

Current negotiations of Biodiversity Beyond National Jurisdiction (BBNJ) in the context of fisheries

Background

In the current international ocean regime mainly regulated by the United Convention on the Law of the Sea (hereinafter the Convention), there has been no mechanism for the use of biological resources in deep sea areas. When the Convention was firstly negotiated in the 1970s and 80s, knowledge for *the Area*1 was only limited to the mineral resources such as Polymetallic nodules. At the time, the main concern of the international community was excessive resource competition in the Area, thus creating the concept of “the common heritage of mankind2.” Therefore, Part XI of the Convention was structured mainly to manage mineral resources including the role of the International Seabed Authority etc. However, novel findings of biological organisms in deep sea areas have opened new negotiations on the conservation and sustainable use of marine areas beyond national jurisdiction, which represents almost half of the planet surface. First discussion started in 2004 when the UN General Assembly established the Ad Hoc Open-ended Informal Working group on BBNJ. In 2011, the BBNJ working group identified 4 main elements to address so-called ‘Package Deal’ including i) marine genetic resources (MGR) and the sharing of benefits, ii) area based management tools including marine protected areas (MPAs), iii) environmental impact assessments, and iv) capacity building and the transfer of marine technology. Since then, the Preparatory Committee was established in 2015 to develop “an international legally binding instrument” on BBNJ under the Convention as soon as possible.

Current negotiation issues on BBNJ

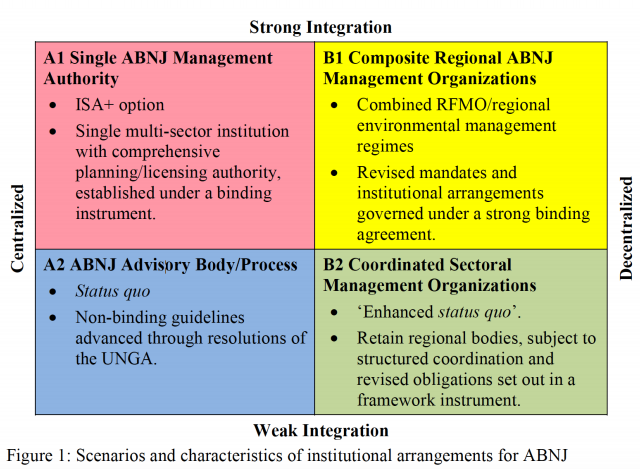
This negotiation is to establish the governance framework of the areas beyond national jurisdiction which has been a legal loophole in the global ocean regime. The question arises whether the concept of “freedom of the high seas” or that of “the common heritage of mankind” would be applicable. Based on four identified issues in the afore-mentioned 2011 Package, the definition and scope of marine genetic resources, the access and benefit sharing regime would be further discussed. Inclusion of “fish” as a source of MGR has been a controversial issue as well. In addition, institutional settings

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| |  | | --- | | 1) “The Area” refers to the seabed and the ocean floor beyond the limits of national jurisdiction, which is the bottom of the high seas.  2) This concept was put forward that no state or person can claim sovereignty or sovereign rights to exploit mineral resources in the Area. Prior to this concept, the seabed and the ocean floor of the high seas were ‘first come first serve’ basis based on the freedom of the high seas. |   Source  Fernanda Millicay, 2007, A Legal Regime for the Biodiversity of the Area, *Law, Science and Ocean Management* 739-850.  Richard Barnes, Fisheries and ABNJ: Implementation Agreement or alternatives, Presentation materials for the “New Knowledge and Changing Circumstances in the Law of the Sea” international conference in Reykjavik, Iceland, 28-30 June 2018. |

for the designation and management of MPAs and support for developing countries are also set to be discussed.

The Future forward in the fisheries context

As of now, four negotiation meetings are ahead; one in September 2018, two in 2019, and one in the first half of 2020. Several binding and voluntary measures for the management of marine living resources in the ABNJ already exist, to name a few the Code of Conduct for Responsible Fisheries, the Compliance Agreement and the FAO Deep Sea Fisheries Guidelines etc. Framing these instruments in the new treaty would be the main task in the context of fisheries. Some argue that regional fisheries bodies are already working on managing resources very well and therefore should be exempt from the new treaty. On the other hand, some argues fisheries should be included for the comprehensive and coherent management. With these complexities involved, there are several institutional options for ABNJ, as figure 1 shows. Based on these options, global fisheries governance will possibly be rearranged in the near future and its impact on the global fishing industry needs to be further studied to balance between the conservation and sustainable use of biodiversity.



