

Toward a Sustainable Eco-Mobility City!

in Dangjin City



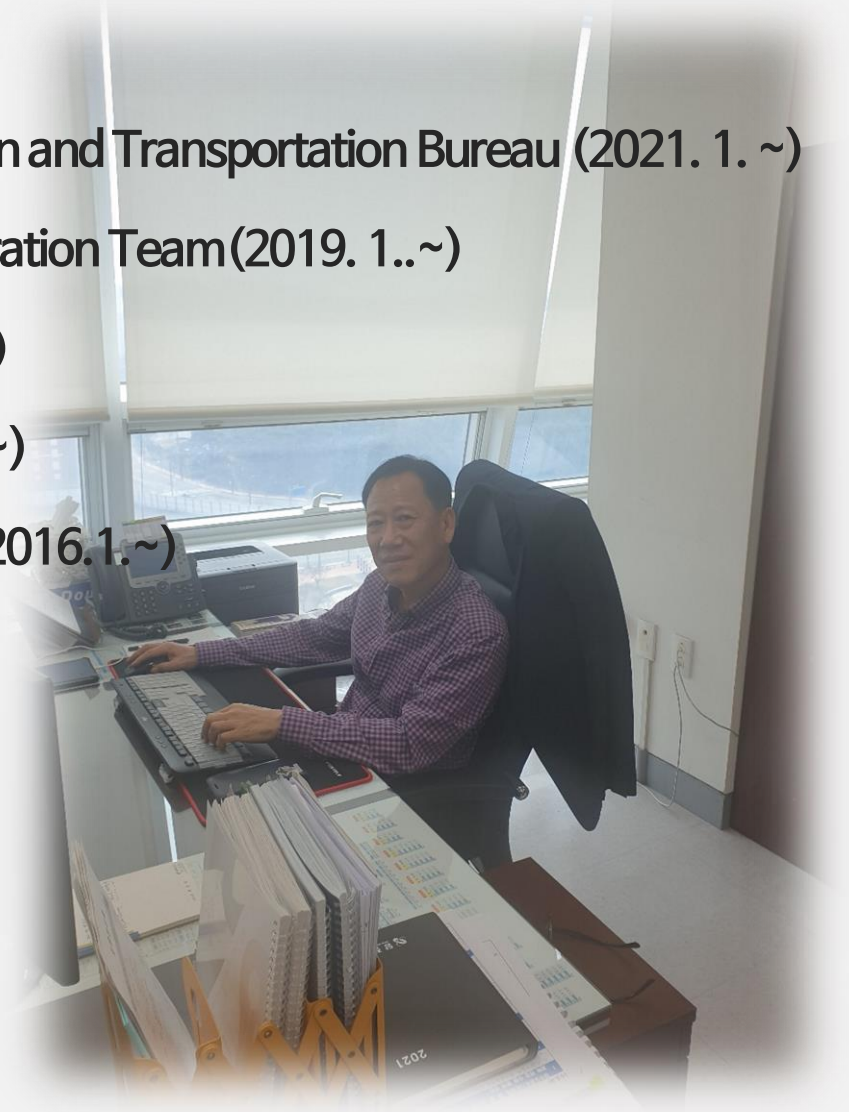
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1. Current Status of Dangjin City

Location

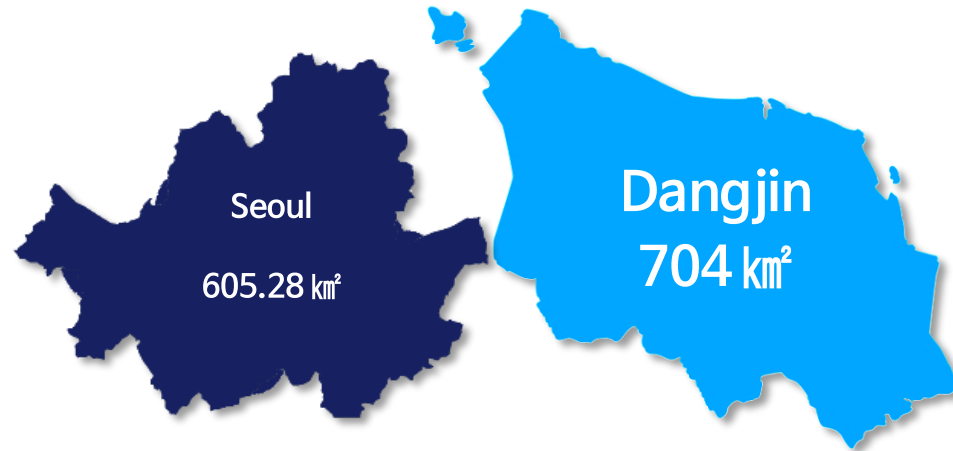


Midwest of South Korea

Area

704 km²

(Similar to Seoul and Singapore)



