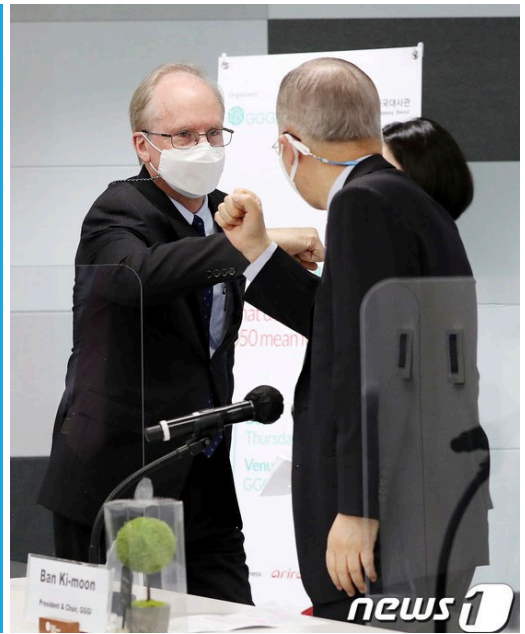




April 22, 2021

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# Climate could bring U.S., China together: envoy



BY ESTHER CHUNG

Climate change is one area of possible collaboration between China and the United States, said Robert Rapson, charge d’Affaires of the U.S. Embassy in Korea, at a climate conference hosted by the embassy and Global Green Growth Institute (GGGI) in Seoul on Thursday.

“There is tension in our relationship with China undoubtedly,” Rapson said during the forum. “As Secretary of State [Antony] Blinken reiterated [...] we will be competitive with China where we should, collaborative with China where we can and adversarial with China where we must. [Climate change] is an issue where we can be collaborative.”

The forum was hosted to coincide with Earth Day, and just a few hours before a virtual Leaders Summit on Climate hosted by U.S. President Joe Biden. Chinese President Xi Jinping and Korea’s President Moon Jae-in are among 40 leaders joining the two-day virtual summit Thursday and Friday.

Rapson’s comments followed a recent visit by U.S. Special Presidential Envoy for Climate John Kerry to China. Kerry and China’s Special Envoy for Climate Change Xie Zhenhua met in Shanghai last week and

released Sunday a joint statement on the “seriousness and urgency” of the global climate crisis. China and the United States are the biggest carbon emitters in the world.

“John Kerry’s visit there was not an accident last week, we went with a specific purpose to see what the boundaries of collaboration might be,” Rapson said. “And the report that President Xi [Jinping] will participate [in the Biden summit] is an encouraging first step.”

The U.S. government is expected to announce ambitious climate action targets at the Leaders Summit on Climate, to conform with the Paris Agreement on climate change which took effect in 2016.

The Donald Trump administration withdrew from the agreement in 2020. The U.S. rejoined in February, just a month after Biden was inaugurated. The Biden administration has announced goals of a carbon pollution-free power sector by 2035.

“The very informed speculation is that we will announce some very ambitious targets and the president will take opportunities to explain how we can get there,” Rapson said Thursday.



“As Secretary Blinken noted, the world has already fallen behind on the targets we set six years ago with the Paris agreement. And we now know those targets didn’t go far enough to begin with. “We hope we can lead by some examples but it’s going to require examples from others as well, and Korea is of course an important leader,” Rap-son said. “What Korea does has resonance in many other parts of the world.”

The forum was joined by Ban Ki-moon, former secretary-general of the United Nations and GGGI president and Frank Rijsberman, director-general of GGGI, as well as members of the private sector and diplomatic community in Korea.

“The United States is not the only country in the world, but the reality is that it is the United States who can lead this campaign [against climate change] with a strong commitment,” Ban said at the forum.

“But the campaign cannot be done only by political leaders – the political leaders may set the guidelines, but business communities should also change their behavior,” he added.

“I am encouraged that many U.S. companies are leading the efforts to cooperate on sustainable development. [...] Here in Korea, there have also been announcements by companies like SK, Hanwha Q Cells and LG Chem to run some of their operations using renewable energy only. But words are not as important as action when it comes to climate change – we will need visible action in the global community.”

The Paris agreement works in five year cycles, with national goals put forward by each party, also known as nationally determined contributions (NDCs).

