Green Transport Strategy in Korea

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MLTM

Ministry of Land, Transport and Maritime Affairs

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Ⅰ. Background

The 2nd biggest National energy consumer, the biggest growth in GHG emissions

Need to reduce the figures to meet the greenhouse gas reduction target

- **Domestic energy consumption**
  : industries(57%), transport(21%), households and retail stores(20%)
- **Greenhouse gas emissions of the transport sector**
  : an average of 5% growth annually (1990~2007)

Korea's diverse efforts, somewhat insufficient

- **Enactment of 'Sustainable Transport and Logistics Development Act' (June 2009)**
- **But Korea's transport system mainly consists of roads and cars, which emit a lot of greenhouse gas emissions.**

The whole transport system has to be transformed to adjust to the low-carbon society

Ⅱ. Current Status of Korea's Transport System

Less energy-efficient transport system based on roads and cars

- **Road transport carries 82 % and 73 % of passenger and freight traffic**
- **Road transport consumes 11 times more energy than railway**

Continued rise of the number of cars that emit most of the GHG emissions

- **Cars account for 94 % of carbon emissions of the transport sector**
- **Number of cars is expected to rise continuously ('09) 17.3 million ➡ ('20) 21.9 million**

Insufficient Investment Modal Split of Public Transport on the Decrease

- **Roads and railway account for 50 % and 23 % of investment in the transport sector over the past 5 years.**

Paradigm Shift to Green Transport

- Energy-intensive transport system based on roads and cars

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- Human-friendly green transport system based on railway, ships and green cars

- Quantitative expansion Focused on the expansion of facilities

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- Improvement of connection between modes of transport, operational efficiency (Intermodalism)

Investment Strategy

- Increasing railway investment significantly
- Restricting new road investment and focusing on improving operational efficiency
- Reflecting green values on project feasibility studies

Ⅲ. Green Transport Strategy

Vision

Realization of human - friendly, low - carbon,
green transport focused on railway, ships and green cars

Goal

Reduction of greenhouse gas emissions in the transport sector
By 34.3 % from the BAU by 2020

※ BAU : Business as Usual

Five Major tasks

1. **Traffic demand management policy**
2. **Promotion of Eco-Bike and walking**
3. **More safe and fast mass transit over cars**
4. **Building rail and shipping oriented green logistics**
5. **Development and promotion of green transport technology**

1. Traffic Demand Management Policy

Enhance Traffic Demand Management

- Expand Congestion charge
- Introduce Car-sharing
- promote Eco-driving
- IT-based Remote Working

Establish Low-carbon Smart Transport System

- **Use ITS for road**
- **Encourage hi-pass use**
- **Establish Intergrated transport Information center**

Create Green Transport Zone

- Green Transport Zone
- Traffic Volume Cap system by region
- Public transport-focused urban development

2. Promotion of Eco-Bike and Walking

Strengthen Mass Transit and Bike / Build a safe bike path network

- Gradual Expansion of taking Bicycle on Train and Bus
- Build more bike parking lots on train and bus stations
- Build Daily safe bike path network

Improve pedestrian-oriented walking environment

- Gradually expand 「Pedestrian Priority Zones」,
  「mass transit only districts」
- Designate “Day of Pedestrians” to promote pedestrian oriented transport culture

3. More safe and fast mass transit over cars

Secure bus service competitiveness

- Spread the use of M-Bus into Seoul Metropolitan Area (SMA)
- Build a bus transfer system in service areas on expressways
- Expand the use of BRT into the whole SMA and major cities

Expand urban and metropolitan rail service

- Expand a rail network in major cities now 830km to 1,054km by 2012

Create a national high speed rail network

- Early complete the construction of the 2nd phase of Honam High Speed Railway(HSR) by 2014
- Speed up existing railways or railways under construction

4. Building rail and shipping oriented green logistics system

Modal Shift toward Green Transport

- Provide subsidy to rail and coastal shipping transferred from road transport

Promote coastal shipping

- Provide financing with guarantee from Korea Credit Guarantee Fund in coastal ship building
- Constantly reduce rent fee of port facilities

Establish low carbon green logistics system

- Reorganize the sectoral logistics system for Door-to-Door
- Identify and spread exemplary cases of CO_2 reduction with Green Logistics Certification System
- Establish low carbon green ports

5. Development and Promotion of Green Transport Technology

Development and promotion of green cars

- Support development of core technologies such as batteries
- Support standardization excellent technologies and parts
- Build more charging facilities, complement safety standards
- Purchasing incentives such as tax exemption will be provided to ordinary consumers

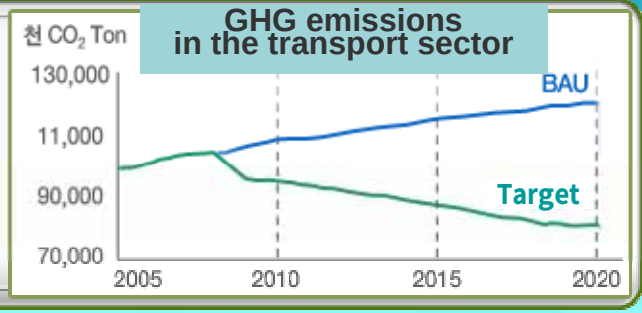
Develop cutting-edge green transport mode

- Develop next generation high speed rail development, urban type maglev train and Bimodal Tram

Ⅳ. Expected Effects (as of 2020)

CO_2 reduction

- 20~24% reduction compared to 2005
- 34.3% reduction against BAU by 2020



Energy import substitution

- around $ 6 billion annually

Social cost reduction

- around $ 22 billion annually

Job creation

- around 2.3 million (2010~2020)

Thank You

Transport will lead low carbon green growth

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