

Korea’s New Southern Policy

New Southern Policy with Vietnam

President of the Republic of Korea, Moon Jae-in, visited Vietnam in March to strengthen economic ties. Vietnam is Korea’s fifth-largest trade partner. Korea aims to diversify its economic partnerships and increase trade with Southeast Asian nations. Vietnam is Korea’s key partner country in the Association of Southeast Asian Nations. Korea believes Vietnam will play an important role as a bridge or gateway connecting Korea to Southeast Asia. Korea will seek ways to deepen practical cooperation in various fields, including trade, transportation, infrastructure and energy.

This diplomatic and economic effort to consolidate a bilateral relationship with Vietnam is part of Korea’s New Southern Policy that was promulgated last year to improve cooperative relationship between Korea and ASEAN countries as well as India. The New Southern Policy seeks to provide linkages for people, peace and prosperity (3P approach), while creating many economic opportunities with relevant financial support to future cooperative projects. The current administration of Korea expects the partnership with Vietnam, a core country, will be an important stepping stone providing a momentum to implement the New Southern Policy in the region. The new policy aims to strengthen and expand diplomatic and economic ties with Korea’s southern neighbors.

Strategic Co-operative Partnership

Vietnam, under fast urbanization and industrialization, still needs to boost its integration and interdependence on transportation, energy, water resource management and smart information and communications, while enhancing the competitiveness of its logistics services. In order to facilitate intermodal connections and regional coordination for international trade and transit, physical connections of infrastructure with transport services and relational linkages with policies and institutions are required. This would have more positive impact on trade flows, business, economic growth and so forth.

However, Vietnam, particularly, suffers heavy congestion and traffic delays due to a lack of necessary maritime transport infrastructure. The government of Vietnam is trying to improve for inland waterways for efficient exploitation. Furthermore, Vietnam is planning to revise its master plans of transport development including road, rail, inland waterways and maritime port systems. At the center of the Mekong Delta, and with Vietnam as a gateway to Southeast Asia, many cooperative projects between Korea and Vietnam will intensify strategic co-operative partnership. Creating future growth engines together based on mutual understanding and support, both countries would need to cooperate in many areas for capacity building and exchange programs to promote common prosperity. Korea’s New Southern Policy should be able to contribute to promoting connectivity in the region making endeavors to prepare for the Fourth Industrial Revolution and strengthen future-oriented beneficial cooperation.

Sustainable Maritime Transport Development

It is important for Korea to continue strengthening its cooperation with Southeast Asian countries for sustainable maritime transport development and connectivity improvement. Integration of intermodal transport systems in port efficiency, container cargo movement, and logistics information system will help marmite transport connections that are essential for the development of national economies. Moreover, we also need to work on harmonizing numerous initiatives being undertaken for better operationalizing maritime transport networks in the region with effective policy planning and overcoming challenges together.

Best practices and relevant information need to be shared to have efficient connections and holistic integrations based on a comprehensive maritime transport strategy. This would help expand economic cooperation and better manage dedicated funding to key regional and sub-regional initiatives.

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Smart ships; the Shipbuilding industry should prepare a strategy to raise its competitiveness

New ship orders for 2018 are forecasted to increase 33%

Although having experienced a slight uptick in demand, the global shipbuilding industry went through a severely difficult year in 2017. Together with the offshore oil and gas industry, the shipbuilding industry must have felt the pressure, too. Some sectors of the industry succeeded in concluding a few contracts, but the delivery rate was extremely low. According to the report of ‘New Shipping Market 2017~2029’ published by Clarkson Research, the number of new shipbuilding orders is expected to reach 1,134 vessels in 2018, a 33% increase from last year. The new orders are equivalent to approximately 89 trillion KRW.

The trend of foreign countries on smart ships

France-based offshore vessel provider Bourbon plans to sell 41 of its vessels, which cannot be connected with the smart technology. The vessels form part of Bourbon’s Marine & Logistics branch’s fleet of 65 traditional units. The disposal is expected to generate an impairment loss of approximately €170m in the company’s 2017 financial statements. The new action plan features a ‘smart shipping’ program, which will connect Bourbon Marine & Logistics’ fleet of 132 modern supply vessels, collectively known as the ‘smart fleet’. The program will feature an investment of €75m (98.6 billion Won) over three years and is expected to help Bourbon reduce vessel operating costs.

