



TRANSFER CENTER COMPLEX(TCC) DEVELOPMENT IN KOREA

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4A: Sustainable stations

Content

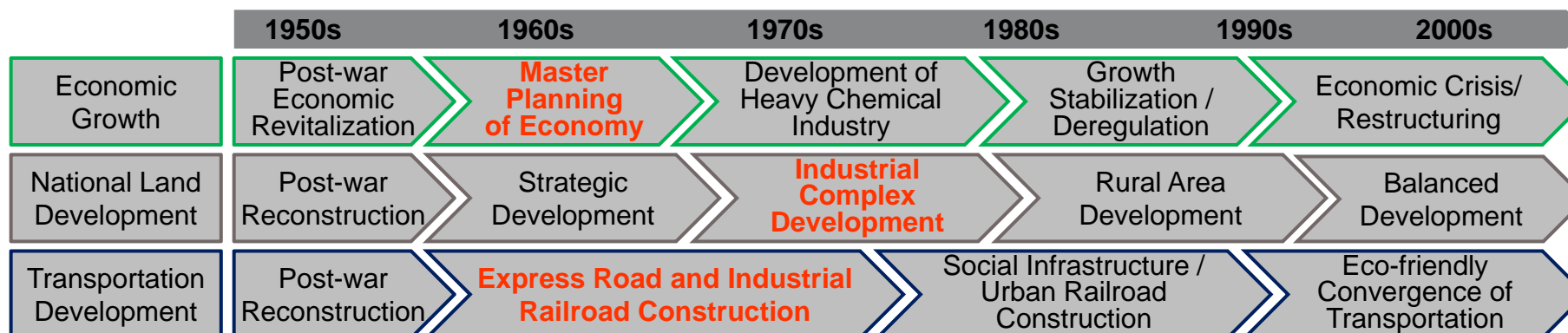
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- Part 1 : Background and Concept of TCC
- Part 2 : Key Policies of TCC
- Part 3 : Development Cases of TCC
- Part 4 : Lessons and Suggestions

I. Background and Concept of TCC

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- Growth of economy and transportation system in Korea
 - Rapid growth of GDP from **\$2.3 billion in 1960 to \$1.1 trillion in 2012**
 - Population increased from 20 million in 1960 to **48 million in 2012**
 - Korean case of rapid growth/urbanization offer valid implications for Russian metropolitan transportation



Category	1950	1960	1970	1980	1990	2000	2012
Population (million)	20.1	24.9	31.4	37.4	43.3	45.9	48.5
GDP (billion US \$)	-	2.30	8.90	63.80	230.40	445.40	1,114.40
Vehicles No. (thousand)	-	-	127	528	3,395	12,059	17,941
Motor road span (km)	25,683	27,169	40,244	46,950	56,715	88,775	105,565

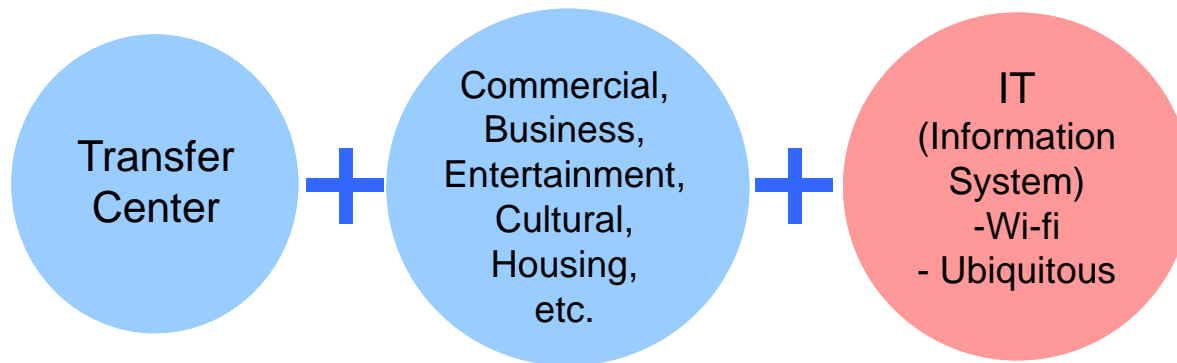
Source : KOTI(Korea Transport Institute)

