

Rainer Dormels (2014)

Profiles of the cities of DPR Korea – Chongjin

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IV.2.20. Chongjin

Port and industrial city established under Japanese rule

Chongjin is the capital of Hambuk Province and one of the four North Korean cities with more than 500,000 inhabitants. It is a city of nonferrous metal smelting. The port was built at the time of Japanese rule over Korea.

Table Chongjin-I. Basic data

Population	667,929 (Rank 4)
Area	1,591 km ² (Rank 4)
Population density	420 l./km ² (Rank 17)
Administrative units	93 <i>dong</i> / 14 <i>ri</i> (87%) (Rank 2)
"Urban" population / "rural" population	92.1%/7.9% (Rank 3)

At first Chongjin was nothing more than a small fishing village, which was developed close to a foothill within the county of Puryong. In the First Sino-Japanese War (1904-1905) Chongjin was used as a landing place for military equipment of the Japanese, and during that time the village counted around 100 houses. During this war, the Japanese promoted a supply route for its military in 1905: a 90 km long railway line from Chongjin to Hoeryong, which was completed in 1906. In 1907, the 17 km long railway line to Ranam was completed. Also in 1907 Chongjin, including the county of Puryong, was appointed city status. In 1908 the port was opened for international trade. There were several reasons for the Japanese to open the port so quickly. Chongjin was an important port for the transportation of timber and other products from the forest areas of North Korea and Manchuria, and for the transport of fishery products. In particular, the port of Chongjin was of major strategic military importance as a supply route for the Japanese into the North. Already in 1907 a large military base in Ranam was built. In this context, the port of Chongjin was essential as a landing place for any goods. In addition, the advantageous natural conditions, due to the depth of the sea and the natural protection from winds by Ssangyŏn-san and Chŏnma-san in the North, encouraged the construction of a port (Yun Jŏng-sŏp, 1987, 127-128).



Figure Chongjin-I. Chongjin around 1915 (Source: Yun Jŏng-sŏp 1987, 128)

Figure Chongjin-I shows the built-up urban area of 1915. It becomes clear that the oldest parts of the city are located in regions that are now part of Sinan-kuyok (in the East, the built-up areas at the foothill north of the 183 m high Komal-san) and today's Phohang-

kuyok (in the West, the built-up areas between the Chŏnma-san and the station). The built-up urban area gradually expanded westward toward the Susŏng plain. Factory suburbs, formed in the wide, flat river valley of the Susŏng-chŏn⁷⁶, which almost reached Ranan, which is located 17km south of Chongjin,

The development of Chongjin was accelerated by the connection to the Korean rail network (1928) and by the opening of the railway line to Changchun (1933) (Lautensach 1945, 203).

Table Chongjin-II. Population development according to Lautensach (1945, 203)

Chongjin	Inhabitants
1913	8,000
1928	23,407
1938	72,353

Chongjin developed into one major fish landing site. And it developed into an industrial city as well:

- ores from the region Musan were processed in the ironworks,
- due to the timber resources of the hinterland an artificial silk factory was built,
- several mills processed Manchurian soybeans into oil and press cake,
- fish processing companies emerged, which produced fish oil, fish meal, oil sardines and other canned fish⁷⁷ (Lautensach 1945, 203-204)

The construction of the Japanese military town Ranam south of Chongjin had already started in 1907. In 1923 Ranam became the seat of the Provincial Administration of Hamgyong-pukto⁷⁸. In 1943 Ranam became part of Chongjin-pu. In 1945, there were several restructurings, in which Chongjin was divided and the Ranam-si created. Ranam

76 The Susŏng-chŏn flows through the structured valley between the Hamgyong mountain range and the Hoeryong hills and flows at Ŏhang-dong (Sunam-kuyok) into the sea. In the vicinity of the water mouth, the Susŏng plain has formed.

77 Lautensach emphasizes the fact that Chongjin was expanded to an industrial city in contrast to Rajin and Unggi, which can be proved by the fact that in Rajin 76% of the turnover of the transit goods are from Manchuria, while the share in Chongjin is only at 21% (Lautensach 1945, 204).