In addition, the Norwegian sail-training ship Statsraad Lehmkuhl will be able to cruise without any greenhouse gas emissions starting next year, thanks to a hybrid power system from Rolls-Royce. Norway’s state-owned company Enova is providing over NOK 4 million (550 million won) in financial support for an innovative project to development the ship’s battery. According to the ship’s manufacturer, The Statsraad Lehmkuhl will become a role model of all the vessels as an environment-friendly ship. At present, the vessel uses diesel power generators if necessary. Once shipboard battery is installed, however, power generators will be of no use. The battery system will also harness the power of the wind in the ship’s sails. When utilized, the Rolls Royce system is able to store the amount of electricity in batteries, and use it for engine power, heating and cooking. Currently, the project for developing batteries is at testing stage, with the Statsraad Lehmkuhl as an important showcase for this new technology.

The Norwegian ship Statsraad Lehmkuhl



Source: http://www.dpaonthenet.net/article/151303/Smart-ship-harnesses- the-wind-to-recharge-its-batteries.aspx

Korea’s shipbuilding industry should raise the competitiveness by introducing smart ships

South Korea's leading shipbuilder, Hyundai Heavy Industry (HHI) signed a memorandum of understanding (MOU) a Swiss engine manufacturer, Winterthur Gas & Diesel (WinGD), launching a project to provide a new solution to smart ships. This cooperation is expected to allow more correct and efficient data analysis on ships. In combination with Engine Diagnostic System (EDS) developed by WinGD and INTEGRICT-Smart Ship Solution of HHI, the primary purpose of this partnership is to offer better monitoring of a ship's engine and shipping data. As a result, the partnership will reduce the operation cost of a ship while increasing the efficiency of engine, directly boosting the company’s profit. The technological tie up between WinGD and HHI is expected to strengthen the efficiency and safety of South Korea’s ships in the future.

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Strengthening Protectionism in the Global Shipping Industry

Indonesian authorities, announcing a mandatory regulation on using national shipping companies and national insurance in the shipment of certain cargoes

The Minister of Trade of Indonesia promulgated the Ministerial Decree 82/2017 on the Provisions for the utilization of national maritime transportation and insurance for the exportation and importation of certain goods on December 31, 2017. This Ministerial decree will be effective 6 months after the promulgation date. The decree stipulates that the shipment of exporting coal and crude palm oil and importing rice should use maritime transport controlled by national maritime transportation companies. In addition, it regulates that exporters should use insurance products of national insurance companies. Furthermore, all imports of goods for government procurement should be handled by maritime transportation controlled by national shipping companies. At the same time, importers should utilize insurance products of national insurance companies. However, the utilization of foreign vessels is allowed when the use of national shipping companies is limited or not available. Those violating the rule will be subject to administrative sanctions. European countries having business relationships with Indonesia are expressing their concerns over the regulation that it will conflict with commitments made by Indonesia under the principal of free trade and the framework of WTO. Some argue that this regulation would cause unfair competition and market distortion.

A U.S. shipping company, pleading for President Trump to abolish the exemptions of the Jones Act

Meanwhile, Louisiana-based Harvey Gulf International Marine pleaded for the Trump administration to prevent it from filing for bankruptcy on March 7. The company went for a full-page newspaper ad in an attempt to rescinding the exemptions of the Jones Act. Harvey Gulf, which has more than 50 vessels in its fleet and offshore oil rigs, however, filed for Chapter 11 bankruptcy in Houston

Harvey Gulf operates vessels that qualify under the Jones Act, which mandates the use of U.S. flagged vessels to transport goods between U.S. coasts. U.S. authorities have allowed exemptions for decades to the Jones Act to permit foreign-flagged vessels, which are often cheaper, to support the oil-and-gas industry.

