

## Air Quality Policies

This document is based on research that UNEP conducted in 2015, in response to Resolution 7 of the UNEA 1. It describes country-level policies that impact air quality. Triple question marks (???) indicate that information for the section couldn't be found.

Please review the information, and provide feedback. A Word version of the template can be provided upon request. Corrections and comments can be emailed to [Vered.Ehsani@unep.org](mailto:Vered.Ehsani@unep.org) and [George.Mwaniki@unep.org](mailto:George.Mwaniki@unep.org).

<b>REPUBLIC OF KOREA</b>		
<b>GOALS</b>	<b>CURRENT STATUS</b>	<b>CURRENT / PLANNED POLICIES &amp; PROGRAMMES</b>
GENERAL OVERVIEW	<ul style="list-style-type: none"> <li>● <b>Overall situation with respect to air quality in the country, including key air quality challenges:</b> improvements in fuel and vehicle standards, designation of greenbelts and tighter restrictions on factories have improved air quality</li> <li>● However the gains are being challenged by coal-fired plants (more of which are being planned), heavy industry-led economic growth, increased number of vehicles, and yellow dust (dust and sandstorms) from China</li> <li>● In terms of national goals, South Korea tends to prioritize economic performance over environmental issues, although South Korea, China and Japan are cooperating through the Tripartite Environment Ministers' Meeting</li> <li>● <b>Air quality monitoring system:</b> Yes</li> </ul>	<ul style="list-style-type: none"> <li>● <b>National Ambient air quality standards:</b> Are within WHO Interim Targets; no standard for PM2.5; PM generally needs more attention to tackle the origins</li> <li>● <b>National Air Quality Policy:</b> Clean Air Conservation Act</li> <li>● <b>Air Quality legislation / programmes:</b> 2<sup>nd</sup> Seoul Metropolitan Air Quality Control Master Plan (2015 – 2024), managed by Ministry of Environment and includes measures to deal with air pollution outside of Seoul; Ten-year plan for five major metropolitan regions (except Seoul) and the Gwangyang Bay area was established in 2006</li> <li>● <b>Other:</b></li> </ul>
REDUCE EMISSIONS FROM INDUSTRIES	<ul style="list-style-type: none"> <li>● <b>Industries that have the potential to impact air quality:</b> chemicals, steel, shipbuilding, automobile production, barbeque restaurants, bathhouses</li> <li>● <b>GDP of country:</b> \$1.5 trillion</li> <li>● <b>Industries' share of GDP:</b> 39%</li> <li>● <b>Electricity sources:</b> Thermal-coal, oil (65%),</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Emission regulations for industries:</b> Yes</li> <li>● <b>Small installation's emissions regulated:</b> Yes – recently, even barbeque restaurants and spas/bathhouses are treated as air-polluting facilities</li> <li>● <b>Renewable energy investment promoted:</b> Yes through various projects and budgets, making South Korea among the world leaders for clean technology patents; Act on Promotion of the Development, Use and Diffusion of New and Renewable Energy; Seoul Solar Power Plant</li> </ul>

	Nuclear (31%), Hydro (2%)	<p>Support Plan to assist small entities; Import duties decreased by 50% for components / equipment used in renewable energy power plants; Renewable Portfolio Standard requires large electric utilities to generate an increasing percentage of energy production from renewable sources; One Million Green Homes Project</p> <ul style="list-style-type: none"> <li>● <b>Energy efficiency incentives:</b> National Strategy for Green Growth to shift away from energy-intensive industries, increase renewable energy, increase resource efficiency</li> <li>● <b>Incentives for clean production and installation of pollution prevention technologies:</b> South Korea ranks highly in the KPMG's ranking of using green taxes; the system favours incentives rather than penalties; South Korea leads the ranking for green innovation, and is very active in using its tax code to encourage green research and development; tax on coal imports (increases price by 25%) to encourage shift to cleaner fuels, energy conservation, and shift to higher-energy coals</li> <li>● <b>Actions to ensure compliance with regulations:</b> (monitoring, enforcement, fines etc) ???</li> <li>● <b>Other actions at national, sub-national and / or local level to reduce industry:</b> ???</li> </ul>
REDUCE EMISSIONS FROM TRANSPORT	<ul style="list-style-type: none"> <li>● <b>Key transport-related air quality challenges:</b> rapid increase in vehicles</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Vehicle emission limit:</b> Euro 4</li> <li>● <b>Fuel Sulphur content:</b> 50 ppm</li> <li>● <b>Restriction on used car importation:</b> Banned, except if personal vehicle, which must be owned and registered in the name of the person importing it for at least three months prior, and only small and medium sized vehicles may be imported as part of their household goods</li> <li>● <b>Actions to expand, improve and promote public transport and mass transit:</b> more natural-gas bus fleets</li> <li>● <b>Actions to promote non-motorized transport:</b> (ex: include sidewalks and bike lanes in new road projects, car-free areas etc) ???</li> <li>● <b>Other transport-related actions:</b> Development of charging stations for electric cars, subsidies at purchase; Labelling Scheme of Fuel Economy for gasoline vehicles</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING OF AGRICULTURAL / MUNICIPAL	<ul style="list-style-type: none"> <li>● <b>Outdoor open burning:</b> (ex: is it commonly done? burning what kinds of wastes? etc)</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Legal framework:</b> (ex: is burning banned?) ???</li> <li>● <b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b> ???</li> </ul>

WASTE (OUTDOOR)		
REDUCE EMISSIONS FROM OPEN BURNING OF BIOMASS (INDOOR)	<ul style="list-style-type: none"> <li>● <b>Dominant fuels used for cooking and space heating:</b> few people use solid fuels for cooking</li> <li>● <b>Impact:</b> No deaths from indoor air pollution; (7,100 deaths/year from outdoor air pollution)</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Indoor air pollution regulated:</b> (Yes / No) ???</li> <li>● <b>Promotion of non-grid / grid electrification:</b> 100% electrification rate</li> </ul>

**Secondary Sources used in the research:** [http://www.upi.com/Top\\_News/World-News/2015/03/23/Pollution-in-South-Korea-poses-increasing-health-threats/5191427123633/](http://www.upi.com/Top_News/World-News/2015/03/23/Pollution-in-South-Korea-poses-increasing-health-threats/5191427123633/), <http://blogs.wsj.com/korearealtime/2014/02/04/seoul-to-crack-down-on-barbeques-and-spas-to-combat-pollution/>, <http://www.azocleantech.com/article.aspx?ArticleID=552>, [http://www.centreasia.eu/sites/default/files/publications\\_pdf/note\\_ka2\\_anna\\_chung\\_march2014.pdf](http://www.centreasia.eu/sites/default/files/publications_pdf/note_ka2_anna_chung_march2014.pdf), <http://daily.sightline.org/2014/07/01/south-koreas-all-new-tax-on-coal-exports/>, <http://gggi.org/korea-leads-way-for-asias-green-growth/>, <http://www.un.org/esa/agenda21/natlinfo/countr/repkorea/natur.htm#atmo>, <http://southkorea.angloinfo.com/transport/vehicle-ownership/importing-a-vehicle/>

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