

- Urban & Metropolitan Transport Issues in Korea –
**Make Drivers Uncomfortable,
Passengers Comfortable.**

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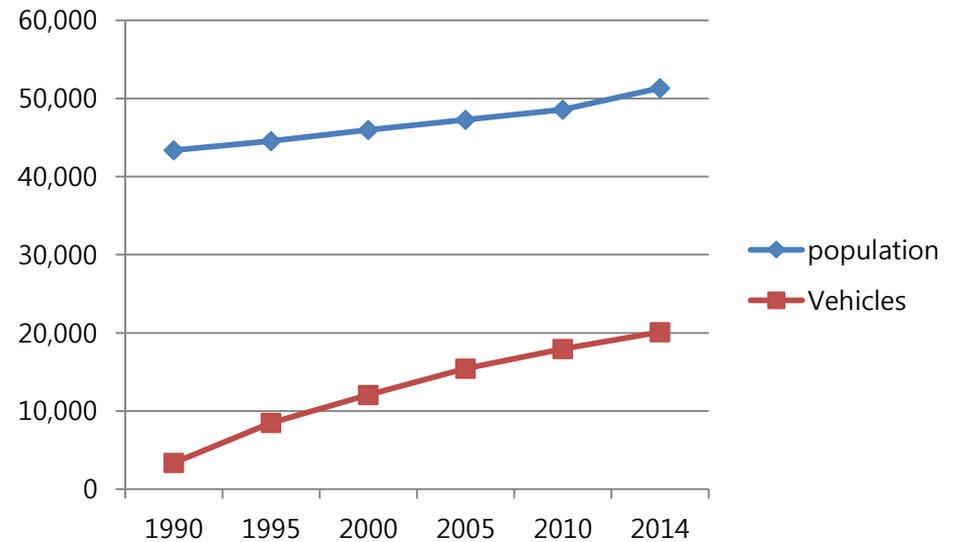
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Overall Trend

Population and Vehicle Growth Trends

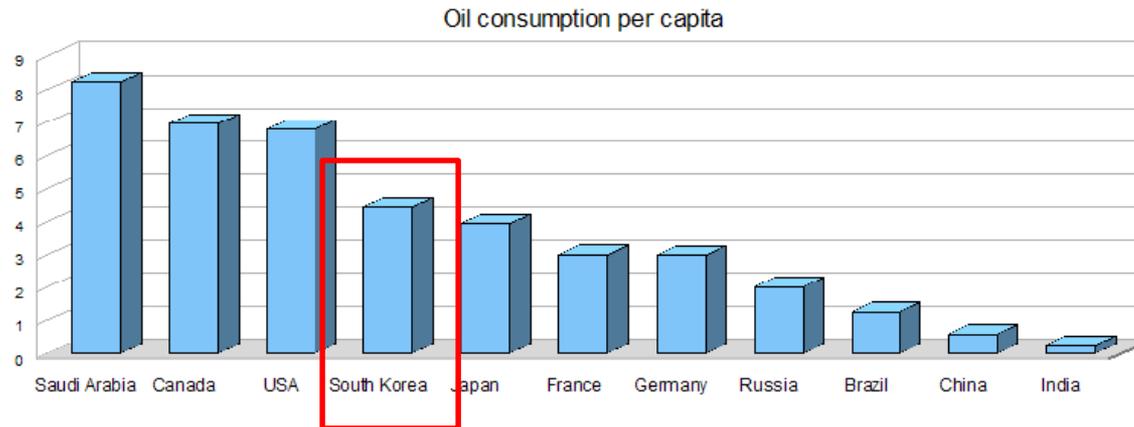
	Population	Vehicles
1990	43,390	3,390
1995	44,554	8,470
2000	45,985	12,060
2005	47,279	15,436
2010	48,580	17,943
2014	51,328	20,120



