

**Intergovernmental Eleventh Regional Environmentally
Sustainable Transport (EST) Forum in Asia**

**2-5 October 2018
Ulaanbaatar, Mongolia**

Sustainable Urban Design and Development ~ Role of EST

Country Report

(Draft)

< Republic of Korea >

This country report was prepared by the Government of Republic of Korea as an input for the Eleventh Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

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Country EST Report (covering from Lao EST Forum 2017 to Mongolia EST Forum 2018)

- a) Name of the Country: Republic of Korea
- b) Name, Designation and Line Ministry/Agency Respondent: Ministry of Land, Infrastructure and Transport
- c) List other Line Ministries/Agencies contributing to preparation of the Country Report: Korea Transportation Safety Authority
- d) Reporting period: 2017-2018

With the objective of demonstrating the renewed interest and commitment of Asian countries towards realizing a promising decade (2010-2020) of sustainable actions and measures for achieving safe, secure, affordable, efficient, and people and environment-friendly transport in rapidly urbanizing Asia, the participating countries of the Fifth Regional EST Forum in Asia discussed and agreed on a goodwill and voluntary declaration - “**Bangkok Declaration for 2020 – Sustainable Transport Goals for 2010-2020.**” At the Seventh Regional EST Forum held in Bali in 2013, the participating countries adopted the “**Bali Declaration on Vision Three Zeros- Zero Congestion, Zero Pollution and Zero Accidents towards Next Generation Transport Systems in Asia**” reinforcing the implementation of Bangkok 2020 Declaration (2010-2020) with emphasis to zero tolerance towards congestion, pollution and road accidents in the transport policy, planning and development. Bali Vision Three Zeros calls for a paradigm shift in thinking on the role of motorization and mobility in realizing sustainable development in Asia. In the Eight Regional EST Forum in Colombo, member countries adopted the “**Colombo Declaration**” for the promotion of next generation low-carbon transport solutions in Asia. Subsequently, EST Forum held in Vientiane, Lao PDR in 2017, the member countries adopted the “**Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development.**”

*Each member country of the Forum is kindly requested to prepare a consolidated country report (by **15 August 2018**) reflecting how EST trends and developments have taken place in the country from Lao EST Forum 2017 to Mongolia EST Forum 2018 around the Goals of the Bangkok 2020 Declaration as an interim assessment following the below format. You are most welcome to add extra pages or sections to share any major on-going initiatives or future plans, including mega transport projects, transport master plans, special transport corridor development, expansion of railways and rail route developments, etc.*

The objective of the country reporting is to share among international community the voluntary progress/achievements/initiatives include various challenges faced by countries in implementing each of the underlined goals of the Bangkok 2020 Declaration to realize the Bali Vision Three Zeros, the Colombo Declaration and the Vientiane Declaration. This would help development agencies, donors, development banks in assessing the sustainable transport needs and challenges to better devise their existing as well as future capacity building programs and operations in sustainable transport areas.

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Timeline for submission by **15 August 2018.**

by email to: est@uncrd.or.jp

Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration from the Lao EST Forum 2017 to the Mongolia EST Forum 2018.		
I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances				
“Avoid” Strategy	1	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: N/A
	Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.		<i>To integrate land-use and transport planning and balance environment protection and economic development, plans and impact studies are mandated. At national level Comprehensive Land Development Master Plan and National Backbone Network Plan are built every 10 year. At city level City Master Plan and Urban Traffic Improvement Plan are built every 10 year. At project level, for any development project with its size over a predefined threshold, its effect on environment and traffic must be reviewed before the implementation.</i>	
	Examples of important actions that you plan to carry out in next year		<i>The mentioned plans are revised periodically. Especially, the fifth Comprehensive Land Development Master Plan will be built next year considering the increasing importance of safety, smart cities, sustainability, and so on.</i>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>The plans and studies will shift from focusing on economic growth and efficiency to sustainable growth which are affected by SDGs.</i></p>	
"Avoid" Strategy	<p>2 Achieve mixed-use development and medium-to-high densities along key corridors within cities through appropriate land - use policies and provide people - oriented local access, and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Complaints of local residents or owners of target areas and buildings</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>City Master Plan and Urban Traffic Improvement Plan include strategies of mixed land-use development. The national government or city governments can designate an area with public transport stations as TOD Area, in which detailed land-use and transport development plans should be provided. In terms of an institutional strategy, Rail-Oriented Development and Use Law for TOD Realization was established to support reinforcing TOD Realization in 2010. The law gives details to achieve TOD development including budget, feedback, implementing agent and so on.</i></p>	

