

Key Findings

Minimum cost of replacing nuclear plants is \$20 billion per year

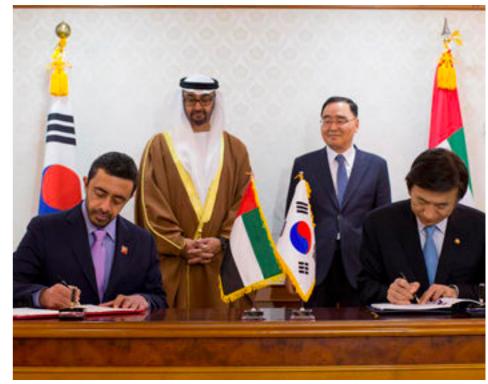
Coal, oil, natural gas likely alternative given scarcity of land for wind and solar

Wind & solar would require natural gas as backup

Nuclear phase-out means South Korea could not meet Paris climate agreement

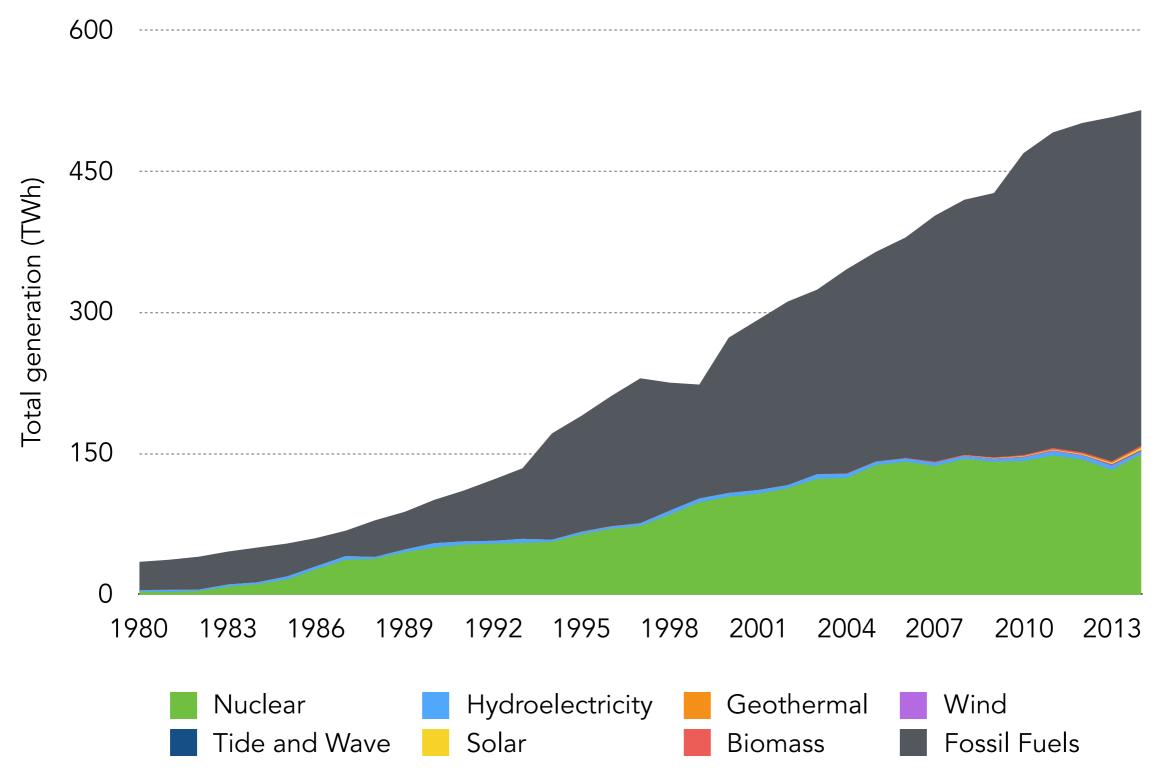
Nuclear phase-out domestically would result in loss of nuclear export market







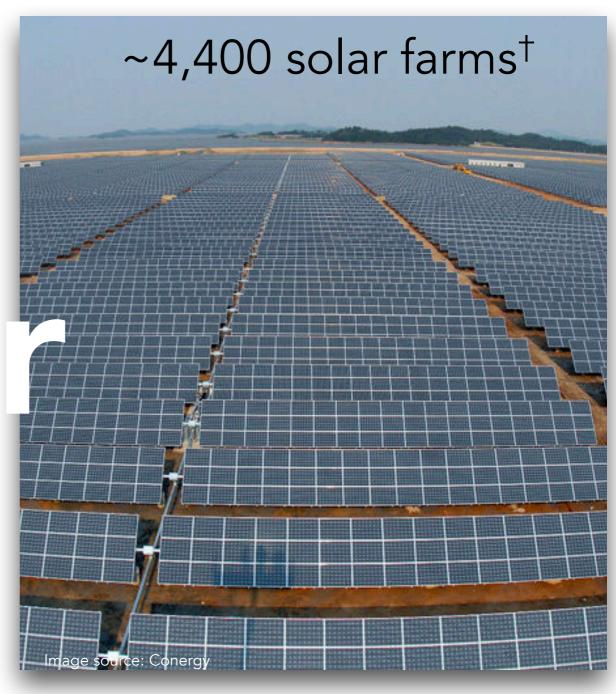
South Korea's electricity mix, 1980 - 2014





