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OPINION



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| Ports in Korea | Ports in Japan | Average service time(day) | Ship type | Services, weekly | Shipping companies |
| Busan | Kobe | 1.8 | Traditional liner ships | 12 | Chon-gyong, Keumyoung, Namsung, Heung-A |
| Inchoen | Kobe | 5 | 2 | Choyang, KMTC |
| Busan | Moji | 1 | 1 | Heung-A |
| Busan | Nagoya | 3 | 1 | KMTC |
| Inchoen | Nagoya | 6 | 2 | KMTCChoyang |
| Busan | Osaka | 4 | 13 | Chon-gyong, Keumyoung, Namsung, Heung-A |
| Inchoen | Osaka | 8 | 2 | Choyang, KMTC |
| Busan | Shimonoseki | 1 | 1 | Heung-A |
| Busan | Tokuyama | 7 | 1 | Heung-A |
| Busan | Yokohama | 4.5 | 2 | KMTCNamsung |
| Inchoen | Yokohama | 5 | 1 | KMTC |

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| Development of Korea-Japan Liner Shipping Routes and Growth of Korean Shipping Industry1. Background routes in order to transport Korea-Japan trade cargoes and feeder cargoes.

Korea-Japan shipping routes have been roots of Korea'socean shipping industry and have provided the base of port, <Table 1> Korea-Japan Liner Shipping Routes (December 1971)shipbuilding, shipping and port related industries. These shipping routes, most contiguous geographically to Japan, have been the backbone of the Korean shipping industry except the closure of trade during 1959 to 1961.1. Development Korea-Japan Liner Shipping Routes

Japan was the biggest trading partner with Korea during the 1960s and the 1970s and provided many business opportunities to the Korean shipping industry. Trade volume with Japan constituted 60% in 1965 and gradually decreased to around 40% in 1975 and 17% in 1980. However, in the 1960s, Korea-Japan shipping route was the largest one(Korea Ship-owners Association, 1978).Data: Korea Shipping Gazette(1971)The introduction of containership by Korean shippingcompanies started in the Korea-Japan shipping routes. Busan port began to introduce mother vessels since the Through Korea-Japan liner shipping, ports of two opening of a container terminal in 1979 and was able to countries have been connected closely and mutually. gradually strengthen its status in the North-east Asia. Korean import-export cargoes had been largely Furthermore, Busan port began to transport foreign transshipped through Japanese hub ports from the 1970s to transshipment cargoes in the 1980s and could establish the 1980s. From the late 1980s, Busan port gained wide feedering networks with regional ports of Japan and international competitiveness and began to play as a China. However, entering into the 2000s, Busan port met collecting port of transshipment cargoes. Furthermore due new challenges with rapid growth of Chinese ports since to joint operations of the Korean shipping companies, hub the 1990s.functions of Busan port have been strengthened thanks toclose and wide networking with Japan's regional ports. <Figure 1> Container Vessel in Korea-Japan Liner RoutesJapan's Kobe port expanded operations of containerships of Korea-Japan liner shipping routes since the opening of its container terminal in 1969. With the operation of containerships linking to Kobe port, containerships began to regularly call on Busan port, liner shipping routes were reorganized into two patterns, Korea-Japan trade and feeder services connecting to third countries through Kobe port. For feeder services, small containerships were operated, which could collect enough export-import cargoes and in the early 1970s containerships were intensively put into operation in Korea-Japan shipping |