For the last 20 years, vehicle increase 137.5% while population increase 15.2%

Given Condition

- One of the top oil consumers per capita



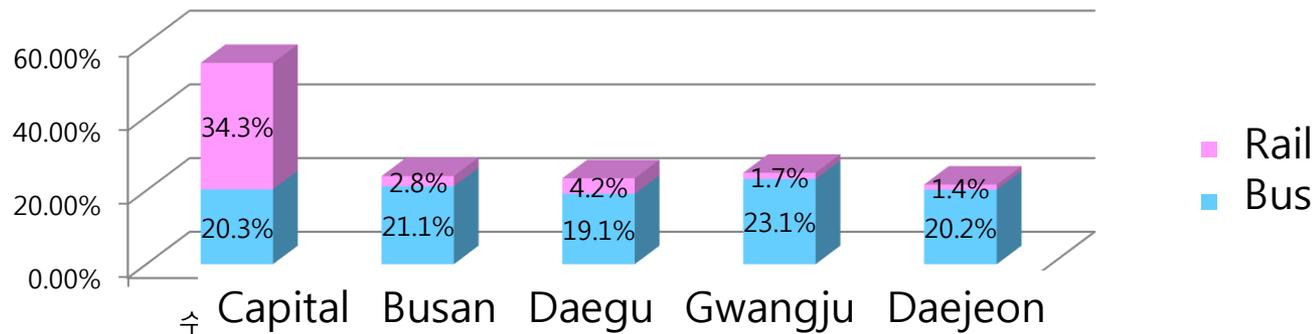
- Investment for Infrastructures is not easy due to costly land price in metropolitan area and tight budget.

Five Metropolitan Areas, 83.4%



Metropolitan Transport Demand

- As metropolitan areas expand, more and more people commute longer distance.
- In Capital metropolitan area, public transit share amounts to 54.6% due to well-developed rails.
- However, less than 25% share in other areas.



Capital Metropolitan Area

Three Regional Governments



➤ Seoul

- 605 km²
- 10,529 K people (41.1%)
- 4,498 K employed (48.5%)
- 3,008 K Vehicles