Replacing Korea's nuclear electricity would require either:





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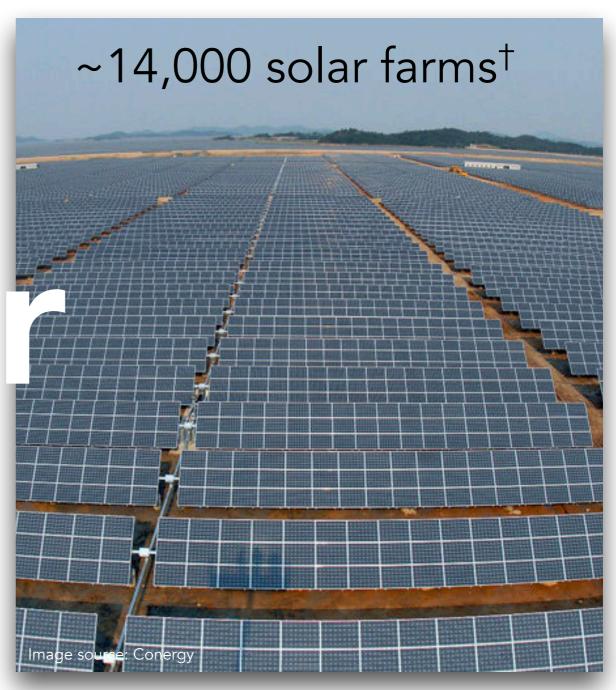
2016 Korean total solar and wind capacities are equivalent to:



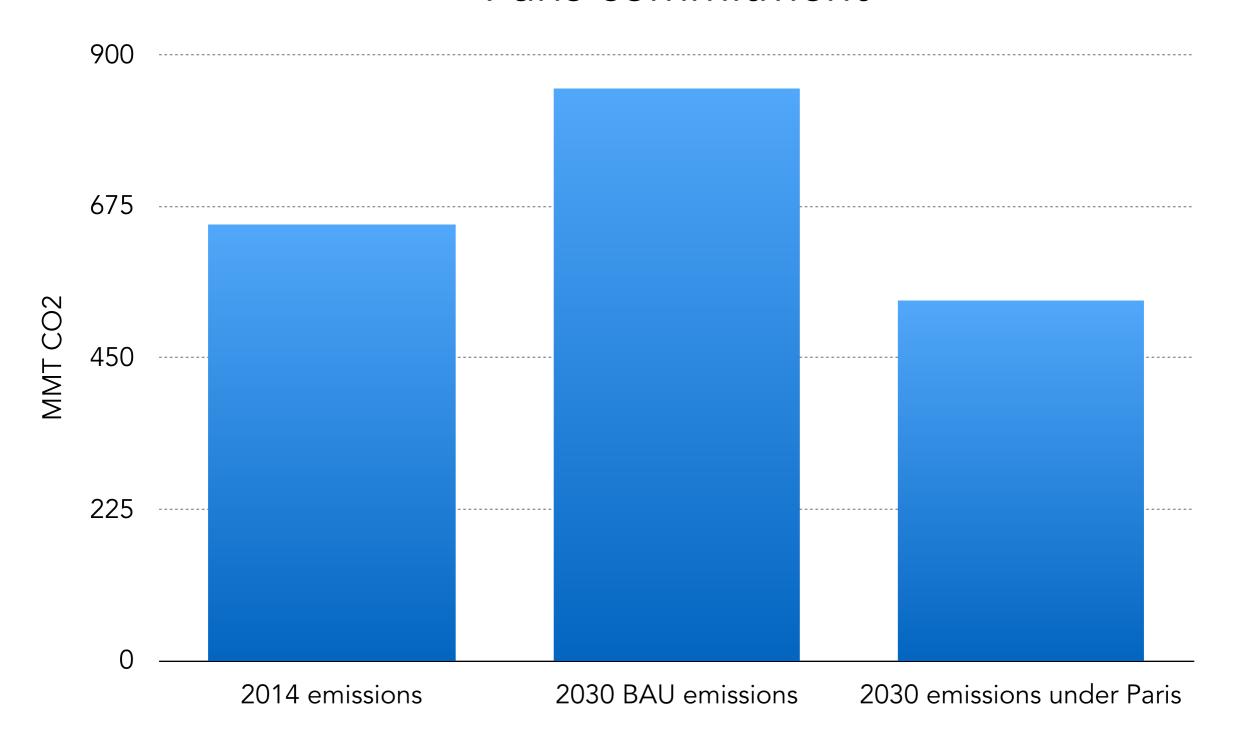


Replacing Korea's 2016 fossil fuel electricity *and* nuclear electricity would require either:





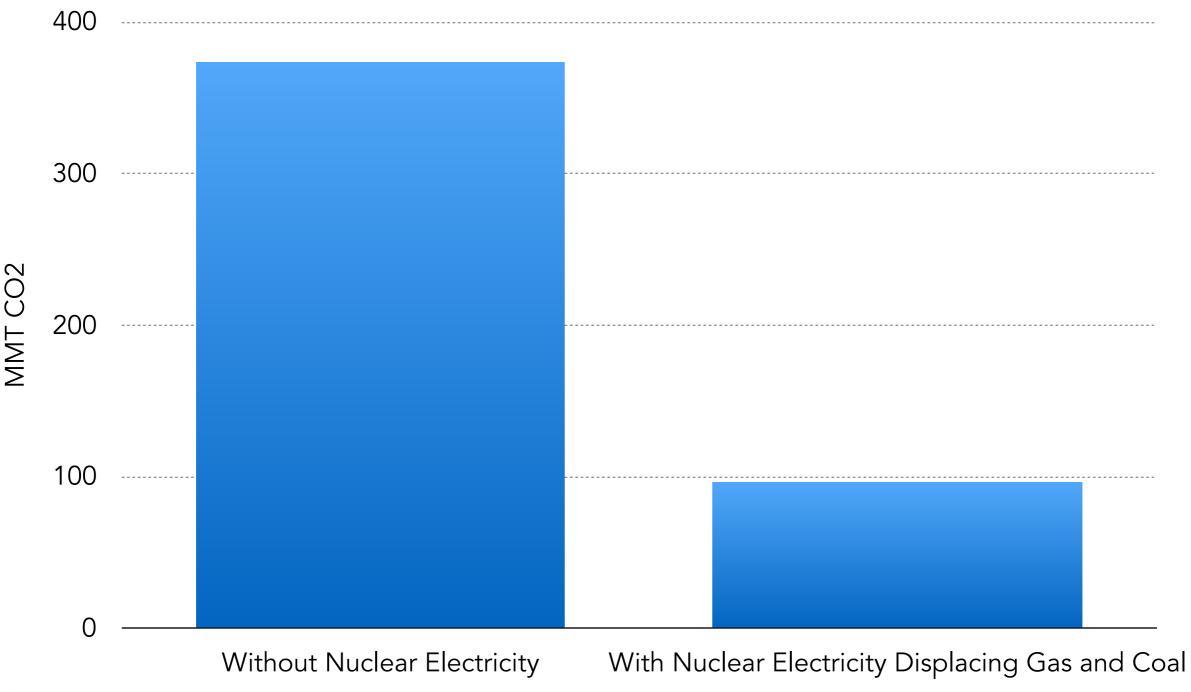
South Korean emissions, business-as-usual, and Paris commitment





Source: IAEA, NDC Registry, KEPCO, Greenhouse Gas Inventory & Research Center of Korea

