

Vol.46

Recent Trends of Law & Regulation in Korea

Issue and Law

- **Major Public Transportation Systems and Initiatives**
- **Policies and Systems to Enhance Mobility Access for Transportation Disadvantaged Groups**
- **Smart Transportation System**
- **Shared Mobility**

Living in Korea

- **A Guide to Traveling Korea by Public Transportation**



Editor’s Note

Dear Readers

Marking Korea’s Day of Persons with Disabilities(April 20th) the 46th edition features the current status of Korea’s policies and regulations to reinforce access to mobility for groups with mobility challenges including people with disabilities, which is likely to grab the attention of foreign residents and visitors in Korea.

The “Issue & Law” section, a cornerstone of each edition, introduces our readers to the major theme by delving into Korea’s leading public transportation systems and initiatives, such as various customized transportation cards, as well as groundbreaking transportation models for groups with mobility challenges. Don’t miss the “Case Law” section, which covers the Supreme Court’s first-ever decision recognizing right to access for people with disabilities as a fundamental constitutional right, or the “Living in Korea” section where useful tips for sightseeing Korea by public transportation are offered.

We want to express our gratitude to our loyal readers, contributors, and the dedicated team behind the scenes. We kindly ask for your continued support and interest.

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Emblem



Ministry of Justice

The government of the Republic of Korea has changed its official “government identity.” The new logo conveys the dynamism and enthusiasm of the country with the three colors of blue, red and white. It echoes off Korea’s national flag Taegeukgi with the taegeuk circular swirl and the blank canvas embodies in white. The typeface

was inspired by the font used in the “Hunminjeongeum” (1446), the original Hangeul text, in consideration of the harmony embodied in the taegeuk circle. The new logo began to be used by all 22 ministries, including the Ministry of Justice and 51 central government agencies from March 2016.

Major Public Transportation Systems and Initiatives

Introduction

Many people are amazed by Korea's public transportation system, where buses and subways arrive at regular intervals, and passengers can transfer between them using just one card, making long-distance travel easier. Let's explore the laws and efforts that helped Korea overcome its economic crisis and develop its public transportation system in such a short time, as well as the specific policies aimed at supporting groups with limited mobility.

periods. Korea is highly regarded as a model for developing nations for its unique expertise in achieving such rapid growth. Among many of its notable achievements is the transportation card system, which has been exported to New Zealand and Malaysia. By 2012, over 1,000 city delegates from more than 30 countries visited Seoul to study its transportation system. Furthermore, the T-money transportation card system won the Technological Innovation category at the 2023 UITP Awards, further demonstrating Korea's high-quality public transportation system. This highlights the global significance of the system. Let's take a closer look at Korea's transportation card system.

Transportation Card

Korea stands out for achieving world-class development in a short period, in contrast to other countries that have developed gradually over long

[1] Transportation Card

The transportation card system allows passengers to pay fares for various modes of public transport, such as taxis, buses, and subways, using a single card. This system enhances the convenience of using public transport by unifying various public transportation fare plans. In Korea, the first public transportation card system was introduced in 1996. After the overhaul of Seoul's public transportation system in 2004, passengers were able to use a single card for buses, subways, and taxis.

In December 2014, a nationwide interoperable transportation card was introduced, allowing people to pay for bus, subway, and expressway tolls across the entire country with just one card. The legal framework for transportation cards in public transit can be found in the 「Act on the Support and Promotion of Use of Public Transportation」.

Act on the Support and Promotion of use of Public Transportation

Article 10-2 (Formulation of Master Plan for National Interoperation of Transportation Cards)

(1) The Minister of Land, Infrastructure and Transport shall formulate a master plan for the national interoperation of transportation cards so that transportation cards can be interoperable anywhere in Korea (hereinafter referred to as a "master plan for the national interoperation").

Article 10-3 (Formulation of Regional Plan for National Interoperation of Transportation Cards)

(1) Every City Mayor or the head of each Gun shall formulate a regional action plan for the national interoperation of transportation cards (hereinafter referred to as "regional plan for national interoperation") for the administrative district concerned in accordance with the master plan for national interoperation.

Thanks to these laws, it has become possible to travel across the country simply by tapping a transportation card on terminals. However, if users have to pay the public transportation fare each time they tap their card, it would place a financial burden on many transportation card users. To alleviate this, Korea has implemented projects to subsidize or refund public transportation expenses through legislation related to transportation cards.

Act on the Support and Promotion of use of Public Transportation

Article 10-12 (Projects to Subsidize or Refund Public Transportation Expenses)

(1) In order to facilitate the use of means of public transportation, the Minister of Land, Infrastructure and Transport may conduct a project to subsidize or refund transportation charges for persons who regularly use means of public transportation (hereinafter referred to as "project to subsidize or refund public transportation expenses") according to the number of times and amounts of using means of public transportation, as prescribed by Presidential Decree.

(2) The Minister of Land, Infrastructure and Transport may establish and operate an information system for collecting, managing, submitting, and providing data on transportation card use necessary for subsidizing public transportation expenses and promoting projects for refund.

The policies being implemented to achieve this goal are as follows:

● Public Transportation Transfer Discount

The public transportation transfer discount refers to the fare reduction applied when transferring between different modes of transport. This is offered when transferring between buses and urban railroads within and around urban or suburban areas. The goal of such a discount policy is to reduce car traffic and encourage citizens to opt for public transportation as a more economical means of travel.

The transfer fare discount policy was introduced as a trial program on July 1, 2001, offering a 50-won discount for transfers between subway and bus rides. In 2003, a similar 50-won transfer discount was provided for intercity bus rides in Gyeonggi Province. The first city to implement a full free transfer system was the City of Gimhae, which launched the system on December 10, 2001. The system allowed passengers to transfer to another bus free of charge if they did so within 60 minutes of boarding the first bus. After various pilot policies, the official public transportation transfer discount system was introduced after the major public transport reform was launched on July 1, 2004. The so-called public transport integrated fare system launched under the reform where the subway and bus fares are calculated based on the integrated distance proportional system.

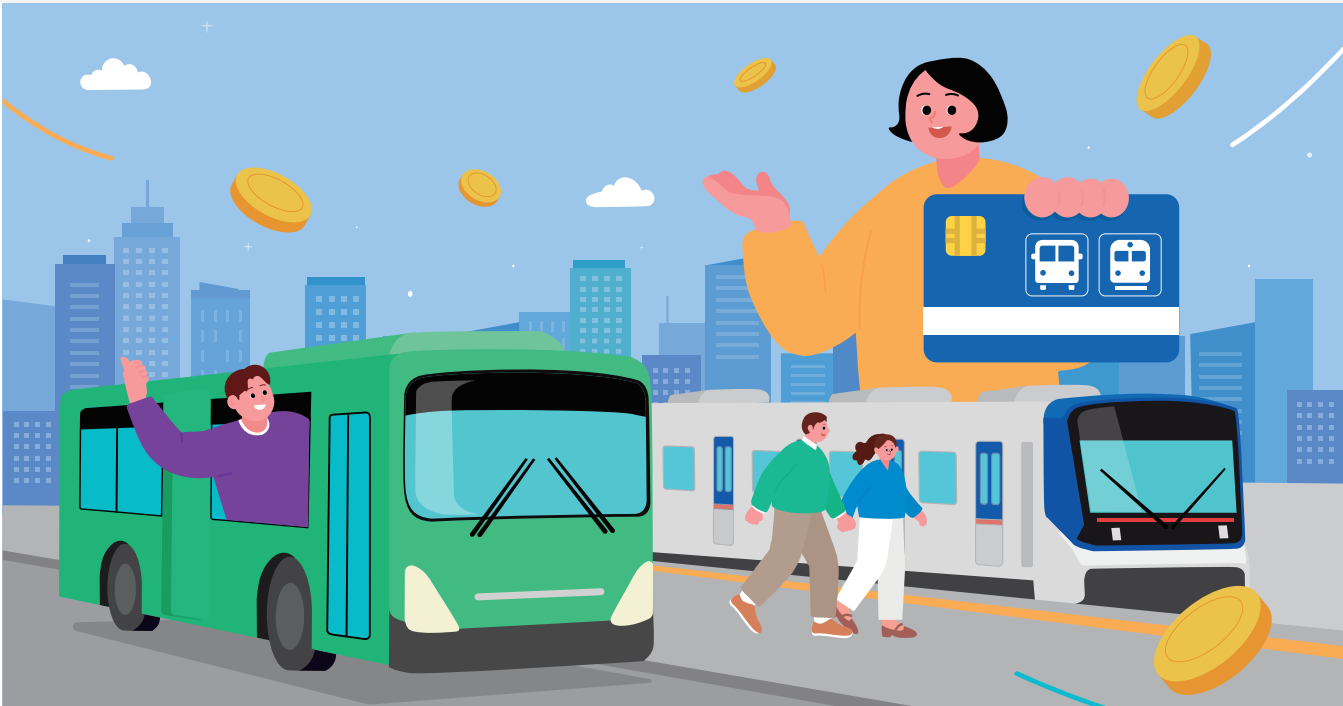
The transfer discount is only available when using a transportation card and requires tapping off one vehicle before tapping on another. Transfers are allowed if the card is tapped within 30 minutes of the previous ride. The discount is based on time rather than distance, so it is important to adhere to the time limits.

Those who wish to enjoy benefits should make sure they have cards with the tap function such as credit cards. Korea, with its advanced transportation system, offers a variety of transportation cards, each with unique benefits. Let us introduce some of the most recommendable cards that people can choose based on their travel destinations and public transport needs.

● K-Pass

People frequently traveling between Seoul, Gyeonggi Province and Incheon, or those using the GTX and red buses are encouraged to use the K-Pass card. This card is economically advantageous for those planning to travel to multiple locations across the country over an extended period.

Passengers riding buses and subways at least 15 times a month with this card are eligible for a refund for a portion of monthly public transportation expenses, with maximum reimbursement for 60 rides. Applicable public transport includes GTX-A, wide area buses, subways, and more, and the refund is provided directly to the user the following month. The K-Pass is





compatible nationwide, except for some specific regions. Young people aged 19–34 can receive a 30% refund, low-income individuals 53.3%, and the general public a 20% refund. Starting in 2025, an amendment has been made to the program to offer a higher refund rate for families with multiple children, which is expected to encourage more people to use the card. Foreigners can also obtain the K-Pass, but please note that registration is only available to those with a foreigner registration number.

● Climate Card

The Climate Card, unlike the K-Pass, is the prepaid unlimited pass. It can be used on the subway, buses, and bike-sharing services (such as "Ttareungi") within Seoul. This card is particularly recommendable for those who frequently use public transportation within Seoul.

The Climate Card has been designed to reduce emissions from private cars by encouraging the use of public transportation and bicycles, helping improve air quality, reduce traffic congestion, prevent illegal parking, and decrease traffic accidents. The card is only available for subways and intercity and village buses running within Seoul.

However, international tourists do not need to purchase the standard type while staying in Korea. Instead, a short-term pass is available for short-term visitors. This pass is priced at 5,000 KRW for one day, 8,000 KRW for two days, 10,000 KRW for three days, and 15,000 KRW for five days. This card offers unlimited use of public transportation in Seoul during the selected period, at an affordable price, assuming users take 2–3 rides per day. International tourists visiting Seoul can purchase the physical card at Seoul Tourism Plaza (Cheonggyecheon, Jongno District), Myeongdong

Tourist Information Center, customer safety centers in subway stations on lines 1 to 9, and convenience stores near subway stations. After choosing a card that suits their itinerary, tourists can top it up at subway stations before using it.

In addition to the aforementioned transportation cards and policies, various laws and regulations are being implemented to ensure the efficient, safe, and convenient operation of the public transportation system.

Exclusive Bus Lanes

Exclusive bus lanes have been adopted in countries such as Australia, the UK, New Zealand, and China, among others. This policy aims to foster a pedestrian-friendly environment by expanding pedestrian roads while ensuring fast and efficient bus operations. Both Korea and other transportation leaders have been benchmarking each other's policies to further their development.

