

A Study on Bus Route Tendering System in Seoul City

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ABSTRACT

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This study examined existing bus policies and proposed new direction and programs for reform in bus market. Bus service in Seoul have been provided by 89 private companies without any governmental subsidies. But almost all bus companies are experiencing financial difficulties.

It is necessary to reform existing bus management system in order to construct effective urban transport system. To meet this goal, we in this paper proposed to introduce competitive tendering system into bus market. Because we found that the main bus problem was in privately owned and monopolized bus route operations.

So, on unprofitable routes, it would be reasonable to introduce the minimum subsidy tendering system. And, provided that most bus passengers would use bus card, we proposed to replace it with the gross cost tendering system by the operation with revenue accruing to the tendering authority.

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가 가
가 가
가
가 89 가
8,700 가
·
가 가
가 가
가

1 ()	1,069	925	762	679	645	785	768
1 가 ()	97,980	155,240	206,554	262,940	289,770	287,361	300,207

: 1983 1994 , 1995 1996

98 70
24% 가 가

1983 1,069 1996 768
가 가 가

2.

< 3> () (: %)

	(95. 5)	(96. 12)	(96. 9)	(95. 12)
	41.6	22.7	31.0	18.6
	25.3	19.0	23.2	34.3
	-	9.2	13.2	10.3
	8.8	7.6	9.8	6.0
	-	-	8.5	-
	10.0	5.8	7.9	4.7
	14.3	8.6	6.4	7.2
	-	11.2	-	7.1
	-	15.9	-	11.8

: , 1997

1990 가
1990 18.8 km/ 1992 16.9
1996 18.8 km/ 가

35% 가

가

(X-Efficiency)

2.

70 가 24%

가

(Economy of scale)가

가

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: , 『 , 1990,

) 가 50%
가 .
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) (L), (K) (Y: . Km)
Cobb-Douglas , $Y=A \cdot K^{\frac{1}{2}} \cdot L^{\frac{1}{2}}$ K, L 2
 $Y = A \cdot (2K)^{\frac{1}{2}} \cdot (2L)^{\frac{1}{2}} = 2(\frac{1}{2} + \frac{1}{2}) \cdot A \cdot K^{\frac{1}{2}} \cdot L^{\frac{1}{2}} = 2(\frac{1}{2} + \frac{1}{2}) \cdot Y$ 가 . (+) 1
Y 2 가
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가
가 가
가 .

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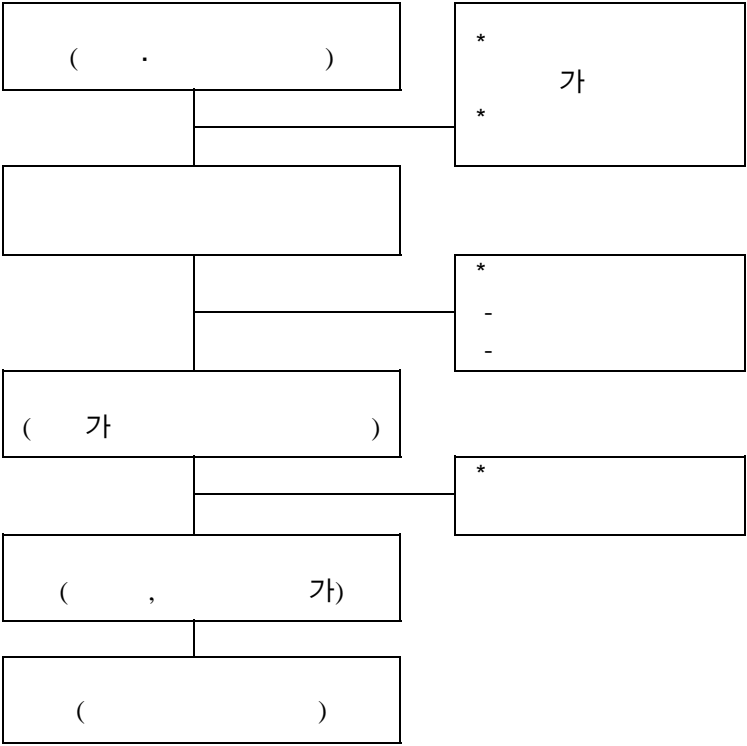
LEE	1970				
Kosal	1970				-
Miller	1970				
Nelson	1972				
Kosal	1972				
Viton	1981				
Williams	1981			Thanslog	
Berechman	1983			Thanslog	
Kim	1985			Translog	
Obeng	1985			Thanslog	
Thiry	1986			Thanslog	

: , , 1996

) 가
가 ,
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, (Bus*Km,
*Km) (, *Km)가
, 가
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(Bus*Km, *Km) (, *Km)가 ,
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가
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가 가 가 ,
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가 Translog ,
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- km
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Cobb-Douglas ,
가가 Translog
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Cobb-Douglas 가 , 100
100 가
가 가 .
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가 가 .

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