

SUMMARY

Keywords: Northeast Asia, Infrastructure, Cross-Border Cooperation

This study has the purpose to review infrastructure development policies of Northeast Asian countries and introduce some policy issues based on prospects for international cooperation on infrastructure in Northeast Asia.

China, Russia and North Korea show different levels of infrastructure. In Northeast China, the infrastructure of railway and road is developed, but in the Far East Russia and North Korean region lags.

The Chinese government initiated a few mega projects for the development of the northeastern region – Liaoning, Jilin and Heilongjiang province. These projects are closely linked to Chinese government's strategies for international cooperation in the Northeast Asian region. The "Chang-Ji-Tu Development Plan" reflects the Chinese government's policy for regional development in Jilin based on international cooperation. Although China's cross-border cooperation strategy is in the early stage, it is expected that the Chinese government will enhance cross-border cooperation with neighboring countries.

Russia considers the development of Russian Far East (RFE) as a strategic issue. The RFE has a priority in national development plan. In particular, the Primorsky region is regarded as a key area for multilateral cooperation of Russia

with other countries in Northeast Asia. It is conceived of as a nucleus in the major infrastructure projects such as Eastern Siberia–Pacific Ocean oil pipeline, Sakhalin–Korean peninsula gas pipeline, power grid and TKR–TSR transport connection.

There are some chances to international cooperation in Northeast Asia. Development drives of China and Russia focusing on modern infrastructure, widening inter–Korean cooperation and deepening economic integration in Northeast Asia could be chances. Also, the Korean unification could be a chance for mutual prosperity not only to two Koreas but also to the Northern Area.

There are some constraints on enhancing cross–border cooperation in Northeast Asia such as political crisis between China, Japan and two Koreas, tensions between China and USA and worsening North Korea problem. In order to enhance economic cooperation in Northeast Asia, the Korean peninsula and the Northern Area should be connected physically. It is a minimum requirement for the peninsula and Northeast Asia to achieve mutual prosperity. Connecting the Korean peninsula and the Northern Area is a starting point for mutual prosperity.

Cross–border cooperation in physical networks can provide a platform to build the integrated Northeast Asian region. We need pilot projects for cross–border cooperation focusing on transportation and energy. The Korean government should prepare some strategies to implement the Eurasia Initiative based on building an integrated infrastructure network in Northeast Asia.