

Republic of Korea

General Status

- **Location:**

On the Korean Peninsula about midway up from the Equator, neighbored by China and Japan in Northeast Asia

- **Climate:**

Four distinct seasons with longer summer and winter than spring and fall.

Rainy period in the summer around 30 °C, and below 0 °C in the winter. Annual average temperature: 11 °C

- **Population (2009):**

48.7 million (490 persons per square kilometer)

- **Currency :**

Korean Won (KRW)

- **GDP (2008)**

Korean economy = USD 1.358 trillion

- **Total area (2008):**

100,140 sq. km.

* Korean Peninsula : 1,300 km long and 300km wide

- **Capital:**

Seoul

Map of Korea



Scenery of Seoul at night



Traditional Architecture



Red Devils in World Cup



Road System

• Present Status of Road

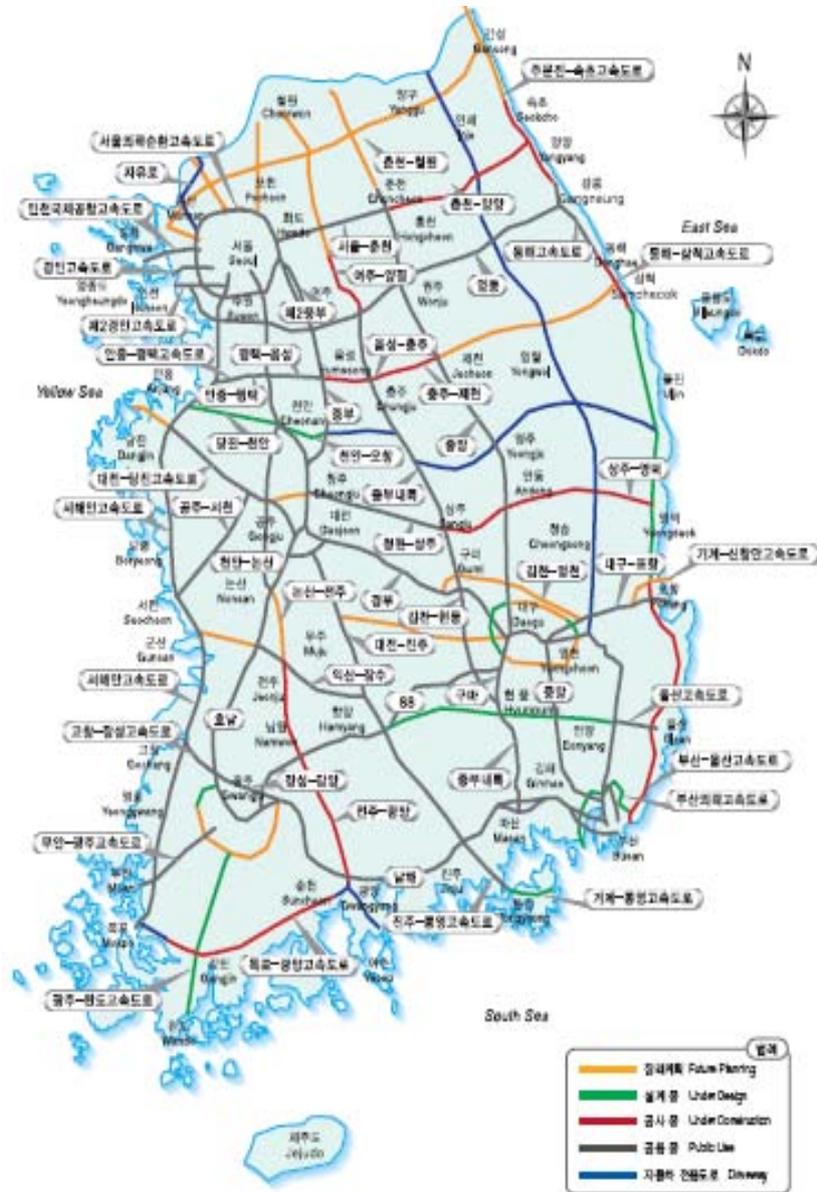
The road network in Korea is made up of national expressways and highways, which link major urban areas throughout the nation, and provincial roads which link daily living zones within each province.

The road network within the urban areas is mutually connected. While these roads are connected with each other in all directions, the expressway and highway run more in the north-south direction than in the east-west direction and have relatively much traffic due to topographical conditions.

As of December 2008, the total length of the roads was 104,236km, of which 81,835km, or 78.5% were paved. Further, 26.2% of the paved roads, or 20,978 km, have four lanes and 73.8% of them, or 60,357km, have two or less lanes.