Source: Richard Barnes 2018

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Expanding Inter-Korean Economic Cooperation through Shipping

Changing inter-Korean relations brings a new opportunity to shipping

Following the successful conclusion of the South-North Korean Summit and North Korea-US Summit, various discussions are taking place in South Korea to discover new cooperation projects. Under the strategy of making the most out of the latest opportunity of improving the inter-Korean relations, various ideas for economic cooperation projects are on the table. Therefore, large, small and medium-sized companies along with economic organizations are setting up separate project teams dedicated to North Korea. An increasing expectation for inter-Korean economic cooperation has also raised the need for inter-Korean cooperation in shipping. The two Korea’s economic cooperation would be impossible without the support of shipping. This is because the exchange between South and North Korea is accessible via ships rather than via railways or roads. Understandably, it would take a long period of time for the North to secure vessels and modernize port facilities, which require a lot of preparation.

Shipping accounts for approximately 1~2% of total transportation in North Korea. While South Korea’s total shipping tonnage stands at 110 million tons (GT) that of North Korea’s stands at 540,000 tons. Although China and Russia are investing in North Korean ports, the North’s cargo handling capacity stands at a mere 400 million tons, which is about the 30% level of which South Korea holds. Furthermore, cargo-handling facilities have deteriorated and chronic power shortage has prevented cargo cranes from being operated smoothly, resulting in ships involuntarily staying at ports for two to five days. North Korea is characterized with many mountainous areas. In addition, most of North Korea’s roads have two lanes or less, paved with cement that makes it unsuitable for land transportation.

Shipping will be responsible for most cargoes resulting from inter-Korean economic cooperation

Therefore, the challenge of how to handle an explosive demand for cargo transportation resulting from inter-Korean economic cooperation is looming. First, it is essential to secure ships necessary for transporting a large amount of food assistance at the beginning as well as construction materials and equipment for SOC construction. Considering poor facilities at North Korean ports, transporting cargoes with existing vessels will certainly face limitations. Therefore, ships should be directly accessible to beaches nearby designated areas in the form of landing ship tanks (LST). Either, ships should be installed with loading and unloading equipment such as cranes. Such increasing needs will provide a new potential workload for small and medium sized shipbuilders in Korea.

Second, shipping is the only efficient mode of transportation connected to the development of North Korea’s natural resources. North Korea sits on about 200 kinds of invaluable minerals, and approximately 20 of them have economic feasibility. There are about 700 mines across North Korea. Transporting minerals produced from these mines will require the development of ports at Eastern and Western coasts of the North. Therefore, major seaports such as Cheongjin, Rajin, Nampo and Songrim should be expanded and repaired, transitioning them into resource exporting ports.

Third, it is necessary to prepare for a potentially increasing demand for excursion ships and cruise ships connected with popular tourism destinations in North Korea. Yanbian Autonomous Region of China was already selling a marine tourism package travelling Hunchun to Mt. Chilbo and Mt. Geumgang via Rajin.

Fourth, a power ship should be ready if and when an industrial complex, similar to Gaesung Industrial Complex, will be constructed within North Korea. Supplying quality and sufficient amounts of electricity is essential to produce highly precise electronic products, rather than textile products or general merchandise.

Fifth, North Korea needs container related facilities to construct plants and transport goods necessary for urban areas in the mid-to-long term. The construction of container terminals requires a plenty of time and investment, even bearing political risks. Therefore, an alternative option can be an offshore floating container terminal. Containers unloaded from floating container terminals can be transported via barge carriers flowing along the rivers all the way to inland urban areas. And orders for the construction of such facilities can be given to shipbuilders in South Korea. Large shipyards located in Gunsan and Mokpo are already capable of building standardized floating materials, which need to be assembled into floating container terminals.

Financial burden required for inter-Korean economic cooperation should be considered as preemptive investment in preparation for the ‘New Northern Era’.

The establishment of an inter-Korean shipping cooperation system entails an inevitable financial burden. The South Korean government’s plan for the reconstruction of the shipping industry, however, does not include such costs of preparation. Allocating a separate budget or expanding the inter-Korean cooperation fund can be a possible solution for financing these projects. Shipbuilding projects can be delivered through the establishment of ‘Win-Win Fund’, in which ship owners, shippers and shipbuilders jointly participate in hipping investment and share profits. The success of the ‘Win-Win Fund’ depends on a firm belief that the investment in the shipping industry will generate profit. Since shipping transportation is an absolute necessity to inter-Korean economic cooperation, it is important to vitalize private investment through guarantee from the government or state-invested bank.

Inter-Korean economic cooperation will generate new demand for the construction of customized ships in preparation for new transportation needs as well as the construction of floating container terminals. Such demand can act as a new breakthrough to domestic shipbuilders, who are suffering from the shortage of orders. Moreover, we should broaden our perspective to establish an effective logistical network; moving beyond the North Korean market of 25 million people

and further accessing the three Northeast provinces of China with a population of 110 million as well as to Primorski Krai of Russia and Central Asia.

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What will be the impact of China’s tariffs on US LNG?

China slaps the tariffs on US LNG

The decision that China included U.S. liquefied national gas in its list of proposed tariff has drawn huge attention across the world. If the tariffs are implemented, it is likely to reduce the ton-mile of LNG trade. Meanwhile the Chinese government said that the US LNG products with which Chinese companies have already agreed long-term contracts would put up for sale through forward contracts etc.

