Knowledge Exchange Communication Guidelines
Knowledge Exchange

Knowledge Exchange (KE) programs provide a valuable opportunity to see up-close innovations and technologies that can support countries to identify solutions for a range of challenges. Over a decade of facilitating KEs, KGGTF has learned that on arrival in Korea clients are often unclear about Korea’s background and relevance, and therefore will benefit hugely from a short introduction on ‘Why Korea?’ Please find information in the Annex that you can share with your clients in advance of the trip.

Within one week of returning please provide:

• A short (2-3 paragraph) description of the Knowledge Exchange (KE) including its purpose, a few of the key issues facing the client country background, and key learnings or top take-aways.
• A short overview (1-2 paragraphs) of each meeting that takes place (feel free to insert your description into the meeting agenda already created for you).
• Final agenda and participant list (please include name and title)
• Note any potential partnerships that may occur – or follow-ups the team and the K-Partner (Korean counterpart) discussed
• Please take a few pictures at each meeting or site visit. Site visit ‘action-photos’ are particularly valuable. The photos may be used in KGGTF’s publications.
• 2-3 quotes from clients
• Email all items to: KGGTF@worldbank.org

Once you return, please produce a short blog (250-500 words) on the trip that includes:

• Key learnings or top take-aways
• The blog will be featured on the KGGTF website, included in KGGTF’s monthly newsletter and may be featured on social media platforms (LinkedIn, Instagram, Twitter, etc.)
• Please reach out to the KGGTF team if you have any questions.

As of end of December 2022, KGGTF has leveraged $19 billion in World Bank lending and co-financing, representing an impact of $179 in financing for every $1 invested in grant programs. Its grant portfolio has increased to over $106 million, supporting 196 program activities globally. Find out more at www.wbgkuggf.org

The KGGTF Team needs your support to document the trip.

People have become increasingly comfortable with virtual meetings and webinars over COVID-19, so it can be challenging to justify travel for in-person learning and capacity building events. Please assist with our efforts to demonstrate why in-person Knowledge Exchange programs are highly valuable and should continue to be supported, by providing the following:

The Korea Green Growth Trust Fund (KGGTF)
The KGGTF is a partnership between the World Bank and the Republic of Korea. It was established in 2011 to support the World Bank and its client countries operationalize inclusive green growth initiatives, strategies, and investments. The KGGTF’s programs, including analytical and advisory services, are fully integrated within the World Bank’s country financing and policy dialogue across seven sectors. By supporting and leveraging World Bank operations the KGGTF accelerates green growth and sustainable development and supports countries towards achieving their Sustainable Development Goals.

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Sector Integration and Multiple Wins
KGGTF is passionate about tackling infrastructure challenges with an integrated Green Growth approaches and methodologies. We seek to support countries in their sustainable growth strategies and investments by promoting collaboration across multiple sectors, on multiple scales, to create a multiplier effect that positively impacts the quality of the project.

When you take photos ...
The Republic of Korea has made one of the most dramatic economic transformations the world has seen. In just a few decades, the country transitioned from a resource poor, low-income nation and recipient of World Bank support to an economic and technological powerhouse on the global stage and a prominent World Bank donor. Korea’s economic development is an inspiring story for governments around the world. More recently, the Republic of Korea has become a global leader in green growth strategies, new technologies, innovative governance structures, and green finance. The international community, and in particular developing countries, are finding it highly beneficial to learn from Korea’s recent experience. The Republic of Korea was among the first countries to incorporate the concept of green growth into its national development strategy in 2008 and has made significant progress in shifting to sustainable, low-carbon growth. The green growth model focuses on creating jobs and new economic opportunities by encouraging industries to become more efficient and sustainable while boosting the economy to transition towards a low-carbon, green economy. Over the past few decades, Korea has developed innovative and effective policies and governance structures that support sector integrated development that prioritizes the environment and natural ecosystems while simultaneously pursuing shared economic prosperity.

