The Transformation of the Land

Historically, the Korean Peninsula has been called "Cheongnyeongnu," which once used to be a traditional Korean sugar palm. The sugar palm played a crucial role in the Korean economy, as it provided a source of income for many farmers. In the 20th century, however, the sugar palm industry declined due to changes in agricultural practices and the rise of industrialization. This led to a transition from a rural-based economy to an urban-based economy, with a focus on manufacturing and trade.

In the early 1960s, Korea was chosen as a Special Area for Development, and the government implemented an industrial policy to promote growth in the southern region. This resulted in the creation of several industrial parks and the development of major cities such as Seoul and Incheon. These cities experienced rapid economic growth, with an emphasis on heavy industry and manufacturing.

The government's plan for land development was successful in attracting foreign investment and promoting industrial growth. However, it also led to environmental degradation and social inequality, as the benefits of development were not evenly distributed across the country.

The Growth of Seoul

The growth of Seoul was driven by the government's policy of concentrating industrial development in the southern region. This led to a significant increase in the city's population and economic activity. The construction of major transportation infrastructure, such as the Gyeongbu Expressway, helped to facilitate the movement of goods and people between Seoul and other parts of the country.

The Urbanization Rates in the World

The transformation of the Land Space

The Development of the Transformation of the Land

Since the 1960s, the South Korean government has focused on economic growth through export-oriented development, with the aim of attracting foreign investment and promoting industrialization. This led to a rapid increase in industrial activity and the growth of major cities such as Seoul and Incheon. The government's plan for land development was successful in attracting foreign investment and promoting industrial growth.

The Development of Transportation and Communication

Since the 1940s, construction of transportation infrastructure took place rapidly, and major national networks such as expressways, railways, airports, and seaports were built and served as the backbone for continued transportation expansion. Numerous important industries were developed along the Gangahee Route, and in order to service these industries a new transportation network was established to connect Seoul with Busan. With the opening of Gangahee Expressway in 1970, the network became more accessible to consumers, making it possible for residents to move from point to point within one day (“One-day Life Zone”). With the opening of Gangehnew High Speed Railway in 2004, it became even easier to live. Literally, a “Half-day Life Zone” became available.

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Share of Freight by Transportation System

<table>
<thead>
<tr>
<th>Year</th>
<th>Road (%)</th>
<th>Railway (%)</th>
<th>Water Transport (%)</th>
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<tbody>
<tr>
<td>2010</td>
<td>65.2</td>
<td>29.4</td>
<td>5.4</td>
</tr>
<tr>
<td>2011</td>
<td>67.8</td>
<td>27.3</td>
<td>5.9</td>
</tr>
<tr>
<td>2012</td>
<td>69.5</td>
<td>25.0</td>
<td>5.6</td>
</tr>
<tr>
<td>2013</td>
<td>71.3</td>
<td>22.9</td>
<td>5.8</td>
</tr>
<tr>
<td>2014</td>
<td>72.1</td>
<td>21.8</td>
<td>5.9</td>
</tr>
</tbody>
</table>

Share of Passenger by Transportation System

<table>
<thead>
<tr>
<th>Year</th>
<th>Road (%)</th>
<th>Railway (%)</th>
<th>Water Transport (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>72.5</td>
<td>23.5</td>
<td>4.0</td>
</tr>
<tr>
<td>2011</td>
<td>74.0</td>
<td>22.0</td>
<td>4.0</td>
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<tr>
<td>2012</td>
<td>75.5</td>
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</tr>
<tr>
<td>2013</td>
<td>77.0</td>
<td>18.5</td>
<td>4.5</td>
</tr>
<tr>
<td>2014</td>
<td>78.5</td>
<td>17.0</td>
<td>5.5</td>
</tr>
</tbody>
</table>

The Possession Rate of Computers and the Number of Registered Vehicle per 1,000 Persons

- **Computers**
  - Below 70%
  - 70-80%
  - 80-90%
  - Above 90%

- **Registered Vehicle per 1,000 Persons**
  - Below 100
  - 100-200
  - 200-300
  - Above 300