OPINION



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| 3. Contribution to Growth of Korean Shipping and expand shipping fleet, thanks to the Korean government'sIndustry protectionist shipping policy.Through the operation of Korea-Japan shipping routes, The dynamic changes of Busan port during the 1970s Korean shipping companies could accumulate shipping and the 2000s show close mutual relationships among trade management knowhow and began to diversify business volume, shipping fleet, port throughput and port status. In activities and shipping networks. In the early 1970s, the this context, considering the observation of developments introduction period of container shipping, main ships of of Korea-Japan shipping routes and port networks, we may Korea-Japan trade routes were traditional cargo ships. The imply some suggestions to predict the Korean shipping introduction of protection policy of national shipping industry and port status in the 21st century.companies in the 1970s helped small Korean shippingfirms to significantly strengthen competitiveness and Contact informationaccumulate business management experience and Park, Yong-Anknowhow. In Korea-Japan trade routes, Korean shipping E-mail: yapark@kmi.re.krcompanies could succeed to introduce container shippingChallenges and Future Directions for Fisheries Co-management in KoreaKorea's fisheries co-management(so-called Ja-Yul- governments, fisheries offices, the Korea Fisheries Association, Gwan-Ri Fishery) aims to promote sustainable fisheries cooperatives and the National Fisheries Research development of the fisheries industry and the increase in & Development Institute, NFRDI.the fishermen's income through autonomous regulationson f isheries management and cooperation-based First of all, fisheries co-management communities compliance with the regulations.Korea introduced the organize a committee, establish regulations, apply the fisheries co-management system in 2001 as government- regulations to the participants and carry out activities such led regulations and management programs were proved to as fishing grounds management, implementation of be ineffective and it was difficult to resolve issues such as business improvement plans and f isheries order over-fishing, decreasing catch volume and fiercer maintenance. The Ministry of Oceans and Fisheries competition and disorder in the industry. establishes framework plans for fisheries co-management,provides administrative and financial supports, The fisheries co-management systemof Korea showed supervisespromotion measures such as incentives and remarkable achievements over the last 15 years. When the improves co-management system by improving the system pilot project started in 2001, merely 63 communities components and modifying related laws and regulations. participated in the program. Due to the government's Local governments check program progresses and promote strong will and fishermen's active cooperation, the number outstanding communities. NFRDI identifies the fisheries of participating communities increased to 1,039 by 2013. resources of the fisheries co-management areas along with During the same period, the number of participating its technical guidance. Fisheries offices deploy responsible fishermen increased from 5,107 to 67,687. Along with experts, check program progresses, provide close increasing participation, the program also increasedthe guidance and management and evaluate participant’s income of fishermen and raised fishermen’s awareness achievements. The Korea Fisheries Association runs a about responsible fisheries. co-management program office, carries out fact-finding surveys, and provides training and dispute mediationCurrently, the program is co-operated by various among communities. Fisheries cooperatives evaluate participating bodies and fishing communities; the entities participating communities' co-management activities and includethe Ministry of Oceans and Fisheries, local provide related training and promotion policies. |



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| <Figure 1> Fisheries co-management implementation structureMinistry of Oceans and Fisheries-Establish basic plansFisheries offices -Secure budget Local-support fostering measures governments-Allocate responsibleexpert -Check implementation status-Report progress -Promote co-management activities-Check implementation -Select outstanding communities statusCo-management communities-Organize a Co-management committee-Establish Co-management regulations-Carry out Co-management activitiesKFA NFRDI-Operate the business -Investigate fisheries resources office -Provide technical guidance-Provide training andresolve conflicts -Support training and promotionFisheries coopsOver the past 15 years, fisheries co-management in Co-management Fostering Act" this year since the current Korea succeeded in attracting active engagement of the law related to fisheries co-management faces limitations of local communities. However, fishermen and related experts supporting participating communities. The current law reviewed that the program requires qualitative growth. In focuses only on the management of fisheries resources and addition, as the number of participating communities and has difficulty in supporting the participating communities fishermen increase rapidly, people outside the fisheries and expanding the co-management movement to "New sector ask for achievement assessment of the participants Fishing Village Movement."introduction of systematic and evaluation-based promotionpolicies. In addition, fishermen and fisheries experts have criticized the contents and quality of participantHowever, Korea hasnot conducted a performance educationsince the education is not systematic and lowers evaluation on a regular basisand therefore does not have the efficiency of the program, itself. Lack of systematic basic statistics required for the establishment of reasonable education programs and materials will discourage and timely policies. Due to the lack of basic data, the participants from participating in the program and government has difficulty in identifying problems of the decrease fishermen's awareness of the program. Therefore, five different types of participants(fishing villages, fishing it is necessary to maximize the efficiency of the program vessel communities, aquaculture communities, inland and support programs along with diversified education fisheries communities and complex fisheries communities) programs and materials according to the features of the and setting up customized supportive policies for each fisheries co-management types and developing the type- community type. Therefore, the government currently specific education programs.carries out a pilot survey to evaluateparticipant performancesand plan to use the survey result for the approval of the Statistics Korea in 2015.The government also plans to introduce the "Fisheries |