The Trump administration announced three rounds of US tariffs on $200 billion (200 trillion KRW) worth of Chinese products. In the latest trade war tit-for-tat, China responded to the move by slapping additional tariffs on $60 billion (60 trillion KRW) of US products on August 3. Unexpectedly, China’s list includes LNG imports whose demand is quite high in the domestic market.

Once Washington implements additional tariffs imposed against China, China will immediately charge 25% more for LNG imports from the US. At present, the price of Australia’s LNG imported to China is around 5% more expensive per ton than that of US based on delivery price. If the 25% additional tariffs were implemented, it would reverse the price, pushing up the US LNG price to maintain around 5% higher level.

Worrying trade slowdown such as reduction of ton-miles

In 2017, China imported 1.38 million tons of LNG from the US. As part of the government driven environmental measures, Beijing forges ahead with its plan to switch millions of households to the fuel away from coal to gas. As the US has started operating its LNG plants, the amount of China’s LNG imports has rapidly increased 6.9 times within one year from 200 thousand tons of 2016.

However, concerns are raised as US LNG has been replaced with Australian products, reducing ton-miles. Furthermore, as the Chinese government would consume LNG stockpiles, it would potentially slowdown the flow of trade.

Once China takes the additional tariffs against US LNG into action, Chinese buyers will naturally decrease the LNG imports from the US. What is worrisome, if long distance shipping of LNG originating from the US delivered to China slows down, it would be a cause for reducing the demand for LNG carriers, which can have a negative impact to the recovery of the shipping market.

The US-China War: How long will it last?

Meanwhile China National Petroleum Corporation (CNPC) and Shell Energy North America (US) concluded on February this year on the long-term LNG sales contract. As such, existing long-term contracts to which China has agreed the US are likely to be sold in full to another company. This is because contracts concerning US LNG products do not have termination clause.

In addition, the Chinese government is carrying out final investment decision (FID) on the ‘Golden Pass LNG Projects implemented by Golden Pass Products, a partnership of Qatar Petroleum International and ExxonMobil affiliates. Due to the recent series of events, Beijing will drop the LNG project or the project itself would suspend the commercialization in the mid-to-long term

Golden Pass Project is one of five construction projects for new LNG export terminals currently underway within the United States. Each LNG export terminal will conclude a long-term contact with a major LNG importing county or individual company and export LNG during the period under the agreement. Golden Pass Project is a project for building an LNG production plant in Texas. If the Chinese government makes a final decision on its investment, either the government or a Chinese company will make a partial investment to plant construction. The final investment decision is expected to come out in this year of 2018.

An official related to LNG carriers commented, “If China slaps additional tariffs on LNG imported by the US, long-term benefits will go to Australia and Russia which is targeting to expand the LNG exports.” He also forecasted, “The US wants to avoid that from happening” and suggested one possible scenario that the Trump administration would back down first from the US-China trade war.

Although the United States is implementing trade sanctions against China targeting hundreds of products, China’s retaliatory move aiming at only LNG products would wreak havoc on the US. This is why some experts believe the US would steadily reduce the level of trade sanctions against China. As such, the impact of LNG having to the US economy is extremely huge.

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MOL to Become 1st Japanese Firm to Issue Green Bonds Targeting Individual Investors

MOL to issue Green Bonds aiming at responding to Sox regulation

Japanese shipping company Mitsui O.S.K. Lines (MOL) has unveiled a plan on August 7 to issue Green Bonds on upcoming September, targeting individual investors. The ‘MOL Blue Ocean Environmental Bonds’ is the first green bond in Japan’s shipping industry aimed at individual investors.

The amount of green bonds issued at September will be 5 billion Yen. Meanwhile the company is also planning to issue another 5 billion Yen of green bonds on August targeting institutional investors.

The funds of around 10 billion Yen (100 billion KRW) raised from two series of bond issuance will be used for environmental projects, such as installing Sox scrubbers and ballast water treatment systems.

Green bonds are used to raise funds only for projects aimed at improving environments (Green projects). Aside from environmental friendly projects, greens bonds cannot be used in any investment activities, such as improving financial statement or construction of a new ship in accordance with financial laws.

As mentioned above, MOL will issue two series of bonds with the first one targeting institutional investors issued on August and the second one targeting individual investors on September. The maturity of each bond is 5 years, while Daiwa Securities and Nomura Securities are lead management companies respectively.

Other cases of green bond issuance and MOL’s corporate mission

Looking at Japan’s shipping industry, another Japanese carrier, Nippon Yusen Kaisha (NYK), offered green bonds within the domestic market on May 2018. However, MOL has become the first Japanese company to issue green bonds aimed at individual investors. This is unprecedented even including shipping companies in China and South Korea, as all funds raised through bond issuance are targeting individual investors.