Bus-only lanes refer to specific sections or entire lanes of a road designated for multi-passenger vehicles, like buses, for smoother traffic flow. Other vehicles are prohibited from using them. As a result, buses can operate more quickly and efficiently, contributing to the effective use of public transportation.

Road Traffic Act

Article 15 (Marking Exclusive Lanes)

(1) When specifically necessary to ensure smooth flow of traffic, a Mayor, etc. may mark exclusive lanes (referring to lanes on which only motor vehicles designated by type and the number of persons on board may run; hereinafter the same shall apply) on the road after consulting with the commissioner of a City/Do police agency or the chief of a police station with regard thereto. (2) Matters necessary for kinds of exclusive lanes, motor vehicles permitted to travel along exclusive lanes, and the operation of exclusive lanes shall be prescribed by Presidential Decree. (3) Any motor vehicle that is not a motor vehicle permitted to travel along an exclusive lane pursuant to paragraph (2) shall be prohibited from traveling along such exclusive lanes: Provided, That the same shall apply where any emergency motor vehicle travels along the exclusive lane for emergency purposes and other cases prescribed by Presidential Decree.

Enforcement Decree of the Road Traffic Act

Article 9 (Types of Exclusive Lanes)

(1) Types of exclusive lanes specified in Article 15 (2) of the Act (including cases to which it applies mutatis mutandis in Article 61 (2) of the Act) and the types of motor vehicles allowed to use exclusive lanes (hereinafter referred to as "vehicles allowed to use exclusive lanes") shall be as listed in attached Table 1.

In Korea, the number of motorists has sharply increased since the 1980s, leading to various traffic problems. To address these issues, the 「Road Traffic Act」 introduced bus-only lanes in August 1990. The system was officially implemented in February 1995, improving the capacity and efficiency of highways.

Platform Screen Doors

Recently, a photo of citizens waiting for a train at a subway station in New York, with their backs pressed against the walls, gained much media attention in Korea. This was a precautionary measure to avoid the "subway pushing" crime, where passengers are pushed onto the tracks as a train approaches. Without platform screen doors, passengers are more vulnerable to such incidents.

Meanwhile, Korea has platform screen doors installed in its subway stations. These are automatic doors that remain closed when no train is present but open and close in conjunction with the train's doors when the

train arrives. Platform screen doors were installed across the entire subway system over the span of about five years, from 2005 to 2009. This has effectively prevented subway pushing or random crimes against the public, significantly reducing subway-related fatalities.

Railroad Safety Act

Article 25-2 (Installation of Platform Screen Doors)

A railroad infrastructure manager shall install platform screen doors that open and close in conjunction with the train doors, at a platform where the perpendicular distance from the railroad track exceeds the criterion prescribed by Ministerial Decree of Land, Infrastructure and Transport: Provided, That this shall not apply to a platform at which various types of rolling stock are used nor to any other platforms prescribed by Ministerial Decree of Land, Infrastructure and Transport.

Currently, installation of platform screen doors and standards for their design are specified by relevant laws as above. Such legislative efforts have made public transportation systems such as subways much safer for citizens to use.

Policies and Systems to Enhance Mobility Access for Transportation Disadvantaged Groups

Introduction

As Korea's transportation system and related laws developed, the country began focusing on ensuring access to mobility for groups with mobility needs, particularly persons with disabilities, in the 1980s. The term "convenience facilities for persons with disabilities" was first introduced in legislation with the enactment of the 「Welfare Act for the Mentally and Physically Disabled」 in 1981. This provided a legal foundation for ensuring their access to mobility, but it did not outline specific guidelines or detailed measures for their practical implementation. In 1989, the act was fully overhauled into the 「Act on Welfare of Persons with Disabilities」, strengthening regulations on the installation of facilities and equipment for persons with disabilities. Later, in 1994, the 「Rules on the Installation Standards for Facilities and Equipment for Persons with Disabilities」 were established. With the evolution of such laws, new initiatives were introduced to guarantee mobility access for residents in underprivileged regions lacking public transportation. The following are some key examples of these initiatives.

Rural Transportation Models

● Buyeo County Happy Taxi

Buyeo County in South Chungcheong Province currently is operating Happy Taxis and school commute taxis for residents and high school students in underprivileged areas lacking public transportation, aiming to enhance their mobility convenience and safety. The Happy Taxi serves seniors aged 65 or older, basic livelihood recipients, individuals with severe disabilities, pregnant women, and families with infants, providing transportation to major destinations in Eup (town) and Myeon (township) areas. With a minimal fare of just 100 KRW per ride, users can take up to eight rides per month at an affordable rate, making transportation more accessible.

● Hadong County Rural Self-Driving Bus

In October last year, Hadong County launched Korea's first rural self-driving bus as a pilot program. Although rural buses had been operating between villages and towns, there were no intra-town buses, forcing elderly residents to rely on taxis even for short distances. The introduction of self-driving buses has significantly improved mobility for seniors and students who face challenges in owning and driving a car by linking them to major destinations within the town.

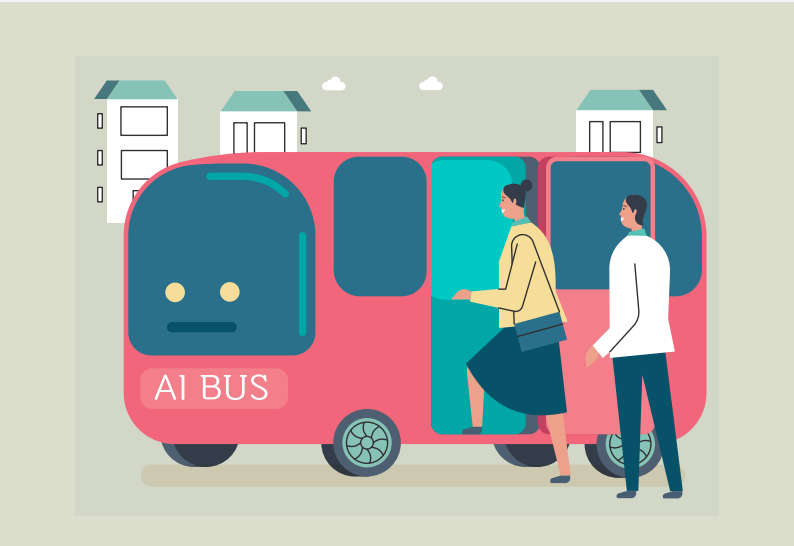
● Hadong County 100 KRW Bus / Jinju City 100 KRW Bus Fare Policy

The Hadong County 100 KRW Bus program allows both local residents and visitors to use rural buses for just 100 KRW. Similarly, Jinju City in South Gyeongsang Province has implemented a 100 KRW bus fare policy for children and youth on intra-city buses. Both initiatives aim to encourage public transportation use and boost the local economy by reducing travel costs. As a result, more tourists are using buses, local residents are traveling more frequently between regions, contributing to reduction in transportation expenses. Additionally, the increased movement of children and youth has generated further economic benefits, creating a win-win situation.

Self-Driving Buses Assisting Transportation-Disadvantaged Groups

Beyond policies that simply offer fare discounts, some initiatives have integrated cutting-edge technologies like autonomous driving, based on the belief that the benefits of advanced transportation should be prioritized for socially vulnerable groups. One such initiative is Seoul's autonomous buses assisting tthe transportation disadvantaged in mobility. Starting in 2025, these autonomous buses will operate in Dongdaemun, Dongjak, and Seodaemun districts, serving elderly residents and the local community. This marks Seoul's third autonomous bus initiative, following the late-night autonomous bus and the early-morning autonomous bus.

The program is designed to improve transportation accessibility for vulnerable groups and local residents. Although not yet fully implemented, it is expected to significantly ease mobility challenges for residents, students, and elderly individuals in underserved areas, offering much-needed support for their daily commutes.



Transportation for People with Disabilities

Act on Promotion of the Transportation Convenience of Mobility Disadvantaged Persons

Article 2 (Definitions)

The terms used in this Act are defined as follows:

1. The term "mobility disadvantaged persons" means persons who feel inconvenient in mobility in their daily lives, such as persons with disabilities, the aged, pregnant women, persons accompanied by infants, and children;
2. The term "means of transportation" means those used for the transportation of people, which fall under any of the following items.

Article 16 (Operation of Special Means of Transportation)

(1) A Mayor or the head of a Gun shall operate a special means of transportation not less than the specific number of vehicles prescribed by Ordinance of the Ministry of Land, Infrastructure and Transport for the transportation convenience of mobility disadvantaged persons.

- (2) A Mayor or the head of a Gun may establish mobility support centers that connect mobility disadvantaged persons intending to use the special means of transportation with persons operating such special means of transportation via means of communications, etc.: Provided, That this shall not apply where a Do Governor operates a mobility support center by integrating it with a multi-regional mobility support center referred to in paragraph (3) for the effective operation of special means of transportation in consultation with the head of a Si/Gun within his or her administrative jurisdiction.
- (3) A Do Governor shall establish a multi-regional mobility support center to effectively operate special means of transportation and to facilitate the transfer and interconnection of special means of transportation among Sis and Guns within his or her administrative jurisdiction.

In accordance with relevant laws shared above, special transportation services are offered for people with mobility challenges.

● Call Taxis for People with Disabilities

The call taxi service for people with disabilities is a public transportation initiative designed to enhance mobility and convenience. Users can access the service through a process that includes registration, ride requests, vehicle dispatch, boarding preparation, and boarding.

In the United States, the Yellow Cab system allows both disabled and non-disabled individuals to hail taxis as needed, while in the United Kingdom, Black Cabs ensure that all passengers, regardless of disability, can use taxis without discrimination.

Korea is also operating call taxis for people with disabilities. For instance, Gumi City introduced the country's first voucher-based taxi system for non-wheelchair users with mobility challenges. This initiative, along with the "Call Taxi for the Disabled" service primarily used by wheelchair users, has broadened the accessibility of transportation services for people with disabilities.

Originally, only individuals meeting specific disability criteria could use the call taxi service under the disability grading system, which classified people by the severity of their disabilities to determine eligibility for welfare services. However, this system was criticized for restricting access to those with lower disability grades, even when they required assistance. In response, the system was abolished in 2019, expanding call taxi eligibility to people with mobility impairments.

The call taxi service continues to evolve as a crucial transportation policy, providing essential mobility support and fostering greater independence and social inclusion for people with disabilities.

● Low-floor Buses

Act on Promotion of the Transportation Convenience of Mobility Disadvantaged Persons

Article 14 (Guarantee of Use of Regular Route Services)

(7) Where a regular route passenger transport business entity substitutes a bus used for the type of operation prescribed by Presidential Decree pursuant to Article 84 (2) of the Passenger Transport Service Act, he or she shall introduce a low-floor bus: Provided, That the same shall not apply where the relevant regular route passenger transport business entity has obtained approval from the competent transportation authority, as prescribed by Ordinance of the Ministry of Land, Infrastructure and Transport, because the structure, facilities, etc. of a road are not suitable for the operation of low-floor buses.

Article 26 (Promotion of Research and Development)

(1) The Minister of Land, Infrastructure and Transport shall promote research and development projects with respect to the following, in order to enhance the transportation convenience of mobility disadvantaged persons:

- 2. Development of a standard model of low-floor buses and buses outfitted with wheelchair lifts

(3) In order to develop a standard model of low-floor bus under paragraph (1) 2, the Minister of Land, Infrastructure and Transport may specify and publicly announce its detailed specifications, such as the size and convenience facilities of the standard model of low-floor bus.

A low-floor bus is designed to improve accessibility for people with disabilities by eliminating stairs and lowering the floor. In 2023, the introduction of low-floor buses became mandatory for intra-city and village buses to uphold the mobility rights of people with disabilities. However, integrating these buses into the existing transportation infrastructure posed challenges.

To address this, the Ministry of Land, Infrastructure, and Transport (MOLIT) developed and distributed a standard bus stop model tailored for passengers with mobility challenges to local governments. Additionally, the 「Act on Promotion of Transportation Convenience of Mobility Disadvantaged Persons」 was amended to establish regulations on road specifications and other accessibility measures, reinforcing efforts to improve transportation accessibility on multiple fronts.