As computers are more widely used, communication through diverse digital devices has continuously grown. The development of the Internet, in particular, has made a massive amount of information accessible to people using computers, cell phones, and tablets. Thanks to the Internet, the bilateral exchange of information is taking place in a diverse and complex manner. The local telephone companies, which were the most important communication providers in the past, have been steadily losing subscribers dropping by 20% between 2009 and 2012. Simultaneously, the number of mobile phone subscribers has continued to increase by as much as 60% during the same time frame. Among mobile phone subscribers the use of smart phones has soared. Since 2012, the number of smartphones has exceeded that of regular mobile phone users, and the customer market share of smartphones has increased 30%. As of 2013, 70% of South Korea’s population has access to the Internet and 68.2% uses wireless Internet. The number of wireless Internet users has also dramatically increased due to the widespread distribution of smartphones.
The most notable change in Korea’s landscape over the past 60 years is increasing urbanization. The representative indicator of this process is the urbanization rate, which shows the share of people living in urban areas out of the total national population. This statistic reflects the differences in urbanization level in the Dong level or the Eup level, is used to designate an area as an urban or rural. According to the Dong level, Korea’s urbanization rate has exceeded 90%. The rate of increase was rapid until the 1980s, but it has since slowed down. This shows that Korea’s urbanization has entered its final phase and the capital region is the key metropolitan area. The urban population has increased from 2,698 million in 2010 to 3,011 million in 2010. The urban population reached 1 million residents in 1953, and each city reached 1 million residents is shown here in chronological order: Seoul (1953), Busan (1955), Daejeon (1956), Gyeonggi-do (1957), Goyang-si and Seongnam-si (1957), Daegu (1958), and Ulsan (1959). The number of commuters within the administrative districts are omitted.

The Transformation of the Land

The evolution of population increase led to urbanization, both in terms of the increase in the overall number of cities as well as their expansion. As a result, an increased demand for housing and transportation infrastructure infrastructure is driven by a concentration in the number of people commuting to and from work or school in the city center. In the case of the capital metropolitan area, the number of commuters from Incheon and Gyeonggi-do to Seoul was 2,700,000 in 1990, that number increased to 660,000 in 2000 to 1,020,000 in 2004, and to 1,450,000 in 2010. The number of people who commute from Incheon but reside in other parts of the metropolitan area has also increased from 1,000,000 in 1990 to 1,020,000 to 1,450,000 in 2010. This is due to the increase in the number of people commuting to and from work or school. The number of commuters within Seoul has increased significantly as well as that of commuters between the city and the larger provinces. In 1980, only 3,128,000 people commuted to work or school within Seoul, but that number has gradually increased from 4,600,000 in 1990 to 5,200,000 in 2010. The number of people commuting to work or school within Incheon has increased from 16,000 in 1980 to 64,000 in 1990 and again from 90,000 in 2000 to 1,270,000 in 2010. In particular, the number of people commuting to work or school within Gyeonggi-do has increased considerably from 8,000 in 1980 to 73,000 in 1990, and again from 3,400,000 in 2000 to 5,111,000 in 2010. City buses provided the primary mode of transportation for almost 50% of the people commuting to work or school in 1980, but the percentage of people using the city bus has decreased to less than 30% of the total commuters in 2010 as the number of commuters has become increasingly diversified due to the concentration of different systems and services in the use of personal transportation. In 2010, approximately 18% of commuters in Seoul relied on the subway system for their daily travel.
The Transformation and Development of the Land

Daytime Population Index

Historically, the daytime population of a city is calculated by adding the growing population to the resident population and by subtracting the outgoing population. The daytime population index is a ratio of daytime population as a percentage of the total resident population and is calculated using the data of the commuting population. If the index is lower than 100, it indicates the area is residential which means the nighttime population becomes larger, it results in furthers the phenomenon of inner-city decline.

The daytime population index is closely linked to urban problems, and as the gap between the day population and night population becomes larger, it results in further the phenomenon of inner-city decline.

As Korea’s population grew, the demand for an apartment residence increased significantly. The single detached dwelling rate was 87.7% in 1945, which dropped to 27.3% by 2010. During the same period, the apartment rate has increased from 7% to 59%. The single detached dwelling rate has been decreasing, but the trend shows that the supply is mainly concentrated in the capital and metropolitan areas rather than in nonmetropolitan areas.

Housing Type and The Change of Apartment Share

The Transformation of the Land