The Obama administration had proposed rescinding those exemptions in its final days. Harvey Gulf took out a full-page ad in the Wall Street Journal urging the Trump administration to implement the proposal. Days after the ad ran, the U.S. Customs and Border Protection withdrew the Obama proposal, because the U.S. President Donald Trump pledged to support the U.S. energy industry.

Prepare for the protectionism blowing to the shipping industry

The above-mentioned cases obviously show increasing protectionism in the global shipping industry: Indonesian authorities’ regulation on mandating the use of national shipping companies and national insurance in the shipment of certain commodities and U.S. shipping companies’ request for the application of the Jones Act. Together with the global shipping crisis starting from 2008, an overall tendency of protectionism across the world is likely to take a blow to the already struggling shipping industry. Therefore, Korean shipping industry should more swiftly respond to increasing protectionism exerted by each country, thoroughly analyzing relevant regulations and public announcements.

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Internet Survey, Shipping Companies are Improving Customer Satisfaction

Maersk Line’s effort to boost customer satisfaction

Maersk, which is the world’s largest container shipping company, is concentrating its effort to boost customer satisfaction.

The company adopted a customer satisfaction measurement index called the Net Promoter Score (NPS), which has been broadly introduced by global leading companies, such as IBM and Coca cola, and constantly monitoring the credibility given by customers.

In fact, the data collected via surveys have contributed to service improvement of Maersk Line. Maersk Line’s executive director in charge of customer service highlights that “our company is implementing preemptive measures in terms of hardware, such as introducing AI, IoT etc. to vessels. At the same time, we are responding in terms of software, putting an emphasis on boosting customers’ psychological satisfaction.

Maersk Line already started its efforts to improve customer satisfaction at the beginning of 2000s. By collecting the opinion of customers, the company aims to improve its services. Having introduced the NPS in 2012, Maersk has measured the credibility given by customers into quantitative numbers at least once a quarter.

NPS Survey and Big Data

The questionnaires for generating the NPS consist of dozens of questions asking for Maersk Line’s services and its brand itself. For instance, the company is asking respondents the extent to which they are likely to recommend the services provided by Maersk to a friend or colleague on a scale of 11 ranging from 0 (strongly recommend people not to use the firm) to 10 (strongly promote the firm). This survey also asks short-answer questions on specific areas for improvement.

The NPS questionnaires are randomly distributed to clients across the world. For instance, the headquarter sends questionnaires to service users in 600~700 companies targeting ship owners/shipping companies/shippers etc. by each country. Normally, more than scores of responses are back to the headquarter for one group (600~700 companies). Entering this year, Maersk Line is considering measures to increase the response rates.

Maersk Line is distributing the questionnaires by countries. This is because when the NPS score of one country is lower than that of other countries, it allows the company to pay a concentrated effort to improve the service of a specific region. Relevant official from Maersk Line mentioned, “Although there are cultural differences by countries, low score is a sign that we have not provided sufficient services”

Final scores of the NPS survey, which is conducted every quarter, is collected and calculated by the headquarter office in Denmark. At the same time, the data collected in each country is shared with the headquarter and its branch offices. Integrating them into big data, the headquarter analyzes and draws the areas for improvement with high priority, extracting specific keywords based on survey results and making them into quantitative data.

A Continued effort is necessary to improve customer satisfaction

Indeed, Maersk Line has made an improvement based on a survey result. Responses of one survey said that the guidebook of Maersk Line’s convenient e-booking system is provided only in English, which makes it difficult to understand. Therefore, the company decided to produce and distribute the guidebook of e-booking system in other languages (Chinese and Japanese etc.) which briefly summarizes the process flow from e-booking to shipment.

A director in charge of export customer service says, “Our service to customers will always have a point where improvement is required and we will make continuous efforts to do this.” He also added that “Maersk is committed to the improvement of customer experience in all perspectives. Therefore, it is very important to pay attention to the voices of customers at all times. And we would like to receive the opinion from all customers.” Furthermore, the company plans to enhance the service for the Asian market including South Korea, China and japan.

