Development of Railway & Stations in South Korea

- Yekyeong, Shin
- Assistant Professor, Ph.D, Architect, Namseoul University, South Korea
- (5) Development and Management of Stations
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Beginning of Railway in the Korean Peninsula

- Incheon Harbor (1883) and Incheon Station (1899)
- First Railway line was constructed from Incheon to Seoul
• Sudden Development of Railway Network between 1900-1945

• Linking the way of «China-Korea-Japan» in the Japanese Colonial Era

6 stations/ 34.23 km (1899)  
422 stations /2,775 km (1945)
Stations as only Stations

- Sudden Development of Railway Network between 1900-1945
- Linking the way of « China-Korea-Japan » in the Japanese Colonial Era
The Industrialization & Stations

- Division into North and South Korea
- Re-construction of Railway in South Korea after Korean War with both Industrialization and Economic Revival (Youngam line/Hambaeck line/Munkoung line)
- Most of Stations were built for rapid increasing Passengers and Cargos as a Rail Transportation Facilities
Private Funding for Stations & Commercial Changes

- Distribution Company's funding for Station Buildings
- Stations to be Commercial & Cultural Complex
- Department/Shopping Center/Cinema/Outlet/Drug Store/Water park
- 16 Stations / 323 Stations (only purpose of Passenger)
Private Funding for Stations & Commercial Changes

- Beginning to the lots of Distribution Companies funding for Station Buildings
- Stations to be Commercial & Cultural Complex
- 66% for Commercial Space, 10% for Station Facilities
- Department/Shopping Center/Cinema/Outlet/Drug Store/Water park
- 16 Stations / 323 Stations (only purpose of Passenger)
The Change of Railway Network in South Korea

1899

- **7 stations**
- **33.2 km Distance**
- **2,430,000 passenger**
- **17 hr 4 min Seoul-Busan**

Now 2015

- **666 stations**
- **3,583.7 km Distance**
- **1,224,819,000 passenger**
- **2 hr 16 min Seoul-Busan**
Now, Station as a Hub toward EURASIA

- Now, Political Vision for Hub toward Eurasia
- Planning to the Stations for the Global Starting Point
- Linking High Speed Railway from South Korea to Siberia
THANK YOU

• Yekyeong, Shin/ Namseoul University
  – Architect
  – Assistant Professor
  – PH. D
  – shinyekyeong@gmail.com