However, the length of a road per km² of national land is 1.5km, which is much shorter than that of advanced countries. Therefore, further investment and development are required to strengthen the transport capacity of Korean roads.

National Arterial Highway Network (2009. 7)



Road Network Statistics

Road Type	Extension (km)	Pavement Ratio (%)	Composition (%)	Traffic Volume (mn · km)
National Expressway	3,447	100	3.3	143
National Highway	13,905	97.4	13.4	142
Provincial Roads	86,884	74.5	83.3	82
Total	104,236	78.5	100	368

• Arterial Road Master Plan ; past and future of the roads in Korea

The modern roads have led the national economy, and greatly contributed to the balanced regional development and the improvement of the living standard.

Since the opening of the Gyeongbu Expressway in the 1970s, Korean modern roads have been benefited marginalized regions and farming & fishing villages in transport as well as provided the main logistics strongholds like industrial complexes by constructing expressway, national highway, and provincial roads on a full-scale.

Gyeongbu (the 1st) Expressway (1969 vs 2008, Seoul-Suwon)



• 7x9 Master Plan

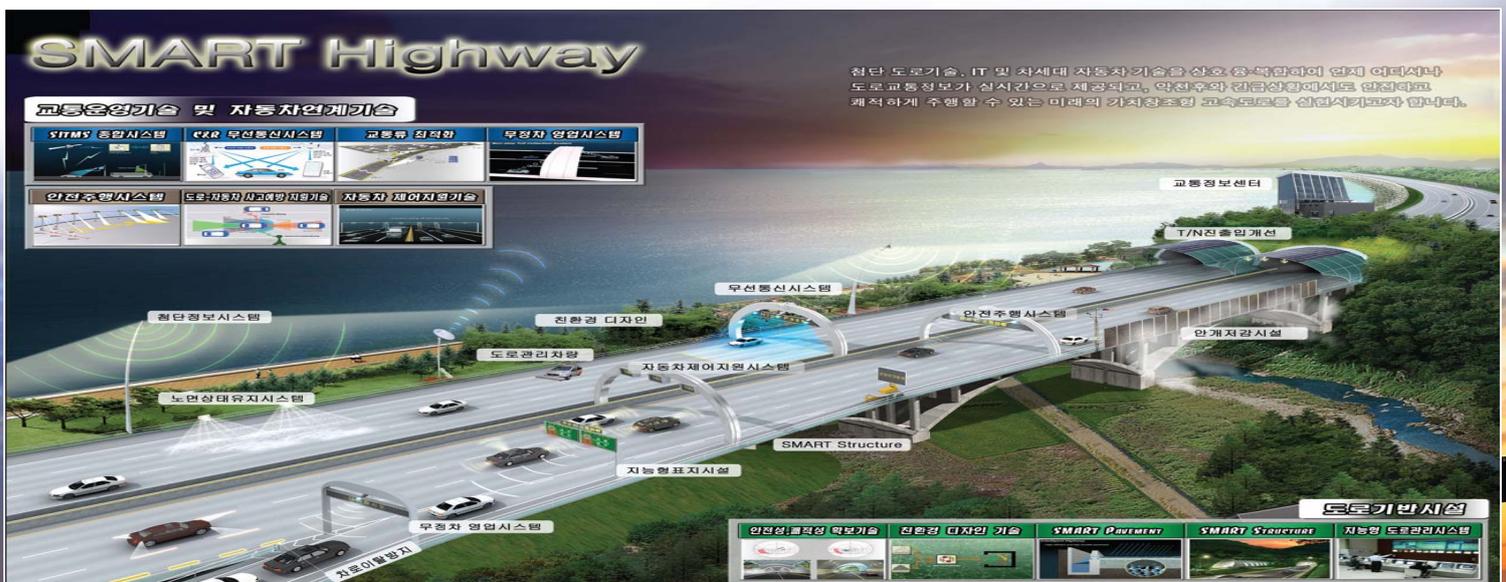
- 9 East-West Corridors, 7 South-North Corridors

- 1970's : 305km to 1,233km 'One Day Living Zone within Korea'
- 1980's : 1,232km to 1,559km Roads transport became the main transport mode
- 1990's : 1,559km to 2,131km 'Half Day Living Zone within Korea'
- 2000's : 2,131km to 3,447km Private investment increase (10 sections)

• Within 30min access to Expressways nationwide

- By the end of 2020, 6,160km (3,447km at present)

While road construction have focused quantitative expansion so far, the roads in the future should be developed in an energy-saving and eco-friendly (green) manner to be in harmony with natural environment and in a response to the climate change. In addition, roads should become safer and more intelligent to maximize the current roads' efficiency by combining automotives, IT and technology.