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| <Figure 2> Future directions for fisheries co-management in KoreaAchieve sustainable fisheries and improve fishermen's income through the new fishing village movementMake surveymanual and Legislate Provide community conduct pilot "Fisheries Co- type basedsurvey management educationFostering Act"Contact Information Lee, JungsamE-mail: jlee8793@kmi.re.krNew Maritime Business Opportunities of USAThe West Coast ports in the U.S. recently witnessed authorities and stakeholders should be able to avoid cargo containers sitting idle and a back-log of over 30 gridlocks or bottlenecks in maritime business services that container vessels anchored outside of the port areas. eventually would plague the US economy and related Although a tentative labor deal was reached between a industries as a whole.union of longshoremen and a group of terminal operatorsmediated by the US government after many months, this Ever since the Emma Maersk launched in 2006, ultra- continued disruptions to trans-Pacific trade resulted in large container ships are on the rise and continuing to great losses with export and import cargoes and port become bigger. The United States of America is in a great revenues. It is still widely felt that, to clear the current position to lead and spur maritime business activities taking backlog of cargo containers and to fully restore all port account of emerging changes in logistics and supply chains. operations, it would take many months to come. North America’s “shale gas revolution” will have a ripple effectand change maritime business spectrums. Several American Therefore it is welcomed news that the US government and Canadian LNG terminals are being built to ship LNG decisively intervened in the ongoing talks between the across the Pacific and via the Panama Canal. Further, it is International Longshore and Warehouse Union and Pacific under discussion that LNG will be used as a ship fuel for Maritime Association and helped them to strike an accord. container vessels. Thus, bunkering infrastructure needs to beThe disruptions and cargo backups at the ports have built at container terminals or ports. affected businesses from automakers, retailers, exportersand so forth across the country. During the dispute, many The Panama Canal, historically and commercially very shipping companies had to divert to Canadian or Mexican related to the US, is currently under a massive infrastructure ports or resort to air services. It is estimated that the West expansion project in order to accommodate much larger Coast ports handle nearly half of all US maritime trade and ships and increase traffic capacity. The project is expected more than 70 percent of the country's Asian imports. These to open in the first quarter of 2016. This would change the labor-management disputes with structural issues existing global shipping and maritime business patterns. These at the ports could cause or contribute to potential logistics changes in nature and dynamics would impact on disruptions in supply chains or port shut downs. Relevant infrastructure requirements and management strategies. |



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| With the advent of larger ships with increased inter- secure seamless transport or intermodal logistics in supply oceanic cargo traffic, American maritime and logistics chain management. These concerted efforts will boost business is at the epicenter of changes. productivity and efficiency of American maritime business. The Unites States as a close trade and business partner ofFurther up north in the Arctic, new shipping routes are Korea exerts significant influence on shipping and opening up. As sea ice significantly melts away as the maritime industries that Korea is heavily dependent on and Arctic is warming up quickly, newly explored maritime involved in. Keeping up with adequate investment on transportation in the Arctic and facilitation of trades in equipment, terminal expansion and personnel training, Alaska by connecting it with the Arctic is going to be Korea should also continue and expand its capacity and implemented under the Chairmanship of the US in the contribution in facilitating global trades. If there are any Arctic Council beginning this April. As shipping to and common interests and cooperative opportunities, both from the United States increases, potential congestion or Korea and the US need to take a win-win approach towards tensions at ports would create disruptive repercussions in attaining mutual benefits and goals in expanding the industry. As ongoing changes and new developments partnerships in shipping and maritime ventures including come to light, any uncertainty surrounding infrastructure new developments in the Arctic transportation.investment and planning would also undermine Americancompetitiveness in maritime business. Contact informationChoe Yung-sokRelevant funding and policy support is necessary to E-mail: yschoe@kmi.re.kr |
| OCEAN POLICY |
| The legal institutions requireimprovement to nurture the fishery equipment industry.Recently, Korean fishery industry has experienced various poor customer service of the domestic producers. Therefore, internal and external changes. First of all, the rapid decrease the industry workers are exposed to safety accidents and and aging in the fisheries population have caused continuous shoulder a burden of increasing management cost as they labor shortage issues. And the FTA agreements between use second-hand machinery or substitute equipment.Korea and many different countries around the world rapidlyand continuously increased the import of fisheries and related Second, no sufficient policies are implemented to address products. Moreover, the increase in the global fish the increasing demands for automation and mechanization. consumption expanded the investment in aquaculture. Third, the suppliers of the fishery equipment lost the battlewith the emerging Chinese makers for poor management These changes bring about a new transition to the fishery conditions. Fourth, the industry has been lack of a equipment industry, a leading rear industry of the fishery comprehensive policies and institutions for R&D investment,industry. The automation and mechanization against aging producer support system and demands promotion policy. population and labor shortage, development of importsubstitution and the ICT-convergence of aquaculture Therefore, the legal institutions should be improved to equipment should be urgently addressed in order to foster nurture the fishery equipment industry. The related polices also the fishery equipment industry. should be developed based on the legal institutions.According to a survey on fishermen and fishery Contact informationequipment producers, the followings are pointed as the Seonhee Eomindustry issues. First, users of the fishery equipment are not E-mail: sheom@kmi.re.krsatisfied with the poorequipment quality, high prices and |