I. Background and Concept of TCC

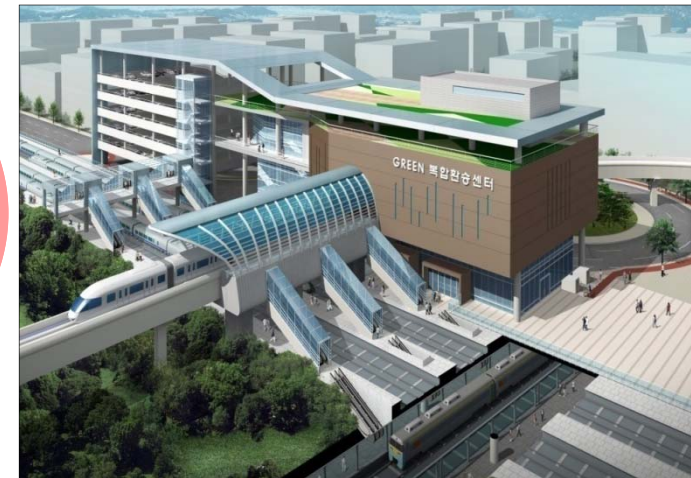
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□ Concept of Transfer Center Complex

- “Transfer Center” for better connectivity among travel modes and shortened transfer distance and time, and convenient transfer.
- Plus, mixed-use “high-density land development” at the Transfer Center.



[Concept of Transit Center Complex]



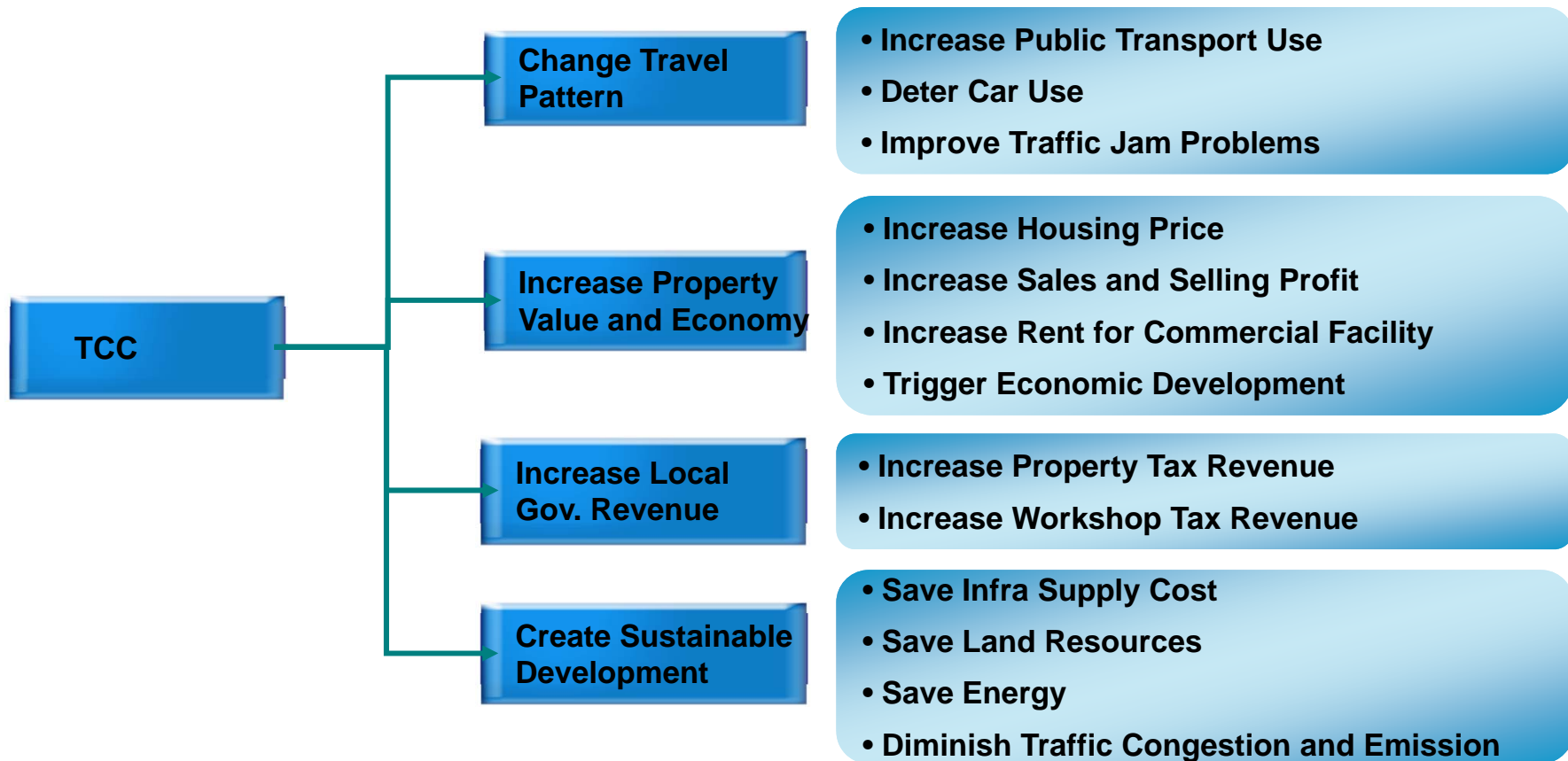
[Conceptual Design of TCC]