For your information, Maersk Line’s NPS survey for this year receives response from Mar 12 to Apr 3.

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The Supply and Demand on Freights to North American (From Asia to US) in 2018

The container freight movements increase in the North American service line

The container freights from Asia to the US is booming in 2018. The freight volume recorded the highest cargo volume for two consecutive months from January to February 2019. Also, the accumulated container process for the quantity of goods transported at two main ports of call (LA, Long Beach) in the southern west coast recorded the highest number in 2018.

The two main ports of call in LA and Long Beach harbor announced the short-term container importing quantity of goods in February. LA recorded 383,000 TEU in the LA harbor that was increased by 28.1% year on year. The Long Beach harbor recorded 342,000 TEU that was increased by 37.0% year on year. These were the best performances in the history of the harbors that they recorded during February.

From 2014, the container process for the quantity of good has been increasing for the freight movements to North America. It is expected that plus growth will continue in terms of the freight volume for 2018. According to Datamine, a private statistics service company in the US, the freight volume of 10 major Asian nations to the US in February 2018 alone was increased by 20% to reach 1.31 million TEU year on year.

The North American service line freight charge will decrease continuously

On the other hand, the freight charges are decreasing in 2018, unlike the increase of the freight volumes. They remained steady in February, but experts analyzed that it was due to temporary spike of freight demands during the Chinese New Year holiday. The number showed decrease from March.

The US Journal of Commerce reported that freight containers cost 1,000 dollars per 40 feet container to the west coast of US (LA, LB harbors) and 2,000 dollars per 40 feet container to the east coast (New York, New Jersey harbors) on March 13.

The Shanghai Shipping Exchange (SSE) announced that the freights cost 1,143 dollars per 40 feet container from Shanghai to the west coast and 2,181 dollars per 40 feet container to the east coast in March 9. The numbers showed that freights to the west coast were decreased by around 100 dollars and freights to the east coast were decreased by around 200 dollars from last week. From the beginning of 2018, the container freight charges have been showing downturns.

The sea routes from Asia to North America recorded the highest numbers for container freight movements for four consecutive years up to 2017, but the last year’s freight charges had not increased greatly, unlike expectations of the shipping companies. As the freight charges from Asia to North America had little increase than routes from Asia to EU, shipping companies mainly use the EU routes could not improve their payabilities. The shipping companies with more businesses on the North American service line such as Hyundai Merchant Marine of Korea and Yang Ming Line of Taiwan only slightly decreased their deficit ranges.

Prospect of continuous increase of container freights on the North American service line

The reason why the container freights have to move more on the North American service line only in the future is because of the expansion of Panama Canal. As large container ships are now able to be used on the canal, all freight volumes would rise such as freights to the US west coast, Gulf Coast and even the freights to the west coast of Canada, that acts like a gateway to the US.

Now the North American service line is able to receive large ships above 10,000 TEU to the east coast of US as the canal expanded. The amount of ship bottoms on the North American service line is in continuous expansion since the second half of 2016. The new shipping company ONE, that is the integration of three Japanese shipping companies (NYK, MOL, K-Line) in the container area started the business as of April 1, 2018. They also plan to send ships above 14,000 TEU on the North American service line. The heated competitions between shipping companies on this line are going to be more intense.

Alphaliner, a French shipping consultancy, forecasts that the supply and demand surrounding the North America service lines is going to reach an equilibrium point as shipping liners who fail secure 1 million TEU would go bankrupt.

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Strategies to Improve the Management System of Leisure Boats

1. Purpose

○ The study analyzes the necessity to register and manage leisure boats from the perspective of the government, ship owners and operators and users. It also seeks to find systematic improvement measures for non-registered and unregistered leisure boats and to make the management system into a structure.

- For this purpose, the study carries out the analysis on Korea’s current status of leisure boat management, the opinions of the general public and experts on the use and management status of leisure boats and the analysis of foreign cases. Based on these analysis, it presents a mid-to-long term policy direction and improvement plans in order to enhance the management system of leisure boats.