78 From 1884 to 1923 Kyongsong was the site of the provincial administration of Hambuk. But this Kyongsong is not the same site as the present Kyongsong-up. In the course of extensive regional reorganization in 1952, Juül became the new administrative center of Kyongsong-kun and consequently was renamed Kyongsong-up, on the other hand the current Kyongsong-up, which was located at the northern edge of the redesigned district, became Sŭngam-ri, and was converted in 1963 to the Sŭngam-rodongjagu of Kyongsong-kun (IPA 2003-14, 312, 318).

remained a city (*si*) until 1960, when it again was merged with Chongjin as Ranam-kuyok.

To support the reconstruction of the city after the Korean War, Poland sent experts to Chongjin for city planning. They were involved in the development of a master plan for Chongjin, in which the two cities of Chongjin and Ranam should be connected. Other countries also helped with the reconstruction. Romania and Czechoslovakia both were involved in the construction of Ranam Pharmaceutical Factory and the Chongjin Central Hospital. Disagreements came up between the Koreans and Poles during the reconstruction of Chongjin, so that the Poles finally returned home⁷⁹ (Jang Se-hun 2006b, 469-471).

City development in the plain of Susŏng-chŏn

The city area consists mainly of medium-high and low mountains, except for the foothills of the Hamgyŏng mountain chain that runs northwest of the city and are occupied by the sea coast and floodplains as well. The most mountainous *kuyok* of the city are Puyun, Chongam, Songphong, and Sinam. In Puyun there are several of mountains over 1,000 m, and the Kosŏng-san (1,754 m) is the highest mountain in the city. The largest plain in the city is the Susŏng-plain (90 km²). At the borders of the triangular alluvial plain at the East Sea border, where Susŏng-chŏn flows through in many arms, Chongjin and Ranam have developed.

The climatic and topographic conditions for agriculture are bad, which narrows down rice cultivation. Therefore, grain must be supplied from other provinces in the southwest of the country, which is not unproblematic due to lack of fuel and deficient infrastructure. As an industrial city, Chongjin was therefore particularly affected by the famine in the 1990s, which even motivated an American journalist to choose Chongjin as the setting for a novel.⁸⁰

Of special noteworthiness is the Majŏn Deer Farm in Majŏn-dong (Chongam-kuyok). They focus on the manufacturing of products made from deer antlers. Set up in 1955, this farm was the first that had specialized in the breeding of deer (IPA-14 2003, 68). And fishing is of importance. The Chongjin Fishery station is the most important company

79 The differences of opinion are related to the construction of apartment buildings in low-lying areas. In the plains, where the urbanized area lies, experience has shown a risk of flooding in heavy rain due to the low-lying terrain. The Polish experts had thus advised that it would be better instead of building without protective measures a one-storied house, to increase the ground to above sea level and then build four- to five-storey multi-family houses. But since materials and capital was missing and the housing shortage grew, the North Korean authorities have reviewed these proposals as beyond reality and rejected these proposals after several years of debate and pursued a strategy of constructing living room to distribute rapidly and in large quantities to the population. As a result, when it rains, in parts of the *kuyok* Phohang and Sinam water flows back up from the sewers and it comes to flooding (Jang Se-hun 2006b, 502).

80 Demick (2009).

within the city in this industry. Especially the sardine fishing has a long tradition in Chongjin.

Table Chongjin-III. Climate values

Annual average	January temperature	August temperature	Precipitation
8.1°C (22)	-5.5°C (12)	21.5°C (24)	594 mm (25)

The temperature values shows that Chongjin counts as one of the coldest cities in the country, although the winters are relatively mild.

“City of Iron”

The most important industrial sector of the city is iron smelting⁸¹. The Kim Chaek Iron and Steel Complex enjoys nationwide recognition. Other important industrial sectors are the shipbuilding industry as well as the chemical and electrical industry. Furthermore, building materials such as bricks, cement and flat glass are manufactured in Chongjin. The light industry is represented by food factories in each *kuyok*, textile factories and factories for essential goods. There are also several mines in Ranam-kuyok. Major mining products from Chongjin are nickel and limestone amongst others.