Road Administration

Ministry of Land, Transport and Maritime Affairs (Office of Transport Policy)

• Mission

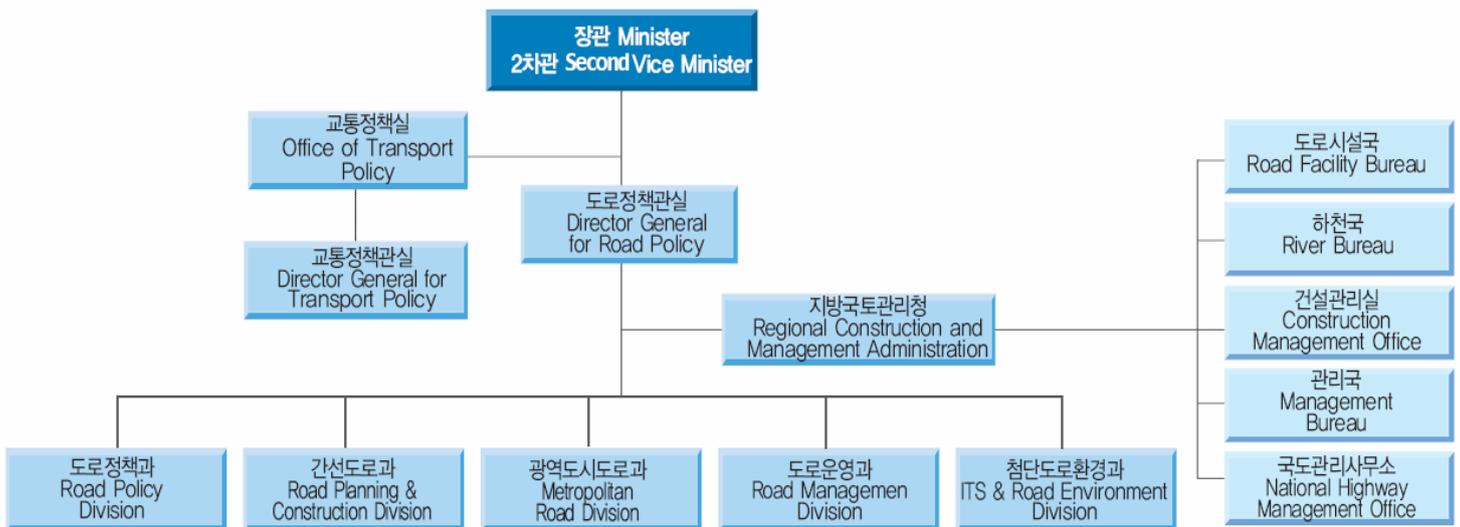
*construct transport and logistics networks
that advance into the world and open brighter future for Korea*

• Emblem



- **Land for Green** : to develop stable, good living and environmental -friendly territory.
- **Crossing in the Background** : to establish efficient, systematic transport and logistics systems.
- **Marine for Blue** : to progress into the future by maximizing the utilization of a dynamic and globalized ocean with further potential development.

Organization Chart for Road Administration in MLTM



• Road & Transportation Strategy

1. Contingency Plan

Actively promoting the early implementation of the road budget and investments to ensure the timely installation of the overall road system.

2. Inter Modalism

" Access to the highway in 30 minutes from anywhere" to build national arterial road network (7×9)

3. Green Highway (Green New Deal)

Reducing carbon emissions by adopting circulation roads, bypass roads, ITS / BIS, high pass (ETC) & bike paths

4. Efficiency: Effectiveness

Reviewing the entire process of restructuring of roads and traffic facilities to enhance investment efficiency

5. Safety

Strengthening sustainability and improving road safety in frequent accident roads and expansion project

6. Intelligence

Adopting advanced traffic information systems to improve the level of service (ITS)

Links

Organizations

Ministry of Land, Transport and Maritime Affairs

<http://english.mltm.go.kr/intro.do>

- Office of Transport Policy
http://transport.mltm.go.kr/USR/WPGE0201/m_19374/DTL.jsp

Korea Road & Transportation Association

<http://krta.co.kr>

- PIARC Korean National Committee
<http://www.wrakorea.or.kr/>
- REAAA Korean Chapter

Korea Expressway Corporation

<http://www.ex.co.kr/>

- Expressway & Transportation Research Institute
<http://research.ex.co.kr/>

Information

Publications by MLTM

http://english.mltm.go.kr/USR/cyberJccr/m_22375/lst.jsp

Statistics in the Field of Transportation

http://english.mltm.go.kr/USR/BORD0201/m_18283/BRD.jsp