Smart Transportation System

Introduction

To address rapid urbanization and the resulting traffic congestion, as well as to promote the use of public transportation, various smart technologies have been integrated into transportation systems. Smart transportation has made significant advancements across different areas, from smart underground highways to autonomous vehicles. This article will introduce two widely adopted examples of smart transportation in Korea and explore the relevant laws associated with each case.

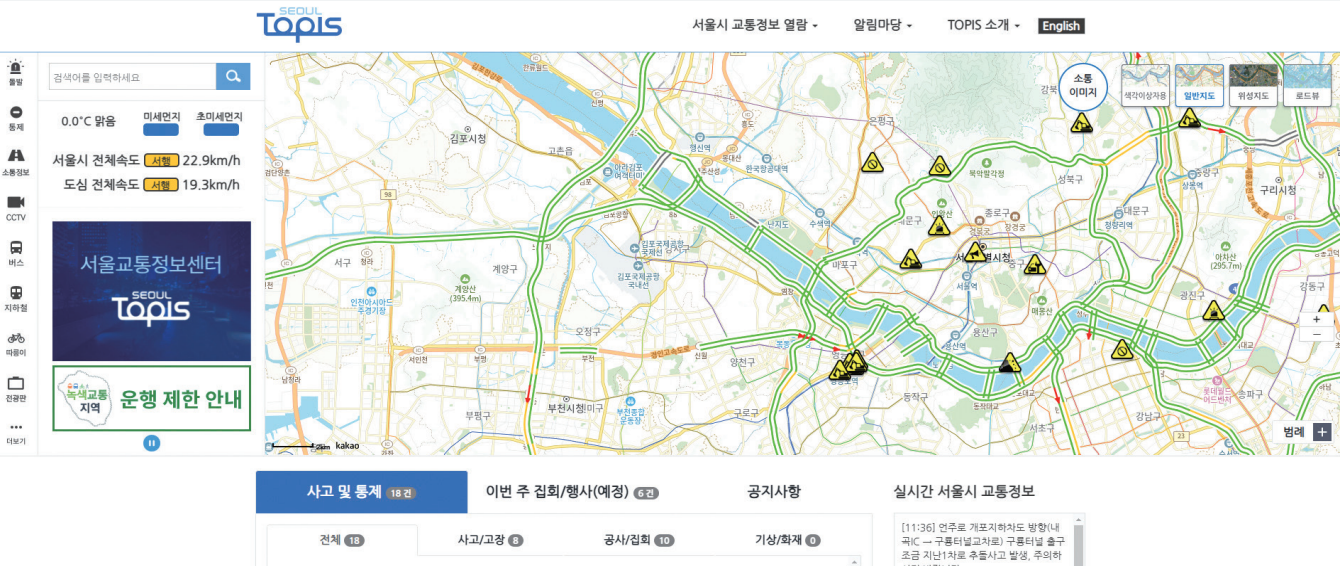
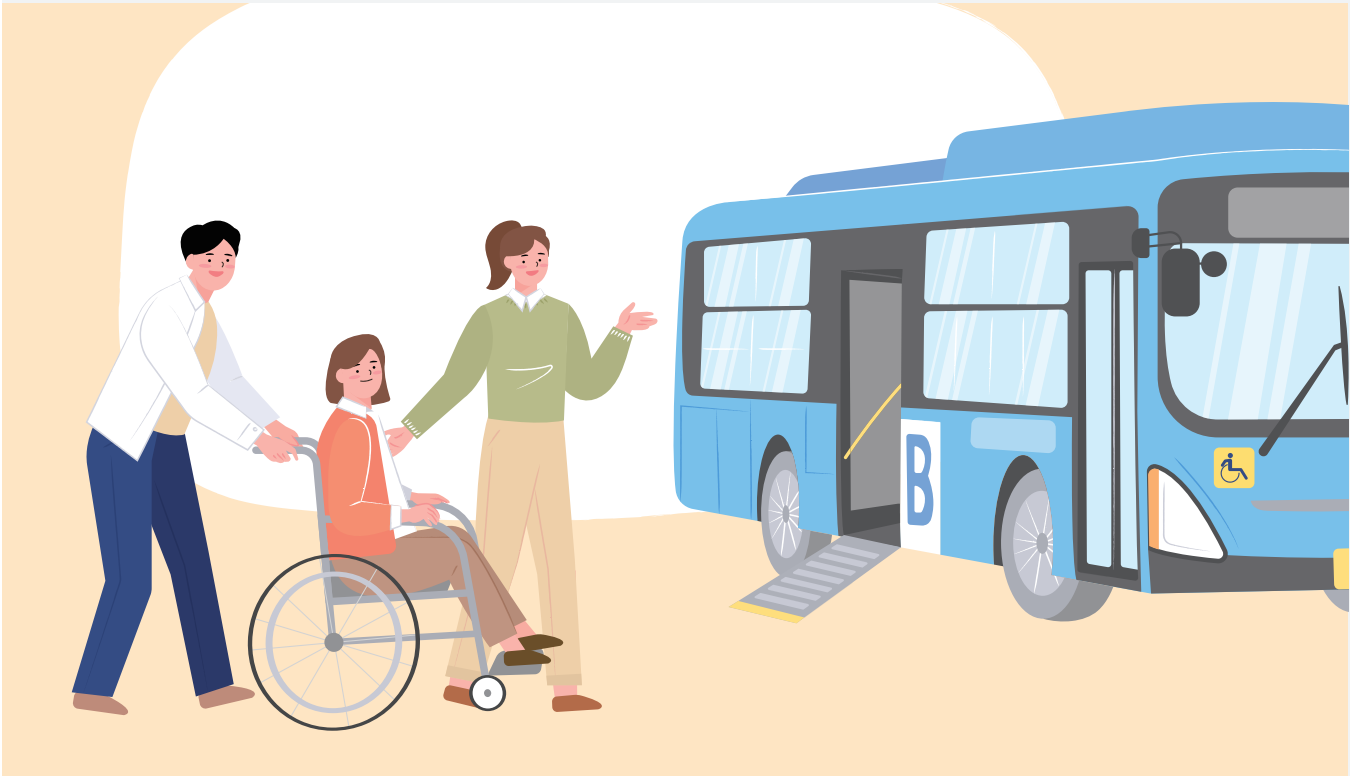
Seoul Transport Operation & Information Service (TOPIS)

TOPIS, implemented in 2005, is a comprehensive system designed to manage and operate Seoul's overall transportation situation. Serving as a comprehensive traffic control center, it integrates data from various traffic-related agencies, such as the Seoul Traffic Broadcasting, the Seoul Metropolitan Police Agency, and the Korea Expressway Corporation as well as from bus management systems (BMS), transportation card systems, and unmanned surveillance systems, which enables real-time management of traffic flow across the city.

TOPIS analyzes the causes of road congestion and transportation demand, provides real-time updates on traffic volume and accidents, and oversees the operations of more than 9,000 buses. Additionally, it helps maintain order on the roads by monitoring violations of parking, speed limits, and bus lane rules.

TOPIS has gained international recognition, receiving the PTx2 Showcase Award at the UITP World Congress in 2011 and the Local Government Award at the ITS World Congress in Tokyo in 2013. It also played a pivotal role in Seoul winning the Smart City of 2022 at the Smart City Expo World Congress (SCEWC). The system's success has led to its export to various countries, including Mongolia (Ulaanbaatar), New Zealand (Auckland), and Colombia (Bogotá), solidifying its position as a global transportation solution.

Now, let's delve into the laws related to TOPIS. TOPIS is the core of the Intelligent Transport System (ITS), which aims for the scientific and automated operation and management of transport systems. The Article 2 of the 「National Transport System Efficiency Act」 defines ITS as "any transport system enabling the scientific and automated operation and management of the transport system, and the improvement of the efficiency and safety of transport, by developing and utilizing the means of transport and transport facilities with high-tech transport technology and transport information, including electronic controls, communications, etc."



<TOPIS Screenshot> (Source: TOPIS)

The development and implementation of ITS is governed by the Chapter 4 “Establishment of Intelligent Transport Systems” of the Act, which elaborates on the creation of master and business plans, performance evaluations, standardization, and international cooperation. Furthermore, Article 73 mandates that the Minister of Land, Infrastructure, and Transport formulate a ten-year master plan for intelligent transport systems. In 2021, the 3rd Master Plan for Intelligent Transport Systems 2030 was established, covering the period from 2021 to 2030. This plan sets four key goals: building infrastructure for new transportation modes, addressing traffic safety blind spots with advanced technology, providing user-customized services, and expanding ITS internationally.

National Transport System Efficiency Act

Article 73 (Formulation of Master Plans for Intelligent Transport Systems)

(1) The Minister of Land, Infrastructure and Transport shall formulate a ten-year master plan for intelligent transport systems on a national scale (hereinafter referred to as "master plan for intelligent transport systems") to promote the development and dissemination of intelligent land, marine and air transport systems....

Smart Shelter and Smart Crosswalk

In Korea, it's common to encounter smart shelters and smart crosswalks while moseying around downtown. A smart shelter, introduced in 2020, is a bus stop equipped with smart technologies designed to protect citizens from extreme temperatures, fine dust, cold spell and other environmental hazards. While some cities abroad have bus stops with specific features, such as air conditioning or greenery system, Seoul was the first city in the world to integrate a wide range of cutting-edge information and communications technologies, renewable energy, and more. Although the features of each smart shelter may vary slightly, there are five key functions they generally provide.

First, the shelter displays real-time bus arrival information. Second, it enhances user convenience by providing services such as public Wi-Fi, mobile phone chargers, and heated benches, all within a comfortable temperature range adjusted by heating and cooling systems. Third, the shelter helps maintain clean air quality with air purifiers, fine dust meters, and air curtains that measure fine dust levels and purify the air. Fourth, safety is ensured through security cameras, intelligent video systems, and emergency buttons. Fifth, renewable energy is generated



<Seongdong District Smart Shelter> (Source:Seongdong-gu Website)

through photovoltaic panels, and energy efficiency is increased by using smart LED lights.

A smart crosswalk is a traffic safety facility that utilizes smart technologies such as artificial intelligence (AI) sensors and Internet of Things (IoT) to help pedestrians cross safely and encourage drivers to follow traffic regulations. While the specific features of smart crosswalks may vary, they generally provide three key functions.

First, the smart crosswalk assists pedestrians in crossing a street. The system sounds an alert alarm to pedestrians crossing against lights and uses AI to adjust traffic signals to make the green light last longer for pedestrians. Second, the smart crosswalk promotes driver compliance with traffic laws. It catches drivers failing to stop at stop lines via security cameras, and those who are speeding with radar speed signs. Third, the smart crosswalk ensures better visibility for both drivers and pedestrians. The system uses ground-level guidance lights, floor-mounted pedestrian signals, and crosswalk floodlights, making it easier for both drivers and pedestrians to identify the crossing area.

Next, let's look at the laws related to smart shelters and smart crosswalks. These technologies are being implemented as part of the national project for developing smart cities. The 「Act on the Promotion of Smart City Development and Industry(hereinafter referred to as the 「Smart City Act」)」 serves as the key legislative guidance. Specifically, under Articles 9-2 and 27 of the Smart City Act, the Ministry of Land, Infrastructure, and Transport has been tasked with the Smart City Challenge Project since 2020. Smart shelters and smart crosswalks are being expanded through the Smart Solution Diffusion business, a part of the Smart City Challenge project, which focuses on distributing verified smart solutions nationwide, especially in municipalities with smaller



<Seongdong Crosswalk> (Source:Seongdong-gu Website)

populations. Smart shelters and crosswalks have been among the most popular solutions among participating municipalities.

Furthermore, under Article 4 of the Smart City Act, the Minister of Land, Infrastructure, and Transport is required to establish comprehensive plans for smart cities every five years. The 4th Comprehensive Smart City Plan, covering the period from 2024 to 2028, was presented last year and is now in effect. This plan focuses on four main objectives: expanding sustainable urban models, establishing AI-driven city infrastructures, creating private-sector-friendly industrial ecosystems, and promoting the export of K-smart cities.