“Taking serious attitudes towards environmental issues is our responsibility and mission as a shipping company. We wanted to appeal our active response to the environment at a broader boundary not only to institutions but to individual consumers”. Koichi Yashima Director of MOL explained the purpose of issuing green bonds

In regards to the yields of the Green Bonds, Hisashi Umemura, general manager of finance division commented, “We will be able to raise the funds by providing the yields of corporate bonds issued by a large global company”. The yields of the bonds at the issuance are estimated at the minimum of 3.5% annually.

What to invest with green bonds

Concerning specific green projects used by the funds, “We will make active investment to the installment of Scrubbers to respond to Sox regulations as well as the investment to LNG bunkering vessels” explained Hisashi Mukai, general manager of environmental projects. (The funds raised by green bonds are able to invest in LNG bunkering vessels, instead of LNG fueled vessels)

In addition to these investments, the funds will also be used to support ‘Propeller Boss gap Fins’ which is to reduce fuel consumption by improving the efficiency of ships’ propellers to cut greenhouse gas emissions. In addition, the company will make investment to ‘Wind Challenger Plan’, a joint industry-academia research project to develop eco-friendly (wind power based) vessels.

Meanwhile MOL is responding to The Ballast Water Management Convention implemented by IMO to preserve the biodiversity. As of April 2018, 114 MOL Group-owned vessels (other than chartered vessels) are equipped with ballast water treatment systems (BWTS). MOL will use the funds raised by the green bonds when installing BWTS for newly constructed vessels delivered in the future.

For successful sale of green bonds, MOL acquired a second opinion, which is the highest ranking, about eligibility from an organization evaluating and accrediting the ESG performance, Vigeo Eiris of France at the end of July. Through this effort, the company is estimated to secure eligibility and transparency of the green bonds and increase their appeal to investors.

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The Advent of MASS and Following Industrial Changes

Will MASS come to fruition in my lifetime?

With the arrival of the 4th Industrial Revolution, ever-developing advanced technology has brought about self-driving vehicles on land, accelerating the development of various industries with application to artificial intelligence. Humanity is now greeting the era of hyper-intelligence, hyper-connectivity and hyper-industries. Self-driving cars running on land are equivalent to eco-friendly smart autonomous ships operating at sea. Keeping up with such trends, IMO has adopted the organization’s Strategic Planning (SP), starting the

discussion on MASS (Maritime Autonomous Surface Ships) by reflecting the velocity and content of the latest technological developments.1 The advent of autonomous ships is expected to result in significant changes to various industries ranging from shipping, ports and logistics, shipbuilding to shipping equipment. It will also trigger a paradigm shift from a human-based labor intensive industry to one centering on an unmanned system driven by digitization and autonomous robots. In particular, the development of technology for the operation of unmanned ships will bring about social and cultural changes in shipping designs, boarding of crews, nurturing of human resource and training. However, there are conflicting opinions over the commercialization of a fully autonomous ship. According to a recent interview in Bloomberg, Soren Skou, the chief executive officer of Maersk Line, says it is unlikely that container vessels will operate without humans in his lifetime. Most experts expect that it will take a long time for a fully autonomous ship to be operated. Many global leading companies, such as Rolls-Royce, Kongsberg Maritime, and ABB are developing autonomous ships without the intervention of humans and planning their future commercialization. Given these companies’ technological development and testing operations, the emergence of MASS will become a reality in the near future.

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| 1) IMO MSC 98/20/2, Maritime Autonomous Surface Ships (Proposal for a regulatory scoping exercise), 2017.6.  2) IMO MSC 99/wp.9, Framework for the Regulatory Scoping Exercise, 2018.5.  3) Growth, Future Prospects, and Competitive Analysis, 2017-2025, Credence research, 2018.4. |

The impact of the defined degree of Autonomy for MASS

The advent of totally unmanned ships will not likely arise in the near future; currently, most ships are operated with seafarers on board which is expected to continue for the time being. In particular, IMO acknowledges that it is difficult to forecast the future in regards to the adoption of fully autonomous ships, a matter of which concerns boarding seafarers. Furthermore, IMO needs to develop relevant standards after going through in-depth discussions with stakeholders in International Labor Organization (ILO) and International Transport Forum (ITF). Therefore, IMO is making a decision on the definition of autonomous ships and the degree of autonomy, albeit tentatively, considering the speed of technological development and self-operating services utilizing artificial intelligence. Following the adoption of a new concept of ship, IMO undertakes the Regulatory Scoping Exercise (RSE) for categorizing the elements required for the scope of applying ship safety standards such as SOLAS and introducing new safety and environmental regulations.2 What is most critical is to decide on the degree of autonomy for Maritime Autonomous Surface Ship (MASS). IMO defines MASS as a ship, which, to a varying degree, can operate independently of human interaction. Although the EU, ABS, BV and Ramboll-Core suggest various definitions, these commonly include ‘a ship operating with autonomous decision systems regardless of human presence’. In particular, the degree of autonomy

varies according to the pattern of a ship’s operational service and its operation. As shown in the table below, the classification of degree of autonomy tentatively defined by IMO will have a significant impact on the construction and operation of ships.