Table Chongjin-IV. Ranking (in parenthesis: number of industrial establishments or cultural institutions)

Chongjin	KOFC	MOU	IPA	KCNA	KIET	Summary
Companies-total	4 (32)	6 (33)	6 (26)	5 (21)	4 (93)	4
Companies-important	4 (9)	3 (7)	6 (10)		4 (35)	4 (16)
Cultural institutions			10 (14)			

Table Chongjin-V. Ranking (Total number of industrial companies in relation to population)

Chongjin	KOFC	MOU	IPA	KCNA	KIET	Summary
Companies – total	17	23	16-21-17	16	9-11	19-17

81 According to North Korean information (KJY-29, 1990, 488) the mining industry was with 17.7% of the total production output the city’s most important industry in 1949, followed by food manufacturing (13.2%), metallurgy (11.1%) and the chemical industry (10.5%). In 1960, the metallurgy was already the most important industry with 20.8% followed by the chemical industry (14.2%) and engineering industry (13.3%). The light industry was of considerable importance too (food industry 10.7%, textiles 11.3%). 1985 the metallurgy then took a dominant position with 47.8%, followed by mining (10.4%) and the machinery industry (9.8%).

Table Chongjin–VI. Specification (in parenthesis: number of industrial companies)

Chongjin	Light Industry	Heavy Industry	Mining	Energy
KOFC	17 (6)	12 (21)	12 (1)	5 (4)
MOU	16 (17)	5 (14)	–	4 (2)
IPA	14 (12)	12 (11)	13 (1)	6 (2)
KCNA	18 (6)	6 (11)	–	6 (4)
KIET	16 (36)	11 (49)	16 (4)	8 (4)

According to the industrial companies ranking, Chongjin (667,929 inhabitants) is in three of the five investigated sources behind cities that have much smaller population. In the MOU, where relatively many companies of light industry are included, it is surpassed by the light industrial cities of Sinuiju (359,341 inhabitants) and Kaesong (308,440 inhabitants); in the IPA by Kaesong and in the KCNA by Kanggye (251,971 inhabitants), a city that plays a major role for the state propaganda of North Korea (“Kanggye spirit”). In sources that include relatively many heavy industry companies, Chongjin came in fourth place in the industrial companies ranking as well as in the population ranking. Also Table Chongjin-V makes it clear that Chongjin is a city of heavy industry.

In chapter III.7.3. 16 companies were identified as important for Chongjin, including three plants of the metallurgy: the Kim Chaek Iron and Steel Complex, the Chongjin Structural Steel Works and the Chongjin Steel Works. Mechanical Engineering is represented with six factories: the Ranam Coal Mining Machine Complex, the Chongjin Machine Tool Factory, the Chongjin Tractor Accessory Factory, the Hambuk Shipbuilding Complex (Chongjin Shipbuilding Factory), the Chongjin Railway Factory and the Chongjin Bus Factory. Furthermore there are the Kangdök Refractory Factory, the Chongjin Chemical Fiber Factory, the Ranam Pharmaceutical Factory and the light industry establishments Chongjin Oil Factory and Chongjin Footwear Factory. These are completed by the power plants March 17th Hydro-Power Station and Chongjin Thermal Power Station.

The most famous company of the city and most important plant of iron metallurgy in the DPR Korea is the Kim Chaek Iron and Steel Complex. It is located in Sabong-dong (Songphyong-kuyok) and processes iron ore from the 100 km distant Musan Mine. Raw water is supplied by the Susöng-chön. The plant is connected through branch terminal lines to the railway network, so that the factory is connected by the Wölla-line with Rason and Kimchaek and by the Hamgyong-line with Hoeryong. Maritime transport of raw materials and products is handled through the port of Chongjin. Above all, there are other factories of the sectors of shipbuilding and mining engineering close by, which process the products of the Complex.

The Kim Chaek Iron and Steel Complex has a total area of 4,300,000 m². The number of employees is said to be about 50,000. To the complex belong, *inter alia*, the Chongjin

Iron Works, the Chongam Mine and Jungdo Mine that provide limestone, as well as the Kangdök Refractory Factory. The original name of the Complex was Chongjin Iron Works, and was renamed in 1951 to Kim Chaek Iron Works. This plant was built between 1938 and 1942 by the Japanese company Mitsubishi. During the Korean War, the smelting was suspended and the plant manufactured armaments. Starting in 1954, the blast furnaces went back into operation again (IPA 14, 2003, 67-68; KOFC 2010, 195-201). In 1974, the company had grown from a simple iron hut to an industrial complex with numerous departments and received its present name. In 1984 the Kim Chaek Iron and Steel Complex took up 43% of the total production output of Chongjin-si. In the same year the complex employed 27.3 % of all industrial workers in the city (KJY-29, 1990, 489).