Korea’s updated NDCs include reducing its total greenhouse gas emissions by 24.4 percent of the level in 2017, which was 709.1 million metric tonnes of carbon dioxide equivalents, by 2030.

It said that it will make another update on the target before 2025 to ensure that it reaches carbon neutrality by 2050.

That promise generated some skepticism. Korea is the 11th largest emitter of greenhouse gases in the world. In terms of carbon dioxide emissions, a main component of greenhouse gases, the country ranks seventh.

“We do think Korea has an important leadership role to play not just domestically [...] but also in other Asian economies that are significant emitters of greenhouse gases, [that are] strong partners of Korea, and that have not yet committed to net zero,” said Rijsberman.

“We have a very short and shrinking window of time left to take decisive action. That has been at the heart of starting this race to net zero by 2050 that is now inspiring governments and private sectors to try to come together to avoid the worst of climate impact.”



[http://www.arirang.com/News/News\\_View.asp?nSeq=275837](http://www.arirang.com/News/News_View.asp?nSeq=275837)

## Strong action needed on climate change to reach net-zero by 2050: GGGI



"We need to take stronger action on climate change." That was the key message given at an event held by the Global Green Growth Institute to mark the 51st Earth Day.

As part of the institute's 'blue skies and net zero' campaign, the round table event urged governments and private companies to work to reduce climate change.

"We're of course very happy that there were so many net-zero pledges last year, including from President Moon last year. But now we need to see stronger action to have confidence that those net-zero targets will actually be reached."

This comes after the Moon administration committed to achieve carbon neutrality by 2050.

Former Secretary General of the United Nations Ban Ki-moon also strongly emphasized that we have to make sure carbon neutrality is achieved by 2050 "by any means".

"Thus, I have proposed and recommended and accepted by Korean government that by 2035, there should be no cars which will be run with internal combustion engine. There should be no coal-fired power stations by 2045."

The event also provided insights on how the U.S. will act on climate change as the country rejoins the Paris Climate Agreement.

The acting U.S. ambassador to South Korea, Rob Rapson, said that the two trillion-dollar infrastructure plan that the Biden administration has proposed will help tackle climate change.

"The 2 trillion dollar infrastructure package, has a lot of money in it that if not, directly focused on climate change, has impacts related to climate change. I think the Biden administration is very upfront that their going to put our money where our mouth is... to put it bluntly."

The event on Thursday was live streamed on Arirang TV's YouTube channel... and has been uploaded on YouTube and Arirang TV's website.  
Bae Eun-ji, Arirang News.



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## Upgrades to high speed rail promised

With faster commuting times, people could move out of the cities

By Lee Su-jung

In 2030, a person will be able to travel between any two parts of Korea within two hours, the government promised, after ambitious upgrades to the high-speed rail network.

The Ministry of Land, Infrastructure and Transport on Thursday released rail plans focused on accelerating

major lines, with areas without high-speed rail infrastructure.

The goals are to improve some of the highly concentrated population in Korea's highly urbanized regions, especially Seoul. More people will be able to live where they wish but commute to jobs elsewhere.

The plans were announced in a public hearing and could be changed.

Some examples of how the changes will affect travel: after upgrades, residents of Gwangju, a suburb of Seoul, will be able to travel to Cheju in 17 minutes compared to the current 110.

People living in Yongju will be able to travel to Gyeongju in 17 min-

utes compared to the current 74. Travel between Gwangju and Funching will be cut from 118 minutes to 29 minutes.

The government also plans to build a new high-speed rail route along the west coast from Incheon to Incheon Changnyeong on land.

Korea's new main high-speed KTX rail routes are known as the Gyeongwon and Hwasong routes. Gyeongwon goes from Seoul to the southeast region with a stop in Busan. Hwasong travels along the western part of the Peninsula down to Mokpo. Both pass through the middle of the country.

The government announced a plan to create a fourth KTX (Korea Train Express) line. Currently there are three

KTX lines planned that will connect major cities in Gyeonggi with Seoul. GTX-A will connect Seoul with Ulsong New Town in Fajin to southeast Gyeonggi and travel to Dongtan in southern Gyeonggi. GTX-B will connect Incheon to Incheon to Macheon in southeast Gyeonggi while passing through Seoul. GTX-C will pass through Seoul while connecting Busan to southeast Gyeonggi in Daegu and to southern Gyeonggi.

