

Republic of Korea High-Speed Rail Passenger Traffic Statistics - to 2018

We present annual passenger traffic statistics for high-speed railway lines in the Republic of Korea (KR, South Korea) in the table and figure below. This compilation extends from 2004, when South Korea opened its first dedicated high speed railway, to the most recent years for which data are available.

List of Tables and Figures (scroll down):

Table 1: Passenger Traffic Statistics - KTX-all

Figure 1: Passenger Traffic - KTX-all

Table 2: Passenger Traffic Statistics - Gyeongbu KTX

Figure 2: Passenger Traffic - Gyeongbu KTX

Table 3: Passenger Traffic Statistics - Gyeongjeon KTX

Figure 3: Passenger Traffic - Gyeongjeon KTX

Table 4: Passenger Traffic Statistics - Donghae KTX

Figure 4: Passenger Traffic - Donghae KTX

Table 5: Passenger Traffic Statistics - Honam KTX

Figure 5: Passenger Traffic - Honam KTX

Table 6: Passenger Traffic Statistics - Jeolla KTX

Figure 6: Passenger Traffic - Jeolla KTX

Transcription:

All names of KR organizations, cities and railway stations in are transcribed into the Latin alphabet according to the *Revised Romanization of Korean* system. This was adopted as the official KR standard for romanization from 2000.

Organizations and terms:

한국철도공사

(韓國鐵道公社)

Hanguk Cheoldo Gongsa.

English-language title: [Korea Railroad Corporation](#), This is the national rail operator. It uses **코레일**, *Korail*, as a marketing label.

한국철도시설공단

(韓國鐵道施設公團)

Hanguk Cheoldo Siseol Gongdan.

English-language title [Korea Rail Network Authority](#). This is the national rail infrastructure authority.

한국고속철도

(韓國高速鐵道)

Hanguk Gosok Cheoldo ("Korea High-Speed Railway").

This is the Korean-language name for high-speed railways in Korea ([map of existing and planned KTX services, at 2015](#)). The Korean-language term for "high-speed train" is **고속열차**, *gosok-yeolcha*.

High-speed services are marketed as *KTX*, derived from the English-language phrase "Korea Train eXpress." From 2016, trains operating to or from the Suseo terminal in southeastern Seoul are marketed as *SRT*. This acronym was also derived from English: "Super Rapid Train." The acronyms "KTX" and "SRT" appear in in Korean as well as English-language text (sometimes transcribed into Korean *Hangeul* script), and are also used as logos.

경부고속선

(京釜高速線)

Gyeongbu Gosokseon, "Gyeongbu High-Speed Line."

Seoul – Daejeon – Daegu – Busan.

Gyeongbu is a contraction that means "Capital – Busan" (*Gyeong*, "Capital," refers to Seoul).

호남고속선

(湖南高速線)

Honam Gosokseon, "Honam High-Speed Line."

Osong – Iksan – Gwangju – (Mokpo)

This line diverges from the Gyeongbu HSL at Osong (north of Daejeon) The extension to Mokpo is under construction. *Honam* is the name of the *jibang* (region) that includes North Jeolla Province, South Jeolla Province and Gwangju Metropolitan City.

수서평택고속선

(水西平沢高速線)

Suseopyeongtaek Gosokseon, "Suseo - Pyeongtaek High-Speed Line."

Seoul (Suseo station) – Pyeongtaek junction.

This line extends from Suseo station, located southeast of central Seoul, to a junction with the Gyeongbu HSL. Suseo serves as an alternate terminal for high-speed services to Busan and Mokpo.

Development of the KTX System

KTX services resemble the French LGV/TGV model, where high-speed trains are not confined to dedicated high-speed railway lines. The Korean national railway system was built with international standard-gauge tracks (1,435mm / 4'8½"). However, operation of KTX trains on classic Korail lines has required extensive upgrading: doubling, separation, re-alignments to ease restrictive clearances and sharp curves - and electrification. Prior to 2004, Seoul suburban services and the Seoul – Jecheon – Taebaek – Donghae line accounted for most Korail electrified route length.

Dedicated HSR infrastructure was designed for a maximum speed of 350 km/h / 217 mph. The maximum permitted speed was increased to 305 km/h / 190 mph from 2007 November 26. The (current) maximum permitted speed for KTX trains operating on upgraded classic lines is 180 km/h / 112 mph.

Gyeongbu KTX (Seoul – Busan) Phase 1.

The first phase of the KTX system was opened on 2004 April 1. This project included:

1.) Construction of the initial segments of dedicated high-speed railway, the [Gyeongbu High-Speed Line](#). This extended Siheung junction – Daejeon – Daegu (Dongdaegu

Station), 223.6 km / 138.6 mi, including two segments of the classic Gyeongbu Line through Daejeon and Daegu cities.

2.) Construction of a rolling stock base for KTX trains north of central Seoul. Some KTX trains continue northward from Seoul station, via Susaek Jct, to Haengsin, using 14.9 km / 9.3 mi of the classic [Gyeongui Line](#).

3.) Electrification of the classic [Gyeongbu Line](#), Seoul – Yongsan – Siheung junction – Daejeon – Daegu (Dongdaegu Station) – Busan, 441.5 km / 274.5 mi (Seoul suburban services had been electrified in stages from 1974).

4.) Electrification of the classic [Honam Line](#), Daejeon (Daejeonjochajang station) – Mokpo, 252.5 km / 156.5 mi, with a branch to Gwangju 13.7 km / 8.5 mi.

Gyeongbu KTX (Seoul – Busan) Phase 2.

The HSR segment Daegu – Busan was opened on 2010 November 1. This extends 128.1 km / 79.4 mi between Daegu, Gyeongju, Ulsan and Busan.

Gyeongbu KTX (Seoul – Busan): completion through Daejeon and Daegu:

Plans for tunnels beneath the centers of Daejeon and Daegu for KTX trains were rejected because of cost. Instead, segments of the classic Gyeongbu Line were rebuilt onto four-track viaduct, shared by KTX and other trains. These were opened on 2015 August 1. On the same date, a new pair of tracks was opened between the south end of the high-speed line and Busan station, 1.3 km / 0.8 mi, providing separate access for KTX and conventional trains to Busan station.