Shortage of materials and fuel have certainly led the Kim Chaek Iron and Steel Complex to be unable to operate properly, which led due to crosslinking with other numerous companies in the region that almost every factory and company in Chongjin fell into a kind of hibernation (Im, Jeong Jin 2011). Also, due to the fact that crude oil and coke had to be imported, they now also smelt with local anthracite. The result is of course a lower quality steel and is officially known as “Juche steel” and called the result of the autonomy consciousness of Koreans.

The Chongjin Iron Works are located in the Phohang district on the coast. Raw water is supplied by the Susöng-chön. Covering an area of 900,000 m², approximately 8,000 persons are employed. The factory was built in 1939, from 1940 on the first blast furnaces that were manufactured in Japan were used. The company was constantly expanded over time (KOFC 2010, 210-212).

The Ranam Coal Mining Machine Complex is a leading company for the production of mining equipment in the DPR Korea. On a total area of 100,000 m² approximately 4,000 persons are employed. The company was built in the 1950s and was expanded in 1961 (IPA-14 2003, 68; KOFC 2010, 259). The Chongjin Machine Tool Factory is located in Chongam-kuyok. The total area is 360,000 m². The factory employs 950 persons. It was built in 1958. Lathes and drill machines are manufactured and distributed nationwide (IPA-14 2003, 69-70; KOFC 2010, 255). As an embodiment of the “Kanggye spirit,” a parole to hang on during the 1990s at the time of acute famine in the DPR Korea, which was officially sugarcoated as “arduous march,” the “torchlight of Ranam” was introduced in 2001. The behavior of the workers of Ranam Coal Mining Machine Complex is described as exemplary. “The workers and officials of the complex settled the very urgent problems of fuel and raw materials on their own efforts during the ‘arduous march’ and the forced march to produce good quality steel. They also manufactured up-to-date equipment requiring high technology by introducing a new engineering method and built two factories while ensuring the production of modern mining equipment” (KCNA December 4, 2001)⁸².

82 KCNA (May 24, 2002) citing Rodong Sinmun explains the importance of the torch of Ranam: “This torch represents a torch of revolution in the new century as it fully embodies the intense loyalty to the leader, the

The Hambuk Shipbuilding Complex (Chongjin Shipbuilding Factory) with an area of 597,000 m² and 7,500 employees is next to the companies in Nampho and Rajin one of the three largest shipyards in the DPR Korea. It was built in 1937 and was re-established in 1954 after the devastation of the Korean War with the help of the Soviet Union (IPA-14 2003, 70-71; KOFC 2010, 323-324). The Chongjin Bus Factory, situated on a total area of 82,000 m² with 1,300 employees, manufactures the buses that operate in rural areas of the DPR Korea. Since 1992 trams are produced there as well. (IPA-14 2003, 70; KOFC 2010, 274-275).

The Chongjin Chemical Fiber Factory is located in Songphyong-kuyok and has an area of 1,000,000 m². It is the largest manufacturer of rayon yarn in the DPR Korea. The factory was built between 1933 and 1938 (IPA-14 2003, 70; KOFC 2010, 586-587). The Ranam Pharmaceutical Factory was founded in 1949. During the Korean War, this factory changed their location often, until it was re-established again in 1955 to its present location. They produce, *inter alia*, disinfectants and vitamins (IPA-14 2003, 68).

The March 17th Hydro-Power Station is located in the Puyun-kuyok. The construction started in 1959 with Chinese help. After construction was halted, in 1967 they went back to build a dam and a power plant was completed each in the years of 1972, 1976 and 1982 (KOFC 2010, 138-139). The Chongjin Thermal Power Station was built with Soviet help with the goal of power supply for the Kim Chaek Iron and Steel Complex, as well as to supply the population of Chongjin with heating. Originally, the construction started in 1974, but was interrupted, so they officially began construction work in November 1980. In 1984 the first two, and in 1986 the third generator was completed. The power plant burns coal from the northern coal field of Hambuk and provides power to the Kim Chaek Iron and Steel Complex, as well as other industrial plants in the north of the DPR Korea (IPA-14 2003, 70; KOFC 2010, 156).