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| **Features** | **Major description** | **Data collection** | **Reasons for choice** |
| Basic analysis | * Current status and evaluation of free trade zones in Korea
* Case study of China, Thailand and the US
 | - Related literature – Professional consultation | - It is necessary to understand the current status and conduct basic research |
| Internal seminar | * Current status and changes of foreign investment attraction environment in Korea
* Facilitation of value chains and business attraction
* Operation system and current management status of free trade zones
 | - Advisory conference including presentation and discussions of the experts in various areas | - It is considered that communications and idea exchanges with experts in various areas through internal seminars are effective in developing measures to improve institutions |
| Statistical analysis | - Major factors that influence the foreign investment amount in free trade zones | * Related literature
* Information DB
 | - Empirical analysis is needed |
| Expert consultation and joint research | * Change in the foreign investment attraction environment
* Current status and change in free trade zones in China
 | - Getting advice from and listening to experts | - It addresses limitations of the existing literature research |

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| Measures to Re-defineFunctions of Free Trade Zone According to Changes in Foreign Investment Factors1. Purposesresearch is to establish a foundation to increase nationalIt aims to suggest the measures to re-define functions of wealth and employment. free trade zones and improve institutions based on adetailed analysis on changing foreign investment patterns 2. Methodologies and Featuresaccording to the recent change in the global economicenvironment. It aims to increase global competitiveness of 1) Methodologies Korea’s free trade zones. The ultimate objective of the<Table> Characteristics of the Methodologies2) Features 3. ResultsThe study mainly focuses on port type free trade zonesamong three major types that are industrial complex type, port 1) Summary type and airport type. However, it was hard to classify relatedlaws and regulations and institutions and the access to related Among the four major purposes for free trade zones in data was restricted. Therefore, the study was expanded to include Korea, foreign investment attraction, trade promotion and industrial complex type andairport type uponits necessity. facilitation of international logistics are considered to beachieved well above the certain level. However, it requires The current status and features of Korea’s free trade zones time to see the purpose of regional development as it waswere analyzed and the current situations of the free trade zones recently introduced. were evaluated according to its purposes. And the changes in theglobal conditions and its influence on the free trade zones were China has continued to introduce new institutions, reviewed. In addition, information and opinions were exchanged keeping up the changing conditions. It opened Shanghai through overseas case study and small-scale expert seminars. Pilot Free Trade Zone in 2013 following Bonded Area Based on the result, the measures to improve free trade zone (1999), Foreign Trade Zone (2000), Bonded Logistics Zone systems were proposed. (2003) and Bonded Port (2005). Unlike the free trade zones in Korea, that restrict business types, it’s relatively free for |