Population

171,699

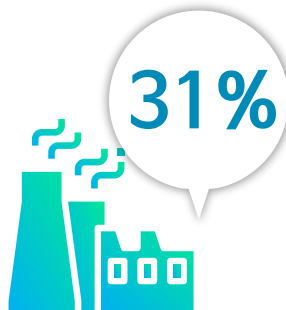
(Growing city in terms of economy and population)



77,661 Households



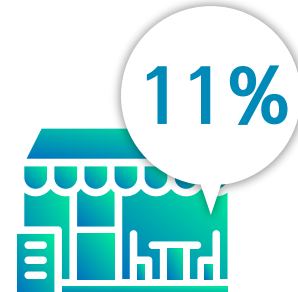
Industrial Structure



Manufacturing



Agriculture



Service

2. Transportation Conditions

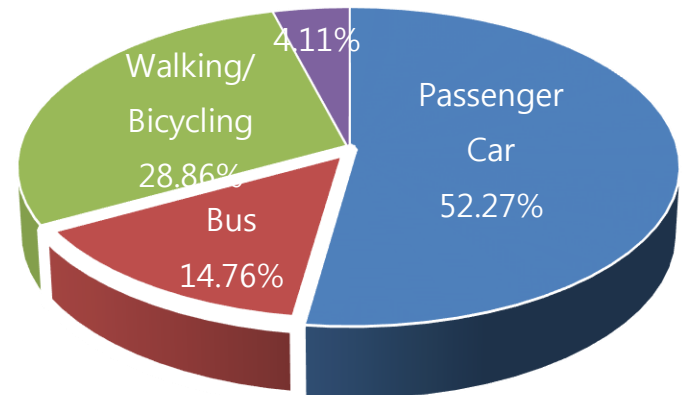
The number of car registrations

Overall registration ratio of passenger cars: 75.0%

	2016	2017	2018	2019	2020
Total	84,175	88,442	91,501	94,513	96,521
Passenger Car	61,507	65,280	67,930	70,506	72,404
Van	3,315	3,249	3,200	3,177	3,133
Freight	18,485	18,994	19,415	19,821	19,970
Special Purpose Vehicle	868	919	956	1,009	1,014

Transportation Modal Share

Bus Modal Share: 14.76%



3. Background of Transportation Policy

I. The Small Number of Buses

The number of buses per population:
0.39 Units/
1,000 People
(Chungcheongnam-do Average:
0.52 Units/1,000)

2. Large area and population

3rd largest area in Chungcheongnam-do
The fourth largest population,
Aging and low birth rate trend

3. Modal Share of Bus Transportation

The modal share of Bus is 14.76%, which is about 1/3 of passenger cars (52.27%).
The share of passenger cars tend to increase every year.

4. Actions on Zero Carbon

Environmental Problems: The largest amount of air pollutant emitting city

Social exclusion of women, young people, and the elderly in the process of compressed growth.

New Transport Policy Are Needed to Revitalize Public Transportation

3. Public Transportation Policy

Increased Accessibility to Public Transportation

Expanding Lines

Expanding Downtown Circulating Buses
(10 Units)

Happy Bus

**Demand Responsive Happy Bus
(58 Units)**

Special Transportation

Operation of happy taxis and special transportation means

Current Status of Use

- Circulation Bus : 249,000 people/year
- Happy Bus: 117,000 people/year
- Happy Taxi, Special Transportation: 26,000 people/year



Eco-friendly Operation of Public Transportation

Project Period

2021 ~

Project Cost

500 billion won

Project Details

- Establishing charging stations for electric vehicles and hydrogen vehicles
- Supply of electric buses and eco-friendly vehicles

Project Goals

- 2,500 eco-friendly cars
- 100 charging stations
- Conversion to Eco-Friendly Buses (by 2035)



3. Public Transportation Policy

Research Project on Introducing Free Fare Public Transportation and Public Bus System

Period

2020 ~

Details

1st Phase
Physically Handicapped Person,
Veterans

2nd Phase
Children and Teenagers

3rd Phase
Public Bus System

Goals

- Gradual expansion of free fare public transportation
- Introduction of a public bus system



사진출처 : news.naver.com

4. Realizing Free Fare Public Transportation



1st Phase

July 2019 : 75-year-old seniors can take buses for free

- The Number of People Served: 15,000 people
- Limits : No limits on the number of uses
- Application method: Offline application through local community centers (easy to apply)
- Required amount of budget: KRW 3.5 billion
- Number of application : 12,000 people (80%)

2nd Phase

August 2020 : Veterans and their families, handicapped people can take buses for free

- The Number of People Served : 8,300 people
- Limits : No limit on number of uses
- Application method: Offline application through local community centers (qualification confirmation needed)
- Required amount of budget : KRW 400 million
- Number of application : 1,000 people (12%)