2. Methodologies and features

1) Methodologies

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| --- | --- | --- | --- |
| Features | Major contents | Data collection | Reasons for the selection |
| Basic  analysis | - Analyze the law and systems related to leisure boats in Korea  - Analyze the current system of leisure boat management system in Korea and overseas | - Related literature review  - Domestic and foreign case studies | - Need to conduct basic environmental research due to the lack of related research in Korea |
| Survey | - Analyze the conditions for using domestic boats in Korea  - Draw measures to improve the environment for using leisure boats in Korea | - Survey on the general public and experts | - Identify the conditions of using leisure boats by surveying the general public and leisure boat related experts and draw improvement measures |
| Expert consultation | - Expert consultation for developing legal and systematic improvement measures of leisure boat management system  - Expert consultation for preparing improvement measures of leisure boat registration and inspection system in Korea | - Expert consultation and hearing of opinions | - Address the limitations of existing research by focusing on the development of legal and systematic improvement measures for leisure boat management system in Korea |

2) Features

○ This study serves to present policy measures for suggesting improvement plans for Korea’s leisure boat management system. To achieve this, various analysis are conducted to understand the current status of using and managing Korea’s leisure boats as well as the management status of leisure boats in foreign countries.

3. Results

1) Summary

○ Recently, marine leisure activities have become popular and the distribution of leisure boats has expanded, driving the demand of operating leisure boats firsthand. As a result, the registration and management of leisure boats have emerged as a new policy area.

- It is urgent to restructure the management system of leisure boats in the mid-to-long term, in order to explore an ocean-based new growth engine and effectively implement relevant policy measures.

○ The registration and inspection regulations related to leisure boats are redundantly stipulated in various laws, causing confusion. Therefore, it is necessary to restructure leisure boat related systems and to develop measures for systematic management.

- The regulations related to the registration and inspection of leisure boats are scattered across the Ship Act, the Ship Safety Act and the Water-related Leisure Activities Safety Act. The matters related to the leisure boat related businesses follow the Excursion Ship and Ferry Business Act, the Marine Transportation Act, the Water-related Leisure Activities Safety Act and the Act on the Development, Management, etc of Marinas.

- Since the registration and inspection laws related to leisure boats are scattered and mixed, a systematic management, such as understanding the current status of registration, is difficult. In addition, regulations related to leisure boat businesses are not exclusive, management problems such as safety issues and the equity of law application still remain.

○ From the short and mid-to-long term perspective, it is important to restructure the laws and systems to raise the effectiveness of operating the leisure boat management system and its systematic management.

- In the short term, laws related to existing ships should be restructured. Leisure boat related management system can be implemented in a mutually exclusive manner under the legal framework of registration, inspection and business related systems.

- In the mid-to-long term perspective, it is necessary to develop a law for the inspection and the registration of small vessels. Also, the registration system for leisure boats should be established and the current status of leisure boats should be understood after securing finance and collecting opinions of relevant organizations.

- Furthermore, it is important to create the public consensus on the necessity for leisure boat registration. Also, leisure boat related insurance products should be developed and tax system following the acquisition and registration of leisure boats should be restructured.

2) Policy contribution

○ Enhance the practicality of the government policy on promoting marina service industry (establishing 100 marina service companies), such as those in marina rental industry and mooring and storage industry

○ Establish a foundation for introducing connection services such as insurance, finance and lease etc. through leisure boats and generate the opportunity for creating related jobs

3) Expected benefits

○ Use it as a basic material for the research on the leisure industry and the management of leisure boats which are expected to continue sustainable growth as well as for developing related law systems

○ Improve the user environment of Korea’s leisure boats and contribute to the development of leisure boat related service companies and its connected industries

○ Raise the interest on the marine leisure industry and contribute to the popularization of marine leisure through the distribution of water-friendly culture

● Risk communication projects of 2018

● Maintenance and management of sharing system for global logistics information in 2018

● A Survey of national transportation of 2018

● 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 countermeasures of bilateral/multilateral FTA and WTO systems for allowing maritime and logistics companies to enter into the Eurasian market