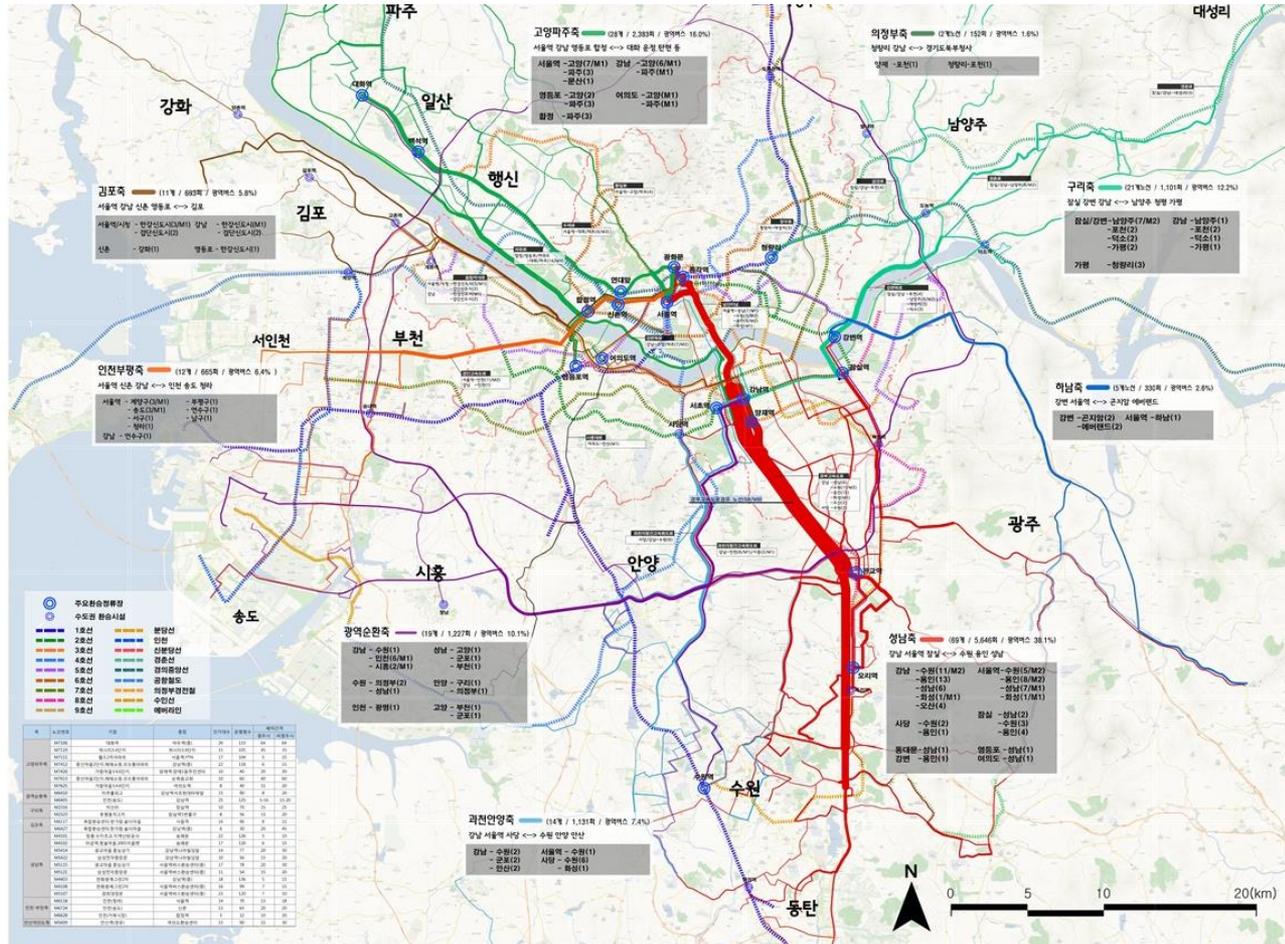
➤ Incheon

- 1,041 km²
- 2,851 K people (11.1%)
- 848 K employed (9.2%)
- 1,233 K Vehicles

➤ Gyeonggi-do

- 10,170 km²
- 12,240 K people (47.8%)
- 3,920 K employed (42.3%)
- 4,667 K Vehicles

Rails, BRTs, Buses in Capital Metropolitan Area



What MOLIT does ...

Based on Special Act on Metropolitan Regional Transport Management,

- sets up 20 year long-term basic plan on vision and strategy and 5 year mid-term implementation plan.
- provides grants related to Metropolitan Regional Transport Projects such as
 - Roads 50%, Rails 70%, Transfer Centers 30%, BRTs 50%,
 - Transit-only Street \$3million/km.

Also, manages laws and regulations related to

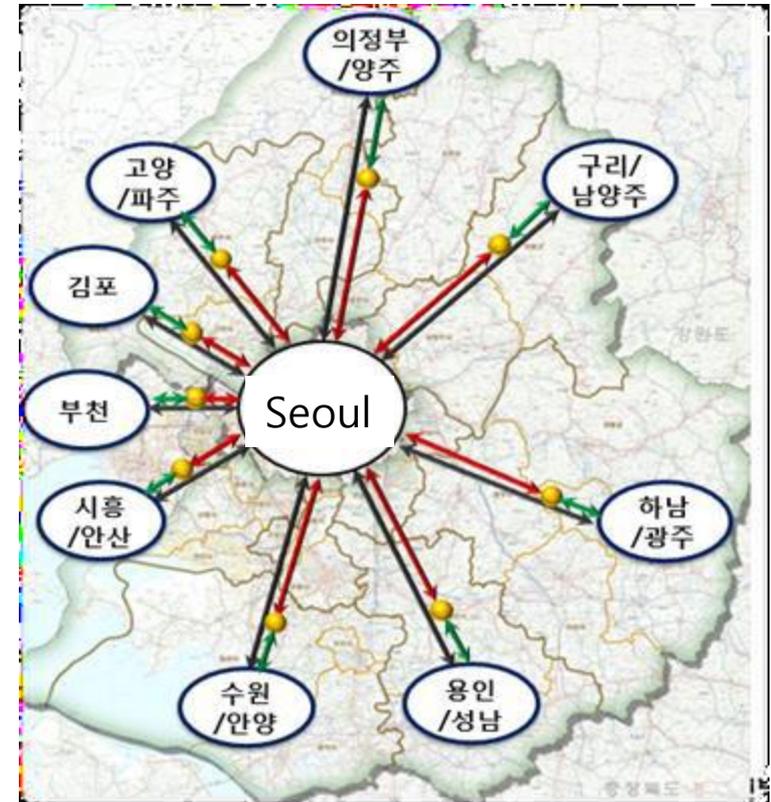
- Urban Transport: Traffic Demand Management such as Charges on Transport Generating Facilities, Congestion Charge, ...
- Public Transit: Transport Card,
- Parking Lot: Required # of parking lots for