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		<p>Examples of important actions that you plan to carry out in next year <i>KTX(Korea Train Express) Ulsan TOD Phase II, New Jinjoo TOD, Yeojoo Station TOD, and many other areas will be completed. These areas area commonly located at existing KTX or normal rail station areas with high demand and floating population.</i></p> <p>What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement? <i>It contributes to reducing travel distance of trips and consequently helping reduce energy consumption and GHG emission.</i></p>	
“Avoid” Strategy	3 Institute policies, programmes, and projects supporting Information and Communications Technologies (ICT), such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation: <i>Face-to-face working culture makes telework and teleconference less preferred.</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant. <i>Ministry of the Interior and safety provides 17 smart work centers, equipped with working spaces, meeting rooms, and telecommunication equipment in Seoul Metropolitan Area and Sejong-si (where government complex buildings are located). Many more telework centers provided by private companies are available.</i></p>	

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		<p>Examples of important actions that you plan to carry out in next year</p> <p><i>In 2018, Sejong and Busan cities were selected as smart city model towns. For coming 5 years, many pilot projects will be conducted in order to evaluate feasibility, time, cost, adverse events, and so on. In addition, national smart city plans will be included in The fifth Comprehensive Land Development Master Plan in 2019 to expand and support smart city development.</i></p>	
		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Telework using ICT technologies help reducing unneeded travel. The national government recognized the importance and encourages public authorities and private companies to be equipped with supporting ICT environments.</i></p>	
II. Strategies to <u>Shift</u> towards more sustainable modes			
“Shift” Strategy	4	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some progress (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)
			Barriers/Challenges faced in implementation: <i>Rolling terrain in most Korean cities makes bicycles less popular mode and also existing motorized cities requires much time to shift from MT to NMT</i>

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	pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>At national level, National NMT Master Plan is built every 5 year. Urban Traffic Improvement Plan also includes NMT facility development plans at city level. In cities where the terrain is relatively flat, such as Changwon-si (6,000 bikes), Goyang-si (3,000 bikes), and Daejeon-si (2,500 bikes), public bike systems are provided. The national government provides a matching fund (100,000 USD) to 7 to 8 cities a year to improve pedestrian safety in cities.</i></p> <hr/> <p>Examples of important actions that you plan to carry out in next year</p> <p><i>Currently existing public bike systems are being expanded by local cities.</i></p> <hr/> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>NMT facilities and services help increase public transport ridership and reduce usage of private vehicles, resulting in GHG emissions reduction.</i></p>	
"Shift" Strategy	5 Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Existing car-dependent drivers are not easily shifted to public transport in spite of lower cost and faster travel time of public transport in some areas because they are very familiar with car usage, that is, hard to change their car-dependent behavior and require long time to shift.</i></p>

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		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>BRT services with dedicated median bus lane and metro train services are provided in major metropolitan cities. For example in Seoul Metropolitan Area, 25 BRT lines and 29 metro lines are currently provided.</i></p> <hr/> <p>Examples of important actions that you plan to carry out in next year</p> <p><i>Metropolitan Area Transport Improvement Plan (2017-2020) includes plans of 9 BRT lines and 16 metro lines in the country.</i></p> <hr/> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Public transport service quality is essential to reduce the number of private car travels, and thus reduce GHG emissions and to save energy.</i></p>	
"Shift" Strategy	6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, and	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some progress (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: <i>Congestion pricing and levying garage option on car buyers have not been implemented due to the political resistance from commuter drivers and small logistics business owners.</i>

