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# Introduction of industrial cluster to vitalize deep sea water industry

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| Introduction of industrial cluster to vitalize deep sea water industry   1. Introduction or manufacturing bottled deep sea water. There are several types of industrial clusters but the following is the clusters   The mankind is turning its attention to the ocean to ad- considering the Korean environment. dress resource depletion on land and maintain a sustainable  growth in the future. The ocean is a repository of various ◦ Large-scale integrated cluster: A concentrated type of resources in which mineral, energy, marine and seawater cluster attracting all possible facilities utilizing deep sea resources reside. Major advanced countries are accelerating water. These facilities include production, distribution, the eﬀorts to develop relevant technologies to occupy abun- tourism, research and development facilities and post busi- dant maritime resources in advance and utilize them for ness incubator.  commercialization. ◦ Locally specialized cluster: Selected combination of facilities based on geographical conditions accessible to  Deep sea water is defined as the part of the ocean below deep sea water 200 meters depth. It has stable low temperature and full of  nutritive salts, organic matters and free of pathogenic bac- **2-2. Qualitative impact of deep sea water industrial cluster**  teria. Korea’ East Sea contains 1.69 million ㎦ (about 95%)  of deep sea water with an estimated annual production vol- Industrial cluster is diﬀerent from industrial complex. ume of 3.97 trillion tons(㎥). Acknowledging these char- While the industrial complex contains various facilities to  acteristics, the US and Japan have been actively developing a specific region, industrial cluster integrates and links with and utilizing the deep sea water since early 20th century. interconnected facilities to produce a synergy eﬀect be- The Korean government has continued with investment tween functions such as developing new products and en- and support for the development and promotion of deep hancing market creating capacity. Deep sea water cluster is sea water industry after legislating ‘Development and Man- expected to create the following industrial eﬀects. agement of Deep Sea Water Act’ in 2008. ◦ Build an environment favorable to develop new type  of deep sea water usage and its commercialization However, Korea’s industrialization on deep sea water is ◦ Reduce production cost and easy to collect informa-  now facing serious challenges. High cost of initial invest- tion and build networks  ment, sluggish sales, lack of public awareness on deep sea ◦ Broaden the opportunity for securing talented pro- water and global economic crisis has prevented the industry fessionals and provide a growth momentum through mu- from securing market competitiveness. As a result, the in- tual competition and improved customer recognition as a dustrial application with deep sea water except for Ocean specialized cluster  Thermal Energy development and drinking water industry  still remains at the initial stage. In this regard, it is necessary **2-3. System improvements for introducing deep sea**  to introduce deep sea water industrial complex to make the **water industrial cluster**  depressed deep sea water industry a turnaround, contribut-  ing to realizing a creative economy. Since the current ‘Development and management of Deep Sea Water Act’ is regulation oriented, it should be amended to include promotional measures of deep sea   1. Construction of Deep Sea Water Industrial Cluster water industry such as introduction of deep sea water in-   dustrial cluster. Key points are as follows.  **2-1. The concept of deep sea water industrial cluster** ◦ The purpose of the current ‘Development and man-  agement of Deep Sea Water Act’ should include promo-  Deep sea water industrial cluster is defined as a region tional measures of deep sea water industry, changing the or area where deep sea water industry related companies legislation to contain both regulation and promotional and supporting facilities are collectively located to promote measures.  deep sea water industry such as developing deep sea water ◦ Develop a concept of ‘deep sea water industrial clus- |