● A study on the strategies of connected development between Korea’s major industries and ports

● 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)

● 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

● The establishment of a basic plan for the development of fishing communities and ports in Chungcheongnam-do (1st round in 2016, 2nd round in 2017)

● A study on the permanent continuance of Jeju Special Economic Zone for the International Ship Registration

● Technological development of glass only mobile-rack for transportation to improve loading efficiency and unloading convenience (The 4th year)

● The Publication of white paper on the salvage of Sewol ferry and compensation (2nd)

● A study for strengthening the cooperation in port areas with Asia-pacific developing countries and support companies to enter the market

● Development of fishing nets for aquaculture grounds utilizing UHMWPE

● The internationalization and KS standardization of the process and information model for real-time management and safety for bulk cargo (agricultural and fishery products) (3rd year)

● Basic plan for utilization of port and surrounding coastal space

● A study on the introduction of Cargo preference etc. and the development of a model of Contract of Affreightment (COA) for containers

● A review of site conditions for vitalizing effective water-friendly spaces (Research)

● Investigation of the conditions on the fishery seed industry and the establishment of basic plan

● The establishment of integrated management system for fishery waste polystyrene buoy in 2016 (2nd phase)

● Consignment project on the type 2 hinterland complex for phase 2 development of Incheon South Port

● Establishment of a basic plan for status survey of uninhabited islands and pilot survey

● A study on utilization measures of the hull of the Sewol Ferry

● The evaluation of operation and result of check-off programs for fishery products in 2015~2016

● Measures to expand the advancement of NSR in connection with shipping, shipbuilding, energy, and resource development

● A Feasibility study on the construction of fishery processing facility and frozen storage in Angola

● Research project on monitoring non-tariff barriers of fishery products

● Marine accident investigation system and related case analysis

● 2017 establishment of foundation for marine industry statistics production

● Arrangement of a system framework for safety disaster of fishing operation and discovery of improvement measures

● A study on the establishment of legal system for sailors

● Establishment of underwater leisure activity basic plan

● Establishment of mid-and long-term roadmap for ocean new industry

● 2016 Evaluation study on implementing environmental management plan for each sea

● Introduction and implementation of coastal pollution load management in Ulsan and Gwangyang Bay

● 2017 Introduction and implementation of coastal pollution load management in Masan Bay

● A study on measures to facilitate the cooperative relations among Northeast Asian ports

● A feasibility study on the suitability assessment of coastal sea areas and supporting the activation of coastal erosion management areas

● A study for introducing a national certificate system for shipping brokers

● A study on discovering representative species in water systems of 5 major rivers and regional activation measures

● A study on the assessment of technological level of establishment of fisheries science and the establishment of future direction

● Act as deputy for evaluating certification system of excellent logistics companies in 2017

● Risk communication project

● Advanced fishing operation system for large purse seine fishery

● A study on policy foundation establishment for e-Nav marine safety comprehensive management system

● Development of ecosystem-based marine spatial analysis and utilization technology (2017)

● A study on exploration and practical application of marine healing resources for revitalization of the marine industry

● A study on the improvement measures for reasonable management of uninhabitable islands

● A study on the establishment of a master plan for advancing railway logistics system

● A study on the evaluation of implementing a basic plan for preservation and management of marine ecosystem

● A policy study for the application of container scanner (3rd stage of the 4th year)

● Development and commercialization of traditional fisheries products suited for each seas

● A Feasibility study on the introduction of National security fleet system

● The establishment of comprehensive development plan of Pohang Port

● Basic plan for establishment of East Sea rim civilization museum.