The KTX line across Daejeon extends a total of 18.2 km / 11.3 mi. The viaduct segment extends Ojeongdong – Daejeon station – Banamdong, 6.7 km / 4.2 mi. The new high-speed segment continues eastward, Banamdong – Okcheongun – Samcheongni, 11.5 km / 7.1 mi,

and includes the 5.0 km / 3.1 mi Sikchangsang tunnel. It connects with the existing southern segment of the Gyeongbu high-speed line.

The KTX line across Daegu extends 27.1 km / 16.8 mi. The viaduct segment extends Sangnidong – Daegu station – Dongdaegu station – Manchondong, 11.5 km / 7.1 mi.

The Phase 1 distance between Seoul and Busan (including the first segment of the high-speed line) was stated at 408.5 km / 253.3 mi. The Phase 2 distance was lengthened to 423.8 km / 262.8 mi because the high-speed line diverges to serve Gyeongju and Ulsan. Following completion of the line through Daejeon and Daegu, the distance was stated at 417.4 km / 259.4 mi. The system length of the completed Gyeongbu High-Speed Line itself was stated as 346.4 km / 214.8 mi.

Gyeongjeon KTX (Seoul – Masan – Jinju)

KTX trains began operating on the classic [Gyeongjeon Line](#) between Sangnamjin and Masan, 42.1 km / 26.1 mi on 2010 December 15, and were extended to Jinju (91.4 km / 56.7 mi from Sangnamjin) on 2012 December 5.

Donghae KTX (Seoul – Pohang)

KTX trains began operating on the classic [Donghae Line](#) between Geoncheon and Pohang, 38.4 km / 23.9 mi on 2015 April 12. This segment was built on a new alignment.

Honam KTX (Seoul – Iksan – Gwangju – Mokpo)

As stated above, KTX trains began operating on the classic Honam Line at the opening of KTX service, 2004 April 1.

Construction of the [Honam HSL](#) was started during 2009. The first segment, Osong – Gwangju-Songjeong, was opened on 2015 April 2. KTX trains were withdrawn from most of the classic line, but continue to work between Gwangju-Songjeong and Mokpo (66.8 km / 41.5 mi).

Completion of the remainder of the Honam HSL was delayed by disputes over the planned alignment, and plans to serve Muan International Airport (the principal air terminal for southwestern Korea). The Ministry of Economy and Finance and the Ministry of Land, Infrastructure and Transport announced agreement at the end of 2017 November for completion of the project. A new alignment will be built Gwangju-Songjeong – Naju – Muan International Airport – Imseong-ri (43.9 km / 27.3 mi). Trains would operate on the upgraded classic line between Imseong-ri and Mokpo. Construction was planned to begin during 2020 with completion planned by 2025.

Jeolla KTX (Seoul – Jeonju – Yeosu)

KTX trains began operating on the classic [Jeolla Line](#) between Iksan and Yeosu (Yeosu-Expo station), 180.4 km / 111.8 mi, on 2011 October 5.

KTX terminals in Seoul

Prior to inauguration of KTX services, all long-distance trains serving Seoul terminated at Seoul station. Thereafter, most Honam KTX (and, from 2011, Jeolla KTX) services terminated at Yongsan station (which is located 3.2 km / 2.0 mi south of Seoul station). Gyeongbu KTX services terminated at Seoul station, with some extended to Haengsin.

The new AREX airport railway line was opened between Gimpo International Airport and Incheon International Airport on 2007 March 23. The second segment, between Seoul station and Gimpo Airport, was opened on 2010 December 29 (an extension to Incheon Airport Terminal 2 was opened on 2018 January 13). Following completion of a connection between the Gyeongui Line and AREX, KTX trains began working to Gimpo and Incheon airports, providing direct service to Busan, Gwangju and other cities. Service to Gangneung was added shortly before the opening of the 2018 Winter Olympics. However, KTX services to the airport failed to attract the anticipated traffic. Service was suspended from 2018 March 23 because of low ridership and AREX operating problems caused by sharing tracks with KTX trains. The Ministry of Land, Infrastructure and Transport announced at 2018 August that permanent withdrawal would become effective from 2018 September.

Initial plans for the Honam HSL included a branch from the Gyeongbu HSL south of Seoul to a new terminal station at Suseo, located 14 km / 8.5 mi southeast from Seoul station. This was postponed, then deleted from plans adopted during 2006, then relaunched as a separate project during 2008. Construction started during 2011, and the line was opened on 2016 December 9. The line extends northward from Pyeongtaek Jct. (Gyeongbu HSL) to Suseo (61.1 km / 38.0 mi), with two intermediate stations. Of this distance, 56.9 km / 35.4 mi, 93 percent of the line length, is in tunnel. The line includes the Yulhyeon Tunnel (50.3 km / 31.3 mi), the longest in Korea and the fourth-longest in the world. This is built at a depth of 50 m / 164'. The maximum permitted speed is 300 km/h / 186 mi. As described above, services operating to or from Suseo station are marketed as *SRT*.

KTX System Expansion

The South Korean government announced during 2010 a plan to reduce travel times throughout the country. This will be accomplished by extensive upgrading of classic lines to permit speeds in the range of 230 - 250 km/h / 143 - 155 mph. The goal is to reduce timings between Seoul and most provincial centers ("95 percent of the country") to less than 2 h.

The first KTX services that do not operate over dedicated high-speed lines were inaugurated on 2017 December 22. These connects Seoul with Gangneung on the east coast via Pyeongchang, a mountain resort center that hosted the 2018 Winter Olympics, sharing tracks with regional trains. High-speed services are marketed as *KTX Gyeonggangseon* (and also as *Seoul - Gangneung KTX*); *Gyeonggang* is a contraction that means "Capital – Gangneung."