<Table 1> IMO’s definition of the degree of autonomy

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| --- | --- | --- |
| Degree of Autonomy | | Definition |
| 1 | Ship with automated processes and decision support | Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated |
| 2 | Remotely controlled ship with seafarers on board | The ship is controlled and operated from another location, but seafarers are on board |
| 3 | Remotely controlled ship without seafarers on board | The ship is controlled and operated from another location. There are no seafarers on board |
| 4 | Fully autonomous ship | The operating system of the ship is able to make decisions and determine actions by itself |

Source: IMO, FRAMEWORK FOR THE REGULATORY SCOPING EXERCISE, MSC 99/WP.9, 2018.5.

Game Changer of relevant business

The introduction of MASS is expected to bring significant changes to shipping, shipbuilding, logistics and port industries as well as to relevant industries. Such changes will introduce a new business model to relevant industries following the adoption of MASS: ship design and operational technology, the emergence of new types of marine accidents, new requirements of a ship’s safety management system, changing employment and educational systems of seafarers and port laborers, changing responsibility and insurance system of a new type of marine accidents, changes of shipping and port logistics system, and changes in relevant industries such as shipbuilding and ship equipment. In addition, the emergence of MASS will serve as a new opportunity to generate new business for the stagnant shipping industry. If one fails to adapt to such new changes and technologically lags behind, it will pose a threat to the industry. Experts forecast that the relevant market following the introduction of MASS will grow to 155 million USD (170 trillion KRW) by 2025.3 MASS will become a definite game changer to relevant industries in the digital era. Under these circumstances, a new emerging business leader will be the companies capable of driving the on-demand economic model as well as a new platform of sharing economy well adapting to inevitable trends.

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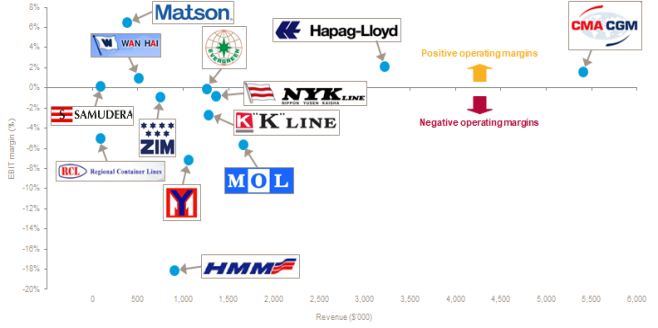
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Container carriers should fear the low sulfur rule (IMO 2020)

Regulating the use of low sulfur fuel by 2020 is forecasted to cut profits of shipping companies

The decision to implement a global sulfur limit of 0.5% m/m effective from 2020 is expected to increase costs of all shipping companies. To comply with the IMO 2020 Rule, shipping companies should either install scrubbers to their vessels in operation or use low sulfur fuel oil (LSFO), instead of the heavy fuel oil (HFO) currently in use.

Although a scrubber is able to use HFO, its installation takes 3~7 months within a cost within the region of 3 ~ 8 million dollars. Furthermore, the scrubber installation will significantly reduce the size of cargo space within a ship, resulting to cut operating profits. LSFO is expensive and in short supply, which will cause supply confusion within the market in 2020. In addition, supplying LSFO in small and mid-sized ports cannot be smoothly supplied, as it requires vessels to move to larger ports. As the two measures both require increases in cost, profits of shipping companies will significantly decrease without raising freight rates.

Container shipping liners will have greater impact

Unlike bulk carriers which provide non-regular transportation services, container shipping companies are operating regular services. Container carriers running regular services should maintain a certain scale of cargoes. Therefore, in order to install scrubbers, it is necessary to place alternative vessels, which also requires additional costs.

To keep up with increasing oil prices, container shipping liners are charging bunker adjustment factors (BAF), but this still falls short of compensating low freight rates. Since crude oil prices have rapidly increased from the second half of last year, some shipping liners have imposed additional Emergency bunker surcharges (EBS). This effort, however, has faced strong resistance from shippers. Furthermore, most container shipping companies have posted a loss in the first half of 2018 due to low freight rates. With an excessive supply of vessels intensifying on almost all sea routes, raising the freight rates will certainly have a limitation. Therefore, the container shipping market requires a new means for price decision, such as a container futures market.

The low sulfur rule will have a direct impact on the survival of national flag container carriers

Looking at the EBIT of global shipping companies for the 1st quarter of 2018, HMM, Korea’s national flag carrier, posted - 18.1%. The company recorded – 16.4% for the 2nd quarter, posting the highest loss among the top 15 global shipping companies. SM Line, a Korean oceangoing shipping company, also posted loss of larger than 10%, reflecting national flag carriers’ lack of capacity to respond to market risks.