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| service business to move in the free trade zones in China. and export ratio and to give preferential treatment to small-and medium-sized company tenants.Korea’s free trade area systems do not keep up withthe global environment. The governance structure and And it is necessary to revise the free trade zone law and similar systems are duplicated and mixed and conflict with system, newly enact integrated laws on foreign investment customs laws. Such issues require solutions. Among existing attraction, analyze riffle effects of foreign investment functions of the free trade zones, the two functions with high attraction, establish standardized evaluation index and possibility of conflict, strengthening of trade function and statistics for added values of the free trade zones and regional development, should be separated and re-aligned to improve governance and management, operation systems. properly operate free trade zones in Korea.At the same time, it is necessary to promote best practices, The dualized institutional structure is suggested as develop and strengthen free trade zone-related business follows. The zones with high connectivity with global value models, establish systematic business attraction strategieschains and frequent foreign investments such as the capital and establish growth foundation for sustainable investment. area, southeast area and central area are selected as leadingregions (First-Class Free Trade Zone). The areas with a 2) Policy contribution bigger local development function such as Gangwon areaand Jeonbuk area is separated as a special area (Second-Class It presents the direction and measures to improve Korea’s Free Trade Zone). free trade zone systemThe institutions that should be newly introduced or 3) Expected benefits enacted in the leading areas are as follows. It is necessaryto improve the business environment-related institutions, It is expected that the purpose and intention of introducing which include introduction of cluster support and the free trade zone system is realized through improvement promotion system, post-evaluation support system, efficient of Korea’s free trade zone move-in related systems and management and operation of foreign investment committee management and operationmeasures. It will increase and transition of move-in methods, reduction of inventory competitiveness of Korea’s free trade zones and facilitate foreign management obligations, simplification of export and investment attraction. It will solidify a foundation to create import declaration process and mitigation of access control. national wealth and employment.The following are the policy direction proposals for the Contact Informationspecial areas. It is necessary to increase incentives to free Sung-woo Leetrade zones, relax the regulations on move-in qualifications E-mail: waterfront@kmi.re.krA Study on Measures to Develop Port Regions Leading the Global Age of Ocean1. Purposes It aims to address intensifying conflicts between ports and cities. It is conducted to suggest stepwise policyEconomic development and advancement of industrial improvement and long-term action plans; which include structure create high added values in the port logistics institutional improvement within the current laws and functions. Advanced national economy stretches function regulations, enactment and utilization of new laws and of city, which accelerates conflicts between ports and cities. regulations and visions and action plans for the Such issues are addressed as the importance of the marine development of the port areas.industry has been highlighted. The study aims to suggestthe measures to improve the port and neighboring regions 2. Methodologies and Featuresthat fulfill the demands of creating high added-value portspaces. 1) Methodologies |



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| **Features** | **Major contents** | **Data collection** | **Reasons for selection** |
| Basic analysis | * Review on the function of port and city and the global ocean era
* Review of domestic and overseas related laws and regulations
 | * Related literature
* Field study
 | - Details of related laws and regulations are not included in the study |
| Overseas case study | * Key model countries selected (Japan, Australia, Germany, etc.)
* Review of the modeling possibility from the perspective of port and surrounding area development
 | * On-site study
* Interview about development history and operational limitations
 | - Through the interview with the related officers, the historical context of the port and surrounding areas development is studied beyond a perspective of a simple re-development and the result is reflected on the research. |
| Expert consultation | * Necessity of new laws and regulations enactment and new laws and regulations (draft)
* The possibility of introducing designation institutions including district for the development of port areas
* Review of similar cases
 | - Expert consultation | * It is necessary to consult legal experts to review the articles for the enactment of new laws and regulations
* Industry experts are required to review similar cases including urban and environmental development.
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| 2) Features – Implementation methods: zoning and district designation and development for stepwise and effective development,The study analyzes limitation in space integration between role assignment by business area among government, port-oriented re-development projects and urban planning municipalities, private and public corporation and the and the necessity of future-oriented port and surroundings establishment of the third sector, etc.development through legal standards and overseas cases. – Decision –making: centralized (Australia), decentralized Based on the analysis, it presents the measures to improve (Japan and Germany) decision-making: establishment of related institutions and new, integrated development plans. the decision-making system fitting each characteristics– Space structure design: designation and development of The existing researches have limitations that they are based the whole land area by function after land reclamation andon the idea that it is important to integrate port planning and improvement of landscape from port to city urban planning and therefore they ought to be in harmoniousdevelopment. The study differentiates itself from other • Port area advancement vision and execution strategyresearches as it suggests specific ideas of institutionaldevelopment for comprehensive policy implementations and – Vision: the creative port space where logistics, people and specific draft laws and regulations for enactment. economy comes all together to create future added value.– Vision implementation standards initiative3. Results① Future-orientation and leadership1) Summary② Pursuit of integration and efficiency* To develop a port advancement model through the review

on the advanced overseas cases (Japan, Australia and ③ Pursuit of harmony and balance Germany).– Macro-action plans* + Legal foundation for policy execution: integrated

development through enactment of new laws and ① Spacefunctionre-arrangementofportsandsurroundingareas regulations* + Policy execution body: policy execution through ② Connectivity optimization of ports andsurrounding areas establishment of an individual middle-level execution

body (public corporation, public organization and public- ③ Comprehensive environmental improvement (human private joint organization) and material-based environmental improvement) |