Source: KOTI, 『Master Plan for Transit Center Complex in Korea』, 2011`

I. Background and Concept of TCC

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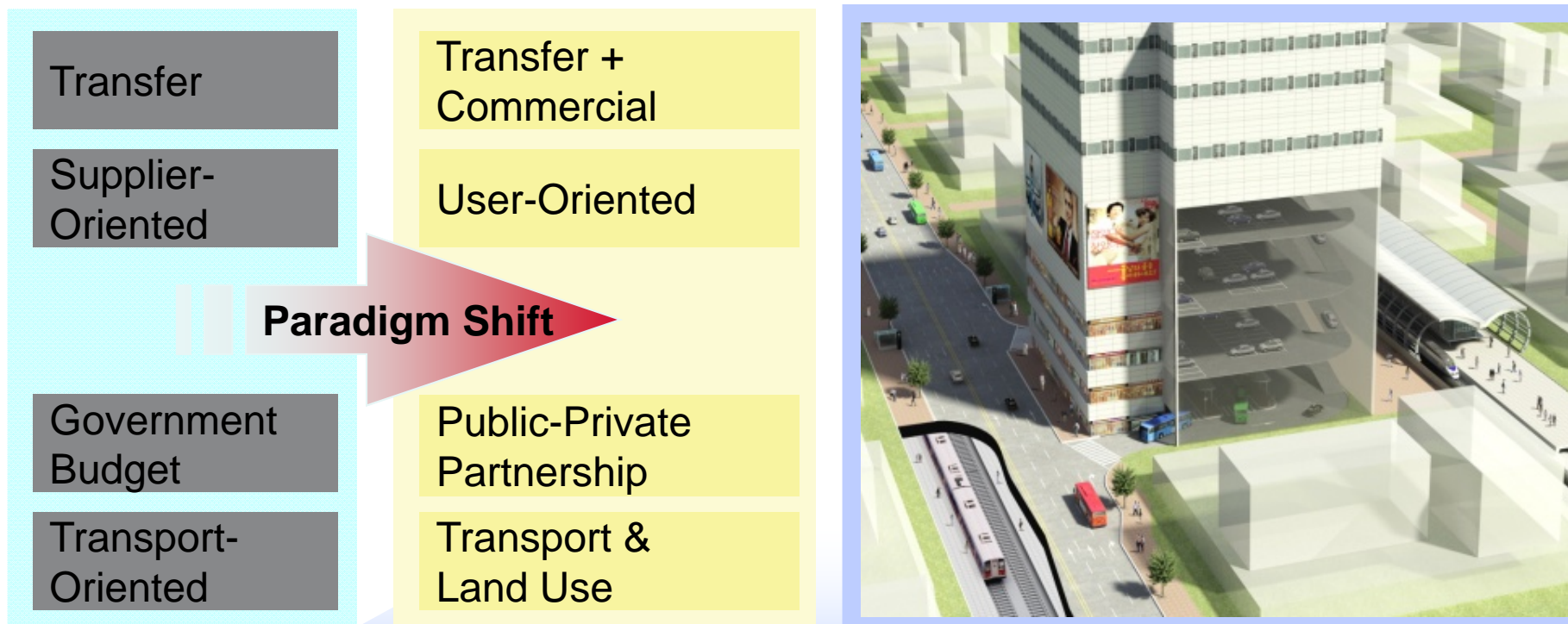
□ Functional Objectives of Transfer Center Complex