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| ter’ and its location standards with the system measures mentioned earlier, it is important   * Appoint an authority in charge of designating ‘deep to attract companies equipped with capital power to the sea water industrial cluster’ and designation process cluster and combine the industry with various tourism * Establish a center for supporting deep sea water in- products such as Thalasso therapy, hot springs and exhibi- dustrialization within the deep sea water industrial cluster tion hall. Also, research and investment should be contin- * Oﬀer tax and financial benefits to the companies ued to broaden the usage of deep sea water by developing moved in deep sea water industrial cluster new products in convergence with other industries. In ad-   dition, the Ministry of Oceans and Fisheries, a competent department of deep sea water industry, should actively co-  3. Conclusion operate with Ministry of Strategy and Finance, Ministry of Trade, Industry and Energy and Ministry of Land, Infra-  Having entered a full-fledged development since 2008, structure and Transport to oﬀer various benefits on tax, fi- Korea’s deep sea water industry is considered to be in a nance, technology and infrastructure.  transition period, standing between introduction and growth stage. In order for the deep sea water industry to  Contact Information  takeoﬀ step-by-step, industrial integration is necessary Kim, Kyung-Shin et al.  which is broadly implemented by other industries. Along [kskim@kmi.re.kr](mailto:kskim@kmi.re.kr)  More Cooperation under the US Chairmanship of the Arctic Council  The United States of America will take over the chair- tween environmental and economic/social issues. Surely, manship of the Arctic Council from Canada during the under the United States’ chairmanship, more development biannual ministerial meeting in Iqaluit on April 24 and 25. projects will be carried out as Alaska and other remote areas Secretary of State John Kerry is expected to deliver the in the Arctic region demand jobs and economic growth. 2015-2017 US Arctic Council chairmanship plan of ’One The US is to develop a maritime transportation system and Arctic: Shared Opportunities, Challenges, and Responsibil- facilitates trade in Alaska by connecting it with the Arctic. ities' at the meeting. The US intends to focus more on the In this regard, it is considered that the US is going to make impacts of climate change, safety and security issues, as well more cooperative and multilateral eﬀorts and expand col- as ways to improve economic and living conditions for peo- laborative programs on the global level. Korea, therefore, ple in the Arctic. The Obama Administration recently is- should be able to seek for common interests and opportu- sued an Executive Order to enhance coordination of nities through mutual cooperation under the US chairman- national eﬀorts in the Arctic in January 2015. The Executive ship of the Arctic Council and take more responsible roles Order from the White House recognizes the importance of in the Arctic community.  international cooperation to address the adverse eﬀects of  climate change and coordinated national eﬀorts for the Arc- The Korean government produced 2015 Arctic Policy tic region. The Arctic Executive Steering Committee will Implementation Plan in early April. This plan assesses pre- enhance the coordination of various Arctic policies across vious eﬀorts in implementing the Arctic Comprehensive departments, agencies, states or local organizations and Policy, adopted in 2013 and outlines detailed policy ap- provide guidance and recommendations for eﬀective im- proaches for this year in the areas of international cooper- plementation of the Arctic policies. ation, research projects and business opportunities. Under this plan, Korea would promote bilateral or multilateral co-  With the advent of the US chairmanship, the Arctic operation with the Arctic states and the Arctic Council re- Council will try more actively to maintain a balance be- garding scientific research and information sharing on |



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| business opportunities, relevant technologies and sustain- expectations of many countries outside the Arctic region able resource development. In addition, Korea intends to and induce voluntary cooperation from relevant countries, conduct small scale pilot voyages in the Arctic region for especially on the climate change and environmental pro- various cargoes including heavy equipment or materials tection.  and continue education programs on ice navigators.  Having established the Arctic Policy Mater Plan and The overall eﬀorts of Korea to contribute scientific re- Implementation Plan, Korea should be able to lead strategic search and sustainable development of the Arctic region cooperation among relevant nations to create synergy ef- should help address Arctic issues for the humanity. Al- fects in capacity building and joint investment. Based on though Korea has strong strategic interests in developing the cooperative platform, the participants, with improved Arctic sea routes and energy resources, the country should confidence and predictability, could mitigate uncertainties work hard to preserve the environment, indigenous com- and risks in the Arctic endeavors. Korea, for instance, needs munities and so forth. Korea is required to work in collab- to explore opportunities