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	pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl	Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant. <i>Just locally, some tunnels collect congestion fee, but there are no national policy or plan. And there is no city to implement levying garage option as of 2018.</i>		
		Examples of important actions that you plan to carry out in next year <i>For the first time in Korea, Jeju island will start levying garage option on car buyers from 2019.</i>		
		What importance does this particular EST Goal attach in your country’s on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement? <i>TDM is not very active yet in Korea, but we are trying to introduce congestion pricing and levying garage option to reduce private motorized vehicles.</i>		
“Shift” Strategy	7	Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport , including priority for high-quality long distance bus, inland water transport, high-speed rail over car and	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: N/A

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	<p>air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports</p>	<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>High speed train passenger services (KTX and SRT) have connected major cities since 2004. Currently the length is 1,512km and the daily ridership is 155,628. The cities that do not have high speed train services are connected by intercity bus lines. The mode share of road is around 80% and that of train is under 10% for both passengers and goods. There is no practical inland water transport.</i></p> <p>Examples of important actions that you plan to carry out in next year</p> <p><i>Currently, three GTX(Great Train Express) lines are planned which are a high-speed train service designed to help people travel across long distances within the Soule Capital Area. The first GTX A line plans to be open in 2023 with 37.4km section from Ilsan to Samsung and the construction will start at the end of next year.</i></p> <p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Korea has well developed intercity public transport networks. Also for freight the national highway system serves trucking services. The only concern is that the services highly depend on road. The national government recognizes this and gives incentives to the shifters to train and coastal water transport.</i></p>
<p>III. Strategies to <u>Improve</u> transport practices and technologies</p>		