The fourth line, GTX-D, will connect southern Gyeonggi from Gyeongju to Busan.

Once the plan is complete, Korea's total rail network will stretch 3,137 kilometers, up 121 percent from 2,273

kilometers in 2019.

The government plans to invest 90 billion won (\$65 billion) in the plan announced Thursday. The central government will pay the more than half, or 54.9 billion won. Local governments will be responsible for 3.1 billion won. The government hopes for private sector contributions of 34.1 billion won and 107 billion won from other sources including Korea National Railway bank.

The government estimated that once its plan is complete, the ratio of rail mileage in the country's overall transportation system will rise from 11.8 percent in 2019 to roughly 17 percent.



Currently the biggest mass of transportation being used is automobiles at 62.6 percent, followed by buses with 23.6 percent.

## Hanwha Defense joins race to make U.S. Army vehicle

By Margaret Lee

Hanwha Defense has joined the competition to supply next armored personnel carriers to the U.S. Army.

On April 16, the Korean company submitted an application to join the digital design phase for a replacement for the M2 Bradley Fighting Vehicle, the company confirmed on Thursday. It is to be replaced with a so-called optionally manned fighting vehicle (OMFV).

It is partnering with leading U.S. defense company Oshkosh, which has extensive experience with military trucks but has not yet built a tracked fighting vehicle.

The Hanwha-Oshkosh partnership joins four other companies competing for the contract: Germany's Rheinmetall, BAE Systems, General Dynamics, and MullenCipri.

"Bringing together the heritage of innovation in reliable and successful land system companies, gives me great confidence that Hanwha and Oshkosh, with our other consortium partners, will deliver the next generation infantry fighting vehicle the American soldier already deserves," said the head of Hanwha Defense's U.S. operations, retired Lieutenant General Ronald S. Changwon.

Hanwha has built 7,000 combat vehicles for South Korea and exports to Malaysia, Norway, Finland, Estonia, Poland, Turkey and India.

The company and Oshkosh South Korea army's latest armored personnel carrier, the K21, is to be replaced in 2028. Like the planned OMFV in the U.S. Army, the 11-year-old K21 is an infantry fighting vehicle (IFV) designed to carry infantry into battle to deliver armored protection, provide them supporting for once they descend in

rough on land, and destroy other soft target armored vehicles.

Hanwha is already offering an advanced version of the K21, the Redback — which it calls "the world's most advanced Infantry Fighting Vehicle" — for the Australian Army's LAND 400 Phase 3 IFV program.

The Redback was shortlisted in 2019 as one of two final candidates for the Australian competition, with three prototype vehicles currently undergoing tests for the Australian Army since February. Rheinmetall is the other finalist competitor in the Australian competition.

"Just as the Redback is far more advanced than the K-21 currently used by the Korean Army," a source at Hanwha who spoke on the condition of anonymity said, "Hanwha's proposed OMFV for the U.S. Army will represent a far greater advancement in the Redback, in that it can be operated manned or unmanned."

The source noted that the company's reputation had received a boost from being selected as one of the two finalists in the Australian competition.

The U.S. Army's OMFV program was originally announced in June 2018 as a next generation combat vehicle (NGCV) program to replace the M2 Bradley in response to concerns from members of the U.S. Congress. Updated estimates show since its introduction in 1981, the M-2 has been ordered by the U.S. Army as having reached the technological limits of its capacity to accommodate new electronics, arms, and defense systems.

Two past efforts to replace the M-2 — the Future Combat System Program and the Ground Combat Vehicle Program — were cancelled in 2009 and 2010 for various reasons and not meeting what successive U.S. Defense Secretaries viewed as the arms weight and capacity requirements for future wars.

In October 2020, the U.S. Army re-designated the NGCV as the OMFV. However, the Army's first request for proposals for designs of the OMFV was scrapped in 2020, after the industry said the Army's wish list requirements for the vehicle and the timeline were not feasible.