The segment Seoul (Cheongnyangni station) – Wonju (Seowonju station), 86.4 km / 53.7 mi, is part of the [Jungang Line](#), upgraded for speeds up to 150 km / h / 93 mph. The remainder, Wonju – Gangneung (120.3 km / 93.2 mi), is the new [Gyeonggang Line](#), opened 2017 December 22.

Eastward KTX services operate between Yongsan or Seoul station and Gangneung. Some trains using Seoul station continued westward to Incheon Airport until KTX trains were withdrawn from the airport railway.

Tables and Figures:

In the tables below, the years correspond to KR fiscal years, which coincide with calendar years (i.e. January 1 - December 31). System length statistics are as at the end of the (fiscal and calendar) year.

"Average travel distance" statistics are derived as the quotient of "annual passenger-kilometers" and "annual passengers."

"Annual passenger traffic density" statistics are derived as the quotient of annual passenger-kilometers and route length. As we have explained previously (see [Traffic Density: What Does That Mean?](#) publictransit.us Special Report No. 7.2), this statistic is expressed in "passenger-kilometers per kilometer of system length (or: line length)." We refer to this clumsy-sounding unit as a tennyson, in memory of Edson L. Tennyson, PE (1922-2014, former Transit Commissioner, City of Philadelphia and former Deputy Transportation Secre-

tary, Commonwealth of Pennsylvania). Mr. Tennyson was one of the best-known public transit experts of his time, and his input and insights were crucial for our own understanding of passenger traffic density (among other concepts). We emphasize, however, that this label is strictly informal and confined to *publictransit.us*; it has no official recognition.

KTX-all refers to all KTX services that use the Gyeongbu, Honam, Gyeongjeon Donghae and Jeolla lines.

Gyeongbu KTX refers to all KTX services within the Seoul – Busan corridor. This corridor also includes 14.9 km / 9.2 mi of the Gyeongui Line, extending northward from Seoul station to Haengsin.

Gyeongjeon KTX refers to KTX services that operate between Seoul, Masan and Jinju.

Donghae KTX refers to KTX services that operate between Seoul, Daegu and Pohang.

Honam KTX refers to KTX services that operate between Seoul, Gwangju and Mokpo. The Honam Line has been served by KTX trains from the opening of service, 2004 April 1. As described above, the first segment of the Honam high-speed line was opened on 2015 April 2.

Jeolla KTX refers to KTX services that operate between Seoul, Jeonju and Yeosu.

The authors have added tables for *Gyeongjeon KTX*, *Jeolla KTX* and *Donghae KTX* services to this tabulation. Data were not available at the time of writing for the *Seoul - Gangneung KTX*.

KTX Passenger Traffic Density Statistics

Calculation of passenger traffic density statistics for "high speed rail" services in South Korea raises conceptual issues similar to those which arise anywhere that high-speed trains are not confined to dedicated lines.

We calculated traffic density based on the system length used by KTX trains, as follows:

2004-2009: Haengsin – Seoul, 14.9 km / 9.2 mi, Seoul – Busan, 408.5 km / 251.6 mi, and Daejeon – Gwangju / Mokpo, 266.2 km / 165.0 mi.

2010: Changed Seoul – Busan to 423.8 km / 262.8 mi; added Samnangjin – Masan, 91.3 km / 56.7 mi.

2011-2012: Added Iksan – Jeonju – Yeosu Expo, 180.4 km / 111.8 mi.

2013: Added Masan – Jinju, 49.3 km / 30.6 mi.

2014: Added Incheon International Airport – Susaek Jct., 45.3 km / 28.1 mi.

2015: Changed Honam KTX distance, Osong – Gwangju-Songjeong – Mokpo, to 249.1 km / 154.8 mi.

(2017): Subtracted Incheon International Airport – Susaek Jct., 45.3 km / 28.1 mi, added Suseo – Pyeongtaek Jct., 61.1 km / 38.0 mi.

(2018): Added Cheongnyangni – Seowonju, 86.4 km / 53.7 mi, and Seowonju – Gangneung, 120.3 km / 74.8 mi.

The method described above considers the Gyeongbu and Honam high speed lines as additional pairs of tracks, rather than as separate lines (or modes).

We note that the initial segment of the Gyeongbu High-Speed Line accounted for just 33 percent of the total KTX "system length." Upgraded "classic" lines accounted for nearly 66 percent of the total.

KTX trains share infrastructure with other intercity, regional and suburban services, which carry significant traffic. We did not include traffic carried by other trains on tracks shared by KTX services (e.g. Daejeon – Gwangju / Mokpo).

Comparisons among high-speed rail services located in different countries should be performed with care. An important parameter is the presence or absence of seat-reservation requirements. If train occupancy is limited to no more than 100 percent of seated capacity - in other words, if passengers are not permitted to travel as standees - then overall system capacity is limited, and to a significant degree.

Among the operators of major high-speed rail systems, only those in Germany, Japan and Taiwan permit passengers to travel without seat reservations. In South Korea, passengers wishing to travel aboard high-speed trains without available seats are required to purchase "standee" tickets. Elsewhere, the near-universal practice is to require seat reservations for travel aboard high-speed trains - with the single significant exception of Germany. Some European countries (e.g. Belgium, Netherlands and the United Kingdom) permit unreserved travel aboard domestic trains using high-speed rail lines, but not aboard international trains. In Germany, seat reservations are required for travel aboard high-speed trains to certain destinations abroad, e.g. Paris. The degree to which seat-reservation requirements constrain high-speed rail traffic outside of Germany, Japan, South Korea and Taiwan is not clear.