4. Realizing Free Fare Public Transportation

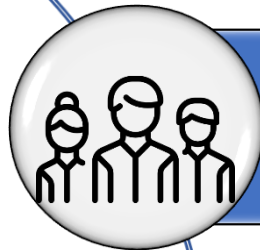
3rd Phase

March 2021. Young people aged 6 to 18 can take buses for free

- The Number of People Served : 21,000 people
- Limits : 3 times a day (+ one transfer)
- Application method: Online application
- Required amount of budget : KRW 2.1 billion
- Number of application : 9,000 people (42.9%)

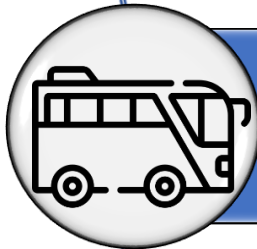


5. Results



Expanding groups of people served by free fare public transport system

Benefits more than 45,000 citizens (26.73% of the total population)



Increased Bus Ridership

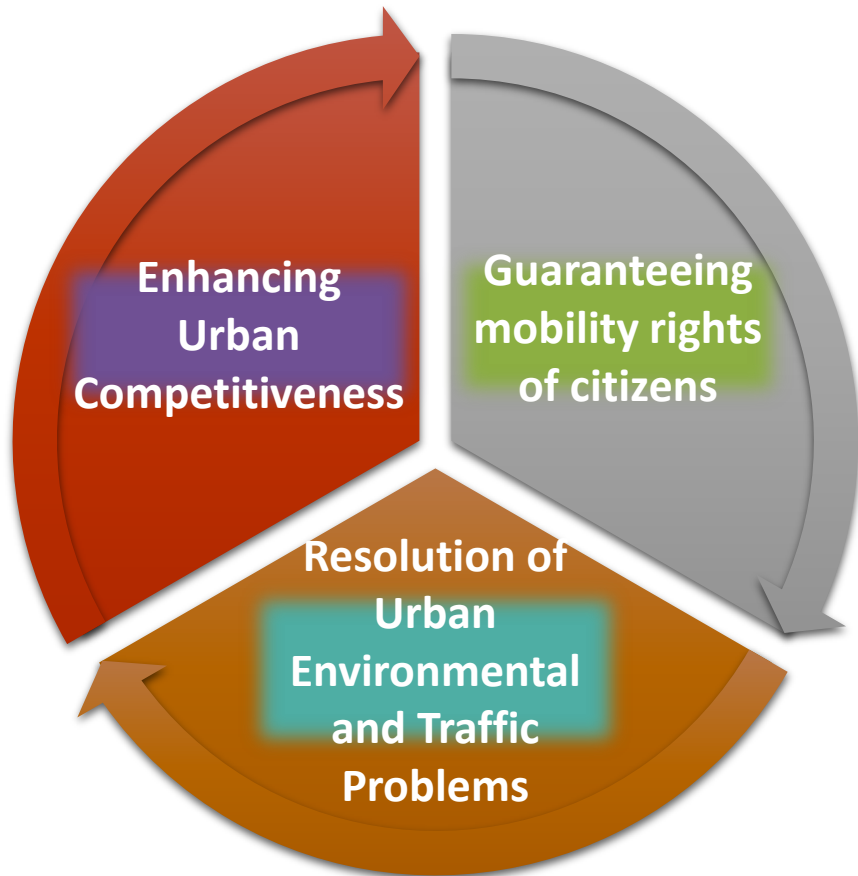
Bus ridership of the people eligible for free fare public transportation system increased by about 30% year-on-year.



Reducing Economic Burden of Households

A monthly average of KRW93,000 and an annual average of KRW1,120,000 in transportation costs are reduced to ease the economic burden on households.

6. Expected Outcome and Future Plan



Expanding Free Fare Public Transportation System

- Students attending schools in the jurisdiction and foreign students
- Senior citizens over 65 years old

Introduction of eco-friendly buses

- Introduction of electric buses and hydrogen buses every year
- Conversion to Eco-friendly buses by 2035

Promoting Public Bus System

- Conduct preliminary research and assessment
- Reaching civic consensus
- Strengthening public functions of buses

7. Response from Citizens

Positive responses

I will take a bus more frequently.

It supports households by saving bus fare.

It will be good for student mobility and learning.

Mixed responses

It will adversely affect the city's financial status.

I have concerns about the overlap between welfare services.

It doesn't help to relieve traffic congestion.

Transit Company

<The free ride allowed for children when they are along with adults>
Children under the age of six are free of charge when they are accompanied with one adult under the 'Passenger Transport Business Act'.
But Dangjin City offers free rides for all children under 6 years of age.



We will establish a sustainable transportation system.

Thank you