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| ④ Landscaping improvement from the perspective of (the specific ratio of thetotal cost supported by the port (improvement direction:port→city) government, municipalities, etc. shall be clearly stipulatedin the laws and regulations)⑤ Construction of waterfront space and facilities – To designate development districts and establish stepwise (conceptual expansion of urban living) development system2) Policy contribution⑥ Securement of leisure space (increasing tourism andleisure added values in the advanced port and It presents new paradigm for the development of ports surrounding areas) and surrounding area including port re-development and makes a policy contribution to establishment of integrated* To suggest policy execution alternatives to advance policy execution direction. port areas

3) Expected benefits* + Enactment and enforcement of new laws and regulations

(new laws and regulations (draft), enforcement ordinance It will establish a foundation for the policy execution and the full text of enforcement regulations attached to the that can promote integrated development of ports and report) surrounding areas and to develop a high added value port* + Revision of existing laws and regulations: enactment of structure. It will also address conflicts among ports and port re-development execution guidance, introduction of cities and enhance brand values of port and cities (long- the total cost settlement regulations, etc. term riffle effects to national economy and local economy).
	+ Establishment of mid- and long-term basic plan for port It will present a vision to establish a global leading marine development (draft) and port city. It can establish the policies to create new
	+ Establishment of conflict adjustment body for the added values at port areas. advancement of the port area
	+ Establishment of a fund and special accounts for effective Contact Information

financing or enactment of the financial support system Lee, Jong-Phil E-mail: jplee@kmi.re.kr |
| RESEARCH PROJECTS |
| * Technology development for low carbon automation • A study on ocean and fisheries industry categorization

container terminals system and statistical foundation* Designation and management of coastal erosion • Strategies for Arctic Ocean and Fareast Russia logistics

management zone linkage* A study on international cooperation and overseas • Coastal basic analysis

advancement to address coastal disasters • Impacts of Korea-China-Japan FTAs on fisheries sector* Exploration of 2014 maritime and fisheries ODA projects and responsive measures
* A review on total port load system and economic validity • Integrated export certification and national brand

of new target ports development* A review on economic validity and financial soundness of • Development of national fishing ground usage models and

port logistics (Philippines port development) present condition investigation* An analysis on SOI of convention on biological diversity • 2014 national transportation surveys and DB establishment
* A study on regulation costs according to total regulation • 2014 consigned operation of shipping, port logistics

cost management information center homepage |

RESEARCH PROJECTS

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| * Certification of good logistics warehouses in port area based on China-North Korea cooperation
* The 1st study on unification preparation (shipping • An In-depth analysis on responsive measures prepared for

industry) TPP participation* 2014 Entrusted operation of shipping demand prediction • Pilot supply and demand forecast under changing

center environment and institutional improvements* Provision of the Regional Study on Efficient and Effective • Implementation plans for 'Beautiful Busan Port'

Logistics Information System for the UNESCAP • A survey on promising fisheries export items to China* Operation of private-government-industry-university • Impacts of radioactivity on fisheries and radio activity

conference at Ulsan coast and the Gwangyang Bay pollution cases* A validity study on international cruise tourism and master • Development of EBSA national report on biodiversity

plan establishment convention* National contest on knowledge sharing for fishermen • An estimation of social costs of maritime accidents
* Development of marine safety index and validity of hands- • A study to promote cooperative relation among Northeast

on experience facilities Asian ports* A consulting project on 2014 Ongjin-gun Fisheries Mutual • A study on maritime and fisheries future vision establishment