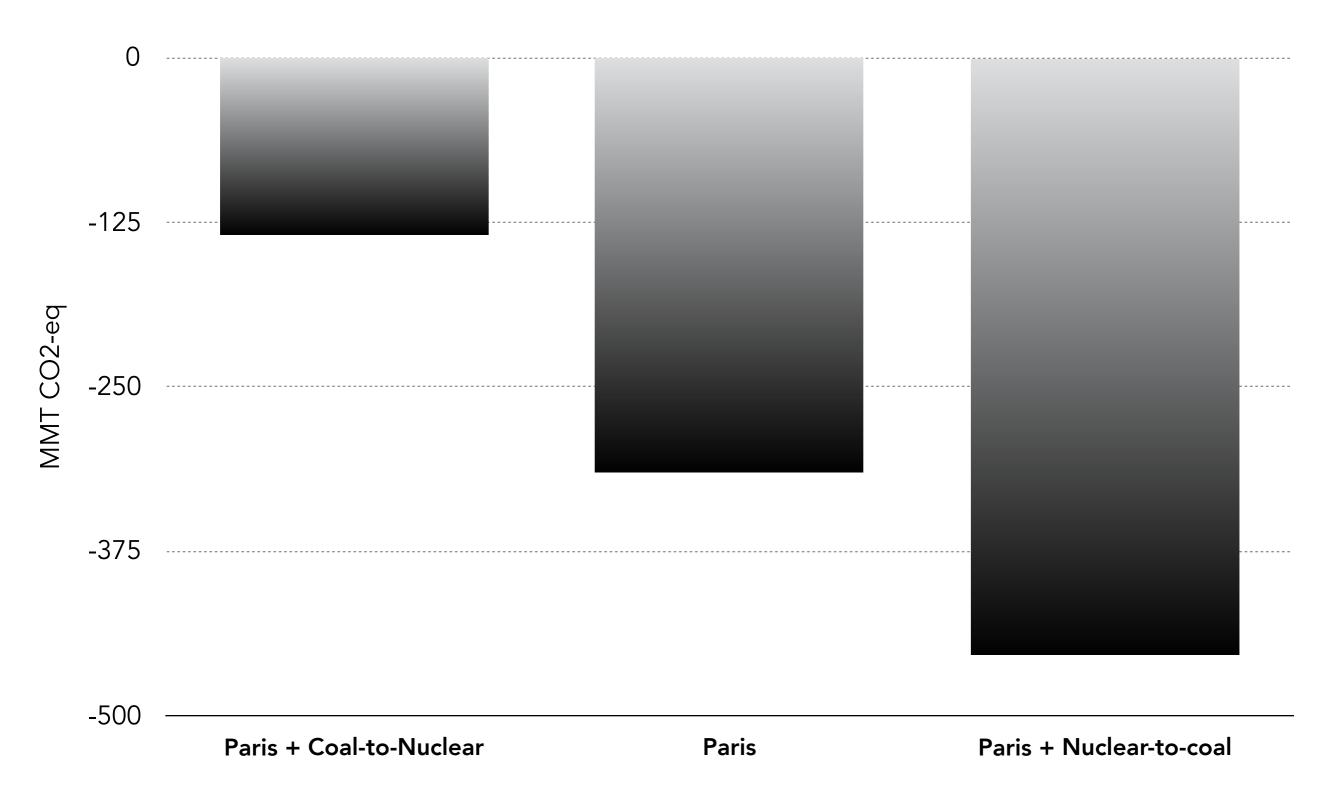
Paris climate agreement emissions goals





Source: IAEA, NDC Registry, KEPCO

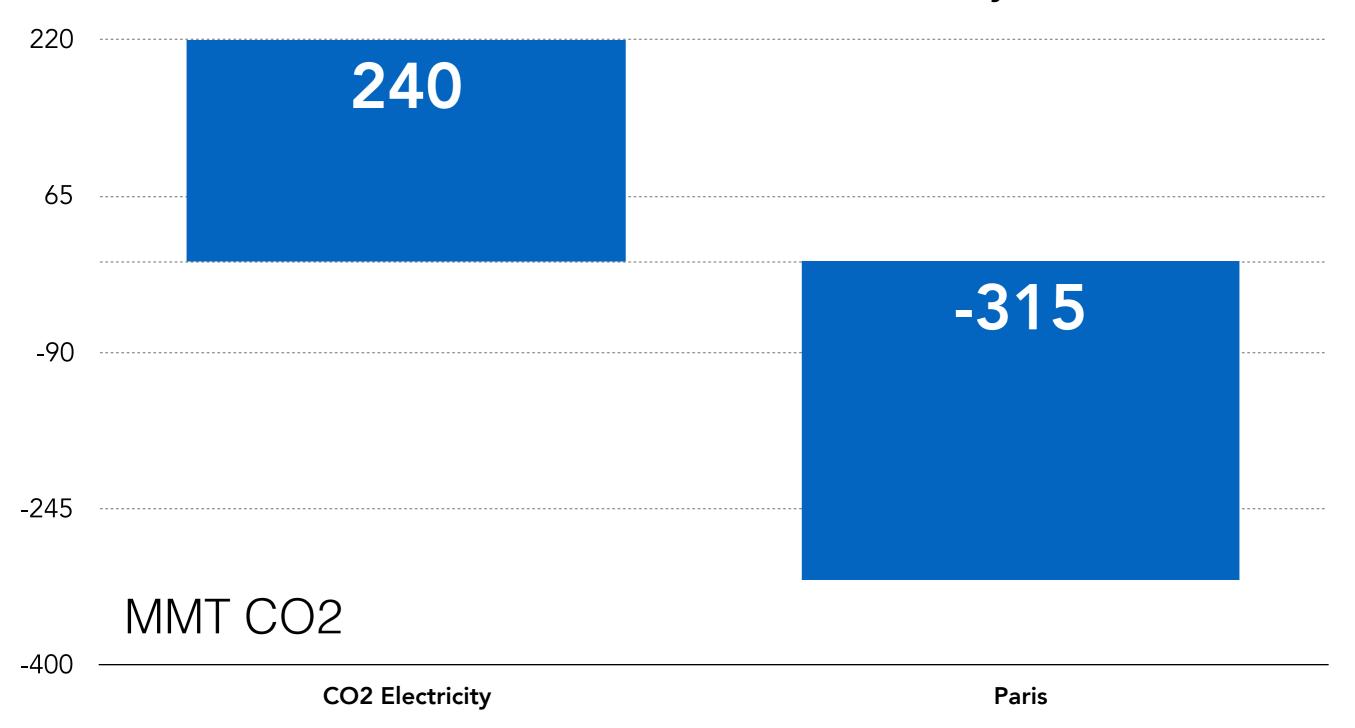
Nuclear closures increase Paris emissions burden 19 - 45%





