

## The Domestic Private-Funded Railway Station's Current Development Situation and Characteristics since the 1980s

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**Abstract.** Since the open of Kyung-in line in 1889, Korea's domestic railway station has gone through numerous developments. The concept of Private-Funded Railway Station conveyed by Japan in the late 1960s started to develop in the late 1980s from Yeongdeungpo railway station and Seoul railway station. This research attempts to diagnose the domestic Private-Funded Railway Station's current development situation and problems since the 1980s. Furthermore, this research will observe the characteristic of the Private-Funded Railway Station and provide implications on the complexation of the diversificating railway station.

**Keywords:** Private-Funded Railway Station, Urban Spatial Characteristics, Urban Facility, Complex Building

### 1 Introduction

Since Kyung-in line was open in 1889, the domestic railway station currently has 92 railway lines, 3,583.7km of railway distance, and up to 667 railway stations, which reflects its significant development. As the railway network expanded nationwide and the number of passengers increased, the railway station started to implement the concept of Private-Funded Railway Station brought from Japan after the 1960s. The actual development of the Private-Funded Railway Station was motivated by the Seoul Olympics in 1988 and was initiated by Yeongdeungpo railway station and Seoul railway station in the late 1980s. This study will diagnose the domestic Private-Funded Railway Station's current development situation and problems since the 1980s. In addition, through such observation and based on the characteristics, the study will provide implications on the complexation of the diversificating railway station.

The range of this research is the fourteen Private-Funded Railway Stations developed and managed domestically. Each Private-Funded Railway Station's literature reference, statistical data, and drawing data were analyzed in order to draw the status quo and development characteristics.

## **2 Background of the Private-Funded Railway Station Development**

The construction of railway stations in Korea, where there was no typical period of industrial revolution compared to Europe, was mostly based on the means of invasion and exploitation. The early railway stations were concentrated more on being located in the point of transportation of goods than for the passengers, containing simple service functions. With the industrial development, the railway station went through rapid expansion in the late 1980s and started to construct a number of Private-Funded Railway Stations, the concept which was brought from Japan in the late 1960s, initiated by Yeongdeungpo railway station. The start of Private-Funded Railway Station construction can be seen as the realization of necessity in improving convenient facilities for the passengers and modernizing the deteriorated railway station, resulted by the sudden economic growth and urban expansion, which led to poor development of the railway station's surroundings and impediment of the view. Currently, including Private-Funded Seoul Station built in 1988, there are fourteen Private-Funded Railway Stations running. It can be seen that after this period, discussion on the space of railway stations and improvement of the environment was put on table seriously.

Private-Funded Railway Stations' service facilities are gratuitously acquisition acquired by the National Railroad Administration, convenient facilities are managed by the mutual investment company, and the cost of railbed private use was payed yearly. However, although the standard of facility area of the railway station's service facility, one of the basic functions, is to be more than 10% of the total area according to the railway Rapid Transit's 「Asset Development Business Regulation」, in reality the service facilities in the stations are built to be only 10% of the total area, which satisfies the minimum standard.

## **3 Domestic Private-Funded Railway Station's Current Situation and Characteristics**

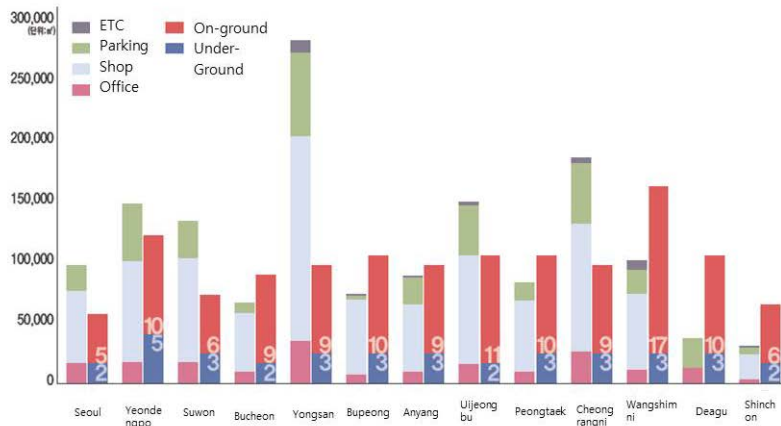
Current situation of the domestic Private-Funded Railway Station is the following: based on 2014, among total 667 railway stations, stations that are being run by private fund or in process of being private funded are 21 in total, actual Private-Funded Railway Stations are 14 in total, railway stations that are being construction delayed are 6 in total, and one etc. Among these railway stations, compared to the total number of railway stations, there are 2.1%, and compared to the railway stations for the passengers, there are 4.33% Private-Funded Railway Stations. Such statistic shows that the development of Private-Funded Railway Stations is extremely inactive.

**Table 1.** Summary of Domestic Private-Funded Railway Station

Total Number of Railway Stations	Passenger Stations	Passenger and Freight Station	Private-Funded Railway Stations			
			Total	Operating	Business Postponed	Etc.
666	233	90	21	14	6	1

※ In the case of etc. railway stations, based on June, 2014, in process of choosing a operator

**Fig.1** Building Area of Each Private Funded Railway Station



Until now, the metropolitan area, where the size of rear city and number of passengers are overwhelmingly large, has led that development by the major company's distribution operator. In addition, the form of railway station was developed in a linear manner, which maximizes the practicality of the railroad. Regarding the construction size, all thirteen Private-Funded Railway Stations' commerce facilities took the most area, in average 65% of the total area, and service facilities were built in average around 10% of the total area. One day in average, more than 68,000 passengers use the railway station, and this shows how the number of railway station users and floating passengers is crucial in the development of Private-Funded Railway Stations.

#### 4 Conclusion

Domestic Private-Funded Railway Stations is not being actively developed until now. Especially, the service function, which is the primary function of the railway station space, is not only limited depending on the size of the building, but also related to the use of the train, the space where various service is supposed to be provided started to be developed into a structure that increases the capital investor's economic value and

easy for commerce activities. In other words, such results can be explained by the fact that the railway stations became more of an economic exchange value than the utility use of itself, and by maximizing the position of the railway station, it has fall into being used as a commercial space.

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