with relevant countries or local oration with the Arctic states and stakeholders to share governments while bearing shipping routes in mind. As the research expertise and technological knowledge. United States is likely to increase new shipping routes for  the Arctic region including Alaska, the Northeast Asian Regionally, China, Japan and Korea in Northeast Asia countries, as close trade and business partners of the US can pursue more cooperative measures because they have and other Arctic states and heavily dependent on shipping very similar interests and capacities in the Arctic. With the and maritime industries, should continue developing new chairmanship in the Arctic Council, these three coun- cooperative opportunities together in order to achieve po- tries could participate in more activities in relation to the tential interests and mutual benefits in the Arctic trans-  current Arctic issues. By engaging in the Arctic Council, portation.  the countries may join in concerted eﬀorts and expand con- Contact Information  tribution to the global society. The Arctic Council, with for- Choe Yung-sok  ward-looking and constructive approaches, is likely to meet [yschoe@kmi.re.kr](mailto:yschoe@kmi.re.kr) |
| OCEAN POLICY |
| AIIB and International Cooperation Projects on Port development  **Pros & Cons of AIIB** organizations. The AIIB is diﬀerentiating itself from exist- ing international development banks such as World Bank  South Korea announced that it will become a founding and ADB which were founded to eradicate poverty. The member of China-led Asia Infrastructure Investment Bank bank is committed to attracting private investment based or AIIB on March 24. The AIIB, which is expected to start on commercialization, prioritizing investment to infra- operation in early 2016, was founded to contribute to sus- structure facilities such as transportation, energy, electricity, tainable social and economic development of Asia. The telecommunications, agriculture and urban development planned development bank is going to provide financial liq- in less developed Asian countries. Therefore, the new bank uidity in cooperation with existing international develop- is expected to play a vital role in Asia’s infrastructure devel- ment banks such as ADB and other international opment market, which is expected to grow to US 8.3 trillion |

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| Sector/Sub industry | East Asia/SEA | Southern Asia | Central Asia | Pacific | Total |
| Electricity | 3,182.46 | 653.67 | 167.16 |  | 4,003.29 |
| Transportation | 1,593.87 | 1,196.12 | 104.48 | 4.41 | 2,898.88 |
| Airport | 57.73 | 5.07 | 1.41 | 0.10 | 64.31 |
| Port | 215.20 | 36.08 | 5.38 |  | 256.66 |
| Railway | 16.14 | 12.78 | 6.03 |  | 34.95 |
| Road | 1,304.80 | 1,142.20 | 91.65 | 4.31 | 2,542.96 |
| Telecommunications | 524.75 | 435.62 | 78.62 | 1.11 | 1,040.10 |
| Telephone | 142.91 | 6.46 | 4.45 | 0.05 | 153.87 |
| Mobile communications | 339.05 | 415.87 | 71.97 | 0.95 | 827.84 |
| Broadband | 42.78 | 13.29 | 2.21 | 0.11 | 58.39 |
| Waterworks/Sewerage | 171.25 | 85.09 | 23.40 | 0.51 | 280.25 |
| Waterworks | 58.37 | 46.12 | 8.60 | 0.14 | 113.23 |
| Sewerage | 112.88 | 38.97 | 14.80 | 0.36 | 167.01 |
| Total | 5,472.33 | 2,370.50 | 373.66 | 6.03 | 8,222.52 |

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| in 10 years. Recently, 57 countries including ASEAN coun- operation projects since 2008. So far, the MOF has estab- tries, Germany, France and Russia have signed up as found- lished port development master plans and supported its va- ing members as of April 15, reflecting high expectation of lidity test free of charge for 16 countries and international the bank. organizations such as ASEAN. Such support is not only to  < Prospects of Asia’s infrastructure development volume>  (Unit: US billion)  Source: Bhattacharyay B. et al. “Infrastructure for Asian Connectivity”, ADBI, 2012. 12.  However, there is a cautious concern that the role of provide port related engineering and construction capabil- South Korea in regional infrastructure market could be ities accumulated from Korea’s economic development but weakened. As the participation of countries has become also to promote economic cooperation with less developed larger than expected, China is expected to take almost half countries. In addition It aims to oﬀer domestic companies the initial capital of US 100 billion and Russia can be cate- equipped with port development and operation technolo- gorized into a regional country in Asia. If that happens, the gies and know-how an opportunity to escape from the stake ownership of South Korea is expected to dwindle to shrinking domestic port construction market and go into around 3% from the initial estimation of 5%. Despite these the global arena. However, port development projects sup- concerns, a full-fledged operation of AIIB will undoubtedly ported