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“Improve” Strategy	8 Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some progress (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: <i>High cost of renewable energy, spaces and cost restraint on charging facility for electric vehicles</i>
		Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant. <i>Since 2000, when bus operators replace buses in metropolitan areas, the new bus must be CNG powered. All Seoul Metropolitan Area city buses are CNG fueled. Currently at least 2 % of transport diesel is mandated to be from bio source. Most taxis’ fuel is LPG. Monetary incentives and tax exemptions are given to hybrid, hydrogen powered or electric vehicle buyers.</i>	
		Examples of important actions that you plan to carry out in next year <i>No. of subsidized hydrogen powered cars will be increased from 130 in 2018 to 2,000 cars in 2019 and also no. of subsidized hydrogen stations will be from 10 to 20 stations in 2019.</i>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Hybrid and electric vehicles emit less GHGs. Concerning this National Sustainable Transport Development Master Plan includes many Green Energy Vehicle strategies. The national government allocates dedicated funds to R&D projects for green energy technologies development.</i></p>	
"Improve" Strategy	<p>9 Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>High cost for technology development for better fuel economy vehicles</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Fuel economy standard of passenger cars sold in Korea is 127g/km. From 2020, this will be stricter to 97g/km. NOx, SOx, PM, and CO emissions are strictly controlled when cars are sold, and they are regularly inspected during usage.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p><i>Fuel economy standard is getting stricter until 2020 when it reaches 97g/km.</i></p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Fuel economy standards are getting stricter to mitigate climate change. This will also help reduce pollutants as they are proportional to the amount of fuel consumed. National and local governments strictly regulate these emissions standards.</i></p>	
"Improve" Strategy	<p>10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Non-business passenger cars are inspected every 2 (1 year for business cars) year after the first 4 (2 years for business cars) years. When 2006 or older model diesel vehicles are disposed and new vehicles are bought, a tax exemption (6.5% of price) is given.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>Since 2021, motorbikes under 260cc will be also required to get inspected every 2 years for emission which were ruled out.</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>The inspection regulation is strongly implemented to control air pollution and to reduce health problems. This will also make the national health insurance system more sustainable.</i></p>	
"Improve" Strategy	<p>11 Adopt Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Most bus stops in major cities are equipped with BIS (real time arrival notice). All freeways are equipped with sensors and VMS (variable message sign). All toll booths on freeways have Hi-Pass (electronic toll collection system) lanes. Mobile telecommunication providers give their users navigation services for free.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p><i>National ITS Master Plan targets that until 2020, 30% of paved road will be equipped with ITS infrastructure.</i></p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>In general, ITS strategies increase speed of traffic. Under low speed conditions, which most cities are suffering from, even a slight increase of speed will significantly improve fuel efficiency. Thus ITS will help mitigate climate change. Also the information to drivers may help to avoid road accidents and improve safety by soothing traffic flow.</i></p>	
"Improve" Strategy	<p>12 Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Shipper's resistance to 3rd party logistics</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>National government gives subsidies to shippers shifting from road to rail or coastal. 3rd party logistics are encouraged but it is not popular due to security reason.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving the Sustainable Development Goals (SDGs) under the 2030 Agenda for Sustainable Development?</p> <p><i>Rail and coastal freight have better fuel economy, for this reason the services are subsidized.</i></p>		
IV. <u>Cross-cutting</u> strategies				
"Cross-Cutting" Strategy	13	<p>Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant reductions in accidents and injuries</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Scattered safety policy governance among Police, local governments, Ministry of Public Safety and Security, and Ministry of Land Infrastructure and Transport</i></p>
			<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>At national level, National Transport Safety Master Plan is built every 5 year. Urban Traffic Improvement Plan also includes transport safety strategies at local level.</i></p>	
			<p>Examples of important actions that you plan to carry out in next year</p> <p><i>Road death is a major transport safety issue. As of 2014, the number of road death is 4,762 a year and regarding this statistics Korea is a low performer among OECD countries. Under the 8th National Transport Safety Master Plan (2017-2021), the national road death target is 2,796.</i></p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>The Police and government authorities have implemented various transport safety policies such as seat belt, helmet, children car seat, strict enforcement of driving under influence, and etc., but Korea is still a low ranker among OECD countries in road safety. Currently speed limits are being lowered in developed areas and efforts by concerning authorities are harmonized for an effective policy implementation.</i></p>	
"Cross-Cutting" Strategy	<p>14 Promote monitoring of the health impacts from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise, and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations</p>	<p>Any action had been taken so far?</p> <p><input checked="" type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p>N/A</p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p>N/A</p>	
“Cross-Cutting”	<p>15 Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Air pollutants are strictly monitored. The 1 hour average concentration of CO should be under 25ppm, NOx 0.1ppm, SOx, 0.15ppm, and O3, 0.1ppm. The 24 hour average concentration of PM should be under 100micro g/m3. When the critical levels are reached, the head of local governments can take emergency actions such as restricting car usage, shortening business hours, etc.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Air pollutants are strictly controlled for health reason. The CNG bus replacing program implemented since 2000 greatly improved air quality in metropolitan cities especially to reduce PMs.</i></p>	
“Cross-Cutting” Strategy	<p>16 Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security, and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>National Sustainable Transport Master Plan and Regional Sustainable Transport Master Plan should be built every 10 year. The plans include strategies to reduce GHG emissions in transport sector. Also high GHG emitters such as logistics companies and airlines should submit GHG emission reduction plans to the national government.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p><i>The National Sustainable Transport Master Plan built in 2011 is currently being revised. A revised one (2017-2020) will be announced soon.</i></p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>According to the latest statistics, transport sector GHG emission contributes to 13% of the national total. From the last administration, climates change mitigation is one of the national policy agenda.</i></p>	
“Cross-Cutting” Strategy	<p>17 Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Funding limitation for subsidies to public transport service providers</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Public transport vehicles must be equipped with seats for the disabled. 65 year old or older people can use metro for free or for discounted price (inter-city). In areas where young children or elders are populated by majority, speed limit is under 30km/h.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Fair mobility must be provided to all tiers of people. In this regard, Korean government has made efforts to include low-income and elder/younger people in public transport services.</i></p>	
“Cross-Cutting” Strategy	<p>18 Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some progress (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p><i>Political resistance to fuel tax, congestion pricing, and high level parking levy</i></p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>A tax is levied on transport fuels, for example about 50 US cents for a liter of gasoline. The revenue comes to Transport Special Account in the national finance system. 20 to 40 % of this is mandated to be spent on sustainable modes like bus and metro. 20 to 40 % of this is mandated to be spent on sustainable modes like bus and metro. Other pricing measures like congestion pricing have not been implemented due to political resistance. Time-of-day road user charging has been studied but it has not been implemented.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Until 2000, the major output of the Transport Special Account had been road construction. Since then, more funding has been allocated to public transport projects for sustainable development.</i></p>	
“Cross-Cutting” Strategy	<p>19 Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some progress (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Barriers/Challenges faced in implementation:</p> <p>N/A</p>
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Since 2014, Sustainable City Transport Assessment has been conducted. Indicators like GHG emissions, road fatalities, public transport mode share etc. are devised for the assessment. City officials in high ranked cities are awarded. Campaigns to promote general public awareness have not been implemented.</i></p>	
		<p>Examples of important actions that you plan to carry out in next year</p> <p>N/A</p>	