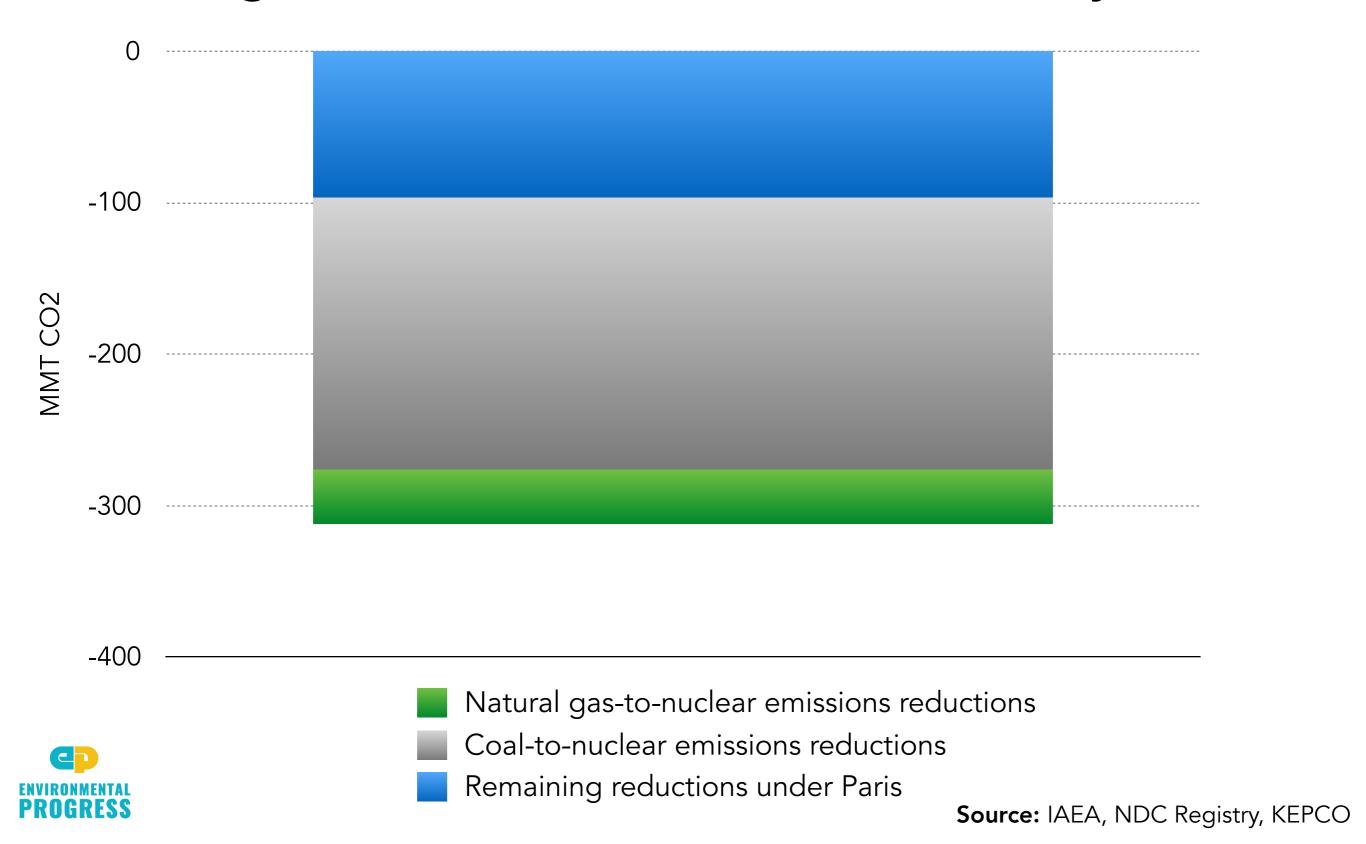
Source: IAEA, NDC Registry, KEPCO

Paris agreement requires larger emissions reductions than all total emissions from electricity

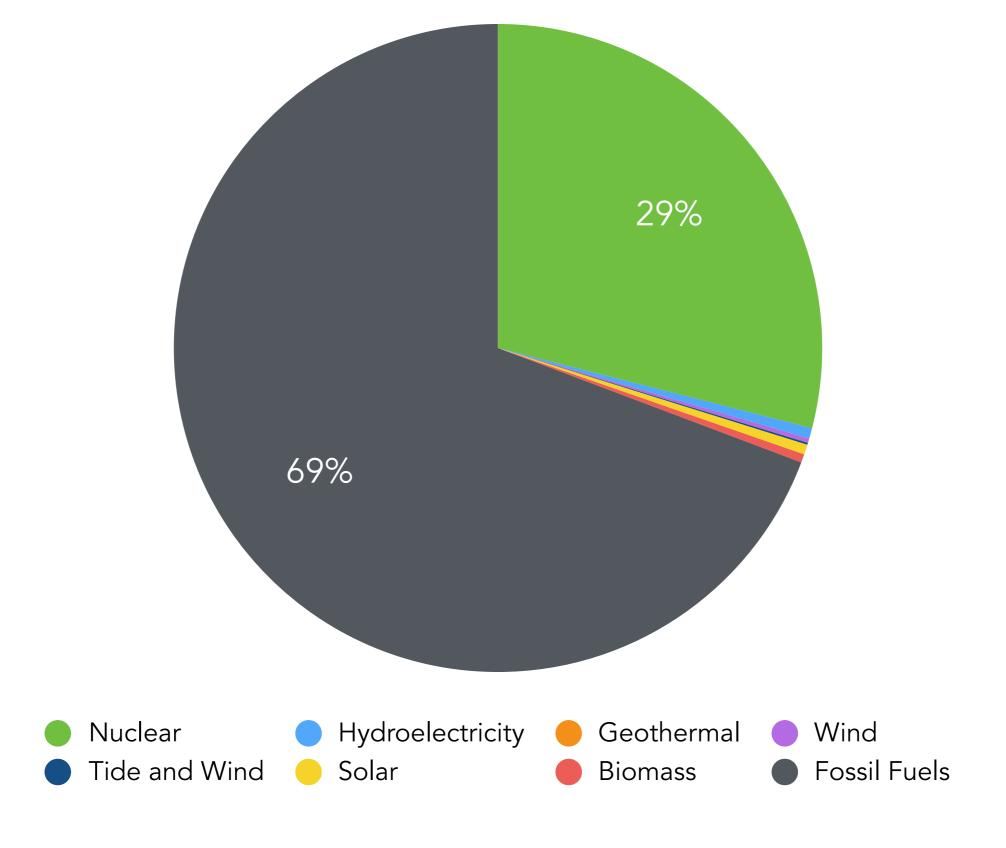




Meeting Paris requires replacing all coal and natural gas with zero-carbon electricity + more