by overseas cooperation projects (master plans or lead to expansion of regional infrastructure development, validity tests) have failed to attract actual investment as op- given the shortage of fundamental facilities relative to Asia’s posed to its original purpose. The biggest culprit, among economic development. This in turn, will encourage do- other things, is the diﬃculties in securing finance for in- mestic companies to enter into overseas market. Therefore, vestment. In particular, global financial crisis starting from now is the right time to establish a strategy on how to better the middle of 2000 has made the investment sentiment utilize the AIIB. shrink for both domestic private companies and public and private sector of counterparty countries, severely hamper-  **International Cooperation on Port Development & AIIB** ing to attract actual investment. Against this backdrop,  Korea’s participation to global infrastructure market by Starting from the establishment of Global Logistics joining the AIIB will provide domestic companies with a Network in 2006, The Ministry of Oceans and Fisheries golden opportunity to move from business based on con- (MOF) has pushed ahead overseas port development co- tract for works to the one with profitable investment. The |



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| AIIB diﬀerentiates itself from other international develop- should provide full support to dispatch a professional in ment banks such as ADB by focusing exclusively on prof- ports and maritime logistics field to the AIIB based on the itable infrastructure investment. If Korean companies are consultation with the MOF. Such eﬀorts will contribute to able to lead infrastructure development projects in coop- exploring regional development projects on port and logis- eration with AIIB (supervising engineering, construction, tics infrastructure in advance and expanding the opportu- inspection and commercial finance), it will contribute to nity for domestic companies to participate into the global enhancing global competitiveness of domestic companies market. Also, the MOF and private companies should ac- and creating jobs overseas. Achieving this requires eﬀorts tively seek high value added markets in investment devel- that go beyond the Ministry of Oceans and Fisheries, a opment projects rather than contract-based projects. In competent ministry of international cooperation projects doing so, it will strengthen the global cooperation with de- on port development. In fact, it involves government-wide veloping countries and encourage domestic companies joint eﬀorts that can link port development projects to ex- enter into foreign markets. Furthermore, such eﬀorts are pected benefits in cooperating with the AIIB. As a lot of important to enhance global competitiveness of Korea’s media reported, the Ministry of Strategy and Finance and port logistics industry and create jobs overseas.  the Ministry of Foreign Aﬀairs, which are responsible for  joining the AIIB, should endeavor best eﬀorts to secure Contact information  maximum stake ownership or a position as top-ranking ChanHo Kim  vice-president at the AIIB. In addition, the government [chkim@kmi.re.kr](mailto:chkim@kmi.re.kr) |
| RESEARCH FINDINGS |
| A Study on Growth Potential and Development Prospects of the Coastal Cruise Industry  1. Purposes 2. Methodologies and Features  The study aims to evaluate the growth potential of the 1) Methodologies coastal cruise industry and to identify its development fore-  cast. It also aims to suggest policy tasks for the development ❍ Domestic and overseas literature investigation  of the industry. The necessity of promoting the coastal - The preceding researches on the coastal cruise are an- cruise industry is analyzed along with the objective view on alyzed to review the continuance of the research results and its growth potential. The future development prospect, de- suggest policy alternatives to check the progress of the pol- velopment goals and market demands are analyzed along icy measures suggested in the research paper, to analyze with the growth environment of the industry to present its what should be improved and to present realistic policy development prospect and tasks. measures. |

