Located at the heart of the Korean Peninsula, Seoul has always been an important strategic point throughout the centuries in terms of defense and the economy. There are 25 autonomous districts and 424 administrative ‘dong’ units in Seoul. The metropolitan area surrounding Seoul is a mega city region (MCR) with 25 million inhabitants, accounting for 49% of the total population of Korea.

In Seoul, the major public transportation systems include urban rails (metro, light rail, regional rail, KTX) and buses, as well as subsidiary modes which include taxis, motorcycle and bicycle. Such modes are linked with each other depending on the characteristics.

- Urban rails: operating on major arterial axes and trunk lines
- Buses: auxiliary arterial axes, which assist the urban rails
- Taxis: door-to-door connection, and is available in regular taxi, premium taxi and tourist taxi

One of the successful policies is the launch of the integrated fare system to all public transportation modes in July of 2004, or the commonly known as “Seoul Public Transport Reform”. Through the system, people can use all PT modes with a single transportation card (t-money), and can pay depending on the total distance that they travelled regardless of the number of transfers between buses and metros. PT users who commute to Seoul could save transportation expenses: An average of 1,500 KRW (around €1) a day and a maximum of 50,000 KRW (around €35.4) a year. The daily average users of PT between Seoul and its surrounding metropolitan areas increased from 4,706,000 in 2006 to 4,961,000 in 2009.

Seoul has launched the TOPIS system that aims to improve the usage of PT. It is an integrated real-time transport information and management system that enhances usability for passengers.

The current PT system in Seoul is regulated by Seoul Metropolitan Government, and has various financing schemes with operation. The city of Seoul keeps innovations and efforts to still to enhance the market share of public transport!