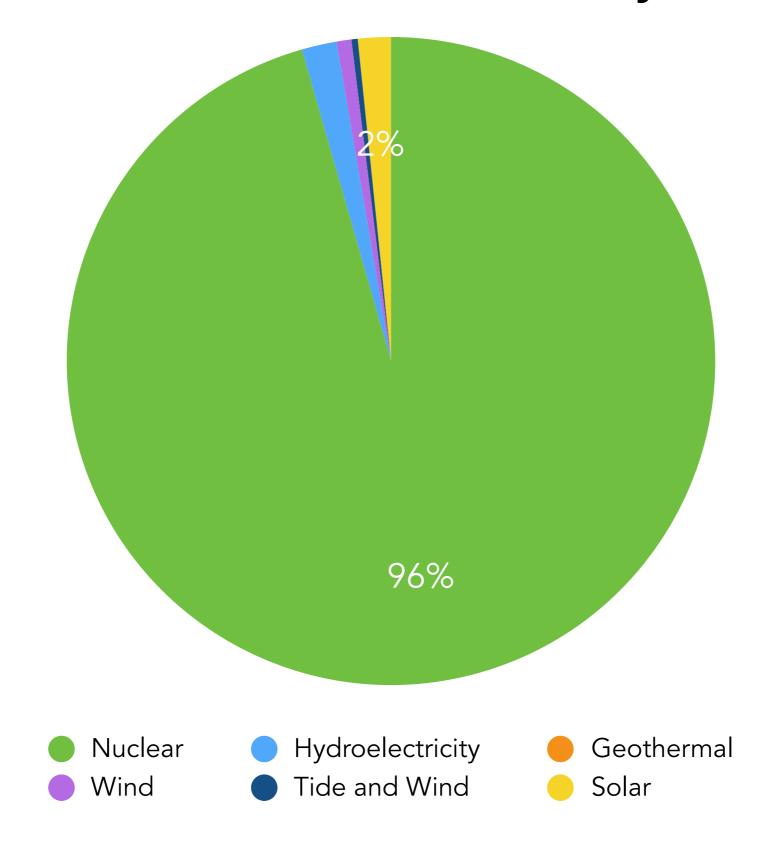


South Korea's electricity mix, 2014



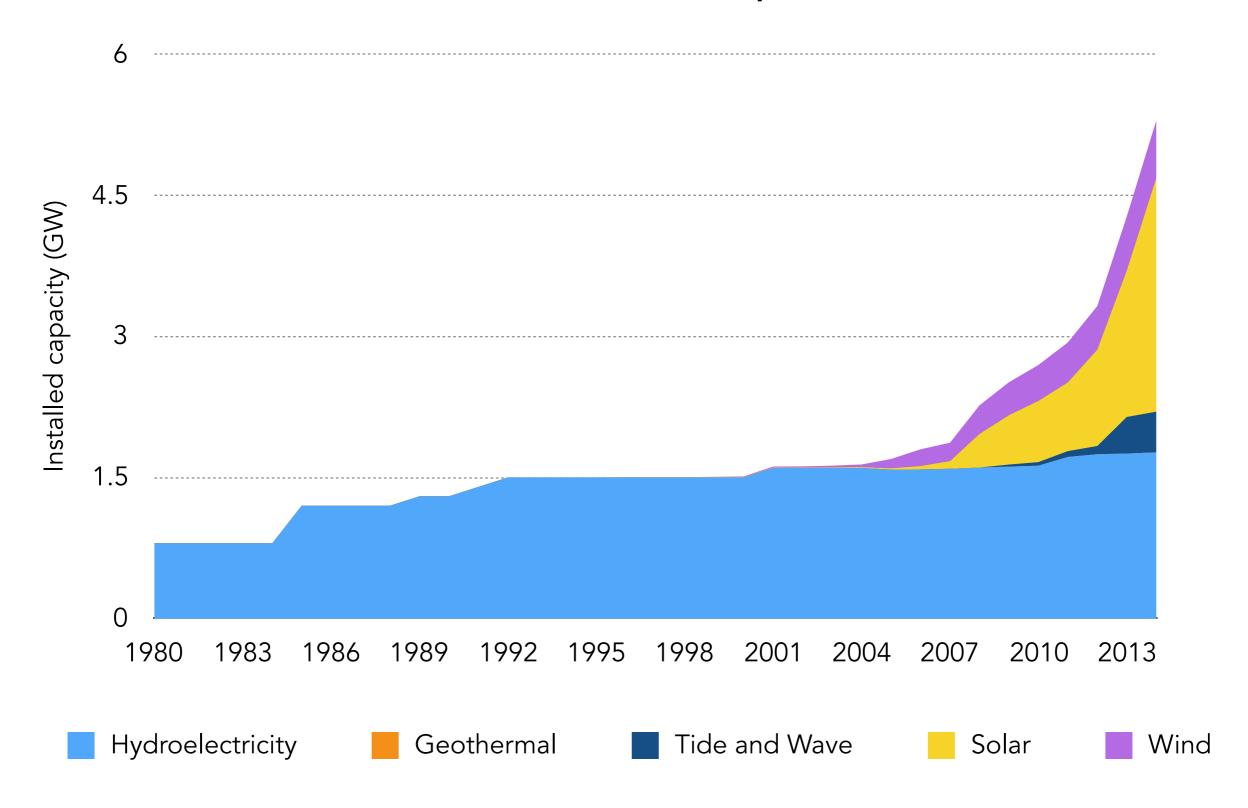


South Korea's clean electricity mix, 2014



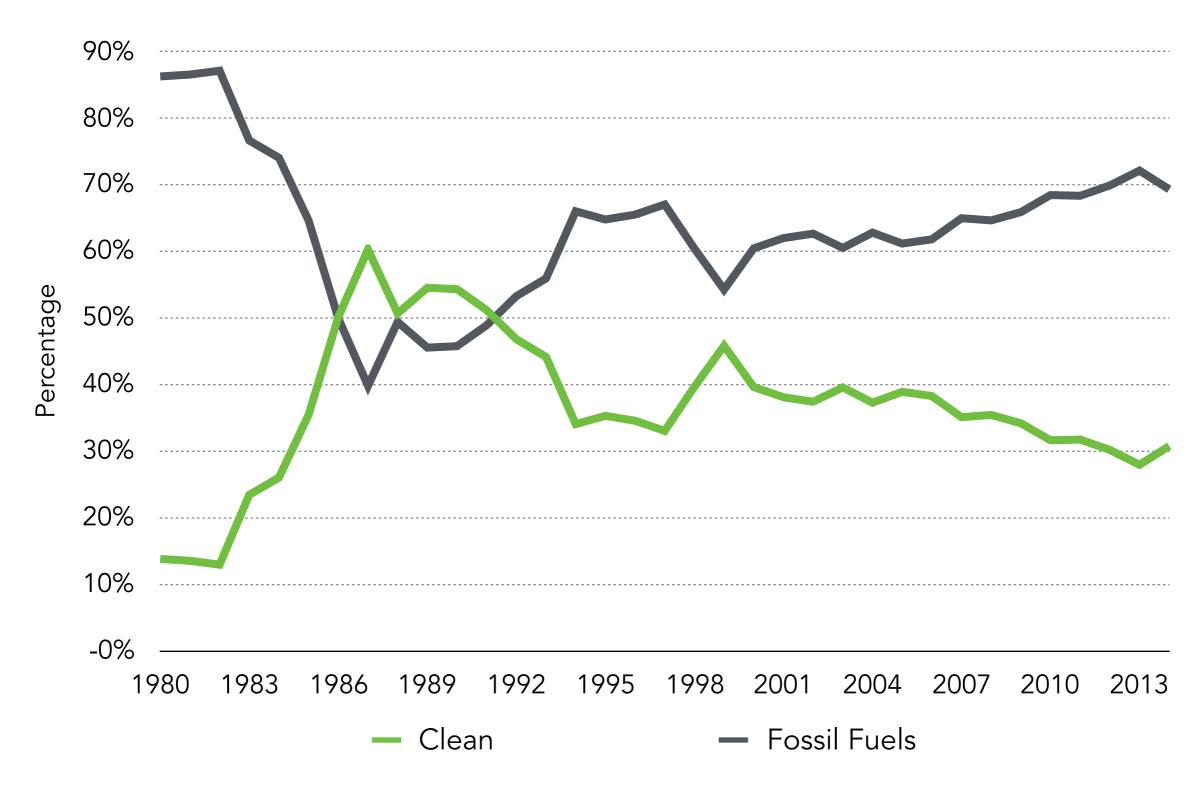


South Korea's renewable capacity, 1980 - 2014



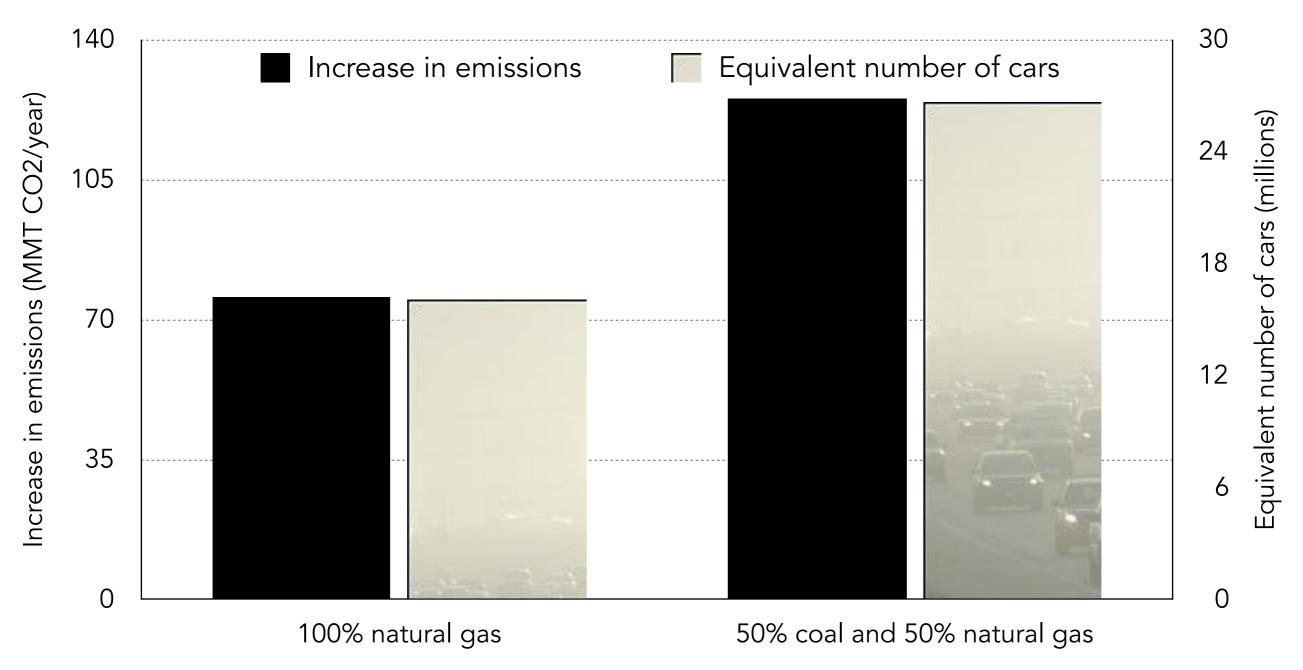


South Korea's share of clean electricity, 1980-2014





Nuclear closure would increase emissions the equivalent of adding 27 million cars to road

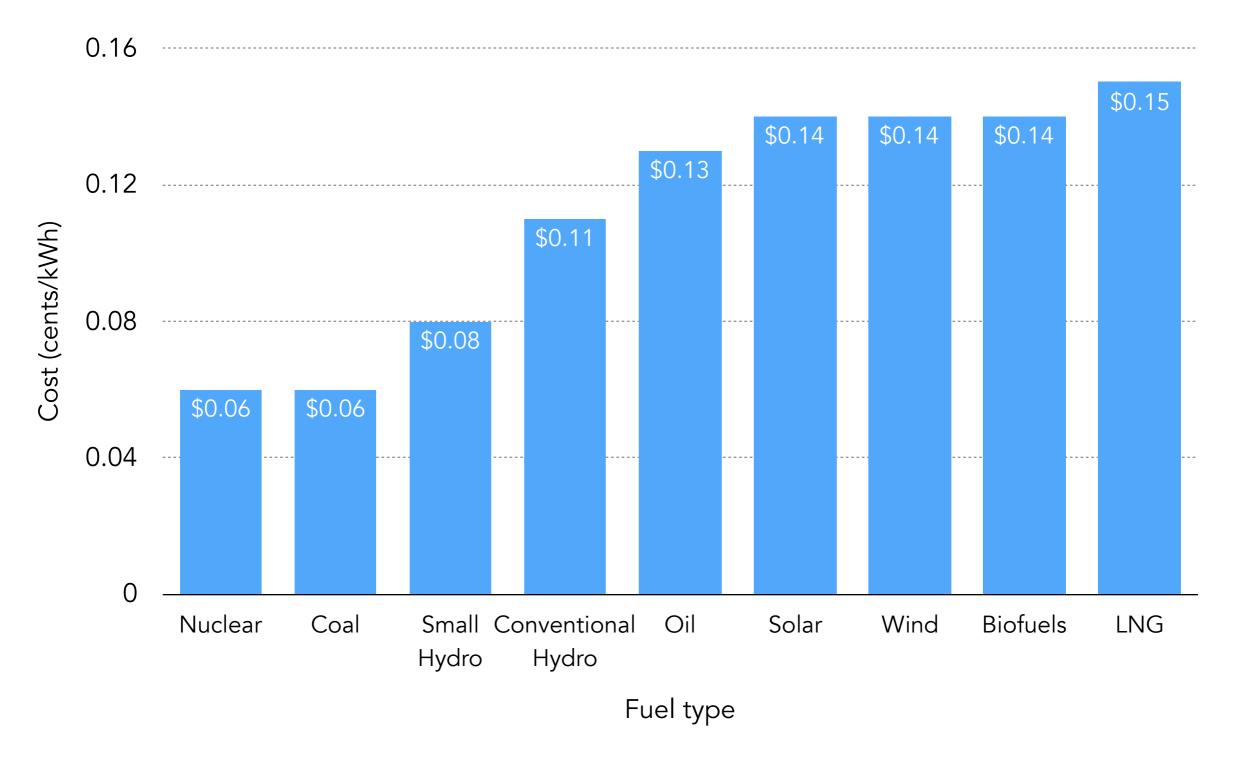






Sources and notes: Increase in emissions calculated based on estimated annual generation of all South Korean nuclear reactors using a capacity factor of 0.92. Emissions factors are calculated based on <u>values from the U.S. Energy Information Administration</u>. Calculations of cars added to the road assume an average emissions per passenger vehicle of 4.7 metric tons CO₂ per year, <u>as per the U.S. Environmental Protection Agency</u>. Calculations involving coal emissions factors <u>assume all coal is bituminous</u>.

Average Cost of Korean Electricity by Fuel Type, 2015





Source and notes: KHNP Korea Electric Power Statistics. Values converted from South Korean Wons to US Dollars using a conversion factor of 0.00089. The 2015 average includes the cost of decommissioning and spent fuel management which was not included prior to 2015.

Replacing current and near future South Korean nuclear would cost ~\$200 to \$400 billion over 20 years