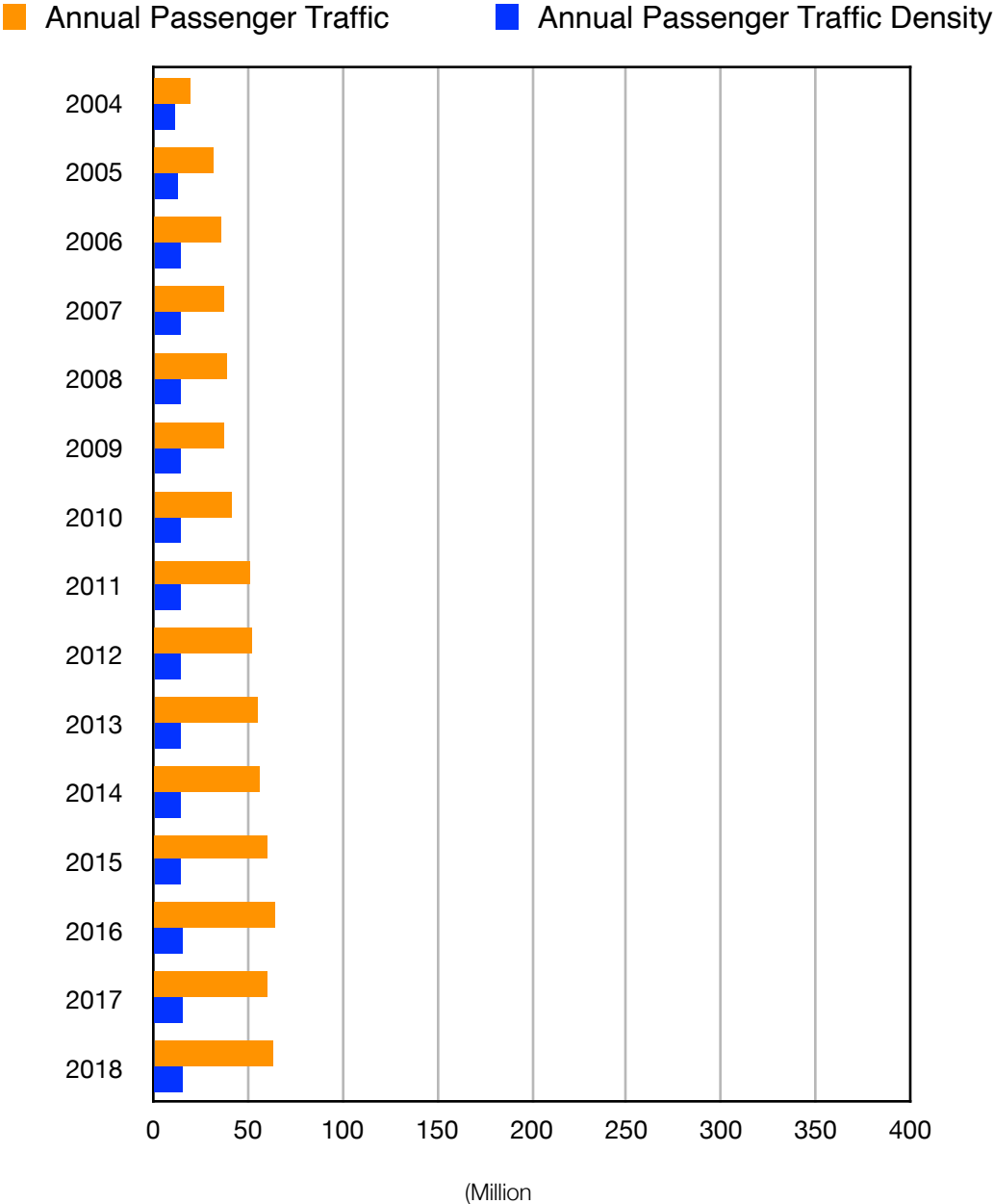
Table 1: Passenger Traffic Statistics - KTX-all

Year	Length (km / mi)	Annual Passenger Traffic (millions)	Average Travel Distance (km / mi)	Annual Passenger Traffic Density (millions)
2004	689.6 / 428.5	19.9	279.2 / 173.1	10.9
2005	"	32.4	273.8 / 169.8	13.1
2006	"	36.5	268.1 / 166.2	14.5
2007	"	37.3	264.3 / 163.9	14.6
2008	"	38	262.9 / 163.0	14.8
2009	"	37.4	264.1 / 163.7	14.6
2010	796.2 / 494.7	41.3	265.4 / 164.6	13.6
2011	976.6 / 606.8	50.3	269.6 / 167.0	13.9
2012	"	52.8	266.7 / 165.4	14.4
2013	1,025.9 / 637.5	54.9	256.4 / 159.0	13.7
2014	1,071.2 / 665.6	56.9	258.5 / 160.3	13.7
2015	1,092.5 / 678.8	60.5	254.2 / 157.6	14.1
2016	"	64.6	259.6 / 161.3	15.2
2017	1,018.3 / 688.7	59.7	254.2 / 158.0	15.4
2018	"	62.4	240.6 / 149.5	15.8

Notes for Table 1:

Service opened 2004 April 1. Passenger traffic data for 2004 pertain to the interval April 1 - December 31. Passenger traffic density statistic scaled up to annual rate.

Figure 1: Passenger Traffic - KTX-all



Notes for Figure 1:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.
 Annual Passenger Traffic Density is expressed as passenger-km per km of line length (tennysons).