Act on the Promotion of Smart City Development and Industry

Article 4 (Formulating Comprehensive Plans for Smart Cities)

(1) The Minister of Land, Infrastructure and Transport shall formulate a comprehensive plan for smart cities (hereinafter referred to as "comprehensive plan") every five years for the efficient development, management, operation, etc. of smart cities (hereinafter referred to as "construction, etc. of smart cities").

Shared Mobility

Introduction

As mentioned in the previous article, Korea has been making continuous efforts to transform its cities into smarter ones and the expansion of shared mobility is part of this initiative. Shared mobility refers to smaller modes of transportation typically powered by eco-friendly energy to travel relatively shorter ranges such as electric bicycles or scooters. Recent regulatory amendments by Korea have taken into account both the benefits of shared mobility—such as reducing environmental pollution and alleviating traffic congestion—and the potential risks, such as traffic accidents and parking issues. This article will examine the different types of shared mobility, traffic regulations, and the relevant laws.

Types of Shared Mobility

Bicycles			
Personal Mobility Device			
Motorcycle			

<Classification of Shared Mobility> (Sources: Kakaomobility, Ministry of Government Legislation)

Shared mobility commonly used in urban areas can be broadly categorized into three types.

First, electric bicycles using Pedal Assist System (PAS): These bicycles, powered by a motor that is activated when the rider pedals, are regulated under the same laws as regular bicycles including the 「Act on the Encouragement of Bicycle Riding」. As such, no license is required, and riders must use bike lanes or, if unavailable, ride along the right edge of the road. Additionally, wearing a bicycle helmet is mandatory. However,

e-bikes with throttles, which are powered entirely by the motor without requiring pedaling, fall into the following second type.

Second, personal mobility devices: This category includes throttle-enabled bicycles, two-wheeled self-balancing electric vehicles, and electric scooters. Although electric bicycles using throttles are technically considered electric bicycles, they are legally classified as a personal mobility device and are subject to stricter regulations under the 「Road Traffic Act」. To drive these devices, users must be at least 16 years old and hold a valid license for a motorcycle or a higher-class vehicle. Riders are required to use bike lanes or, if unavailable, ride along the right edge of the road, and they must wear a bicycle helmet. Furthermore, they are prohibited from driving these devices with two or more passengers onboard, and the vehicle must be equipped with lights, including headlights and taillights. Fines are imposed for violations, such as operating without a license (100,000 KRW), riding on sidewalks (30,000 KRW), not wearing protective gear (20,000 KRW), carrying a passenger (40,000 KRW), and failing to keep headlights, taillights and other lights alight (10,000 KRW).

Third, motorcycles: This category includes electric unicycles, two-wheeled electric hoverboards, electric skateboards, vehicles with an engine size of 125cc or less and two-wheeled vehicles with an engine size of 125cc or less. To operate these vehicles, a person must be at least 16 years old and hold a valid license for a motorcycle or a higher-class vehicle. Riders must use the roadway and wear a motorcycle helmet. Electric unicycles, two-wheeled electric hoverboards, and electric skateboards are not classified as personal mobility devices due to the concerns that allowing them to use bike lanes could lead to great confusion.

Applicable Law

The current regulatory framework for personal mobility devices was established through two amendments to the 「Road Traffic Act」, which took effect on December 10, 2020, and May 13, 2021. The first amendment introduced a definition for personal mobility devices, clarifying their legal status. Prior to this, there was no separate definition for personal mobility devices, and they were classified as "motor vehicle, etc." meaning they had to follow the same traffic rules applied to motor vehicles. As a result, personal mobility devices were only allowed to travel on the road and could not use bicycle lanes or the edges of the road.

However, with the 2020 amendment, the concept of personal mobility devices was coined, where they are classified as "bicycles, etc.," allowing them to use bicycle lanes. Consequently, the current rule was established: when a bicycle lane is available, personal mobility devices must use it, and when it is not, they must travel along the rightmost edge of the road.

The second amendment responded to the increasing number of traffic accidents involving personal mobility devices by tightening user qualifications, raising the minimum age for driver's license, and introducing or increasing fines for violations. As a result, the current safety regulations for personal mobility devices were solidified. As mentioned earlier, not only is a license for a motorcycle or a higher-class vehicle required, but riders must also follow additional regulations. Riding with a passenger is prohibited, and the devices must be equipped with lights, such as headlights. Violations, including riding without a license, riding under the influence of alcohol or drugs, riding on sidewalks, not wearing protective gear, carrying a passenger, traveling with lights turned off, etc. result in fines. The fines are as follows: 100,000 KRW for driving without a license, 30,000 KRW for riding on the sidewalk, 20,000 KRW for not wearing protective gear, 40,000 KRW for carrying a passenger, and 10,000 KRW for failing to keep lights on while driving. Additionally, if a child under 13 operates the device, their guardian will be fined 100,000 KRW.

Road Traffic Act

Article 2 (Definitions)

The terms used in this Act are defined as follows:

- 19-2. The term "personal mobility device" means a motorcycle, which weighs less than 30 kilograms, equipped with a motor that cuts out when the device reaches at or above a speed of 25 kilometers per hour, among motorcycles under subparagraph 19 (b), as prescribed by Ministerial Decree of the Interior and Safety;
20. The term "bicycles" means bicycles and electronic bicycles defined in subparagraphs 1 and 1-2 of Article 2 of the Promotion of the Use of Bicycles Act;
21. The term "motor vehicles, etc." means motor vehicles and motorcycles;
- 21-2. The term "bicycles, etc." means bicycles and personal mobility devices;

Implications

Although there have been amendments to the relevant regulations, issues surrounding shared mobility still persist. Unauthorized parking and traffic

accidents remain ongoing problems. In particular, despite the strengthened regulations for personal mobility devices, many users continue to operate them without being fully aware of the rules. Moreover, most providers do not thoroughly check a driver's license for rentals. Due to challenges in enforcement and oversight, there are calls for even stricter regulations or even a potential ban. At the same time, some express concerns that such overregulation will bring about the waning of the shared mobility industry. Therefore, a well-balanced regulatory approach is necessary to address these issues while ensuring the continued growth and accessibility of shared mobility services.

The Supreme Court's *En Banc* Decision: Recognizing “Right to Access” for Persons with Disabilities as Fundamental Constitutional Right for the First Time

Background Information

- Disability-rights activists launched a six-year legal battle by filing a lawsuit against business owners and the Republic of Korea for failing to guarantee the right to access for persons with disabilities. The lawsuit was filed on April 11, 2018, coinciding with the 20th anniversary of the 「Act on the Guarantee of Convenience Promotion of

Persons with Disabilities, Senior Citizens, Pregnant Women and Nursing Mothers (hereinafter referred to as the “Convenience Promotion Act”）」 and the 10th anniversary of the 「Act on the Prohibition of Discrimination against Persons with Disabilities and Remedy against Infringement of Their Rights (hereinafter referred to as the “Disability Discrimination Act”）」. These laws require facility owners and the government to implement measures ensuring that wheelchair users and other persons with disabilities can easily access



public facilities such as convenience stores and cafés. However, physical barriers such as thresholds and stairs have continued to obstruct their entry and movement.

- A specific provision in the 「1998 Enforcement Decree of the Convenience Promotion Act」, which became a key issue in this case, stipulated that accessibility features, such as entrances for persons with disabilities and call bells, are required only for buildings with a total floor area of at least 300m². However, this regulation effectively exempted more than 95% of small retail stores from the obligation to provide accessible facilities. For instance, as of 2006, only 0.1% of franchise convenience stores were required to locate amenities under the 「1998 Enforcement Decree」. By 2019, this figure had increased to 1.8% (830 stores), yet it remained remarkably low. In Seoul, in particular, only 115 out of 8,421 stores (1.4%) met this requirement. On average, while non-disabled individuals could access a convenience store every 100 meters, wheelchair users had to travel an average of 3.2 km to find one that was wheelchair-accessible.
- Among small public facilities exempted from the obligation to install accessibility features under the 「1998 Enforcement Decree」, 82.3% had stairs or thresholds of at least 2 centimeters at the main entrance, creating a height difference. Of these, 65% didn't have a ramp, and even among those that had, 57.1% failed to meet legal standards. In other words, as of 2016, more than two-thirds of small retail stores exempted from accessibility requirements under the 「1998 Enforcement Decree」 continued to restrict access for persons with disabilities.

Case Facts

- Plaintiffs 1 and 2 are individuals with physical disabilities who use wheelchairs, while Plaintiff 3 is a mother of a child who frequently uses a stroller.
- The plaintiffs argued that the defendant (the Republic of Korea) is obligated to guarantee the right to access for persons with disabilities under the 「Convenience Promotion Act」. However, they claimed that the defendant infringed on their rights by exempting the majority of small retail stores from the obligation to install accessibility features. Furthermore, Plaintiffs 1 and 2 asserted that the defendant contravened the state's duty to prevent and rectify discrimination against persons with disabilities as outlined in Article 8 of the 「Disability Discrimination Act」, and sought damages as well.
- After four years of proceedings, the trial court dismissed the claim for damages against the Republic of Korea. Although the court recognized the 「1998 Enforcement Decree」 as unconstitutional, it did not hold the state accountable for having enacted it. Following the trial court's

ruling on April 27, 2022, the defendant (the Republic of Korea) amended the 「1998 Enforcement Decree」, lowering the threshold for small retail stores required to install amenities from a floor area of at least 300m² to at least 50m². However, this revised standard applied only to buildings constructed after May 1, 2022, making it virtually ineffective in improving accessibility for persons with disabilities.

- Additionally, the appeal was dismissed in the appellate court. While the court found that the defendant's failure to enact the required administrative legislation regarding the 「1998 Enforcement Decree」 was unlawful, it ruled that proving the defendant's malice or negligence was difficult. As a result, state compensation liability was not recognized.
- The Supreme Court focused on two key issues: whether the defendant's failure to amend the 「1998 Enforcement Decree」 for more than 24 years was unlawful, and whether, in such a case, the state would be liable for compensation.

Subject Matter of Review

- The legal meaning of the right to access for persons with disabilities is to eliminate barriers—both individual and environmental—and to provide the necessary human and material support to ensure accessibility for persons with disabilities, who are the rights holders.
- The right to access for persons with disabilities first emerged in the 「1993 Vienna Declaration and Programme of Action」 and has since been a subject of international discussion, with continued calls for its recognition and implementation by individual states. In South Korea, the concept of the right to access was institutionalized in 1981 through a provision on the installation of accessible amenities in the 「Welfare Act for the Mentally and Physically Disabled」.
- Although the legal concept of "right to access" was previously considered ambiguous, it was formally incorporated into domestic law through the 「1997 Act on the Guarantee of Convenience Promotion of Persons with Disabilities, Senior Citizens, Pregnant Women and Nursing Mothers」. Article 4 explicitly defined the right to access for the first time at the legal level, stated as below:

1997 Act on the Guarantee of Convenience Promotion of Persons with Disabilities, Senior Citizens, Pregnant Women and Nursing Mothers

Article 4 (Right to Access)

Persons with disabilities shall have the right to use facilities and equipment on an equal basis with non-disabled persons and to freely access information in order to guarantee their dignity, value as human beings, and the right to pursue happiness.

Moreover, the Constitution of Korea stipulates that “treaties duly concluded and promulgated under the Constitution and the generally recognized rules of international law shall have the same effect as the domestic laws of the Republic of Korea” (Article 6 of the Constitution). “The Convention on the Rights of Persons with Disabilities (CRPD)”, adopted by the UN General Assembly in 2006, establishes comprehensive and fundamental rights for persons with disabilities, thereby holding a constitutional character as a provision on fundamental rights.

Constitution of the Republic of Korea
Article 6 (Right to Access)
(1) Treaties duly concluded and promulgated under the Constitution and the generally recognized rules of international law shall have the same effect as the domestic laws of the Republic of Korea.