The second largest port of the DPR Korea – Investments from China and Russia

The port of Chongjin is the second largest of the DPR Korea and the largest on the North Korean East Sea coast. It was already opened in 1908 by Japan and was a typical military port. In 1974, the port facilities were reinforced and since 1983 the PR China started to use this port for its trade with Japan. The port is divided into a western and an eastern harbor, the eastern harbor is used for trade, while the western harbor is used by the Kim Chaek Iron and Steel Complex. Since the port is connected by a broad gauge railway line with Russia, it is well suited for the shipment of goods from the northern neighbor. In 2010, the PRC and the DPR Korea have agreed on a restoration of the railway line between Tumen

core of the Kanggye spirit. ... The torch calls on the people to meet the requirements of the Kanggye spirit for boldly breaking through difficulties by their own efforts, believing in their own strength.”

and Chongjin, which should be conducive to the export of Chinese goods over Chongjin (KOFCA 2010, 112-113; 115). Similar to the case of the Port of Rajin, Russians and Chinese also compete in Chongjin for the right of use of the port. After Russia allegedly should have already been granted such rights, Yanbian Haihua Group, which is a private Chinese developer, signed a contract with a North Korean firm to jointly manage and use two piers of Chongjin port for the next 30 years on 1st September 2012.

After giving the rights to use two piers of the Port of Chongjin to a Chinese company, plans for a special economic zone in Chongjin were discussed. Such projects should have existed since 2003, in which it is planned to subdivide Chongjin and Nam-Chongjin into two regions. The provincial administration for Hambuk, which is currently in the *kuyok* of Phohang and Sinam, is to be moved to the Ranam-kuyok. The Chongjin Special Economic Zone is planned to consist of the Sunam-kuyok and the northern Phohang-kuyok, Chongam-kuyok and Sinam-kuyok, whilst the south of the Susŏng-chŏn, which is located in Songphyong-kuyok, and Ranam-kuyok shall be summarized as Nam-Chongjin and not be included in the zone (Choi Song-min 2012).

Cultural capital of Hambuk

The capital of Hambuk is also its cultural center. There are numerous universities in the municipal area, which specialize in engineering, mining and metallurgy, agriculture, medicine, education and politics. The city is home to a radio station, a newspaper and an artist group representing the Hambuk Province.

Chongjin—“North Korea’s Fashion Capital”

Chongjin is the port at which the first ship with Korean returnees from Japan came in 1959, and even now many Koreans, who returned from Japan, still live here. Also might the fact, that many people flocked here from different regions due to the large industrial plants since the time of Japanese rule, is a reason for why the city’s residents are reputed to be open to new ideas. Therefore Chongjin also got the reputation as the leading city in North Korea in the field of what is “trendy.” Shorts in skirts already appeared in the 1980s, in the 1990s even disco pants were “in style” (Chosun Ilbo September 18, 1995). More recent reports of Chongjin confirm the reputation of the city as “North Korea’s Fashion Capital.” Used clothes arrive in large packages by ship via the port of Chongjin from Japan to North Korea. Among them are many clothes that are in fashion in Japan and South Korea. Particularly many residents of the city travel to China to stay afloat through petty trade and take fashion trends and clothing into the country. While the residents of Pyongyang wear

these foreign fashionable clothes usually only at home, because control is supposedly more strict in Pyongyang, the reservation of the residents and the control willingness of the authorities in Chongjin are probably less strong (newfocusintl 2013).

A city divided in *kuyok*

Chongjin, a city since 1913, consists of 93 *dong* and 14 *ri*, which are divided into seven *kuyok*. Since 1960 the *kuyok*-system was introduced. At the same time Ranam-si was incorporated. Twice, between 1963-1970 and 1977-1985 Chongjin was a city with special status with a level of a province.

Also, the size of the urban area was frequently changed. The urban area was enlarged twice at the expense of the *up* or the city of Rajin: seven *ri* in 1967, and seven *dong* were incorporated between 1993 and 1995.

Chongjin consisted of six to eight *kuyok* since 1960. Permanent *kuyok* of Chongjin have been: Sinam, Chongam, Phohang, Sunam, Songphyong and Ranam. Between 1977 and 1985 the Kyongsong-kun and Musan-kun were still part of the city. Puryong-kun, which is known for its metallurgy (silicon ore, chromium-iron), was as Puryong-*kuyok* twice a part of Chongjin between 1960-1970, and 1972-1985.

The other changes in the number of *kuyok* are due to fact that Puyun-*kuyok* arose only 1970 by splitting off of Ranam-*kuyok*, and that it became part of the Ranam-*kuyok* again for a short term between 1993 and 1994.