II. Key Policies of TCC

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1. Paradigm Shift

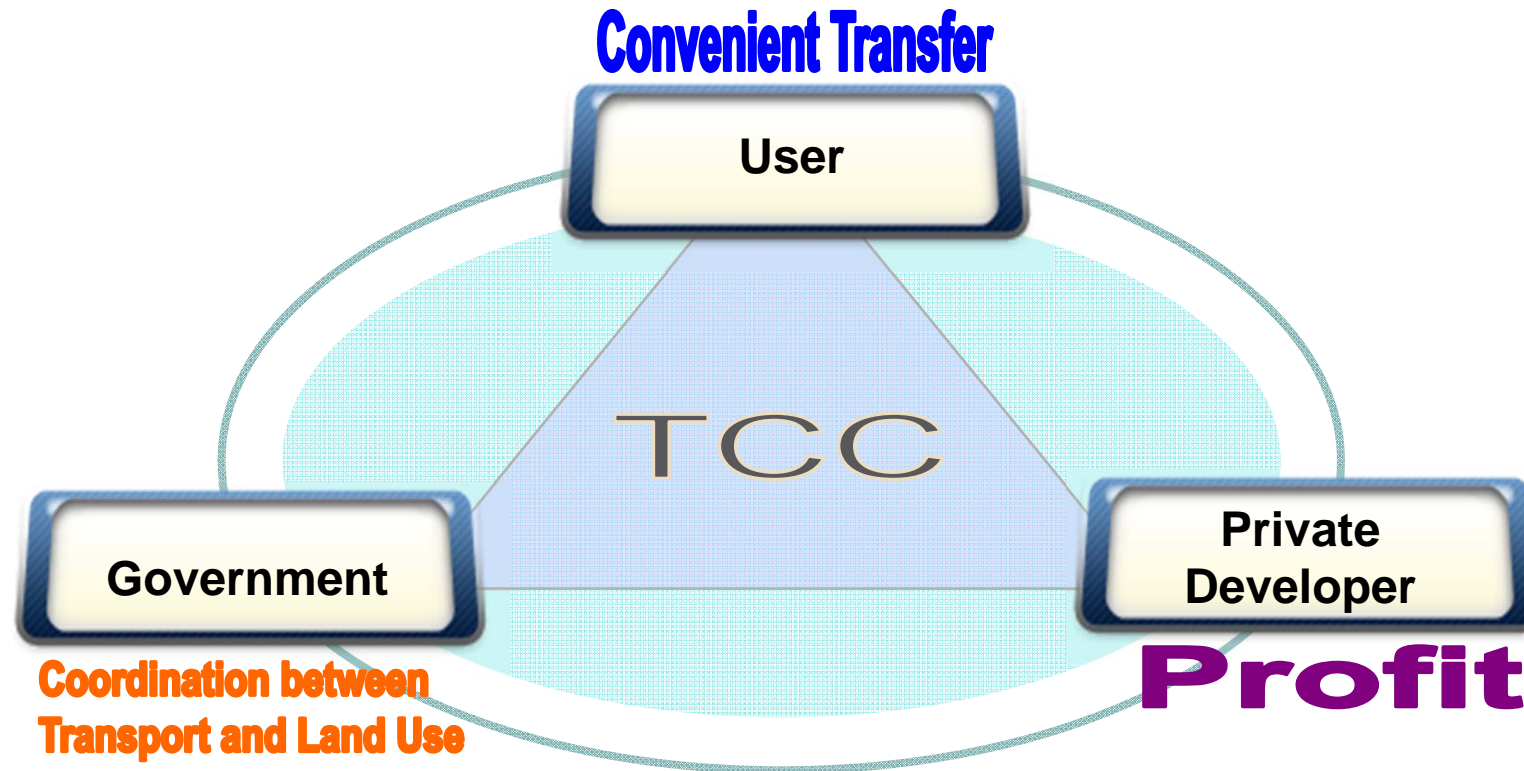


**Not simply transfer Center
But multi purpose complex for commercial, business, housing, etc.**

II. Key Policies of TCC