Table 2: Passenger Traffic Statistics - Gyeongbu KTX

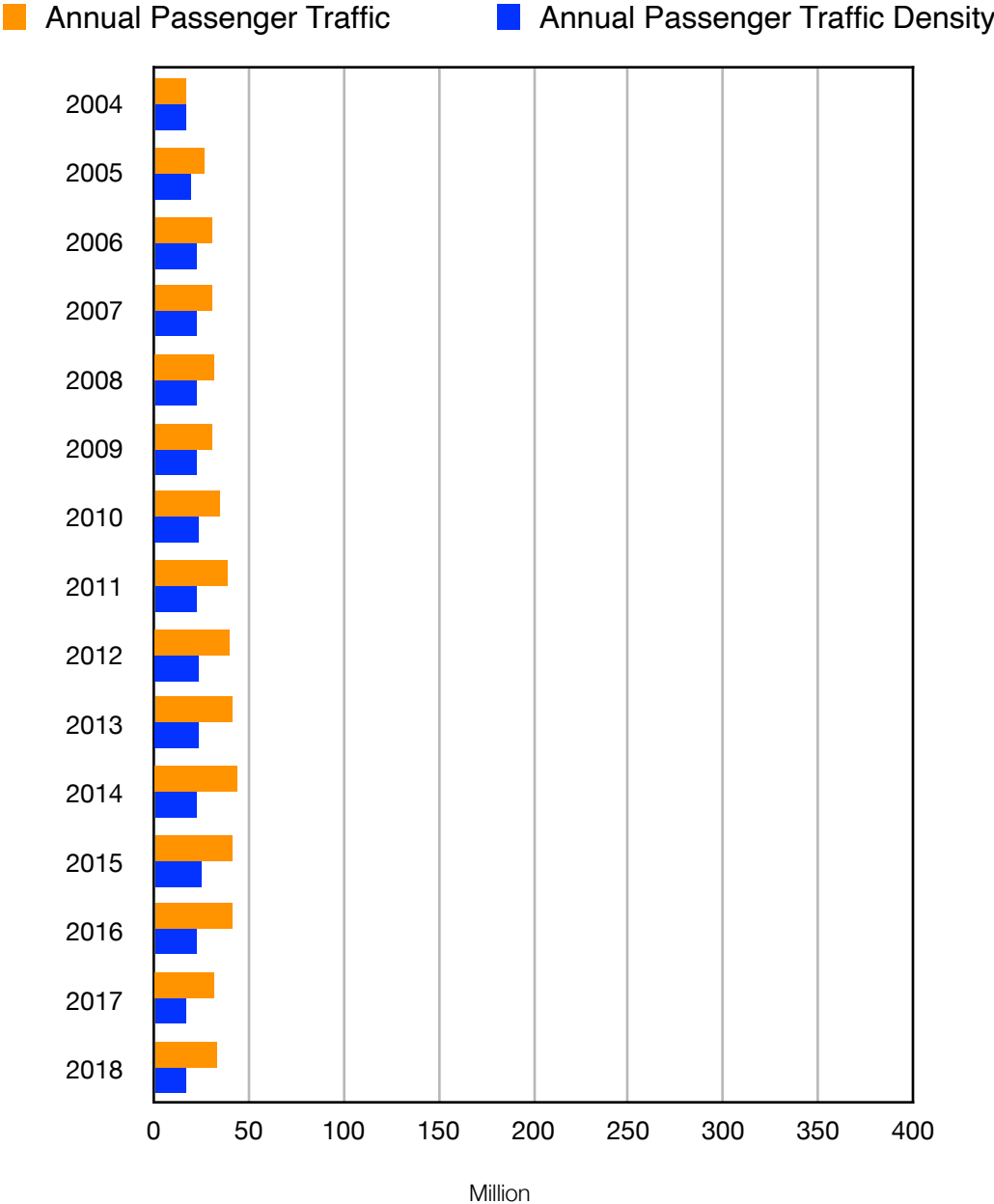
Year	Length (km / mi)	Annual Passenger Traffic (millions)	Average Travel Distance (km / mi)	Annual Passenger Traffic Density (millions)
2004	408.5 / 253.3	16.7	305 / 190	16
2005	"	26.9	300 / 185	20
2006	"	30.2	295 / 180	22
2007	"	31	290 / 180	22
2008	"	31.5	"	22
2009	"	31	285 / 130	22
2010	423.8 / 263.3	34.3	285 / 130	23
2011	"	39.1	262 / 163	23
2012	"	39.9	262 / 162	24
2013	"	42	256 / 159	24
2014	469.1 / 291.5	43.6	253 / 157	23
2015	"	41.6	252 / 157	25
2016	"	41.3	"	22
2017	484.9 / 301.3	32.4	250 / 155	17
2018	"	33	"	17

Notes for Table 2:

Service opened 2004 April 1. Passenger traffic data for 2004 pertain to the interval April 1 - December 31. Passenger traffic density statistic scaled up to annual rate.

The HSL segment Daegu – Gyeongju – Ulsan – Busan, 128.1 km / 79.4 mi opened November 1, 2010. The Seoul – Busan distance was lengthened because the high-speed line diverges to serve Gyeongju and Ulsan.

Figure 2: Passenger Traffic - Gyeongbu KTX



Notes for Figure 2:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.
 Annual Passenger Traffic Density is expressed as passenger-km per km of line length (tennysons).

Table 3: Passenger Traffic Statistics - Gyeongjeon KTX

Year	Length (km / mi)	Annual Passenger Traffic (millions)
2011	42.0 / 26.1	3.6
2012	"	4.2
2013	"	4.1
2014	91.3 / 56.7	4.4
2015	"	4.6
2016	"	5
2017	"	5.6
2018	"	5.6

