3, Pier4

- **Stage 2** (2016~2019)
- **Stage 1-1** (2008~2016)
- **Stage 1-2** (2010~2016)
5. Development Policy Change

- Amendment of the project

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5. Development Policy Change

- Site Use Plan

- Linking to Urban Center
  - Multiple Urban Center Zone
  - BPA
  - Busan Train Station
  - Walking deck
  - IT Exhibition Zone
  - Maritime Culture Zone
  - Commercial Zone
  - Multiple Port Zone
  - Public Official Zone

- Park, Green Area 274,498m²
- Green Waterway 2.1km

※ International Design Contest : Final Design
2014. 10
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5. Development Policy Change

- Plan for Superstructure Investment

- Overall Area: 350,000 m²

1st Stage Private Investment: 175,000 m²

- 2011.8: GS Construction Consortium
- 2015: Site Sale
- 2016: Start of Superstructure

- IT Image & Exhibition Zone: Mass Media (BS & Newspaper)
- Public Official Zone: CG building

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5. Development Policy Change

- Construction of International Cruise Terminal
5. Development Policy Change

- Construction of Marina
  - **Budget**: 65 billion won  
  - **Items**: Club House, Yacht Academy
  - **Capacity**: 200 yachts

※ MOU & Detail discussion with SUTL of Singapore
6. Concluding Remarks

- **Public Opinions**
  - Dissolved all requests regarding green, historical, and cultural needs

- **Budget Solution**
  - Delay of Government Financial Support
    - **Plan** 520 billion won
    - **Approved** 216 billion won (Waterfront dikes, International Cruise Terminal)
    - **Not fixed** 304 billion won (Under road & Walking deck)

  - Synergy Effect: Rearrangement of railway facility Necessary for Linking Site with Urban Center and Driving Project properly

- **Inducement of Private Invest**
  - Pre-investment by Public Part
    - Design 2.2 billion Won/Construction 119.5 billion Won (2018)
    - Infrastructure, Waterfront Park, Cruise Terminal, CIQ building
  - Invite Strategic Anchor Facilities
    - Marina facilities, Mass Media, Concentrated Energy System, etc.
6. Concluding Remarks

➢ Consideration

- Set the attraction points and public service
  (view points, parking, transportation, walking route, rest place)

- Call of visitors

- Zoning & Superstructure Plan
  (Daytime vs. Nighttime – empty place)

→ Inducement of Private Interests
6. Concluding Remarks

- **2nd Stage of Busan North Port Redevelopment**

- **Site**: Jaseongdae Container Terminal
- **Capacity**: 748,000m²
- **Items**: Multiple functions for Tour, Commercial, Office & Living
  International Official & Interaction Hub

- **Period**: After 2020

※ **TF Team** : Master Plan (2016)
Thanks for your attention!