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- 2. New Strategy
 - Secure public-private partnership development



Mr. Sohn - Zenith Partners Korea - Transfer Center Complex(TCC)
Development in Korea

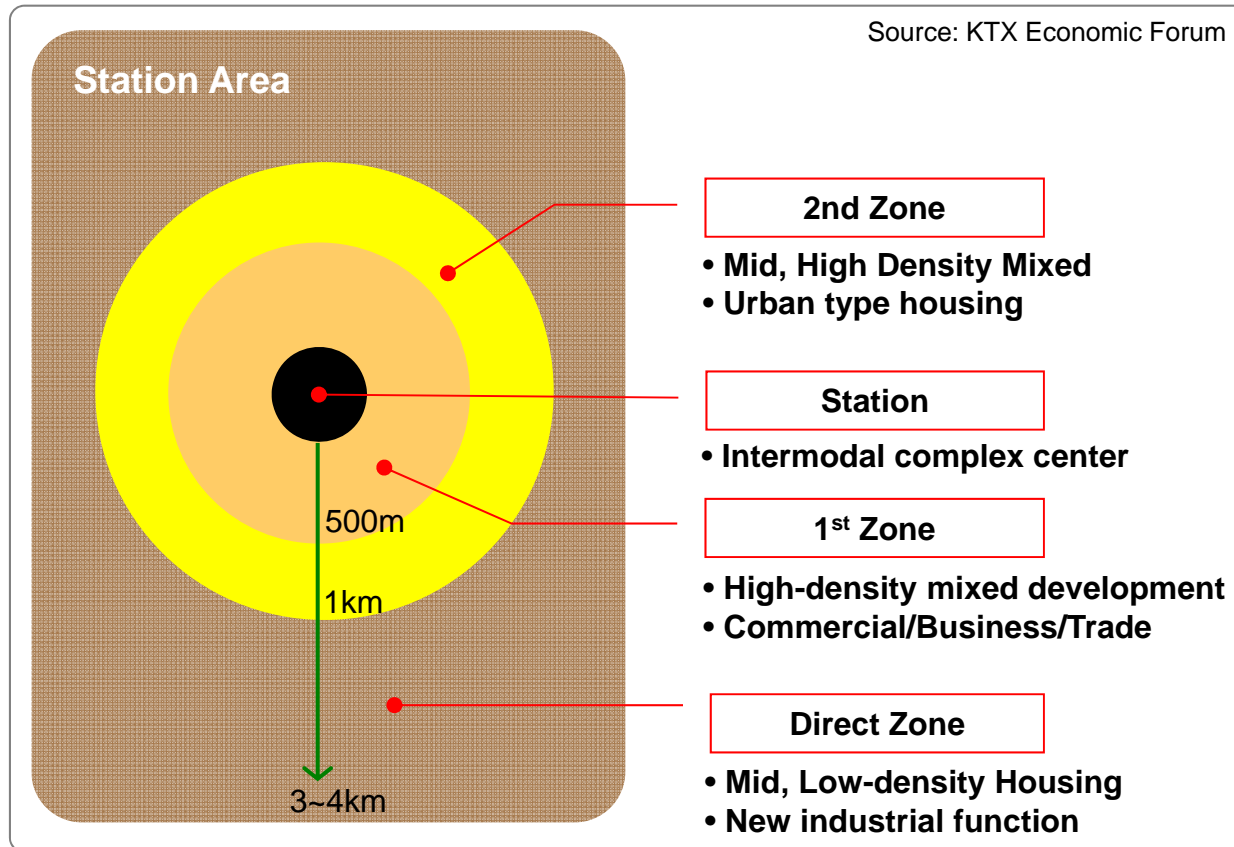
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II. Key Policies of TCC