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		<p>What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Local governments have important roles to promote transport sustainability. The national government conducts the city Assessment to promote the awareness and to encourage the sustainable transport policy implementation at local level.</i></p>	
"Cross-Cutting" Strategy	20 Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some progress (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Barriers/Challenges faced in implementation: N/A
		<p>Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions. Please attach reports or include websites where relevant.</p> <p><i>Korea Transport Institute was established in 1987 and has contributed to sustainable transport policy development for national and local governments. It closely cooperates with Korea Research Institute for Human Settlements (KRIHS since 1978) and Korea Institute of Civil Engineering and Building Technology (KICT since 1983) for sustainable land development. Any development project with its size over a predefined threshold, it is mandated that its effect on environment and traffic be assessed before the implementation.</i></p>	

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		Examples of important actions that you plan to carry out in next year N/A
		What importance does this particular EST Goal attach in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement? <i>The national government is supported by the above 3 institutions when developing sustainable development policies. The institutions are financially sponsored by the government.</i>

Major policy initiatives/projects/action plan to improve rural access:

"Cross-Cutting" Strategy	Take policy initiatives to improve rural access leading to improved quality, safety and security for all and especially for women, disadvantaged groups persons with disabilities and elderly, low-income groups, access to farms, agriculture centers, education and health	List some of actions taken to improve rural access in your country so far? <i>Low price on-demand public transport programs (see example below) in rural areas</i>	Barriers/Challenges faced in improving rural connectivity: N/A
		Please add few specific examples of initiatives, pilot projects, major policies or programmes developed or under development (or) any major investment decisions to improve rural access . Please attach reports or include websites where relevant. <i>In rural areas where the demand is too low for providing regular transit services, an 1 Dime taxi service has been introduced. Users pay only 1 Dime and the local governments subsidize the rest of real taxi cost. The service is cheaper than a regular low frequency bus operation for users. In urban areas an on-demand taxi service for the disabled is under operation, but due to the budget limitation, the available taxis are limited and early reservation is required.</i>	

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		<p>Examples of important actions that you plan to carry out in next year</p> <p><i>Many local governments already have the 1 USD taxi service and many more rural governments are adopting it.</i></p>
		<p>Importance of improving rural access in your country's on-going efforts in achieving (a) the Sustainable Development Goals (SDGs), (b) New Urban Agenda, and (c) Paris Climate Agreement?</p> <p><i>Social inclusion is one of major 2030 Agenda. The 1 Dime taxi is a very successful program in that regard. However, more funds are required to provide enough mobility when needed for the disabled in urban areas.</i></p>