Logistics • A study on improvement and promotion of towage system* Preparation for bilateral and multilateral shipping service • Comprehensive plan on marina port development in

negotiation, incl. Korea-China FTA Choongchungnam-do* 2014 operation of international logistics analysis center • Estimation of adequate investment in port infrastructure
* A study on abalone processing industry and processed and policy direction

products • Institutional improvements to vitalize marine leisure* Regional model development for access to biological activities

resources and benefit sharing • Domestic supplementary measures for fisheries FTAs* Fisheries export market development before Korea-China FTA • Improvement measures for port modernization fund
* Pilot projects on fisheries observation operation system
* A validity analysis on Boryong multifunctional • Coastal water in-depth investigation (basic research for

development and basic plan systematic management of coastal line)* 2014 Yeosu International Academy Project • Impacts of Korea-Australia, Korea-Canada and Korea-New
* 2014 implementation of total pollution load management Zealand FTAs

system on the Masan Bay special management water • Basic design for marina port base: utilization of marina* Improvement of search and rescue under ocean disaster port for marine tourism
* 2014 analysis on actual condition of beaches and • Strategies and tasks for Ulju ocean industry development

management types • A validity study on North Sea Wall construction (Donghae* A study on environmental standard establishment for each port 3 stage project)

water • 3-1 stage project on shipping market network construction* Follow-up measures for Arctic Policy Master Plan • Functional relocation of Incheon port and employment of
* A study on Eurasia intermodal transportation/logistics dock workers

networks building • Development of unified cargo handling equipment for less* Special categorization of fisheries industry and statistics time consumption of cargo vehicles

analysis • Case studies on city planning against coastal erosion and* Polar sea utilization measures through analyses on major maintenance direction

nations' arctic policies • A validity study on 7 terminal developments (74 berths) at* Improvement on strategic environmental effect evaluation Gunsan port

system • Port redevelopment at dredged soil landfill at Myodo,* Global network building to strengthen maritime territory, Gwangyang port

incl. continental shelf • A study on conservation of 2013 marine life under* A study on definition and scope of fishing villages for protection

comprehensive fishing village development • A study on maritime and fisheries ODA intl.conference* Strategies to enter logistics market in Northeast China:
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| Major Activities conducted in Major Activities planned in January, 2015 February, 20151. 2015 1st China Logistics Workshop 1. 2015 Busan KMI Maritime & Fisheries Outlook- Time / Place: January 29 / Chinese Studies Center ConferenceConference Hall - Time / Place: February 10 (13:30~17:00)/ Busan City- Major Contents: The ways to enter the Northeast Hall Int'l Conference HallLogistics Market through Sino-North Korean - Topics: Global maritime and fisheries outlook and cooperation trend in 20152. Korea-China FTA Utilization Forum - Co-organized and hosted by KMI, Busan MetropolitanGovernment- Time / Place: January 21/ Shanghai Hotel* Topic: How to enter the service investment sector 2. Distribution of 'Ocean Story', 2014 High School

including finance and insurance and China's logistics and General Marine Textbookand fishery market- Distributed at maritime education pilot school libraries* Co-organized by KMI and Korea Institute for and national libraries in Korea International Economic Policy

3. 2015 KMI Maritime & Fisheries Outlook 3. 2015 Joint Media ReportConference - Future Food Report - Find from the Ocean (Joongang- Time / Place: January 7 (09:30~18:00)/ Korea Chamber Daily / JTBC)of Commerce & Industry - Ocean Creates Jobs. (News 1)* Topic: Global maritime and fisheries outlook and trend - Smart Era, ICT Meets Ocean. (YTN) in 2015
* Hosted by KMI

※ Notice KMI will relocate to the new office building in Yeongdo-gu, Busan Metropolitan City on March 2nd, 2015. In the Ocean Capital of Korea, KMI will continue to contribute to the nation and the whole humanity by fulfilling its missions as one of the world's best ocean policy research institute. We ask for your invariable interest and affection. |

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| PublisherKim, Sung Gwi - President, Korea Maritime InstituteEditor-in-ChiefChoi, Jae Sun - Director General, Planning & Coordination DivisionEditorial BoardMok, Jin Yong - Director General, Marine Policy Research DivisionJoung, Myung Saeng - Director General, Fisheries Policy Research Division Kim, Woo Ho - Director General, Maritime Industry & Safety Research Division Jun, Chan Young - Director General, Port Research DivisionKim, Jong Deog - Director General, Strategy Research DivisionSecretarySong, Wonkeun - Planning & Coordination Division Jang, Hye Young - Planning & Coordination DivisionContact InformationAddress: 21F KBS Media Center Bldg., #45, Maebongsanro, Mapo-gu, Seoul, 121-915, KoreaTel: +82-2-2105-2700Fax: +82-2-2105-2800Email: jschoi@kmi.re.kr, wksong7@kmi.re.kr |