### Impact of War

<table>
<thead>
<tr>
<th>CIVILIAN CASUALTIES</th>
<th>Around 1 million people</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAMAGED INDUSTRIAL BUILDINGS</td>
<td>44% of the total industrial buildings (as of August 1951)</td>
</tr>
<tr>
<td>DAMAGED ELECTRICITY GENERATION CAPACITY</td>
<td>80% of the capacity</td>
</tr>
<tr>
<td>DEVASTATED SCHOOLS</td>
<td>4,800 schools</td>
</tr>
<tr>
<td>GROSS NATIONAL INCOME PER CAPITA (1953)</td>
<td>US $67</td>
</tr>
<tr>
<td>GROSS DOMESTIC PRODUCT</td>
<td>US $1.35 billion</td>
</tr>
</tbody>
</table>

### Currently

**RANKING**
- 12th largest economy in the world

**GROSS NATIONAL INCOME PER CAPITA (2018)**
- US $33,564

**GROSS DOMESTIC PRODUCT (2018)**
- US $1.7 trillion

**Source:** Global Knowledge Exchange and Development Center (GKEDC), 2019

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**1953-1960**
Post-war Korea faced varieties of hardships and challenges — a weak industrial base, dearth of natural resources, increasing population, and political instability. Foreign aid began to dwindle while poverty remained widespread.

**1961-1979**
The government embarked on an ambitious industrialization program as embodied in a series of Five-Year Economic Development Plans. The program relied on exchange rate reform, export subsidies, investment in economic infrastructure, expansion of schooling and training, and selective choice of strategic industries in later years.

**1980-1996**
Inflation and overcapacity created by the state-led industrialization in the 1970s were gradually resolved with stabilization policies in the early 1980s. The government pursued conservative fiscal and monetary policies to stabilize prices and rationalize the overly expanded industries. Economic liberalization gained speed in the 1990s.

**1997-PRESENT**
An extensive restructuring in the wake of the Asian financial crisis enabled Korea to avoid sovereign default, overhaul institutions and practices in its economy, and grow into one of the world’s richest countries. Various efforts are now being made to meet the new challenges in the 21st century.
Cheonggye-cheon Restoration Project (CRP)

Cheonggye-stream 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 to 1978 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 over 1 million people per day passing through causing severe congestion and crime. The business district underneath the expressway became synonymous with Seoul's deterioration. For 40 years the covering of the Cheonggye-stream to ensure public safety led to additional problems. The Cheonggye-stream Restoration was a visionary approach to remake downtown Seoul. After city leaders held over 1500 meetings with local stakeholders the expressway was removed and the river restored. Now the river and pedestrian paths are a popular greenspace providing residents with a peaceful reprieve from city life. The project represents a new model for cities and city dwellers and the start of 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
- 1968 to 1978

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)
- $1.7 USD million
  - DESIGN
- $294 USD million
  - CONSTRUCTION
- $2.3 USD million
  - LAND ACQUISITION
- $6.1 USD million
  - PROJECT MANAGEMENT
- $0.5 USD million
  - ADMINISTRATION
Rising through the destruction and turmoil left by the Korean War, the city of Seoul has transformed to a global megalopolis in only 50 years. Seoul underwent several phases to overcome significant urban challenges and become a model smart city full of urban development best practices.

1960s-1980s
To accommodate increasing population and address inadequate social infrastructure, the Seoul Metropolitan Government formulated urban development plans and implemented projects tailored to address the city’s urban challenges.

1980s-2000s
Extensive urban development planning continued, and policies were put in place to beautify the city. Subsequently, Seoul’s infrastructure network flourished with quality transport, water and sewage systems.

2000-PRESENT
Seoul adapted a software-centered approach to its urban management policy. The use of advanced information technology helped Seoul facilitate a sustainable city and improve the well-being of its residents and visitors.

The implementation of extensive development projects spurred demographic change across the city of Seoul, providing a quality living environment for its nearly 10 million residents.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Life Expectancy</th>
<th>Registered Vehicles</th>
<th>Infant Mortality Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1945</td>
<td>0.9 million</td>
<td>45 years</td>
<td>9,655</td>
<td>0.083%</td>
</tr>
<tr>
<td>1960</td>
<td>5.4 million</td>
<td>62.2 years</td>
<td>60,442</td>
<td>0.003%</td>
</tr>
<tr>
<td>1992</td>
<td>10.1 million</td>
<td>82.7 years</td>
<td>3.1 million</td>
<td></td>
</tr>
<tr>
<td>2020 (FEB)</td>
<td>9.7 million</td>
<td></td>
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