● 2017 protected marine life conservation management research

● A study on the legislation of subordinate statutes for ocean waste management law

● A study on the tasks and countermeasures of marine environmental diplomacy

● 2017 Yeosu Academy on international law

● A study on the development of efficiency model for fishery map utilizing big data

● Study on establishment of management plan of marine environment and ecosystem in Gangjin Bay, Namhae

● Building a global network of experts in maritime territory

● A study on regional management measures based on the assessment of nature benefits and its institutional improvement

● A Study on the basic roadmap for responding IMO member state audit

● A study on policy measures for promoting the rights of fisherwomen

● A Study on understanding the trends of Chinese cruise industry

● Study on the construction and management of Fisheries Governance in Cheonsu Bay

● Promotion of eco-friendly ship conversion to strengthen competitiveness of shipping industry

● The 2nd study on the revision of the basic plan for maritime fishery development

● (Proposed in 2013) Korea-ASEAN cooperation project (A study on the joint development of fisheries and aquaculture in ASEAN and the establishment of cooperation system

● Korea-China-Japan transportation logistics cooperation measures (7th round)

● A study on building processing clusters for seafood export by sea areas

● An analysis on promising areas for fisheries farming investment

● Research on measures to vitalize the investment of Korean offshore aquaculture industry

● The establishment of a comprehensive plan to support and prevent disasters in fishing operations and its current status survey

● A validity study on Pyungtaek port type 2 logistics complex development

● A case study on maritime boundary delimitation for negotiating countries

● The feasibility study and the establishment of plans for building sea fishing complex town

● A study on securing logistics base in Far Eastern Russia for activating northern logistics business

● A study on the preservation of marine biological resources in Polar Regions and sustainable fishery

● Review of proposal for development project of marina port at Waemok, Dangjin

● Necessity of local tax reduction to expand the international vessels registered in Korea

● -A validity study on Shinsundae terminal berthing facility improvement project and its design.

● -The analysis on economic and financial feasibility and ripple effects on local economy of Yongho and -Jasungdae Terminals (Busan)

● Development of environment-friendly copper-alloy fishing nets and facilities for cage aquaculture

● Plan for pilot projects of foldable containers and the development of its assessment (draft)

● R&D on marine environment and ecosystem management around Saemangeum (2018, 5th year)

● Development of ecosystem-based marine spatial analysis and utilization technology (2018, 5th year)

● A study on the establishment of a policy platform for e-Navigation

● A study on exploration and practical application of marine healing resources for revitalization of the marine industry (2018, 2nd year)

● A feasibility study for regular reflection of the Basic Plan of Public Waters Reclamation

● A study on the establishment of marine spatial planning system in 2018

● The establishment of a global network of ocean territory experts

● Analysis on international trends relevant to marine territory

● 2017 Evaluation study on implementing environmental management plans by sea areas and the 3rd study on the establishment of management plans by sea areas

● A study on the emission status of air pollutants at major ports and a feasibility study for designating Emission Control Area (ECA)

● The 3rd study for a basic plan for the management of marine debris

● A study on the revenue insurance of disaster insurance for seafood produced by aquaculture

● A study for the development of user guideline for uninhabited islands

● A study on the development of specific policy for mutual development of shippers and carriers (Certificate system of excellent shippers and carriers)

● A consignment project on port redevelopment

● A study on the permanent continuance of Jeju Special Economic Zone for the International Ship Registration

● A study on the effective application of fishery and aquaculture complex on reclaimed lands

● A Study on the commercialization and system improvement of disaster insurance for seafood produced by aquaculture

● 2017 future aquaculture investment forum operation

● 2017 consigned study on port demand forecast center operation

Major Activities planned in March 2018

1. Seminar on Maritime and Fisheries Cooperation between South Korea – Papua New Guinea

○ Time: March14 (Wed), 10:00~17:20

○ Place: Port Moresby, Papua New Guinea

○ Contents: Cooperation measures in the realm of maritime and fisheries for comprehensive growth of South Korea – Papua New Guinea

○ Hosted and organized by: Korea Maritime Institute (KMI)

○ Participants: About 50 guests including Minister Patrick Basa of the National Fisheries Authority, Principal Jeff Kinch of National Fisheries College, Vice President Jeong Myeong Saeng of KMI and representatives of Korea’s aquaculture companies etc.