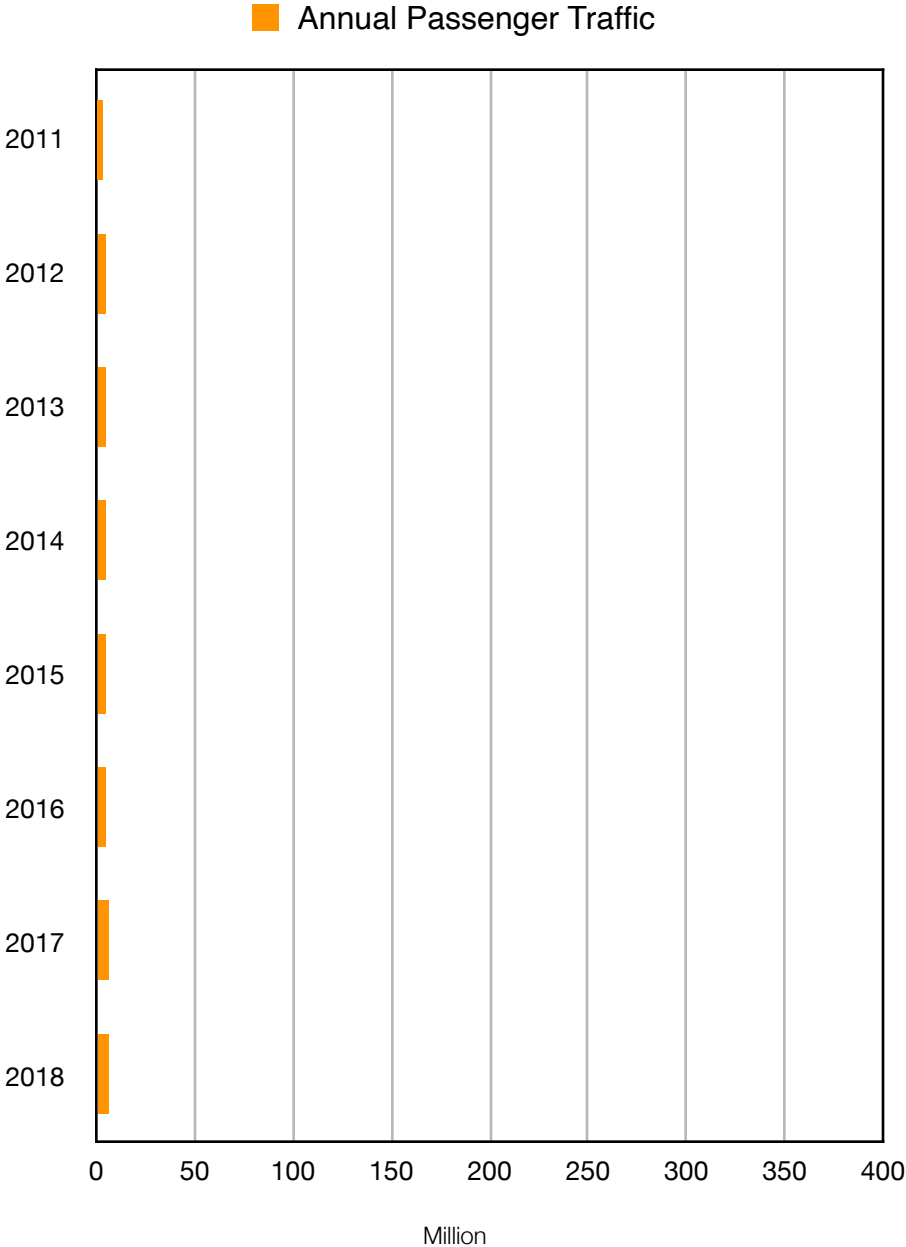
Notes for Table 3:

KTX trains began serving Masan on 2010 December 15. KTX service was extended to Jinju on 2012 December 15.

Seoul – Masan services operate on the Gyeongbu High-Speed Line (Seoul – Dongdaegu station), on the classic Gyeongbu Line (Dongdaegu station – Samnangjin), and on the Gyeongjeon Line, Samnangjin – Masan, 42.1 km / 26.1 mi. The Gyeongjeon KTX services carried 118,000 passengers during 17 days of operation in 2010.

The system length tabulated above pertains to segments of classic line, upgraded and electrified for KTX service. Passenger traffic statistics pertain only to passengers who traveled aboard KTX trains.

Figure 3: Passenger Traffic - Gyeongjeon KTX



Notes for Figure 3:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.

Table 4: Passenger Traffic Statistics - Donghae KTX

Year	Length (km / mi)	Annual Passenger Traffic (millions)
2015	38.4 / 23.9	2.4
2016	"	3.8
2017	"	6.7
2018	"	6.9

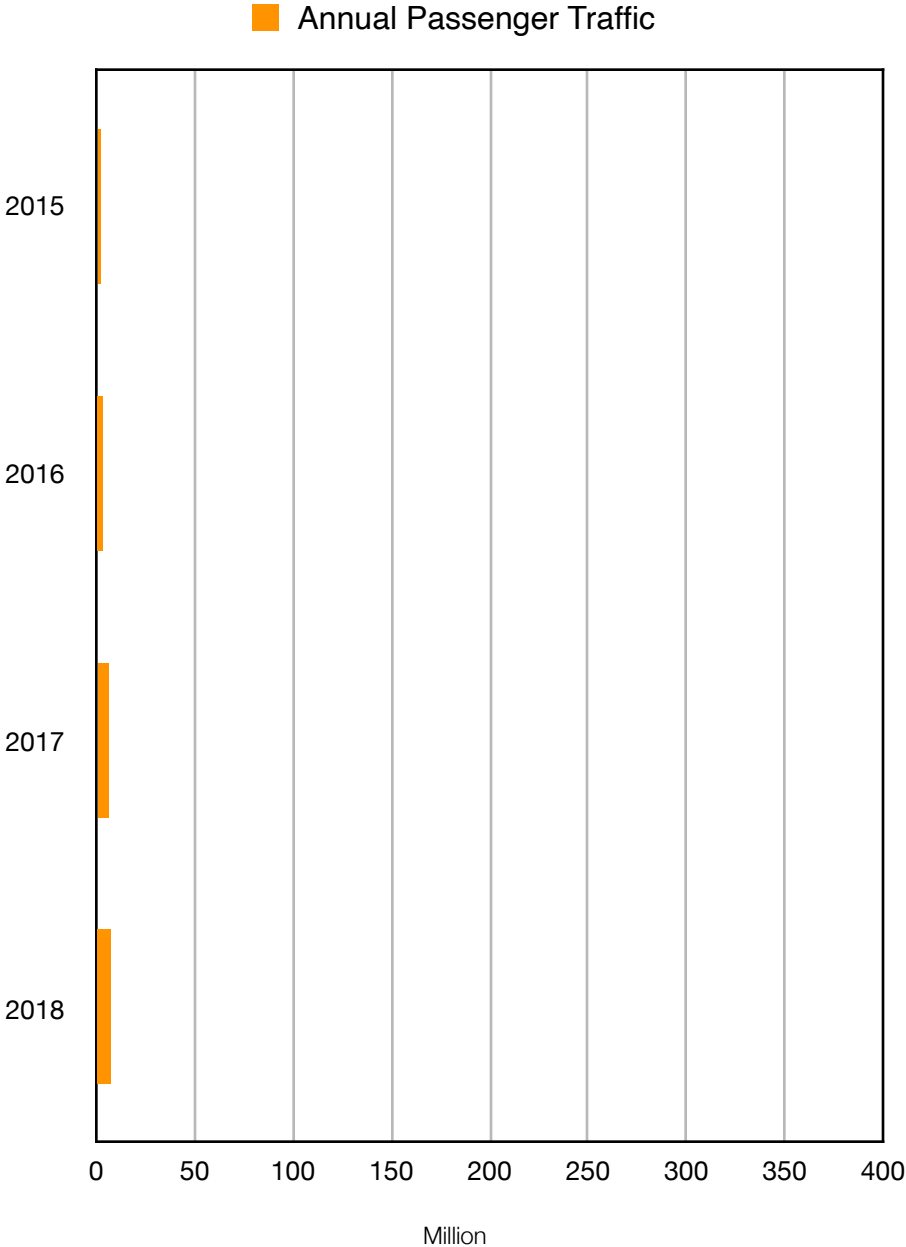
Notes for Table 4:

KTX trains began serving Pohang on 2015 April 12. Passenger traffic data for 2015 pertain to the interval April 12 - December 31. Passenger traffic density statistic scaled up to annual rate.

Seoul – Pohang services operate on the Gyeongbu High-Speed Line (Seoul – Geoncheon Jct) and on the classic Donghae Line (Geoncheon Jct – Pohang).

The system length tabulated above pertains to the segment of conventional line, upgraded and electrified for KTX service. Passenger traffic statistics pertain only to passengers who traveled aboard KTX trains.

Figure 4: Passenger Traffic - Donghae KTX



Notes for Figure 4:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.

Table 5: Passenger Traffic Statistics - Honam KTX

Year	Length (km / mi)	Annual Passenger Traffic (millions)	Average Travel Distance (km / mi)	Annual Passenger Traffic Density (millions)
2004	266.2 / 165.0	3.2	150 / 90	2
2005	"	5.5	138 / 85	3
2006	"	6.3	134 / 83	3
2007	"	6.3	"	3
2008	"	6.5	126 / 78	3
2009	"	6.4	146 / 90	3
2010	"	6.8	139 / 86	4
2011	"	7.3	134 / 83	4
2012	"	7	136 / 84	4
2013	"	6.9	135 / 83	4
2014	"	6.6	137 / 85	3
2015	249.1 / 154.8	8.8	127 / 79	4
2016	"	10.6	128 / 79	5
2017	"	9.2	131 / 81	5
2018	"	10.1	128 / 80	5

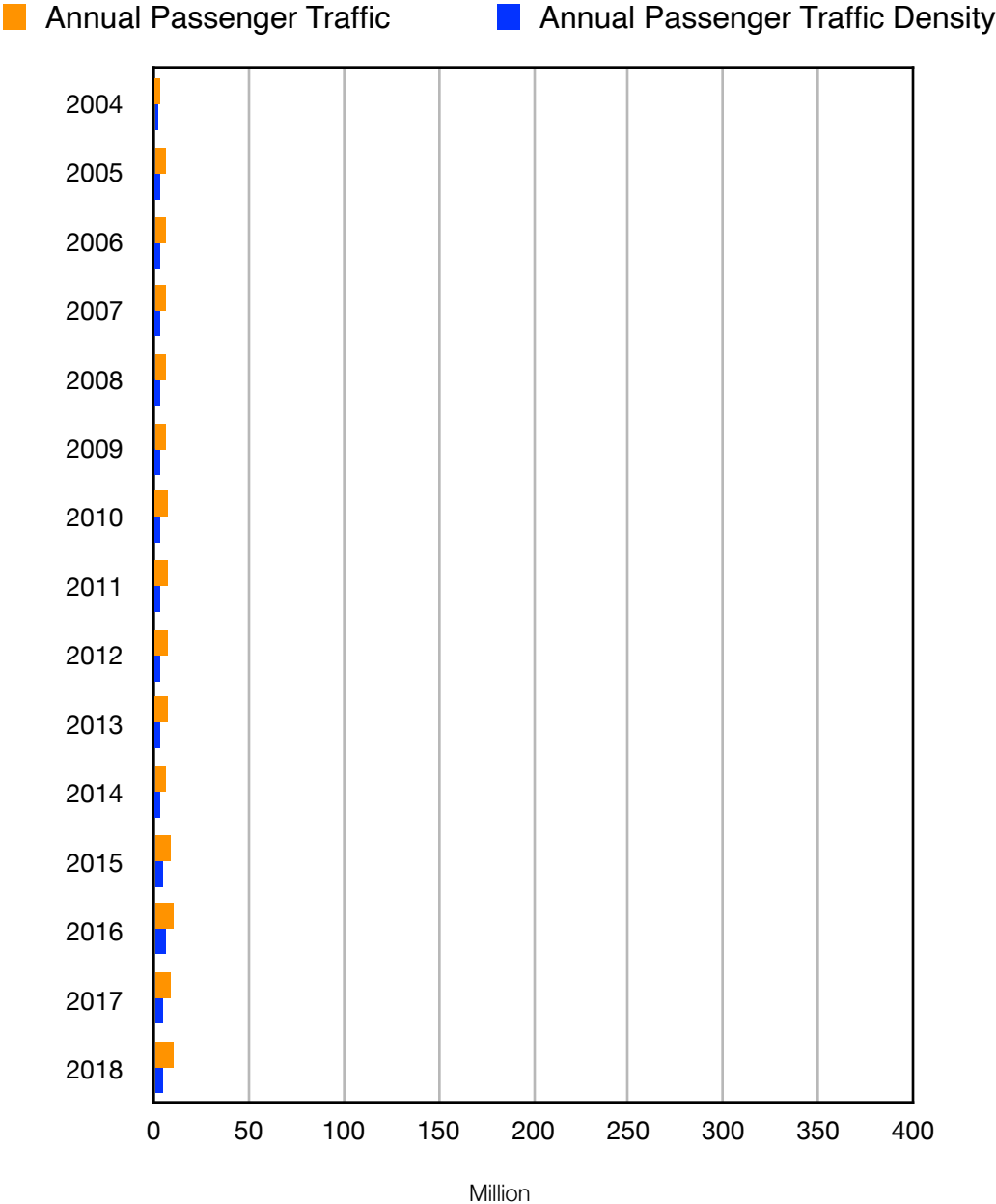
Notes for Table 5:

Service opened 2004 April 1. Passenger traffic data for 2004 pertain to the interval April 1 - December 31. Passenger traffic density statistic scaled up to annual rate.