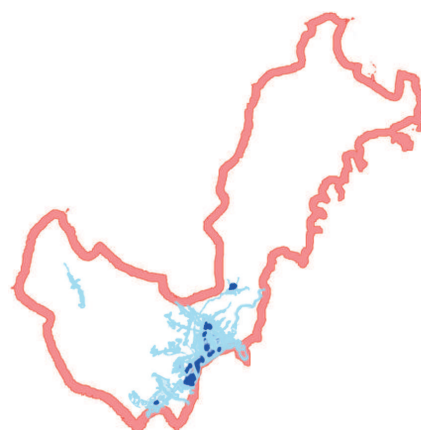


Figure Chongjin-II. Urbanized areas (light-blue) and industrial areas (dark blue); (Source Yi Sang-jun et.al. 2012, 71)

Table Chongjin-VII. Chongjin-Number of *kuyok* and *kun* with special consideration to the regions of Puyun and Puryong

Year	Status	<i>kuyok</i>	Puyun	Puryong	<i>kun</i>
1960	<i>si</i>	7	part of Ranam	<i>kuyok</i>	
1963	<i>jikhalsi</i>	7	part of Ranam	<i>kuyok</i>	
1970	<i>si</i>	7	<i>kuyok</i>		
1972	<i>si</i>	8	<i>kuyok</i>	<i>kuyok</i>	
1977	<i>jikhalsi</i>	8	<i>kuyok</i>	<i>kuyok</i>	2
July 1985	<i>si</i>	8	<i>kuyok</i>	<i>kuyok</i>	
Dec. 1985	<i>si</i>	7	<i>kuyok</i>		
1993	<i>si</i>	6	part of Ranam		
1994	<i>si</i>	7	<i>kuyok</i>		

The division of the city into *kuyok* invites contemplation about the changes in the structure of the city on a *kuyok*-level. Unfortunately not all *dong* are shown on the map in the IPA, so a detailed analysis like with the other cities is not possible.

Developments in the individual *kuyok*

In the following, the three central *kuyok* of Sinan, Pohang and Sunan are examined first, then the Songphiyong-*kuyok* that connects the old Chongjin with Ranam. After that we focus on Ranam including Puyun, which lies southwest from the “actual” Chongjin and finally the largest *kuyok* by area, the Chongam-*kuyok*.

City center

The Sinam-*kuyok* (10 *dong*) consisted at the time of its founding in 1960 of nine *dong* and two *ri*. In 1985 these two *ri* merged to become a *dong*.

The Pohang-*kuyok* (14 *dong*), in which the eastern port of Chongjin is located, was founded in 1960 of the three *dong* of Namgang, Namhyang and Minju, although the latter was divided into the three *dong* of Chōngsong, Suwōn and Subuk, so that the *kuyok* consisted of five *dong*. In 1963, the *dong* of Namgang and Suwōn were divided into two parts each and the *dong* Chōngsong and Subok into three parts each. Pukhyang-*dong* was separated from Namhyang-*dong*. In 1967 Namgang3-*dong* emerged from parts of Namgang2-*dong* and Chōngsong1-*dong*. In 1972 Sanōp-*dong* emerged from parts of the neighboring Chongam-*kuyok*, where many factories are located. Sanōp-*dong* became part of the Pohang-*kuyok*. Therefore, 13 of 14 *dong* of Pohang-*kuyok* go back to three *dong* formed in 1955, which were split in 1960, 1963 and 1967.



Figure Chongjin-III. *Kuyok*

The Sunam-*kuyok* (9 *dong*) was founded in 1960 out of five *dong*, another was created by splitting off simultaneously with the establishment of the *kuyok*. Three other *dong* emerged by separation in 1963.

30 of 33 *dong* of the three central *kuyok* of Chongjin thus already existed in 1963.

Ranam

In the south of the city the Ranam-kuyok (19 *dong*, 2 *ri*) and the Puyun-kuyok (seven *dong*, one *ri*) are situated, which were still parts of Ranam-si until 1960.

In 1945 Chongjin was divided and Ranam became city, until it became again part of Chongjin in 1960. After several reclassifications in 1945 (16 *dong*; 10 *dong*, 6 *ri*), in 1949 (15 *dong*) and in 1952 (13 *ri*), the city consisted of six *dong* and seven *ri* in 1955.