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3. Station Area Design Guidelines

- Classification of Station Areas for better use of public transport system



II. Key Policies of TCC

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□ 4. Act for Incentives

- In 2009, Korean Gov't enforced National Integrated Transport Systems Efficiency Act

◆ Expropriation of Land

- * Give a right to expropriate land in case of 2/3 land acquisition

◆ Deregulation of Construction Restrictions

- Increasing of floor area ratio in spite of current law and ordinance

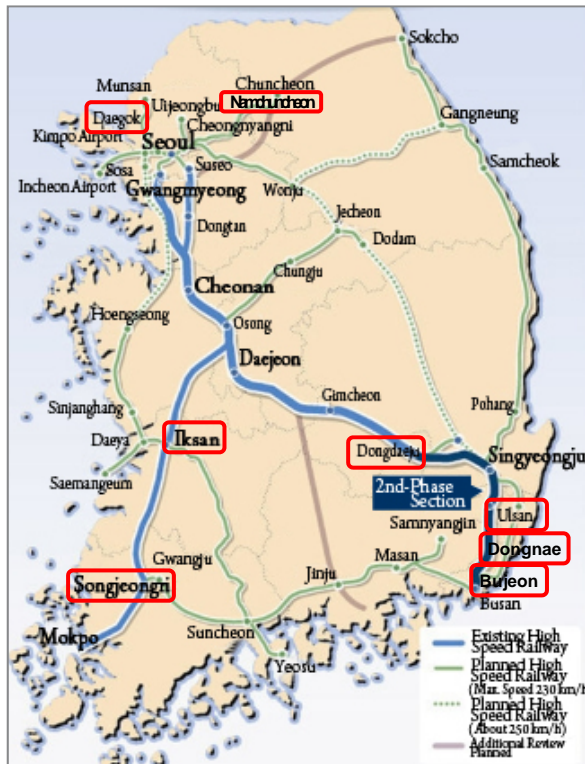
◆ Financial Support for Transfer Facility

- Give financial support for the improvement of transport connectivity and transfer facilities by governmental budget
 - ☞ Including transfer pass, pedestrian and bicycle related facilities, transfer information system, access road and rail construction

III. Development Cases of TCC

Transfer Center Complex Development Projects

- Since 2010, 8 Pilot projects for Transfer Center Complex are under development



< KTX(high-speed railroad) network and 8 Pilot Projects >



< Planned Dongdaegu Transfer Center Complex >

IV. Lessons and Suggestions

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1. Intermodal Transport System is the First

- Before land development, transport connectivity and transfer system should be secured

2. TCC Plan should be made at an early Stage

- It is too late to plan TCC after completion of land use and transport Facilities

3. Government should Invest First

- Central and local Government should invest money for regional and local infrastructure

IV. Lessons and Suggestions

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4. Secure Profit for Private Sector

- Private sector is basically looking for profits.

5. Strong Organization for Implementation

- TCC includes a variety of stakeholders. Strong organization is a key element for successful TCC development.

6. Station should be an Activity Center

- Station is not just for riding a train but should be an activity center gathering people.

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Thank you

for your kind attention

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