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 300 km wide

• Capital:
Seoul

Map of Korea
Scenery of Seoul at night

Traditional Architecture  Red Devils in World Cup
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.

### Road Network Statistics

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Extension (km)</th>
<th>Pavement Ratio (%)</th>
<th>Composition (%)</th>
<th>Traffic Volume (mn · km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Expressway</td>
<td>3,447</td>
<td>100</td>
<td>3.3</td>
<td>143</td>
</tr>
<tr>
<td>National Highway</td>
<td>13,905</td>
<td>97.4</td>
<td>13.4</td>
<td>142</td>
</tr>
<tr>
<td>Provincial Roads</td>
<td>86,884</td>
<td>74.5</td>
<td>83.3</td>
<td>82</td>
</tr>
<tr>
<td>Total</td>
<td>104,236</td>
<td>78.5</td>
<td>100</td>
<td>368</td>
</tr>
</tbody>
</table>
• 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.

• 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