In 1960 Ranam became a *kuyok* of Chongjin-si. Two *ri* are put together, Puyun-ri was upgraded to a *dong*. As a result Ranam-kuyok now had seven *dong* and five *ri*. 1963 Rahŭng-dong is divided into two parts. In 1970 Puyun-kuyok was formed out of Puyun-dong and Öyu-ri and is split off from Ranam-kuyok. This split-off still exists today and was only reversed for a short period (1993-1994). In 1978 and 1987, Ranam-kuyok was slightly enlarged. In 1978, five new *dong* are formed out of *ri*. In 1987 and 1991 each three new *dong* arose by splitting off from the other *dong*. In 1999 Hoehyang-ri became a *dong*.

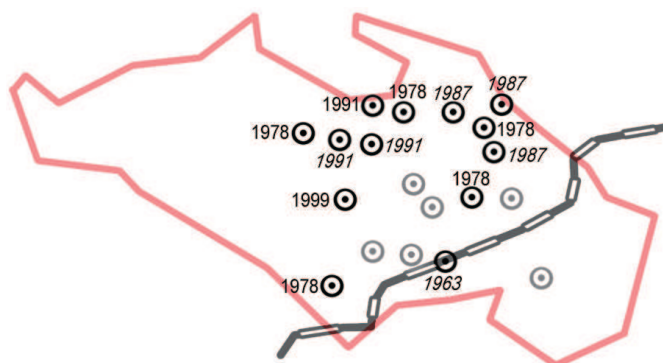


Figure Chongjin-IV. Ranam

Particularly noticeable is the rise of the new *dong* between 1978 and 1991. This coincides with the planned expansion of the Nam-Chongjin region (South-Chongjin). When talking in the context of the region Nam-Chongjin, the partially hilly area north of the former garrison town of the Japanese is understood. The employees of the Kim Chaek Iron and Steel Complex in Songphyong-kuyok who lived near their place of work, were exposed to the emissions from the operation to a large extent. This is the reason why they wanted to create industrial residential centers since the early 1970s, in areas where not so many factories are. Therefore, the development plan for Nam-Chongjin in 1976 was set up. With the mobilization of experts and the acquiring of building materials from around

the country, homes for 1,500 families were built in less than a year, with a small park, green spaces, service facilities and so on. However after that no further assistance was provided by the headquarters. The number of homes built proved to be only a drop in the ocean. In 1983 a plan to expand Chongjin into a modern city of heavy industry existed and 5,000 apartments should have been built in Nam-Chongjin. But since only the city was in charge, they lacked the financial resources from the headquarters. It is assumed that in the second half of the 1980s the construction project came to a halt (Jang Se-hun 2006b, 489). It apparently was worse from the 1990s. Residents of high-rise buildings left and the city turned into a necropolis i.e. a Ghost Town. Reasons for this development were heating problems of the apartments; they were lacking elevators as well as facilities for the basic needs for the residents. The situation was worsened by famine and the economic crisis in North Korea in the 1990s (Jang Se-hun 2006b, 491).

Puyun

Puyun is known for its nickel deposits. In 1960 Puyun-ri became a *dong* of Ranam-kuyok, In 1967 it became Puyun-rodongjagu. In 1970 the *rodongjagu* was divided into six *dong* and together with Oyu-ri, Puyun-kuyok, at the same time Ayan-ri was split from Oyu-ri. In 1985 Ayang-ri became a *dong*. Ayang-dong was located in the farthest South of the *kuyok*, while all other *dong* of Puyun-kuyok are lined up on a street in the North. 1993 Puyun-kuyok was dissolved and was moved to Ranam-kuyok. In that process Puyun-rodongjagu was formed again from all the *dong* of the *kuyok* (i.e. including Ayang-dong). 1994 Puyun-kuyok was formed again of Puyun-rodongjagu and Oyu-ri as before, the *rodongjagu* was again divided into seven *dong*.

Area between Chongjin center and Ranam

The Songphyong-kuyok (13 *dong*, 5 *ri*) was founded in 1960 from three *dong*, four *ri* of Chongjin city and the *up* and three *ri* from Puryong-kun. The *up* became *dong*, simultaneously two new *dong* became in to being by splitting existing *dong* and two other *dong* have been founded by upgrading *ri* to *dong*. In 1963 three new *dong* were created by splitting and in 1972 and 1987 one each.