- Additionally, Korea’s “Act on Welfare of Persons with Disabilities,” emphasizes that there should be no restrictions on access, participation, or role fulfillment in any field, based on the constitutional principles of human dignity and value. This inherently implies the fundamental nature of the right to access.
- Another key law, the “Disability Discrimination Act,” not only prohibits discrimination—addressing the social dimension of disability rights violations—but also explicitly stipulates legal remedies for such violations. By guaranteeing the right to seek legal recourse, this law plays a crucial role in protecting disability rights and, as such, holds the character of a law handling fundamental rights.
- Previous cases related to the right of access for persons with disabilities include the 2001 “Soongsil University Case” and a Constitutional Court ruling on the access to mobility for persons with disabilities. These cases involve significant legal discussions regarding the guarantee of accessibility for persons with disabilities and the extent of responsibility borne by the state and public institutions. The Soongsil University Case arose when a student with a disability filed a lawsuit against the university, seeking damages for physical and psychological harm caused by the lack of an educational environment equal to that of non-disabled students. At the time, there was no “Disability Discrimination Act,” so judicial remedies for violations of rights to access public facilities had to be sought through civil litigation.
- The court ruled that since the university had admitted the student with a disability, a contractual relationship was thereby established. Consequently, the university was obligated to take reasonable measures to ensure that the student received an education on equal and substantive terms with their non-disabled peers.
- Meanwhile, the Constitutional Court reached a decision on the access to mobility in 2001 when The Solidarity for the Disabled to Obtain Mobility Rights (SDOMR) filed a constitutional complaint against the

Minister of Health and Welfare. The group had requested the introduction of low-floor buses, and when the Ministry failed to establish a legal framework for its implementation, they argued that this omission of administrative legislation violated their right to pursuit of happiness and a life worthy of human beings. However, the Constitutional Court dismissed the petition as inadmissible, reasoning that social rights do not impose absolute obligations on the state and that public organizations have broad discretion in determining policies based on various considerations. These two cases exemplify the legal debates surrounding the guarantee of accessibility for persons with disabilities and the responsibilities of the state and public institutions, underscoring the need for institutional improvements in safeguarding disability rights.

- In 2024, the Supreme Court’s full bench decision firmly established the right to access for persons with disabilities as a constitutionally protected fundamental right, thereby redefining the obligations of administrative authorities.
- Regarding the unlawful failure to fulfill the legislative duty to amend the “1998 Enforcement Decree,” the court ruled that the right to access for persons with disabilities represents guaranteeing them equal entitlement to the constitutional rights of human dignity, value, and the pursuit of happiness. It further recognized this right as an essential prerequisite for persons with disabilities, as members of a socially disadvantaged group, to lead a life worthy of human dignity. Although not explicitly stated in the Constitution, the court affirmed that this right holds the status of a fundamental right protected under constitutional principles.
- Additionally, the court reasoned that since the National Assembly had repeatedly imposed obligations on public organizations to effectively guarantee the right to access for persons with disabilities, the public organization bears a duty to amend the “1998 Enforcement Decree,” if the scope of facilities subject to the obligation to install accessibility amenities under the Decree is overly narrow and fails to keep pace with the nation’s socio-economic development and the public consensus on accessibility. If the public organization unjustifiably fails to fulfill this duty, such legislative failure is deemed unlawful. Consequently, the defendant’s failure to enact had led to the long-standing failure to realize the legislative purport of the “Convenience Promotion Act,” and the “Disability Discrimination Act,” thereby rendering the rights to access for persons with disabilities effectively meaningless.
- Regarding state compensation liability, if a public official fails to uphold their duty of objective care while executing their official duties, resulting in the loss of normative legitimacy of their actions, the state’s liability for compensation under Article 2 of the “State Compensation Act” is established.
- The Supreme Court ruled that the defendant’s failure—for over 14 years—to fulfill the duty to amend the “1998 Enforcement Decree,”

constituted a significant deviation from the purport, purpose and provisions of the “Convenience Promotion Act,” and the “Disability Discrimination Act.” This inaction was deemed unreasonable and lacking social validity, thereby losing normative legitimacy. As a result, the court determined that this failure constituted a violation of “statutes by intention or negligence” by a public official, as stipulated in Article 2, Paragraph 1 of the “State Compensation Act.” Consequently, it was recognized that, due to the defendant’s failure to fulfill the legislative mandate, persons with disabilities suffered harm, as they were denied their constitutional rights to human dignity, the right to a life worthy of human beings, and the right to equality.

- In regards to the recognition of damages for emotional distress, the court ruled that whether an unlawful failure to enact resulted in emotional distress warranting compensation should be determined through a comprehensive assessment of various circumstances. Given that Korea’s legal system lacks an easily accessible judicial remedy for public organizations’ non-fulfillment of legislative duties, seeking state compensation serves as a form of judicial review of norms and, in practice, the only available means of redress. Furthermore, although the “1998 Enforcement Decree” was amended on April 27, 2022, the court found that this amendment did not eliminate or redress the suffering that persons with disabilities had endured in their daily lives. Considering that the “Enforcement Decree” had, for over 24 years, exempted more than 95% of small retail stores from the obligation to install amenities, resulting in the prolonged violation of the dignity and value of persons with disabilities in everyday life, the Supreme Court ruled that the defendant was obligated to pay damages for emotional distress to the plaintiffs. The court determined that an appropriate amount of the compensation was 100,000 KRW for each plaintiff.



Implications

- On December 19, 2024, in an *En Banc* decision, the Supreme Court referenced the public interest project First Floor for All, which advocates for the right of access for persons with disabilities, and stated:
- “In a person’s life, many private and public interactions and activities, both big and small, take place inside buildings. The shared access to the first floor, the gateway to these spaces, is crucial for ensuring equal participation in daily life. For a wheelchair user, even a mere two-centimeter threshold can become a barrier to reaching the first floor. For individuals with physical impairments, thresholds and stairs can represent the boundary between life and death. Installing ramps over these barriers allows wheelchair users to join ‘all’ in accessing the first floor.”
- Through this ruling, the Supreme Court recognized for the first time that the right to access for persons with disabilities is a fundamental constitutional right.
- Although the legislature has enacted laws to protect the rights of persons with disabilities, controversy has persisted over the lack of sufficient protection at the administrative level of legislation. This ruling marked the first time the court exercised judicial review over administrative legislation that inadequately safeguarded those rights. By doing so, the decision opened a path for the judiciary to enforce the constitutional and legal rights of persons with disabilities.
- Furthermore, this ruling has been recognized for affirming the role of state compensation as the only practical means of judicial review over unlawful administrative legislation. In Korea’s legal system, where adequate judicial remedies for such legislative failure have been limited, this decision represents a significant step toward ensuring legal redress and accountability through the courts.

Seoul Metro: Leading the Way in Smart, Inclusive Public Transport



Ma Haeguen

Executive Vice President(Executive Director) of Sales Operation HQ

Q: Please briefly introduce Seoul Metro and its key objectives.

Seoul Metro, boasting a 50-year history as a subway operator, began operations on August 15, 1974, with the opening of Subway Line 1. Today, we operate Subway Lines 1 to 8 and the second and third sections of Subway Line 9, covering 288 stations and a total distance of 311.7 kilometers.

Our vision is to be a comprehensive transportation company that connects people and cities. We are committed to our core values of safe operation, innovation, customer satisfaction, and sustainable management. Our management objectives include:

- Prioritizing safe operation through a system-based, top-level safety management approach,
- Encompassing organizational integration to explore future growth engines and foster competitiveness,
- Impressing customers with convenience by continuously improving our services, and
- Innovating advancements in management to establish a sustainable business framework.

As the undisputed leader in urban railroad services, Seoul Metro plays a crucial role in enhancing the quality of life for Seoul's citizens by connecting every corner of the city like a vast web. Currently, we have around 16,000 employees, including full-time staff.

Our official mascot is Ttota, and our slogan is "Move the City."

Q: With increasing social awareness of transportation accessibility, there is a growing demand for securing mobility rights. We understand that Seoul Metro is making various efforts to support transportation-disadvantaged individuals. Could you provide details on the specific services offered for each group?

As of 2025, Seoul Metro has installed video phones for sign language at 45 stations to provide sign language consultation services for individuals with hearing impairments.

For visually impaired passengers, 432 guides have been stationed at 26 stations, offering assistance with boarding, alighting, and exit guidance.

Additionally, braille signs have been installed on gates, handrails, restrooms, and platform screen doors to improve accessibility.

To support mobility-impaired passengers, we have implemented movable platform gap fillers, rapid chargers for electric wheelchairs, and audio guiding devices to enhance safety and convenience.

We have also deployed the Senior Elevator Safety Team at 49 stations, with 582 personnel assisting passengers with mobility needs with escalator and elevator use, while also providing safety guidance services.

Furthermore, we have developed a transportation accessibility notification system, which sends text message alerts to inform passengers of elevator malfunctions in a timely manner.

Lastly, through ICT-based solutions, we have integrated an accessibility service into the Ttota Subway app, offering optimal movement routes for individuals with transportation disadvantages to improve their travel experience.

Q: Seoul Metro has been promoting the "One Station, One Accessible Route" project as one of the major initiatives to improve mobility rights for individuals with limited mobility. Could you share the challenges faced during the project and provide an overview of the initiative?

The "One Station, One Accessible Route" project was launched in 2007 to ensure that transportation-disadvantaged individuals can travel from the street level to the platform level using elevators without assistance.

One of the biggest challenges in implementing this project was finding ways to install elevators in each station to secure an accessible route.

Installing elevators requires vertically aligned open spaces across multiple floors, as well as compliance with numerous subway facility retrofitting-related regulations.

However, most subway stations in dense urban areas and underground locations have limited internal and external space, making it extremely difficult to install additional elevators. Furthermore, the presence of gas and communication lines among other underground infrastructure between stations and street level posed additional obstacles.

To overcome these challenges, Seoul Metro conducted numerous feasibility studies and on-site inspections over several years. We actively adopted specialized construction methods such as non-open-cut techniques and worked on revising administrative regulations to facilitate elevator installations.

As a result, we have successfully secured accessible routes in 273 out of 276 stations under our management. The remaining three stations are currently undergoing elevator installation work.

Q: Foreign tourists may also experience difficulties using public transportation in Korea, which categorizes them as transportation-disadvantaged individuals. What services are available for international visitors?

To assist foreign tourists using the subway, we have implemented a Real-time Interpretation Service at 11 stations, including Myeongdong Station. This system features a see-through touch screen that enables real-time conversation interpretation between foreign tourists and Korean staff. It supports 13 languages, including English, Japanese, and Chinese, allowing seamless communication without language barriers.

Due to COVID-19, the annual average number of international subway riders dropped to 260,000 in 2021. However, this number saw a significant rebound, reaching 650,000 as of July 2023, a fourfold increase compared to the same period the previous year. By the end of 2023, the total figure surged to 7.12 million, reflecting a sharp upward trend.

Analysis of foreign passenger feedback revealed that language barriers were the most significant inconvenience. As a result, we have prioritized improving language accessibility for international visitors.

With rapid globalization, the number of subway users speaking languages beyond English and Chinese—such as Vietnamese, Thai, and Malay—has been rising. This shift has highlighted the limitations of station staff in providing tourist information services to a linguistically diverse audience.

To address this challenge, we implemented the win-win model, which promotes shared growth while tackling key issues such as ensuring clear voice transmission despite station noise, and securing technologies to enhance translation accuracy for station names, technical terms, and proper nouns while managing costs efficiently by leveraging Korea's advanced IT infrastructure.

Through these efforts, Seoul Metro continues to establish itself as a global leader in smart transportation services.

Q: What key services or programs would you like to actively promote to foreign tourists and residents in Korea?

Seoul Metro has significantly improved its subway Wi-Fi speed, making it 10 times faster than before by applying 5G technology. With the 5G 28GHz

Wi-Fi system, passengers can enjoy a stable internet connection even during the transit, ensuring a seamless online experience.