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| - In an evaluation of the development potential of the dustry  coastal cruise industry, key factors are selected among those - On the demand side, the current status of marine analyzed in the preceding researches. tourism and marine transportation, demands for the ma- rine tourism and the transport demands for passenger ship   * Overseas case study and cruises ship are analyzed.   + Overseas cases including Chinese and European ones - On the supply side, the trend of the cruise ship indus- were benchmarked to analyze the domestic situations and try in Korea is analyzed and presented.   to seek for the development direction. - Coastal cruise-related laws and regulations, infra-   * + Paper of foreign experts is utilized. structure and facilities (berth facilities and terminals) are   analyzed.   * In-depth interview and survey   + Group discussions including workshops, seminars ❍ Analysis on necessity of the coastal cruise industry   and research councils with the industry experts were held. - The necessity of promoting the coastal cruise industry   * + The necessity of nurturing the coastal cruise industry, is suggested from the aspects of users, operators and policy. problems of the existing cruise ship and cruise tourism (in- - On the user aspect, fulfilling the needs of the marine convenience), the market forecast and development plans tourism are suggested, on the business aspect, business op- and improvement measures are discussed among Korean portunities in the marine tourism industry and opportuni- cruise ship companies, cruise operators, related govern- ties to create new added values at port and the policy aspect, ment operators (Ministry of Oceans and Fisheries, etc.), re- diversification and growth encouragement of the marine search centers (Korea Culture and Tourism Institute, Busan tourism market.   Development Institute, Gangwon Development Institute,  Incheon Development Institute, etc.), cruise-related public ❍ Analysis on the River Cruise case in Europe organizations (Korea National Tourist Organization, Busan, - According to a survey on the economic eﬀects of the Incheon Port Authority), municipalities (Jeju Special Self- European River Cruise industry, more than 1.1 billion euro Governing Province, etc.). was invested in construction of river cruise ships from 2013  to 2014 (for 2 years). In 2012, the passengers of the Euro-  2) Features pean River Cruise spent (ticket and consumption on board included) around 1.3 billion euro and 500 million euro at   * Policy tasks for the development of the coastal cruise in- the port of call.   dustry are identified based on the study results. - It demonstrates that high economic eﬀects are ex-  - The preceding researches are used to analyze the pected from the growth and facilitation of the coastal (river) growth potential of the coastal cruise industry and to de- cruise industry.  velop key factors of the industry’s growth potential. The fac-  tors are evaluated in terms of importance, current level and ❍ Analysis on the Changjiang Cruise case in China growth prospect and the policy suggestions are developed - Changjiang Cruise has already a half century history and presented based on them. since its launch in 1960. In particular, the Chongqing City  Government, located at the center of Changjiang, has a goal  3. Results of becoming the “global tourist destination through the China Three Gorges Corporation.  1) Summary - Thanks to China’s economic development, the stan- dards of people’s life have increased in Changjiang.   * Concept of coastal cruise Changjiang tourism products are classified into high,   + Under the domestic law, it does not yet have a specific medium and low levels according to customer’s demands. definition. - According to the 2012 National Tourism Conference   + The term, coastal cruise, is defined as a ship that is op- of the China Tourism Bureau, China showed its determi- erated on the coastal area with the functions of a cruise ship. nation to implement the cruise industry promotion policy   in many diﬀerent regions in the country including   * Analysis on the actual conditions of the coastal cruise in- Chongqing, Shanghai, Shandong, Tianjin, Hainan, Canton |



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| and Fujian. - Along with the modernization of the coastal terminal, the access system to the coastal cruise terminal and   * Evaluation result of the industry’s growth potential notice/promotion system should be improved to establish   + Port facilities, tourism resources, cruise ship on depot, the coastal cruise infrastructure. national income, cruise ship companies are considered im-   portant factors in promoting the coastal cruise industry. 3) Expected benefits   * + Port facilities, tourism resources, cruise ship on depot,   cruise ship companies are not in good conditions and have ❍ Facilitation of the coastal cruise industry in Korea  a low growth potential. The improvement plans for the fac- - Through the framework plan and mid- and long-term tors are imperative to develop the coastal cruise industry in action plans to identify the vision, goals and policy tasks of the future. the industry, the foundation to systematically promote the   * + Policy developments for tourism products, the num- coastal cruise tourism industry will be established, which ber of employees in the tourism industry, tourism activities will in turn facilitate Korea’s coastal cruise industry.   