The system length tabulated above pertains to segments of conventional line, upgraded and electrified for KTX service, and (from 2015 April 2) the HSL segment Osong – Gwangju-Songjeong, 182.3 km / 113.3 mi.

Passenger traffic statistics pertain only to passengers who traveled aboard KTX trains.

Figure 5: Passenger Traffic - Honam KTX



Notes for Figure 5:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.
 Annual Passenger Traffic Density is expressed as passenger-km per km of line length (tennysons).

Table 6: Passenger Traffic Statistics - Jeolla KTX

Year	Length (km / mi)	Annual Passenger Traffic (millions)
2011	180.4 / 111.8	0.3
2012	"	1.8
2013	"	2
2014	"	2.2
2015	"	3.1
2016	"	3.9
2017	"	5.8
2018	"	6.3

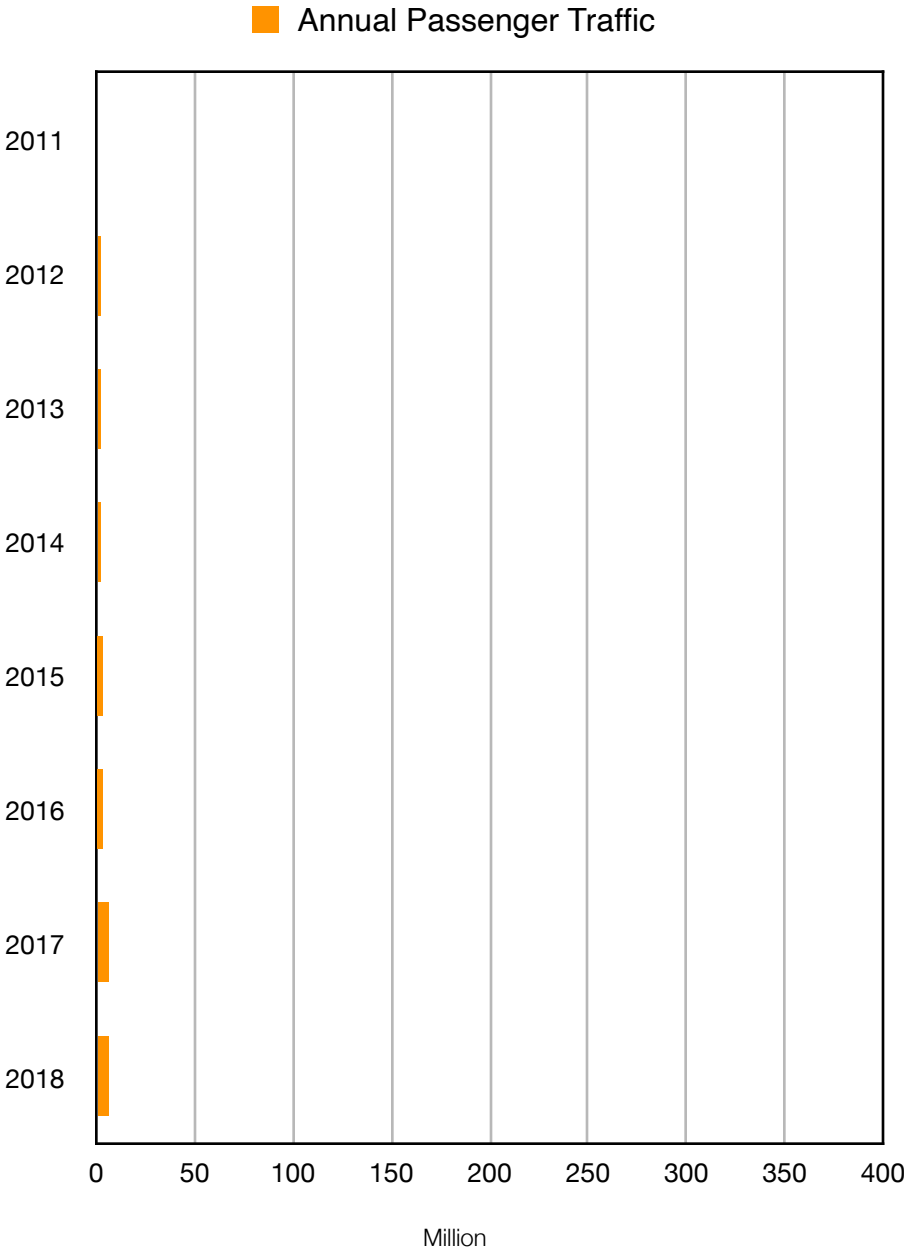
Notes for Table 6:

KTX trains began serving Yeosu (Yeosu-Expo station) on 2011 October 8.

Seoul – Yeosu services operate on the Gyeongbu High-Speed Line (Seoul – Daejeonjochajang station), on the classic Honam Line (Daejeonjochajang station – Iksan), and on the classic Jeolla Line, Iksan – Yeosu (Yeosu Expo station), 180.4 km / 111.8 mi. The Gyeongjeon KTX services carried 309,000 passengers during 84 days of operation in 2011.

The system length tabulated above pertains to segments of conventional line, upgraded and electrified for KTX service. Passenger traffic statistics pertain only to passengers who traveled aboard KTX trains.

Figure 6: Passenger Traffic - Jeolla KTX



Notes for Figure 6:

Charts for Japan, Korea (KR) and Taiwan are prepared to a uniform scale.

We shall update the tables and figures above on occasion as additional data becomes available.

References:

KTX vs 新幹線 徹底比較 (仮) [*KTX vs shinkansen tettei hikaru (kari)*].

<http://whhh.fc2web.com/ktx/hikaku.html>

(The authors express sincere appreciation to the compiler of this very useful web-page, but the most recent update is for 2012.)

Copyright 2019, Publictransit.us