2. 2018 KMI-Vietnam’s NBC Joint Academic Conference

○ Time: March 22 (Thu) ~ 23 (Fri)

○ Place: Army Hotel Seminar Room, Hanoi Vietnam

○ Contents: Seeking for the promotion of maritime cooperation between South Korea and Vietnam

○ Hosted and organized by: Korea Maritime Institute (KMI), National Boundary Commission, Ministry of Foreign Affairs of Vietnam

○ Participants: About 30 guests including President Yang Chang-ho of KMI and Vice Chairman Nguyen Duy Chien of NBC etc.

3. 2018 National Grand Discussion on Maritime and Fisheries

○ Time: March 26 (Mon), 13:00~18:00

○ Place: Sejong Convention Center, International conference hall

○ Contents: Current issues and tasks for innovative growth of regional maritime and fisheries

○ Hosted and organized by: Korea Maritime Institute (KMI), Korea Research Institute for Human Settlements (KRIHS), Korea Association of Regional Development Institute (KARDI)

○ Participants: About 300 guests including Minister Kim Young Choon of Oceans and Fisheries, Chairman Seong Kyoung-Ryung of the National Research Council for Economics, Humanities and Social Studies, President Yuk Dong-han of KARDI, President Yang Chang-ho of KMI, President Kim Dong-ju of KRIHS and President Kang Hyun-soo of Chungnam Institute etc.

4. The 17th Dok-do and Maritime Law Policy Seminar

○ Time: March 30 (Fri) 14:00~18:00

○ Place: KMI, Grand meeting room (1st floor)

○ Contents: Reviewing the decision of International Court of Justice on the matter of maritime delimitation between Costa Rica and Nicaragua, and discussing its political implications on Korea’s marine policy and issues of maritime delimitation

○ Hosted and organized by: Korea Maritime Institute (KMI)

○ Participants: About 15 guests including endowed research chair Kim Doo-young of KMI, director Hwang Jun-sik of MOFAT, deputy director Choi Young-in of MOF and experts of maritime laws etc.

Major Activities planned in April 2018

1. 2018 Major Policy Discussion for the Celebration of KMI Foundation

○ Time: April 13 (Fri) 14:00~16:20

○ Place: Grand hall on the 6th floor, KMI

○ Contents: Presenting major cases of policy development and operation driven by KMI in the form of ‘TED’ and share it with all KMI employees through discussion

○ Hosted and organized by: Korea Maritime Institute (KMI)

○ Participants: About 300 people including President Yang Chang-ho, Vice president Jeong Myung-saeng of KMI etc.

2. Workshop on the Discovery of Future Maritime Policy Issues and Capacity Building

○ Time: April 19 (Thu) ~ 20 (Fri)

○ Place: Meeting Room C, Crown Harbor Hotel, Busan

○ Contents: Capacity building and strengthening a cooperative network between working-level officials through understanding the laws, systems and policies on the overall maritime sector

○ Hosted and organized by: Korea Maritime Institute (KMI)

○ Participants: About 30 working-level officials in maritime related research institutions, public organizations, universities companies and NGOs

3. A Joint Academic Conference between KMI - Korea Association of Maritime Business

○ Time: April 20 (Fri), 13:30~17:00

○ Place: AMP lecture room on the 10th floor of Business Building at Pukyong National University

○ Contents: Tasks for the engagement and innovation of maritime and fisheries

○ Hosted by: KMI and Korea Association of Maritime Business

○ Organized by: Institute of National Resources and Environment, Pukyong National University

○ Participants: About 100 guests including President Kim Eun-chae of the Korea Association of Maritime Business, President Yang Chang-ho of KMI, First President Jang Soo-ho of Korean Society of Fisheries Business Administration and Director Yoon Hyung-mo of the Institute of National Resources and Environment, Pukyong National University

4. 2018 KMI-FIO Seminar on Maritime Cooperation

○ Time: April 26 (Thu) 08:30~18:30

○ Place: Pingtan Island in China's Fujian province

○ Contents: Marine Spatial Planning and Urban Management Policy

○ Hosted and organized by: KMI, FIO (The First Institute of Oceanography)

○ Participants: About 30 relevant officials from KMI, FIO and the Research Institute of Maritime, Economy and Culture of Shandong Province etc.

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