and historical and cultural aspects are important for the de- - Promotion of the marine waterfront culture and in- velopment of the industry. dustry through the coastal cruise industry was set forward as the policy vision for the promotion of the coastal cruise   * Development forecast for the coastal cruise market industry.   + In Korea, the number of coastal cruise passengers is - The short-term goals include establishment of foun- expected to increase from 204,000 in 2010 to 306,000 by dation to promote the coastal cruise market. The policy 2020 while maintaining the 2.2 % range growth rate. tasks include development of coastal cruise routes and   products, improvement of the coastal cruise infrastructure  2) Policy contribution and service environment and the institutional realignment to promote the coastal cruise industry.   * It provides a basic data to execute the coastal cruise sup- - The mid- and long-term policy goals is to make the port policies and to improve related institutions. coastal cruise industry lead the marine tourism. And the   + It establishes framework plan and mid- and long- policy tasks include promotion of the coastal cruise ship term action plans to establish a ground to promote the companies, establishment of national tourism network of coastal cruise tourism industry in a systematic way. the coastal cruise ships and development of international   + Financial and policy support measures should be es- marketing strategies and routes. tablished to modernize and improve the coastal cruise ships   and facilities.  Contact information   * It improves the coastal cruise infrastructure and the Hwang Jin-hoe et al.   tourist receptions. [hjh@kmi.re.kr](mailto:hjh@kmi.re.kr) |

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| * A study on expansion of aquaculture insurance items • 2015 Analysis on actual conditions of beaches and man- * A comprehensive development plan of fisheries industry agement types   in Wando-gun • Impact of radioactive substance concentration on fisheries   * The 3rd nationwide costal port master plan revision products and case study (3rd)   (prospects for development condition) • A study on biz model development and luring of business   * A study on port development condition prospects and in Pyongtaek-Dangjin Port   reestablishment of development direction for the 3rd • A study on establishment of mid and long term develop- basic plan (revised) on national trade ports ment strategy for cruise industry (co-work)   * A mid and long term study of eﬀective preservation and • Korea-China-Japan transportation and logistics cooper- smart usage of Suncheon bay ation measures (6th) * Yeosu project - SOI support project for CBD • A study on international agreements related to marine life * The 2nd port redevelopment basic planning (academic re- resources   search) • A policy study on developing GTO customized to Korea   * Changes to the 2nd integrated coastal management plan • Actual condition survey of beaches and establishment of * 2015 Entrusted operation of port demand prediction cen- basic plan   ter • 3-2 stage project for building shipping market informa-   * Improvement on fishing management system tion networks * Improvement of neighboring roads to secure competitive- • A study on pricing systems of Terminal Operating Com- ness of port logistics panies (TOC) * A study on preparing technology standards for safety • Performance evaluation of unified cargo handling equip- management of ports maritime construction equipment ment and design development of loading/unloading work * Analysis on demand and ripple eﬀects while setting up area (2nd year)   the master plan of special economic zone in Bitung, In- • Consigned host of business forum on Korea-Russia Lo- donesia gistics Cooperation Promotion   * Consigned operation of 2015 shipping, port and logistics • System improvements for attracting overseas fisheries in- information center homepage vestment in Fareast Russia * 2015 National transportation surveys and DB establish- • Foundation establishment for undersea tests of ocean ment drilling equipment * 2015 Follow-up study on the basic plan of the Arctic pol- • A manual of coastal development plans and follow-up icy measures for equipment management * Certification of good logistics warehouses in port area • A study on operation, maintenance and management of * 2015 Maritime and fisheries ODA international confer- floodgate facilities   ence • A study on advancement into special logistics market   * Survey on fisheries equipment industry and promotion (centering on joint logistics, cold chain and project logis- measures tics) * A validity study on master planning of Russia Far East • Measures for establishing FTZ cold chain hub and net- Port works * A validity study and revised plan (draft) on public water • Survey on distribution channel of renewable energy car- reclamation goes at hinterlands in metropolitan area * Operation of International Logistics Investment Analysis • The 9th Seoul International Maritime Forum   Center (2015) • Conference on fisheries cooperation of coastal countries   * A comprehensive report on Sewol ferry sinking in the Arctic Ocean * Development of evaluation method on climate change • A study on fisheries related industry of coastal countries impacts and its vulnerability on Fisheries industry in the Arctic Ocean * A basic Plan on Myanmar port development and its va- • A policy analysis on polar Arctic/Antarctic policies of lidity major nations and international organizations (2015) * A study on establishing long-term development plan for • A validity study on introduction of maritime economic shipping industry (4th) special zone |