The Army requested the OMFV competition in February 2021 by releasing a new market survey with a minimum price per vehicle and an acquisition strategy that shifted most of the initial cost burden to the Army. Last April, the Army provided new guidance to potential bidders, which featured a five-phased approach to acquisition as well as a pledge to "reduce foreign content in competition."

The five OMFV bids including Hanwha's will be narrowed to three by 2023, with one company to be selected in 2025 to proceed to production.

Delivery of the OMFV is scheduled for 2030.



From right, Robert Rapson, charge d'affaires of the U.S. Embassy in Korea; Han Ki-moon, president of Global Green Growth Institute (GGGI); and right-to-left, secretary-general of the United Nations, Kim Byung-geun, deputy director-general of GGGI, and Frank Riphahn, director-general of GGGI, at a climate forum hosted by the institute and embassy in Seoul on Thursday. The participants are holding a type of air-purifying plant.

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By Esther Ching

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The forum was hosted to coincide with Earth Day, and just a few hours before a virtual Leaders Summit on Climate hosted by U.S. President Joe Biden. Chinese President Xi Jinping and Korea's President Moon Jae-in are among 40 leaders joining the Tuesday virtual summit Thursday and Friday.

Rapson's comments followed a recent visit by U.S. Special Presidential Envoy for Climate John Kerry in China. Kerry and China's Special Envoy for Climate Change Xi Zebin met in Shanghai last week and released Tuesday a joint statement on the "re-

newed and urgent" of the global climate crisis. China and the United States are the biggest carbon emitters in the world.

"John Kerry's visit there was not an accident last week, we went with a specific purpose to see what the boundaries of collaboration might be," Rapson said. "And the report that President Xi [Jinping] will participate [in the Biden summit] is an encouraging first step."

The U.S. government is expected to announce ambitious climate action targets at the Leaders Summit on Climate, to coincide with the Paris Agreement on climate change which took effect in 2020.

The Donald Trump administration withdrew from the agreement in 2020. The U.S. rejoined in February, just a month after Biden was inaugurated. The Biden administration has announced goals of a carbon pollution-free power sector by 2035.

"The very informed speculation is that we will announce some very ambitious targets and the president will take opportunities to explain how we can get there," Rapson said Thursday.

"As Secretary Blinken noted, the world has already taken bold action. The targets we set six years ago with the Paris agreement. And we now know those targets didn't go far enough to begin with.

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examples but it's going to require examples from others as well, and Korea is of course an important leader," Rapson said. "What Korea does has resonance in many other parts of the world."

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"The United States is not the only country in the world, but the reality is that it is the United States who can lead the change [in green growth] with a strong commitment," Rapson said at the forum.

"But the campaign cannot be done only by political leaders — the political leaders may set the guidelines, but business communities should also change their behaviors," he added.

"I am encouraged that many U.S. companies are leading the efforts to cooperate on sustainable development. [...] Here in Korea, there have also been announcements by companies like SK, Hanwha Q Cells and LG Chem to run some of their operations using renewable energy only. That shows us set an important action when it comes to climate change — we will need visible action in the global community."

The Paris agreement works in five-

year cycles, with national goals put forward by each party, also known as nationally determined contributions (NDCs).

Korea's updated NDCs include reducing its total greenhouse gas emissions by 21.1 percent of the level in 2017, which was 208.1 million metric tonnes of carbon dioxide equivalent, by 2030.

It said that it will make another update on the target before 2023 to ensure that it reaches carbon neutrality by 2050.

That promise generated some skepticism. Korea is the 11th largest emitter of greenhouse gases in the world. In terms of carbon dioxide equivalent, a mismanagement of greenhouse gases, the country ranks sixth.

"We do think Korea has an important leadership role to play not just domestically [...] but also in other Asian economies that are significant emitters of greenhouse gases. [That role] strong partners of Korea, and that have not yet committed to net zero," said Riphahn.

"We have a very clear and deciding window of time left to take decisive action. That has been at the heart of wanting climate to net zero by 2050 that is now inspiring governments and private sectors to try to come together to avoid the worst of climate impact," Chung Jaehun @joongang.co.kr



Hanwha Defense's Redback is one of two finalists in the Australian Army's infantry fighting vehicle tender. The company on April 16 submitted an entry to design an optionally manned fighting vehicle to replace the U.S. Army's M2 Bradley.

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