National flag carriers have continued posting losses due to higher costs than rival shipping liners. From their perspectives, rising costs resulting from the low sulfur fuel regulation will pose a significant threat. At present, while HMM is the only national flag carrier in Korea to prepare the installation of scrubbers, the rest of the shipping companies are bracing themselves for low sulfur fuel regulation. In particular, rival shipping companies have already placed orders for highly effective eco-friendly vessels on Intra-Asian routes over which Korean shipping companies are traditionally dominant, forecasting a reduction in market share.

Source: Drewry(2018), Container forecaster Q2

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A Study on Policy Direction for Multicultural Families in Fishing Villages

1. Purpose

○ Departing from the perspective of simply supporting multicultural families, the study aims to suggest policy direction for multicultural families living in fishing villages as a member of fishing village community as well as a participant of its development.

- The study takes an approach in the relevance of local community and local society by shifting the awareness from ‘family’ to ‘household’.

2. Methodologies and features

1) Methodologies

2) Features

○ Conventional studies were focusing on the policy that supports multicultural families. However, this study is the first attempt to shift the perspective towards support & application policy for multicultural families which reflect the characteristics of fishing villages.

- It reviews the possibility of establishing policy for multicultural families in fishing villages to satisfy the following needs; response to the demographic changes of fishing villages, the role of human resources in fishing villages, the medium for opening fishing villages and the

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| Features | Major contents | Data collection | Reasons for selection |
| Literature review | - Preceding study related to multicultural families  - Analyze domestic and foreign policy related to  multicultural families  - Analyze legal system regarding multicultural  families | - Preceding study  - Investigate legal systems and policy materials | - Need to conduct basic environmental analysis due to the lack of related research in Korea |
| Field case analysis | - Adaptation to the life of fishing villages (life and type of fishing villages, support groups)  - Cultural difference (difficulties, solution measures)  - Child rearing (child care service, child education)  - Education and finding jobs | - On-the-spot interview with multicultural families in fishing villages  - On-the-spot interview with those in charge of multicultural family support center | - Identify basic policy desire for the benefit of multicultural families in fishing villages and understand their living status |
| Survey | - Participation to the programs of multicultural family support centers, life and economic activities of fishing villages, services necessary to multicultural families and the human capacity of multicultural families  - Systems and programs to support multicultural families, policy status of multicultural families in fishing villages, necessary government support, cooperation and policy direction | - Conduct a survey to multicultural families who belong to self-managed fisheries community  - Carry out survey to those in charge of multicultural family support centers in coastal cities and districts as well as government officials responsible for multicultural families | - Intend to make a statistical generalization on the status of multicultural families in fishing villages and aim to use it as a basic material for understanding the status of multicultural families in fishing villages as well as establishing policy direction  - Understand the status of multicultural family support policy and the policy status for supporting multicultural families in fishing villages |
| Group interview | - Different positions in the current policy and the necessity of a new policy  - Policy direction for multicultural families in fishing villages  - The possibility of establishing specialized policy for multicultural families and action plans  - Discussion topics related to multicultural family support center programs  - Potential restriction/promotion factors in regards to multicultural family policy | - Group interview with experts working in the government (central, basic), research institutions, fisheries cooperatives etc. | - Consultation and discussion for establishing policy direction for multicultural families in fishing villages |

necessity to improve the quality of life as a member of fishing villages.

- Policy target and basic policy direction for multicultural families were established. Accordingly, the study suggests various policy tasks for establishing a policy foundation for multicultural families in fishing villages, supporting them and applying policies to them.

3. Results

1) Summary

○ Departing from a unilateral policy of supporting multicultural families in fishing villages, it is important to implement policy to provide opportunities to utilize their experience and knowledge. Therefore, relevant policies should ultimately lead to the improved quality of lives.

- The policy target for multicultural families in fishing villages should be ‘improving the quality of lives by supporting and making use of multicultural families in fishing villages’.

- The basic policy directions for multicultural families in fishing villages are as follows; first, supporting multicultural families in fishing villages to improve the quality of lives, second, making use of those immigrate for marriage and their genuine culture, connecting policies between multicultural family related government departments, taking a mid-to-long term approach to multicultural families in fishing villages and establishing policy implementation system reflecting the characteristics of fishing villages.

○ It is necessary to establish a policy foundation for multicultural families in fishing villages and to set up and implement various policies for supporting and making use of them.

- Tasks for establishing a policy foundation include conducting survey to multicultural families in fishing villages, building an efficient system for distributing information, and operating education programs for shifting awareness on immigrants by marriage.

- Tasks for supporting multicultural families in fishing villages consist of supplementing education programs for learning Korean, supporting technical training related to fishing works and fisheries processing industry, supporting exchange programs among multicultural families in fishing communities and supporting programs for harmonizing multicultural families in fishing villages.

- Tasks for making use of multicultural families in fishing villages include utilizing their traditional culture and food culture, creating an environment for engaging in fisheries to relatives and in-laws, granting a guidance role to women in fishing communities, etc.