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| * A study on sea areas under environmental management • A basic study on introduction of total coastal pollution and environmental management system of beaches load management to Ulsan waters under special manage- * Measures to transport daily necessities to islands ment * A study on standard synchronization of port cargo han- • Operation measures for changes rates for container cargo dling equipment handling * A study on improvement measures for rationalizing pub- • Advancement into shipping and logistics market in the lic water management Black Sea * LNG bunkering supportive ports development measures • Technology development prepared for coastal erosion * A study on more distribution of small and medium-sized (2nd year)   LNG ships • Impact analysis on Korea-China FTA   * Follow-up measures for coastal passenger ship safety • Redevelopment project of Donghae Mukho Port (1st management innovation stage) * Entrance plan into shipping and logistics market of Russia • Mobile rack and simple cargo handling support technol- Fareast ogy for eﬀective and easy cargo handling * A policy study on utilization of container searcher • 2014 Designation and conservation measures for marine * Measures to support leisure boat manufacturers life under protection * System improvements of public vessel orders • A study on improvement measures on running wage * A study on preservation and development of Jeju Inter- guarantee fund for seafarers   national ship register system • A study on autonomous fishing management and meas-   * Development of fishing villages into the 6th industry (di- ures to build national statistics   rection and models) • Impact analysis on Korea-Vietnam FTA   * Korea-China FTA domestic supplementary measures • Measures for the 4th fisheries development comprehen- * 2014 Information provider on overseas market for ocean sive plans plant service industry |

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| Major Activities conducted in Major Activities planned in March, 2015 April, 2015   1. Discussion on the legislation of ‘Act on Maritime 1. The 1st International Seminar by Future Logistics Economic Special Zone’ Technology Forum    * Time / Place : March 16 (Mon) (Tentative) / Seoul (BPA (Jointly hosted by Transportation Research Forum of Oﬃce) the US)    * Participants : MOF, KMI, KIEP, Busan Metropolitan - Time / Place : March 13 (Fri) 13:00 / Georgia Tech. City etc. Hotel & Conference Center, USA    * Major Contents : Review the results of demand survey - Presenter : 4 people including professor Anthony M. and analysis of current issues in preparation for vice Pagano (UIC)   ministers’ meeting presided by the chief of economy   1. The 1st International Seminar by Future Logistics   Technology Forum 2. Expert Seminar on Advancing into Eurasian Lo- gistics Market   * + Host: KMI, Transportation Research Forum of the US   + Time / Place : March 13 (Fri) 13:00 / Georgia Tech. - Time / Place : April 21 (Tue) / KMI meeting room Hotel & Conference Center, USA - Participants : CEO Im Oh-Kyu of Eusu Holdings HJLK,   + Presenter : Professor Anthony M. Pagano (UIC), 6 Peo- Professor Min Jung-Ung of Inha University, CEO Kim ple including research head Kwon Yong-Jang (Korea Ik-Jun of Ecovice Logistics, Executive director Son Railroad Research Institute) Byung-Il of Samil PwC and others   - Contents : An expert seminar on setting up a strategy for advancing into Eurasian logistics market including Russia, Mongolia and CIS coutries   * + 1. APOLIA International Acardemic Conference        - Time / Place : April 26 (Sun)~28 (Tue), KMI Busan Of- fice        - Participants : Foreign guests including Anastasia Tele- setsky, Ted Mcdorman, Clive Schofield, Alfonso Ascen- cio Herrera and KMI researchers        - Contents : Hoiding APOLIA(Asia Pacific Ocean Law institutions Alliance) international acardemic confer- ence to discuss the following issues; establishing mar- itime order in Asia Pacific region, addressing marine environmental issues and latest trends and policy issues related to maritime boundary delimitation. |

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