The Ttota Subway app, designed to reflect the needs of foreign passengers, includes an English-language interface and features designed for transportation-disadvantaged individuals. This app provides convenience services such as reporting inconveniences and location-based announcements. Each year, we introduce new features and enhanced accessibility features to improve the user experience.

For the convenience of travelers, Seoul Metro operates T-luggage centers (luggage storage and delivery service) at seven major subway stations in downtown Seoul. Passengers can leave their luggage for extended periods, and a same-day luggage delivery service is available between subway stations and Incheon International Airport/Gimpo Airport, allowing travelers to manage their baggage more efficiently considering their itineraries. This service enables foreign tourists to explore Seoul freely without carrying heavy luggage.

Additionally, for those needing lightweight luggage storage, T-lockers (self-service lockers) are available at all subway stations. This service supports multiple languages, including English, and can be easily reserved and accessed through the T-locker app.

The Medical Zone provides clinics and pharmacies in one location, allowing passengers to receive medical treatment and prescriptions conveniently, even during mornings, evenings, and weekends.

Furthermore, unmanned print shops are installed at various stations, including Taereung Station, allowing passengers to print documents conveniently when using the subway.

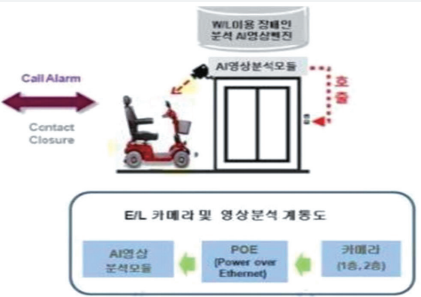
For those planning to explore Seoul via subway, the Seoul Metro website offers a Theme Tour section, available in English, Japanese, and Chinese, providing valuable travel tips.

Beyond transportation, Seoul Metro is dedicated to transforming subway stations into multifunctional spaces where passengers can enjoy diverse services and experiences.

Q: Seoul Metro is known for utilizing advanced technologies, such as AI, to provide customized services for transportation-vulnerable individuals. Could you introduce a representative service?

To enhance mobility convenience for individuals with mobility needs, Seoul Metro operates the AI-powered automatic elevator calling system.

- When individuals with disabilities, the elderly, or other vulnerable passengers approach an elevator, the system analyzes real-time video data using an AI-powered image analysis module. Based on this analysis, the system automatically activates the elevator call button, eliminating the need for passengers to press it manually.
- For electric wheelchair (or scooter) users, the system automatically calls the elevator upon detecting their approach, improving accessibility and preventing safety hazards, such as falls caused by door collisions.
 - Installation Locations:
 - Ichon Station (1 unit)
 - Yaksu Station (1 unit)
 - City Hall Station (4 units)



<System diagram>



<Automatic elevator calling system>

Q: What key projects does Seoul Metro plan to implement to enhance mobility access for the transportation disadvantaged?

To ensure the safety of subway passengers—especially wheelchair users and people accompanied by young children—Seoul Metro is installing automated platform gap fillers to prevent passengers from slipping into the gap between curved station platforms and trains during boarding and alighting.

This system remains folded while the train is in motion but automatically extends when the train stops, effectively bridging the gap between the platform and the train.

In 2023, following an incident at Chungmuro Station, where a child's foot got stuck in the gap while alighting, Mayor of Seoul, Oh Se-hoon, ordered

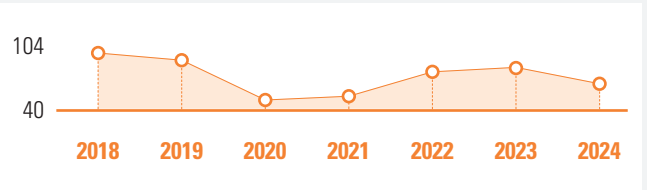
the expansion of automated platform gap fillers across stations with a high risk of such accidents. As a result, 589 locations across Subway Lines 1 to 8 are currently undergoing installations.

As of now:

- Gap fillers have been fully installed and are operational at 189 locations across 14 stations on Lines 1 to 4.
- Installation at additional 400 locations across 60 stations (Lines 1 to 8) is scheduled for completion by December 2025.
- Since the widespread installation of automated platform gap fillers, incidents of feet slipping into platform gaps have gradually decreased. In 2024, there were 70 reported cases, marking a 30% reduction compared to 2018, excluding the period of reduced ridership during the COVID-19 pandemic (2020–2021).

Year	2018	2019	2020	2021	2022	2023	2024
Cases	104	97	50 (COVID -19)	51 (COVID -19)	83	85	70

Note: The figures indicate the number of cases where medical expenses were provided due to injuries

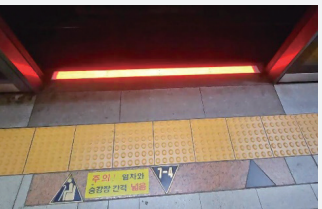


<Number of subway gap slippage incidents (Unit: Cases)>

Additionally, for 67 stations (413 locations) where structural limitations prevent the installation of automated platform gap fillers, Seoul Metro will introduce platform warning lights, which emit light from the platform floor to visually alert passengers to the gap, reducing the risk of accidents.



<Automated platform gap filler(City Hall Station on Line 2)>



<Platform warning light>

Q: If you have a message you would like to convey to domestic and foreign readers who are learning about Seoul Metro through this journal, please share it.

Seoul Metro is a world-class urban railway operator, managing Seoul Subway Lines 1 to 8 and sections 2 and 3 of Line 9, spanning 288 stations and 311.7 kilometers.

Every day, over seven million passengers rely on our safe and convenient transportation services, made possible by the dedication of our hardworking employees behind the scenes. Their efforts keep Seoul's subway system running smoothly and efficiently.

At Seoul Metro, we continuously evolve our personnel, systems, policies, and infrastructure to enhance the daily lives of our customers. To maximize the value of our station spaces, we are expanding citizen-friendly commercial areas, including health, cosmetics, and beauty shops, as well as luxury brand stores. We are also strengthening our logistics platforms with T-luggage and T-locker services, while repurposing idle underground spaces into green cultural areas like Metro Farm.

Seoul Metro is setting new standards for urban transportation, prioritizing both safety and convenience. In 2023, we became the first subway operator in Korea to introduce an AI-powered safety ChatGPT system, leveraging artificial intelligence and data-driven safety management to minimize human errors in station operations.

We deeply appreciate the continued support of both Seoul's residents and visitors. Your encouragement drives us to uphold safety as our top priority, ensuring that every journey you take with us is secure and seamless. Thank you.

A Guide to Traveling Korea by Public Transportation

Landing — Welcome to Korea!

Tourists visiting Korea will be impressed by the country's efficient public transportation system, which includes platform screen doors, low-floor buses, seamless transfer networks, and accessible public bicycles. According to a 2023 survey by Statista, a global market research institute, Korea has the highest rate of public transportation usage for commuting to work and school. Since public transit is a popular choice for daily travel among locals, visitors will also find it convenient and easy to use various modes of public transit to tour throughout the country.

Day 1 [Seoul Subway Tour]

● **10:00 AM: Take the Airport Railroad Express (AREX)**

You can take the Airport Railroad Express at the Incheon International Airport to reach one of Seoul's most popular tourist spots, Hongdae, in about an hour. If you're departing from Gimpo International Airport, it's only a 15-minute ride. If you take the express train heading directly to Seoul Station, you can get there in approximately 50 minutes.

● **12:00 PM: Purchase a Climate Card**

The Climate Card is a public transportation pass that grants unlimited access to Seoul's subways, buses, and public bicycle Ttareungi. International tourists and short-stay domestic visitors can purchase 1, 2, 3, 5, or 7-day short-term passes considering their travel schedule. Cardholders can also benefit from the same discounts for various cultural facilities and events. Notably, users can enjoy a 50% discount on admission to the Seoul Science Center, Seoul Grand Park, Seoul Botanical Garden, and Seoul Robot & AI Museum. The card also provides discounts for cultural performances and experiences, including shows like The Painters, Theatre des Lumieres, and SEOULDAL, as well as access to other cultural venues around Seoul. For more information on discounts, visit: <https://news.seoul.go.kr/traffic/archives/512236>

The short-term passes can be purchased at the Seoul Tourism Plaza, Myeongdong Tourist Information Center, customer safety centers in subway stations on lines 1 to 8, and convenience stores near subway



stations. The prices are as follows: 5,000 KRW for a 1-day pass, 8,000 KRW for a 2-day pass, 10,000 KRW for a 3-day pass, 15,000 KRW for a 5-day pass, and 20,000 KRW for a 7-day pass. Once charged, users can freely use public transportation within the validity period. Please note that the day you load the card will be considered its start date, so it's advisable to charge it just before you intend to use it.

Now that your Climate Card is ready, it's time to explore Seoul!

Myeongdong

Myeongdong Station on Line 4 is a must-visit spot for foreign tourists. The area is packed with shopping malls, boutiques, and street food

vendors, allowing visitors to experience the latest trends in Korean food and culture. If you look up towards the hill beyond Myeongdong, you'll spot a tall tower—Namsan Seoul Tower, also known as N Seoul Tower. Originally Korea's first general radio wave tower, N Seoul Tower has now become an iconic landmark and observatory, being frequented by families and couples. A popular itinerary is to enjoy shopping in Myeongdong, visit the tower's observatory to appreciate breathtaking panoramic views of the city, and then savor a delicious Namsan pork cutlet on your way down from Namsan.

Next Stop: Yeouido

After having a great time in Myeongdong, let's head to the heart of Seoul, Yeouido. Take a bus from N Seoul Tower to transfer to Subway Line 5 or 9 to reach Yeouido. Since 2004, Korea has unified public transportation fares in the Seoul metropolitan area, allowing for discounted transfers between the subway, buses, and other public transportation options.

ACT ON THE SUPPORT AND PROMOTION OF USE OF PUBLIC TRANSPORTATION

Article 3 (Responsibilities of the State)

(1) The State and local governments shall formulate and enforce policies for the matters in each of the following subparagraphs to cultivate and support public transportation so as to enable all citizens to use public transportation conveniently and safely:

1. Dissemination of diverse and new means of transportation, expansion of facilities and equipment, and strengthening of support for the improvement of public transportation services;
2. Improvement of public transportation services to span a wide area;
3. Development and dissemination of environment-friendly means of public transportation;
4. Enhancement of convenience in transits between means of public transportation;

You can transfer up to 4 times, and a transfer discount will be applied if you switch to another mode of transportation within 30 minutes of your previous ride. However, be sure to tap your transportation card on the terminal when getting on and off buses and subways to ensure you receive the discount.

Yeouido

Yeouido Park is an ecological park built on the site of a former airfield, and it has become a peaceful oasis in the middle of the bustling business district. Surrounded by broadcasting companies, financial firms, the Han River, and the 63 Building, the park is a perfect spot to relax while exploring Yeouido.

Every day, a supermoon rises in Yeouido. SEOULDAL, located in Yeouido

Park, is a helium balloon that rises vertically up to 130 meters, looking out on Seoul's stunning views, including the Han River and the National Assembly Building. A Climate Card holder can enjoy a 10% discount on SEOULDAL tickets. Until now, international tourists have only been able to purchase tickets on-site, but starting this year, there are plans to collaborate with travel platforms like Klook and KKday to allow visitors to book tickets online. If you're planning to visit Yeouido, consider booking your tickets in advance through these platforms.

Day 2 [Seoul Bike Tour]

In Seoul, people riding green-tired bikes may seem like a normal sight. Seoul's bike-sharing service Ttareungi is a convenient way to explore the city. With over 2,700 rental stations and around 45,000 bikes available, you'll find one almost anywhere, making it a perfect means to enjoy the warm spring breeze. Be sure to use designated bike lanes when available, and if there are none, ride along the right edge of the road. Always wear appropriate safety gear, and of course, never ride a bike while intoxicated. You can use your Climate Card to rent one, so why not take a ride by the Han River in March or April and appreciate the cherry blossoms in full bloom?