○ Policy tasks for multicultural families in fishing villages can be implemented by improving legal system, establishing investment plans and governance system as well as cooperation system among related government departments and setting up a specific implementation roadmap.

- From legal perspective, it is necessary to expand the subjects under the multicultural related policy by establishing the legal concept of multicultural family. Also, the Ministry of Oceans and Fisheries (MOF) should participate in multicultural family supporting policy as a competent department and discover MOF related policies. In addition, it is important to review connecting and applying multicultural family support laws to MOF related laws, and the legislation of related ordinance to local governments of coastal cities and districts.

- Related system should also be improved by establishing a system for understanding the current status of multicultural families in fishing villages and discovering multicultural family policy participated by fishing communities. It is also essential to support economic and non-economic policy for multicultural families in fishing villages and come up with approaches and action plans per policy subjects.

- In terms of governance, it is necessary to use fisheries related organizations and fishing cooperatives and establish a cooperative system among related government departments.

2) Policy contribution

○ The study presents policy direction by understanding the current status of multicultural families in fishing villages which lead to strengthen the support for the adaptation of multicultural families. Then, it builds a foundation to connect with oceans and fisheries sector and fishing communities

○ The study vitalizes the employment and spreads the gender equality by utilizing the capacity such as culture and experience of multicultural families. For this, it suggests methods to support and apply multicultural families in fishing villages

3) Expected benefits

○ It provides action plans based on the establishment of policy and the development of policy measures for multicultural families in fishing villages. By doing so, it contributes to improving the quality of their lives.

○ The study contributes to the establishment of cooperative system in the central government regarding multicultural families in fishing villages

○ It also contributes to increasing interests and supports on multicultural families in fishing villages from basic local governments as well as fishermen related organizations.

* Consignment project on the development of port hinterland complex
* Evaluation system and the analysis of economic impact form the consignment study for the 3rd Coastal Maintenance Basic Plan
* A Project for establishing the foundation of statistics generation on maritime and fisheries industry in 2018
* A Study for the establishment of a basic plan for creating surfing spots at Malripo and safety training center as well as its feasibility study
* A Survey of actual conditions of beaches for 2018
* A study on measures for vitalizing marine tourism through expanding its base
* A Study on effective management of private investment projects at ports
* A study on the measures to accelerate the cooperation between ports in Northeast Asia
* A study on the development of response strategies for WTO negotiation on fisheries subsidy
* A Study on the establishment of maritime and fisheries development plan in Jeollabuk-do
* International cooperation and institutional framework for the promotion of Arctic policy in 2018
* A study on the establishment of measures for design review on large-scale projects and utilization of new technologies and project performance assessment for safety check
* Survey on operation status of port hinterland complex and study on measures to improve its competitiveness
* A study on the introduction of total pollution loads management in Ulsan coastal and Gwangyang Bay special management waters of 2018
* A study on the implementation of total pollution loads management in Masan Bay special management waters of 2018
* A study on Improvement measures on pricing system of charging exclusive use on public waters
* A Study on the result analysis of nurturing professional workforce in shipping, ports and logistics and its improvement measures
* Risk communication projects of 2018
* The development of next generation fishing vessels customized to Korea and its demonstration (2nd year of 2018)
* The operation of international logistics investment analysis center in 2018
* Act as deputy for evaluating certification system of excellent logistics companies in 2018
* A Project for promoting a producers’ organization for fisheries by fishing boats in 2018
* A Project for training fishery experts in 2018
* Maintenance and management of sharing system for global logistics information in 2018
* A Survey of national transportation of 2018
* The second status survey on uninhabited islands (1st year)
* Development of international standards for risk management technology of autonomous ships
* A study for the establishment of the 2nd Basic Plan of Marina Ports and reviewing its feasibility (the 1st round)
* A Study on impact analysis of opening the market for Korea-China Car ferry routes and its policy measures
* Korea-China-Japan transportation and logistics cooperation measures (8th)
* A feasibility study for regular reflection of the Basic Plan of Public Waters Reclamation
* A study on measures for attracting and expanding cruise tourists
* A master plan for establishing the National Maritime Museum (tentative) and its feasibility study
* A study on designation, preservation and management of protected marine life in 2018
* A Study for the establishment of a comprehensive system for monitoring the supply and demand of fishery products
* Yeosu International Academy project in 2018
* A study on response measures following the expansion of evaluating fishing environments
* Evaluation on the pilot project of World Fishery University and consulting
* An Economic feasibility study on the kinds of fisheries seed targeting for discharging projects
* A Study on responses for IMO member state audit
* A Survey on the management status of fisheries resource protection zone and selecting management standards and evaluation methods
* A study on countermeasures of bilateral/multilateral FTA and WTO systems for allowing maritime and logistics companies to enter into the Eurasian market
* A study on the result analysis of fishery disasters (red tide, jellyfish) and the establishment of mid-to-long term implementation strategy
* A Study on measures for vitalizing the use of OTEC
* A study on the strategies of connected development between Korea’s major industries and ports
* A Feasibility study for the establishment of infrastructure for disaster prevention in coastal and port areas
* A policy study for rearranging legal systems for the management pollutants emitted from ships and response to climate change
* A study on the establishment of basic plan for new ports and reestablishing its functions
* Changes and responses of regular shipping liners (Korean shipping companies’ strategies for the 4th Industrial Revolution and countermeasures)
* Analysis on the changes of living spaces in fishing communities of islands
* A study on the establishment of Shipping Industry Vision 2030
* A plan for implementing the study on comprehensive plan for the development of island areas in Taean
* A study on the establishment of maritime and fisheries development plan for Gyeongsangnam-do
* A study on strengthening the international cooperation to facilitate the advancement to Arctic routes