Chongam – the area between Chongjin center and Rason

The Chongam-kuyok (21 *dong*, 6 *ri*) was founded in 1960 out of six *dong* of Chongjin-

si and two *ri* of Puryong-kun. In 1963 three new *dong* arose by splitting, in 1967 one by upgrading a *ri* and one by splitting from another *dong*. In 1992 three *ri* were upgraded to *dong*. The area of the *kuyok* was increased twice: in 1972 seven *ri* of the Puryong-kun were included. In 1993 seven *dong* and two *ri* from Rajin-si were included: Raksan (*rodongjagu* since 1952), Samhae (*rodongjagu* since 1972), Kwanhae (*dong* since 1973), Pangjin, Rijin and Rasök (all three *rodongjagu* since 1973), Rochang (*dong* since 1991) and Muchang-ri which became part of Rajin-Sonbong-si in 1995, and Sö-ri. The five *rodongjagu* had all been converted to *dong* in 1974.

Statistical Summary: from the 1970s on almost all new *dong* in Ranam and Chongam

Table Chongjin-VII shows the founding of new *dong* in each *kuyok*. The second column shows how many *dong* existed prior to the establishment of the *kuyok*. The other columns indicate how many *dong* arose, the first number by *dong* establishment, the second by *dong*-splitting. The Puyun-rodongjagu was divided in six *dong* 1970, therefore, the number “5” has been put in brackets and the subdivision was not counted in the statistics.

Table Chongjin-VIII. Dong-Formation in the individual *kuyok*

<i>kuyok</i>	existing	1960–1967	1970–1978	1985–1987	1991–1999	Total
Sinam	9 of 10			1 : –		1 : – (1)
Phohang	3 of 14	– : 10	– : 1			– : 11 (11)
Sunan	5 of 9	– : 4				– : 4 (4)
Ranam	6 of 19	– : 1	5 : –	– : 3	1 : 3	6 : 7 (13)
Puyun	0 of 7	1 : –	– : (5)	1 : –		2 : – (2+5)
Söngphung	4 of 13	2 : 5	– : 1	– : 1		2 : 7 (9)
Chöngam	7 of 21	1 : 4	5 : –		4 : –	10 : 4 (14)
	34 of 93	4 : 24 (28)	10 : 2 (12)	2 : 4 (6)	5 : 3 (8)	21:33 (54)

Table Chongjin-IX. Number of *dong* in the individual *kuyok*

<i>kuyok</i>	1955	1960–1967	1970–1978	1985–1987	1991–1999	Increase
Sinam	9	9	9	10	10	11%
Phohang	3	13	14	14	14	367%
Sunan	5	9	9	9	9	80%
Ranam	6	7	12	15	19	217%
Puyun	0	1	6	7	7	–
Söngphung	4	11	12	13	13	225%
Chöngam	7	12	17	17	21	200%
	34	62	79	85	93	174%

Half of all *dong* (14 of 28), which newly emerged in the 1960s, are situated in the city center, in particular in Phohang. A quarter of the new *dong* of the 1960s is located in Songphung-kuyok, the area that lies between the “actual” Chongjin and Ranam. Five *dong* emerged in the large area of Chongam-kuyok that lies north of the city center. In the 60s, especially the center became denser and the growth of the factory suburbs towards Ranam increased.

Apart from the dissolution of Puyun into six *dong*, new *dong* since 1970 mainly emerged in the northern Chongam-kuyok and especially in Ranam. Twelve of 19 *dong* in Ranam arose from 1970 on.

Chongjin	<i>Dong</i> -Formation	<i>Dong</i> -Splitting
1955 (34)		
1960 (42)	3	5
1963 (59)	-	17
1967 (62)	1	2
1970 (67)	-	(5)
1972 (70)	1	2
1973 (74)	4	-
1978 (79)	5	-
1985 (81)	2	-
1987 (85)	-	4
1991 (89)	1	3
1992 (92)	3	-
1993 (85)	-	(-6)
1994 (92)	-	(6)
1999 (93)	1	-

The numbers in parenthesis refer to the dissolution (1970, 1994) and respectively the re-formation (1993) of Puyun.

Chongjin – city of old industry with potential as traffic junction

Chongjin is an important industrial city and port in northeastern Korea. The most important factories were built in the 1930s. Especially iron smelting plays an important role. This puts Chongjin in a strong dependence of it. Chongjin is a twin city, which consists of the original Chongjin and the former city Ranam. Urban development processes were observed in the 1960s, afterwards only in Chongam and especially in the North of Ranam where the residential region Nam-Chongjin was built. Chongjin possesses a big potential for development due to its proximity to China, Russia and Japan.