● **03:30 AM: Take a Self-Driving Bus in Seoul**

While Seoul offers reliable taxi services around the clock, if you're out early in the morning or returning late at night, consider using the early-morning autonomous bus. This bus is part of a new initiative in Seoul aimed at supporting workers who start their shifts early in the morning, such as street cleaners and security guards. Currently, A160 is the only one in operation. It departs at 3:30 AM from the Dobongsan Station transfer center, passing through Hyehwa, Jongno, Gongdeok, and Yeouido, before reaching its final stop at Yeongdeungpo Station. Note that this bus doesn't run on weekends

Day 3-4 [Busan Trip by Korail]

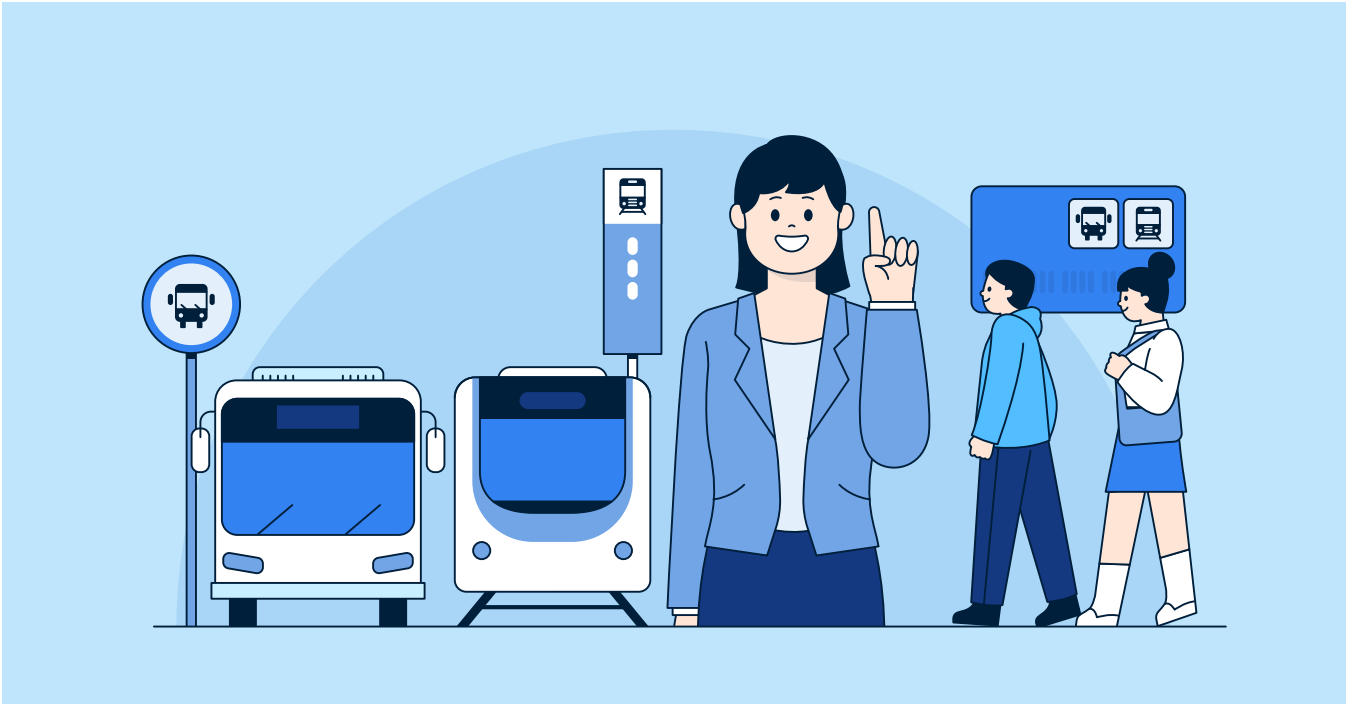
Korea's true charm can be found in every corner of the country. By taking express buses or Korail trains, you can easily explore each region's unique attractions. With the high-speed KTX train, you can travel from Seoul to popular destinations such as Busan, Jeonju, Yeosu, and Gyeongju in about three hours. Below is a suggested itinerary for a trip to Busan.

● **10:00 AM: Buy a Train Ticket**

Korea Railroad Corporation (Korail) offers various travel products and passes for international visitors to Korea.

[1] **Korail Pass:** Korail issues a short-term train pass for international tourists. With this pass, you can travel freely on all Korail trains within a designated period of 2 to 5 days.

[2] **Sightseeing Trains:** If you want to experience Busan in a unique



way, the Rail Cruise Haerang is an excellent option. Haerang, which means “together with the sun” in Korean, is a hotel-style tourism train that allows travelers to enjoy Korea’s beautiful landscapes while staying in comfortable accommodations overnight. There are several tour options available: the Grand Tour of Korea, a 3-day journey that takes you through Namwon, Suncheon, Busan, Gyeongju, Jeongdongjin, and Donghae, as well as two-day tours exploring either the southeastern or southwestern regions of the country. The Haerang service includes all charges, such as accommodation, meals, and admission fees.

In addition to the Haerang, Korail operates several other tourism trains offering distinct experiences. The West Sea Golden Train (G-Train) offers breathtaking views of the western coastal scenery, the Baekdu-daegan Mountain Range Canyon Train (V-Train) travels through the valleys of the Baekdu-daegan mountain range allowing passengers to enjoy panoramic views of the surroundings with windows on all sides except for the ceiling, the South Coast Train (S-Train) offers passengers an ideal route to take in the stunning views of the southern coast, and the Jeongseon Arirang Train (A-Train) offers beautiful countryside landscapes of Gangwon Province. Among these various options, we recommend you to choose one that fits your preferred region and experience.

● 4:00 PM – Enjoy the Busan City on TABARA

To revitalize areas with limited public transportation access, Busan has introduced the demand-responsive intra-city bus TABARA system as a pilot program. The name "TABARA" is a phonetic representation of Busan dialect meaning "go get it." Using the app, passengers can hail a

bus at a designated stop at their preferred time. Bus stops are located near major tourist attractions in Busan, such as Gijang Market, Lotte World Adventure, and Skyline Luge. The system offers the advantage of providing taxi-like services for the price of an intra-city bus fare.

Day 5 [Departure]

City Airport Terminal: If your luggage has become heavy with souvenirs from your trip to Korea, why not consider checking it in in advance? Both Seoul Station and Gwangmyeong Station offer city airport services, allowing you to finish boarding procedures and check in your baggage before departure. Passengers using the City Airport Terminal can quickly pass through immigration by using a dedicated entrance at the airport.

Take-off

I hope you had a fantastic trip and made countless unforgettable memories in Korea! Moving forward, Korea will continue to improve its public transportation system for the convenience of both residents and visitors, all while prioritizing environmental sustainability. We promise you'll find the transportation network even more advanced and convenient when you return in five or ten years.

Ministry of Justice-World Intellectual Property Organization (WIPO)

Host Joint Seminar on Intellectual Property Enforcement

The Ministry of Justice, in collaboration with the World Intellectual Property Organization (WIPO), hosted the 2025 Sub-Regional Seminar on Intellectual Property Enforcement at the Korean Commercial Arbitration Board from March 19 (Wednesday) to March 20 (Thursday), 2025.

The seminar was attended by Deputy Minister for Criminal Affairs Bureau of the Ministry of Justice, Song Gang, Director of the Building Respect for IP Division at WIPO, Jerry Todd Reves, a commercial court judge from Barcelona, Spain, experts from the European Union Intellectual Property Office (EUIPO), as well as IP-specialized judges and prosecutors from nine ASEAN countries and Korea, totaling approximately 50 participants.

During the seminar, participants shared timely and relevant case studies on the protection of intellectual property rights, particularly as South Korea has emerged as a global hub for intellectual property, building on the booming global popularity of K-content. The discussions primarily focused on strengthening law enforcement against IP infringement crimes, enhancing investigation and prosecution capabilities, and fostering international cooperation and collaboration.

Notably, Korean participants presented major case studies, including copyright infringement cases related to the distribution of pirated K-content, semiconductor technology leakage cases, and trademark infringement cases involving influencers, drawing significant interest from attendees. In addition, an exhibition showcasing genuine and counterfeit products of well-known domestic and international brands was held during the seminar, providing insights into distinguishing original products from counterfeits, which was highly well-received by participants.

The Ministry of Justice expects that this seminar will serve as an opportunity to further strengthen cooperation with WIPO, raise awareness of intellectual property protection in the Asia-Pacific region, and reinforce mutual collaboration. Furthermore, the Ministry is committed to leading the establishment of global standards in law enforcement regarding intellectual property infringement crimes, including those related to K-content.



Ministry of Justice Hosts the 12th APEC Network of Anti-Corruption Authorities and Law Enforcement Agencies (ACT-NET) Meeting



● 21 APEC member economies and international organization experts attended to share anti-corruption cooperation cases among law enforcement agencies and discuss collaboration strategies

The Ministry of Justice hosted the 12th APEC Network of Anti-Corruption Authorities and Law Enforcement Agencies (ACT-NET) Meeting on February 26, 2025 (Wednesday) at the Gyeongju Hwabaek International Convention Center ahead of the 2025 APEC Summit, which will be held in Korea for the first time in 20 years. The meeting was attended by approximately 70 participants, including representatives from 21 APEC member economies and international organization experts, providing an opportunity for active exchange and communication.

The ACT-NET aims to enhance cooperation among law enforcement agencies in preventing corruption, combating money laundering, and recovering illicit assets. Since its first meeting in Beijing, China, in 2014, the network has convened annually.

The Ministry of Justice has actively participated in ACT-NET on behalf of Korea. As Korea is set to host the 2025 APEC Summit, the Korean Ministry of Justice had the privilege of chairing the ACT-NET meeting.

During the meeting, discussions centered on Connect, one of the policy priorities of the 2025 APEC Summit, focusing on:

- Best practices in international cooperation on corruption-related crimes and informal cooperation measures,

- Anti-money laundering and asset recovery collaboration cases,
- Emerging trends in corruption crimes involving virtual assets.

The United Nations Office on Drugs and Crime (UNODC), the World Bank, and other international organizations specializing in anti-corruption efforts also participated, presenting their roles in supporting international cooperation initiatives.

Notably, the Korean Ministry of Justice and the Supreme Prosecutors’ Office introduced key anti-corruption efforts, including:

- International cooperation cases on foreign bribery investigations,
- Investigations into stock exchange listing corruption cases,
- Operational updates of the Asset Recovery Interagency Network – Asia Pacific (ARIN-AP), for which the Supreme Prosecutors’ Office of Korea serves as the secretariat.

During his welcoming remarks, Deputy Minister for Criminal Affairs Bureau of the Ministry of Justice, Song Gang, emphasized, “In an ever-changing global environment, it is crucial that we continue our joint efforts to enhance anti-corruption measures and transparency.” He further highlighted the importance of “establishing a strong network among law enforcement agencies and strengthening information sharing to combat cross-border corruption.”

The Ministry of Justice remains committed to enhancing Korea’s international standing within APEC by sharing Korea’s best practices and policies in the field of anti-corruption through continued participation in ACT-NET activities.

Starting March 21, 2025 (Friday), Six Banks Will Allow Account Opening Using the Mobile Foreigner Residence Card

The Ministry of Justice, the Ministry of the Interior and Safety, and the Financial Services Commission announced that starting March 21, 2025 (Friday), registered foreigners in Korea will be able to open bank accounts and conduct financial transactions using the Mobile Foreigner Residence Card.

Previously, on January 10, 2025 (Friday), the Ministry of Justice began issuing Mobile Foreigner Residence Cards (including permanent residency cards and domestic residence cards) to registered foreigners residing in Korea. Any registered foreigner aged 14 or older who owns a smartphone under their name can apply for this mobile ID.

To obtain the Mobile Foreigner Residence Card, users can either tap their physical residence cards embedded with an IC chip on their smartphone after installing the Mobile Identification App or scan a QR code at the immigration office.