What regional governments do ...

- Seoul and Incheon are responsible for planning and implementing transport projects within their jurisdiction and managing urban transport.
- Gyeonggi-do has 27 cities and 5 counties which share the responsibilities of transport projects and management.
- Metropolitan Transport Association is organized to deal with Transport issues across the boundaries of jurisdictions.
- To tackle the challenge of metropolitan regional transport, cooperation is crucial.

Pending Issues at Hand

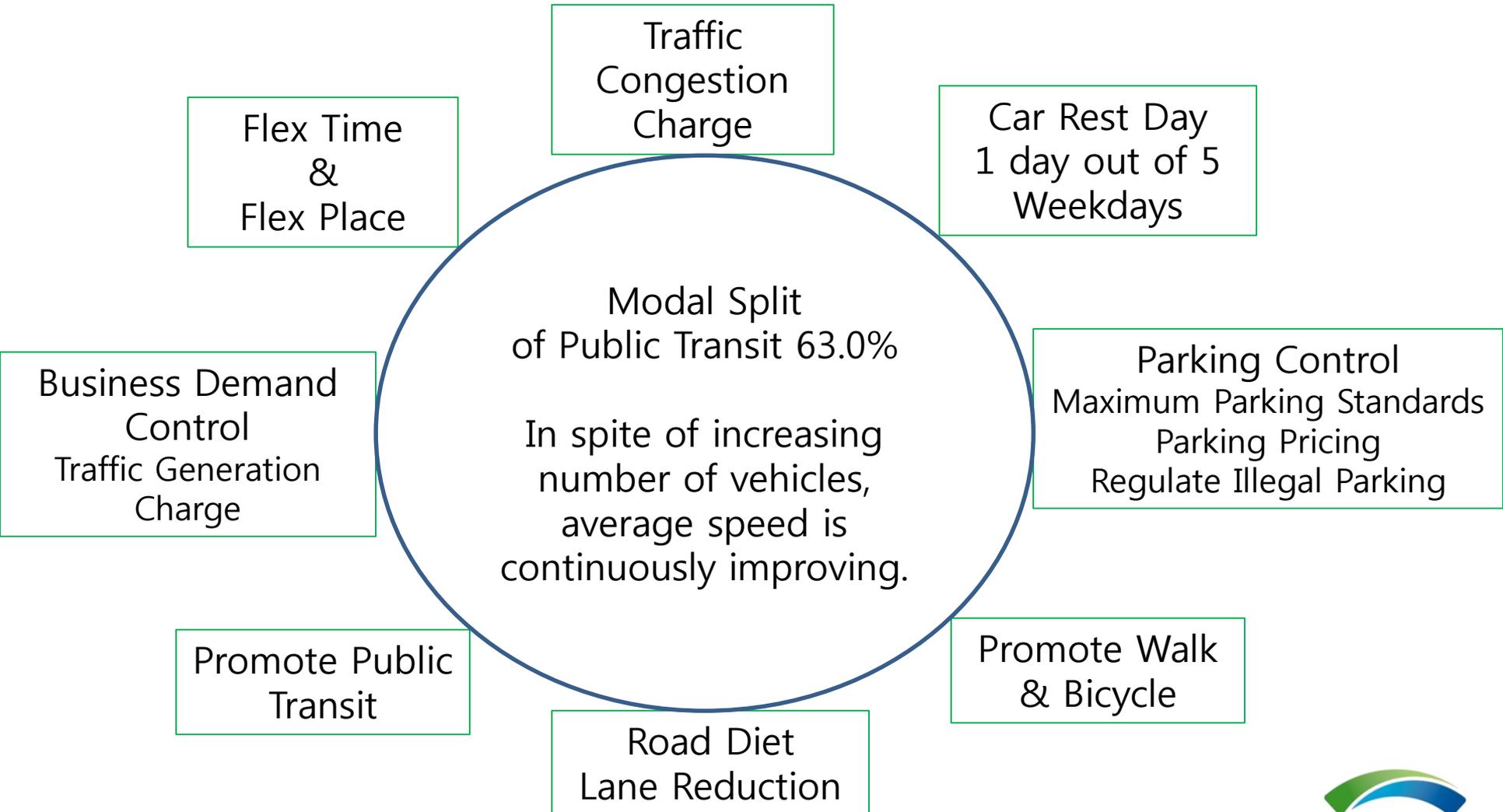
- 3.4 million people commute from Incheon/Gyeonggi-do to Seoul thru 9 transport axis.
- People drive cars (41.6%), take rails (24.1%) or buses (34.3%).
- Some regional buses take highways. (The law requires every passenger to wear a seatbelt on highway.)
- During rush hour, some buses are packed with passengers even standing at aisle.
- For safety, we have to resolve this – to make all passengers seated.