Major Activities Conducted in August 2018

1. North Pacific Arctic Conference (NPAC)

○ Time: Aug 15 (Wed) ~ 18 (Sat)

○ Place: Hawaii

○ Contents: Arctic 2030 and afterwards – The future of Arctic Cooperation

○ Hosted and organized by: Korea Maritime Institute

○ Participants: President Yang Chang-ho of KMI and Director general Kim Jong-deog of Industry Intelligence & Strategy Research Division etc.

2. Business Meeting between Taiwanese Shippers and Logistics Companies

○ Time: Aug 9 (Thu) ~ 11 (Sat)

○ Place: Taipei, Taiwan

○ Contents: Understanding logistical issues of Taiwan and logistical difficulties of shippers

○ Hosted and organized by: KMI, Bangchon Dokdo Research Institute

○ Participants: Head Kim Hyoung-geun of China Research Center and another researcher at KMI, and about 50 people from 10 Korean shippers and logistics companies located in Taipei

3. Meeting of National Flag Carriers located in Shanghai

○ Time: Aug 29 (Wed)

○ Place: KMI China Research Center

○ Contents: Sharing recent market trends targeting national flag carriers and hearing of their challenges

○ Hosted and organized by: KMI

○ Participants: Representatives from Hyundai Merchant Marine, Sinokor Merchant Marine, Namsung Shipping, Taiyoung Shipping, CK Line, DongJin Shipping, Heung-A Shipping, and Head Kim Hyoung-geun of China Research Center and another researcher at KMI etc.

Major Activities Planned in September 2018

1. The 9th International Seafood Trade

Forum (ISTF)

○ Time: Sep 5 (Wed) 14:00~18:00

○ Place: Central Plaza 35th Floor, Hong Kong

○ Contents: Establishing a seafood hub in Asia and vitalizing seafood consumption

○ Hosted by: KMI

○ Organized by: International Seafood Trade Forum (ISTF), Hong Kong Chamber of Seafood Merchants Ltd.

○ Participants: About 100 people including Professor Son Jae-hak at Pukyong National University and co-chair of ISTF, Kim Won-jin, consul general of the Republic of Korea in Hong Kong, Chairman Lee Choi-wah of Hong Kong Chamber of Seafood Merchants, Vice president Jeong Myung-saeng of KMI and co-chair of ISTF etc.

2. South Korea – Vietnam Experts Forum for Strengthening Cooperation in Fisheries

○ Time: Sep 14 (Fri)

○ Place: KMI

○ Contents: Strengthening cooperation in fisheries between South Korea and Vietnam

○ Hosted and Organized by: KMI

○ Participants: About 20 experts including Associate research fellow Jung Myeong-hwa of KMI

3. The 79th Conference of Korean Society of Transportation

○ Time: Sep 14 (Fri) 13:20~14:50

○ Place: Lecture B/D, KAIST Munji Campus, Daejeon

○ Contents: Tasks for the Development of Smart Maritime Transportation and Logistics

○ Hosted and Organized by: KMI, Korean Society of Transportation

○ Participants: About 80 people including senior research fellow Park Jin-hyoung of Korea Research Institute of Ships and Ocean Engineering, senior research fellow Yoon Ik-ro of Korea Institute of Marine Science & Technology Promotion, director Choi Sang-hee of Port & Logistics Technology Department at KMI and director Kim Tae-il of Maritime Policy Research Department at KMI etc.

4. Conference on Joint Development

Agreement

○ Time: Sep 20 (Thu) 13:00~18:00

○ Place: Korea Chamber of Commerce and Industry (KCCI)

○ Contents: Workshop for join development of South Korea – Japan continental shelf

○ Hosted and Organized by: KMI

○ Participant: Four KMI researchers including Kim Jong-deog, five people from KIOST including senior director Yang Hee-cheol of Ocean Policy Institute, three people from KIGAM including Dr. Han Hyun-Chul, two relevant officials from the Ministry of Foreign Affairs, two officials from the Ministry of Trade, Industry and Energy and two officials from the Ministry of Oceans and Fisheries

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