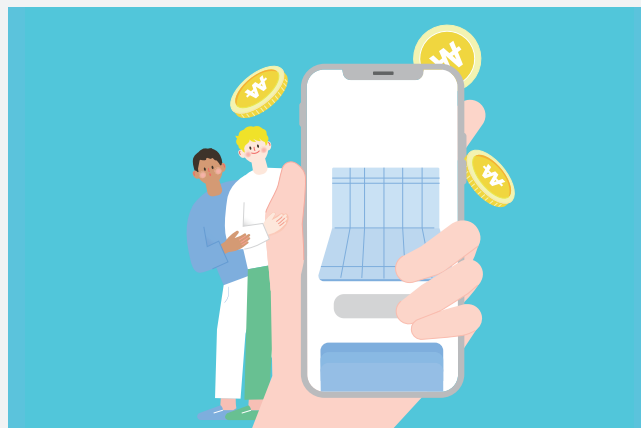
To enhance both online and offline identity verification in a secure and convenient manner, the Ministry of the Interior and Safety has developed a blockchain-based public-private cooperative system for mobile identification. This system has undergone legislative revisions and security assessments, leading to the sequential introduction of:

- Mobile Driver's License (January 2022)
- Mobile Veteran's Certificate Card (August 2023)
- Mobile Foreigner Residence Card (January 2025)

In line with this initiative, financial authorities and the banking sector have been preparing the necessary procedures and system upgrades to ensure consumers can conduct transactions safely and conveniently.

From March 21, 2025 (Friday), registered foreigners who have received their Mobile Foreigner Residence Card will be able to open accounts and conduct other financial transactions at six designated banks:

- Banks supporting in-person transactions: Shinhan, Hana, iM Bank, Busan, Jeonbuk, Jeju
- Banks supporting non-face-to-face transactions: Jeonbuk



Following the amendment of the 「Immigration Act」, the Mobile Foreigner Residence Card now holds the same legal validity as the physical counterpart. Consequently, financial authorities, in cooperation with the Ministry of the Interior and Safety, the Korea Financial Telecommunications & Clearings Institute, the Financial Security Institute, and the banking sector, have revised operational procedures and systems to ensure the seamless use of the Mobile Foreigner Residence Card in banking transactions.

With an increasing number of long-term stay foreign residents (including registered foreigners and overseas Koreans with residence reports) in Korea, the demand for financial services has grown significantly. This measure is expected to greatly improve the convenience of both face-to-face and non-face-to-face financial transactions for registered foreigners residing in Korea.

Moving forward, financial authorities plan to expand support, allowing registered foreigners to use the Mobile Foreigner Residence Card at more financial institutions in the future.

Expanding Foreign Tourist Influx with Online Submission of Arrival Cards

The Ministry of Justice is implementing the e-Arrival Card system, allowing foreigners intending to enter Korea to submit their entry declaration form electronically instead of using paper-based forms during immigration inspections.

<Background of Implementation>

Currently, foreigners entering Korea must manually fill out a paper arrival card and submit it in person to an immigration officer upon arrival. This process does not allow for prior submission and requires travelers to complete the form after arriving at the airport, causing inconvenience.

Additionally, immigration officers must individually scan each paper entry form after verifying the information, increasing the processing time during immigration inspections.

To address these inconveniences, the Ministry of Justice has developed the e-Arrival Card system and established the necessary legal framework. The system will be officially launched on Monday, February 24, 2025.

<Eligible Applicants for the e-Arrival Card>

The e-Arrival Card primarily applies to foreigners entering Korea for short-term stays (90 days or less), such as tourists. Foreigners entering for long-term stays must also submit an entry form at airports and ports unless they have completed foreigner registration in Korea.

Additionally, the following groups are exempt from both paper and electronic entry forms:

- Holders of a valid Korea Electronic Travel Authorization (K-ETA)
- Foreigners who have completed registration in Korea (including permanent residency card and domestic residence card holders)
- Holders of an e-Group Visa
- Airline crew members

To minimize confusion during the early stages of implementation, both paper and electronic entry forms will be available throughout 2025. Travelers may choose between the two options at their discretion.

<Expected Benefits>

Foreigners submitting their entry forms online in advance will no longer need to fill out forms upon arrival, reducing waiting times at immigration checkpoints and easing airport congestion. Furthermore, as information is digitally recorded and collected, accuracy will improve while making administrative processes more efficient. And systematic management of incoming passengers' data will contribute to safer and more organized border control.

By implementing this digital system, Korea expects to attract more foreign tourists and enhance the overall travel experience while maintaining efficient and secure border management.



The 2025 HCCH Asia-Pacific Week



The Ministry of Justice is co-hosting the 2025 HCCH Asia-Pacific Week on June 25 to 27 at the Floating Island Convention, Some Sevit, in Seoul's Seocho District, in collaboration with eight organizations including Judicial Policy Research Institute, Ministry of Health and Welfare, Korea Private International Law Association, Korean Institute of Criminology and Justice, National Center for the Rights of the Child, Korean Bar Association, Seocho-gu Office and Hague Conference on Private International Law(HCCH). The event aims to discuss the current status and improvement strategies of key HCCH conventions. Please note that the details are subject to change.

Hague Conference on Private International Law (HCCH)

The Hague Conference on Private International Law is an intergovernmental organisation in the area of private international law, that administers several international conventions, protocols and soft law instruments.

Ministry of Justice Holds 18th Together Day Ceremony



The Ministry of Justice is hosting the 18th Together Day ceremony in Gwacheon Citizen Hall on May 20. Together Day is a legal holiday designated by law in 2007 to promote unity between Koreans and foreign nationals in shaping the future of Korea. Since its inception in 2008, it has been celebrated on May 20 annually.

Approximately 500-600 attendees, a diverse mix of Korean and foreign nationals, including representatives from the diplomatic missions in Korea, Immigrants Network and Social Integration Council are expected to take part to celebrate this significant event.

The ceremony will be accompanied by the video screening conveying the message of the 18th Together Day, commemorative and congratulatory remarks as well as award presentation and congratulatory performances.

The event will also feature various side events encompassing food, games, costumes, performance and other activities for participants to enjoy and deepen mutual understanding between different cultures.

For further information, please visit the Ministry of Justice website.

Government Departments

Anti-Corruption & Civil Rights Commission

<http://www.acrc.go.kr/eng/index.do>
82-44-200-7151~6

Constitutional Court of Korea

<http://english.ccourt.go.kr/>
82-2-708-3460

Fair Trade Commission

<http://eng.ftc.go.kr>
82-44-200-4326

Financial Services Commission

<http://www.fsc.go.kr/eng/index.jsp>
82-2-2156-8000

National Assembly Law Library

<http://law.nanet.go.kr/eng/index.do>
82-2-788-4111

Judicial Research & Training Institute

<http://jrti.scourt.go.kr/>
82-31-920-3114

Korea Communications Commission

<http://eng.kcc.go.kr/user/ehpMain.do>
82-2-500-9000

Korea Consumer Agency

<http://english.kca.go.kr/index.do>
82-43-880-5500

Korea Customs Service

<http://english.customs.go.kr/>
82-1577-8577

Ministry of Food and Drug Safety

<http://www.mfds.go.kr/eng/index.do>
82-43-719-1564/ 82-1577-1255

Korean Intellectual Property Office

<http://www.kipo.go.kr/kpo/user.tdf?a=user.english.main.BoardApp&c=1001>
82-42-481-5008

Korea Law Service Center

<http://law.go.kr/LSW/main.html>
82-2-2100-2520
(Ministry of Government Legislation)/
82-2-2100-2600
(Legislative Research Services)

Korea Meteorological Administration

<http://web.kma.go.kr/eng/index.jsp>
82-2-2181-0900

Korean Bar Association

<http://www.koreanbar.or.kr/eng/>
82-2-3476-4008

Korean Library Information System Network

<http://www.nl.go.kr/kolisnet/index.php>
82-2-590-0626

Korean National Police Agency

<http://www.police.go.kr/eng/index.jsp>
82-182

Ministry of Agriculture, Food and Rural Affairs

<http://english.mifaff.go.kr/main.jsp>
110 (from Korea) / 82-2-6196-9110 (from overseas)

Ministry of Culture, Sports and Tourism

<http://www.mcst.go.kr/english/index.jsp>
82-44-203-2000

Ministry of Education

<http://english.moe.go.kr/enMain.do>
82-2-6222-6060

Ministry of Employment and Labor

<http://www.moel.go.kr/english/main.jsp>
82-52-702-5089 (National Labor Consultation Center)
82-44-202-7137 (International Cooperation Bureau)
82-44-202-7156 (Foreign Workforce Division)

Ministry of Environment

<http://eng.me.go.kr/>
82-44-201-6568 / 82-1577-8866

Ministry of Foreign Affairs

<http://www.mofa.go.kr/eng/index.do>
82-2-2100-2114

Ministry of Gender Equality and Family

<http://www.mogef.go.kr/eng/index.do>
82-2-2100-6000

Ministry of Government Legislation

<http://www.moleg.go.kr/english>
82-44-200-6900

Ministry of Health and Welfare

<http://www.mohw.go.kr/eng/index.jsp>
82-44-202-2001~3

Ministry of Justice

http://www.moj.go.kr/moj_eng/index.do
82-2-2110-3000

Ministry of Land, Infrastructure and Transport

<http://www.molit.go.kr/english/intro.do>
(Day) 82-44-1599-0001, (Night) 82-44-201-4672

Ministry of National Defense

<http://www.mnd.go.kr/mbshome/mbs/mndEN/>
82-2-748-1111

Ministry of the Interior and Safety

<https://www.mois.go.kr/eng/a01/engMain.do>
82-2-2100-3399

Ministry of Economy and Finance

<http://english.moef.go.kr/>
82-44-215-2114

Ministry of Trade, Industry and Energy

<http://www.motie.go.kr/language/eng/index.jsp>
82-2-1577-0900 / 82-44-203-4000

Ministry of Unification

https://www.unikorea.go.kr/eng_unikorea/
82-2-2100-5722

National Assembly Library

<http://www.nanet.go.kr/english/>
82-2-788-4211

National Intelligence Service

<https://eng.nis.go.kr/>
82-111

National Research Foundation of Korea

<https://www.nrf.re.kr/eng/index>
82-2-3460-5500 / 82-42-869-6114

National Tax Service

<http://www.nts.go.kr/eng/>
82-2-397-1200 / 82-1588-0560

Network of Committed Social Workers

<http://www.welfare.or.kr/>
82-2-822-2643

Public Procurement Service

<http://www.pps.go.kr/eng/index.do>
82-70-4056-7524

Ministry of SMEs and Startups

<https://www.mss.go.kr/site/eng/main.do>
82-1357

Statistics Korea

<http://kostat.go.kr/portal/english/index.action>
82-2-2012-9114

Supreme Court Library of Korea

<https://library.scourt.go.kr/base/eng/main.jsp>
82-31-920-3612~3

Supreme Prosecutors' Office

<http://www.spo.go.kr/eng/index.jsp>
82-2-3480-2337

The Board of Audit and Inspection of Korea

<http://english.bai.go.kr>
82-2-2011-2114

The Supreme Court of Korea

<http://eng.scourt.go.kr/eng/main/Main.work>
82-2-3480-1100

The National Assembly of the Republic of Korea

<http://korea.assembly.go.kr/index.jsp>
82-2-788-3656

National Library of Korea

<http://www.nl.go.kr/english/>
82-2-535-4142

VOD Service for Conferences

<http://na6500.assembly.go.kr/>
82-2-788-3056/2298

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The Rule of Law for Fairness and Compassion

Emblem

The government of the Republic of Korea has changed its official “government identity.” The new logo conveys the dynamism and enthusiasm of the country with the three colors of blue, red and white. It echoes off Korea’s national flag *Taegeukgi* with the *taegeuk* circular swirl and the blank canvas embodies in white. The typeface

was inspired by the font used in the “*Hunminjeongeum*” (1446), the original *Hangeul* text, in consideration of the harmony embodied in the *taegeuk* circle. The new logo began to be used by all 22 ministries, including the Ministry of Justice and 51 central government agencies from March 2016.



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