We are currently implementing

- Rail Projects to divert bus passengers to rail.
- Straightening and simplifying bus routes to shorten travel time.
- Building regional transit transfer centers.
- Providing Bus Information (location, remaining seats, etc) thru mobile phone or Internet.
- Operating double deck buses at some routes to accommodate more passengers per travel.
- Establishing a Control Tower with authority.
- Rationalization of Public Transit Fare.

Traffic Demand Management in Seoul



Hurdles in TDM

- Promoting Public Transit raised modal split to 63%, but still occupancy of cars stands at 25.9%.
- 22% of Business participates in Traffic Demand Control Program.
- Rather low Traffic Generation Charge for business facilities is no burden. The Charge is to be gradually raised from \$0.35/m² to \$1/m² by 2020.
- Maximum Parking Standards are applied only to new buildings and therefore have limited effect. Some of the demand is transferred to other buildings.
- Parking Price is stagnant since 1996.
- 40% of cars are participating at Car Rest Day Program (1 day in 5 weekdays). But the number of cars are increasing faster.
- Traffic Congestion Charge is imposed at two main arteries. The low fare has limited effect.

Not Easy but We plan to

- Enforce strict parking policy:
 - Rationalize parking fare.
 - Strengthen max. parking standards.
 - Crack down on illegal parking with heavy penalty.
- Introduce area-based congestion charge and reform roads, routes, traffic signals for faster trip.
- Maximize the use of Information & Communication Technology for TDM.

To Make Public Transit Convenient

- Transport Card – One Card All Pass (OCAP)
- Bus Information System
- Integrated Long-Distance Bus System
- TAGO (Transport Advice on Going Anywhere)
- Expansion of M-Bus Service and BRT
- Improvement of Public Transit Quality

Transport Card



ONE CARD ALL PASS!!

Subways nationwide



Expressway

Buses nationwide



Trains



Bus Information System



TAGO

Transport Advice on Going anywhere
(TAGO)



○ 대중교통정보제공, 활용

- 민간업체



- OPEN API (www.data.go.kr)

전국단위 고속·시외·시내버스, 마을버스, 항공, 철도, 해운, 지하철 등 대중교통정보를 연계·통합하여 인터넷, 모바일, 민간 교통정보 서비스 사업자를 통해 제공함으로써 국민들에게 끊김 없는(Seamless) 대중교통정보를 제공하는 서비스입니다.

Bi-Modal Test-run at Sejong BRT



Transit-only Street



Long Way Ahead

- As far as urban and metropolitan transport concerns, Public Transit is the only solution.
- We have to make drivers uncomfortable and passengers comfortable.
- Challenge goes on.
- Let's work for better tomorrow.

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Thank you