

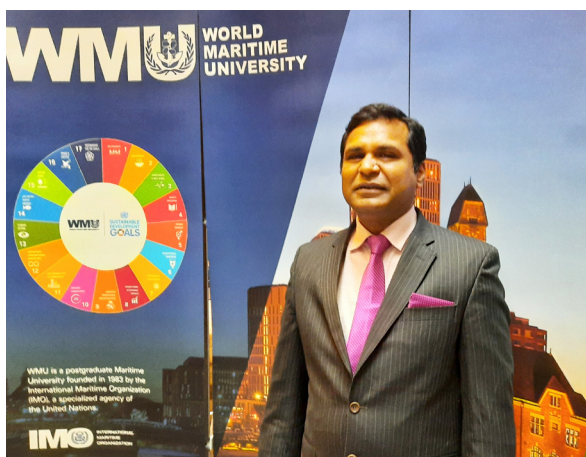
Voyage Together
WMU

2023 JAN
Vol.4

NEWSLETTER
Republic of Korea



My Journey at World Maritime Univ.



Mr. SHRIVASTAVA, Sudhir Kumar

(ROK-WMU Alumnus '20, India)
Directorate General of Shipping, Government of India / Engineer
and Ship Surveyor

Please briefly introduce yourself

I am a marine engineer graduate from the Maritime Engineering and Research Institute, Kolkata. I started my career as a seagoing marine engineer and rose to the rank of chief engineer. After sailing as a chief engineer, I took a shore-based job with the Indian Maritime Administration as an engineer and ship surveyor, later taking the position of deputy director general (technical). My present job requires me to conduct examinations for the Marine Engineering Certificate of Competency and handle the issuance of basic- and advanced-level Dangerous Cargo Endorsement (DCE) certificates for oil, chemicals, and gas, which are required to serve on tankers. My job also requires me to carry out DOC audits of shipping companies and Maritime Training Institute inspections. I also conduct port state control inspections, flag state inspections, and various ship surveys.

WMU, my eternal friend

As I am from the Maritime Administration, the obvious choice of specialization for me was the Maritime Safety and Environmental Administration, in order to acquire a comprehensive understanding of maritime administration activities in the context of the IMO and the essential management tools required by senior maritime personnel to implement safety, security, and environmental protection standards.

Upon entering World Maritime University (WMU), which is a center for excellence in maritime studies, I was amazed by the infrastructure, faculty, teaching and examination methodology, and library and other resources.

WMU is a selective academic institution dedicated to teaching, researching, and capacity-building in the field of maritime and ocean affairs. After completing my studies at WMU, I had an opportunity to form an international network of experts and have a remarkable impact on the maritime and ocean sectors in India by making significant contributions to effective management, international cooperation, and global sustainable development.





It is a highly educational experience for the students to spend 14 months working closely and engaging socially with colleagues from all over the world who have a shipping background but different educational and cultural backgrounds. The students treat each other with respect and freely extend mutual assistance.

My achievements at WMU

WMU has given me international exposure. It has been an amazing experience staying at the WMU Henrik Smith Residence for around 14 months with people from more than 50 countries. Engaging in group discussions with people from different nationalities has been eye-opening for me. Learning about the problems faced by other countries in the maritime sector and discussing these problems both formally and informally has been very beneficial. The classes were held by many esteemed professors from around the world who taught us almost everything there is to know about maritime safety and security and the environmental aspects of shipping. The one-on-one interaction with the professors outside of the classroom was a blessing for me, vastly enriching my

knowledge and dispelling my doubts.

The part of the course on writing a dissertation has enabled me to look at a particular subject very closely, analyse it, and come up with meaningful solutions to the given issue. The topic for my dissertation was “Fuel Oil Bunkering Mechanism and Ways Ahead for Strategic Enforcement.”

My dissertation is a study on the marine fuel oil bunkering mechanism and offers potential and feasible solutions and strategies that, if implemented, could reduce the problem of supplying lesser quantities and/or poor quality of bunker fuel oil.

Life in Malmö

Malmö was founded in the first half of the 1300s and under the Danish crown. Malmö became Swedish in 1658, but it took almost 200 years before the integration bore fruit. The city has now been rejuvenated and revitalized, and immigration is continually breaking new records, establishing



the foundation for the newly-gained optimism of Malmö's residents. The city is relying on Copenhagen less and less, but, just in case you want to go there, "the village" is still there—closer than ever—with three train departures per hour. Parks imbue Malmö with an element of nature, and the rich variety of restaurants attract diners with scents from all the world's cuisines. Malmö offers a rich cultural life with its many performances, galleries, and museums. In recent years, Malmö has built two large stadiums, the Malmö Arena and Swedbank Stadion, both of which host large public events and, of course, sports matches! It's easy to get to the stadiums by bus and train.

Malmö is very close to Copenhagen, with Oresund Bridge connecting the two cities. At eight kilometers long, the bridge is one of the largest architectural structures in Europe, taking about 15 minutes to cross. Communication is good, with trains departing every 20 minutes.

WMU prepares maritime personnel for positions with high levels of responsibility at maritime administrations, maritime safety organizations, maritime training institutions, port organizations, shipping companies, and other maritime enterprises. The majority of WMU graduates are promoted shortly after returning to their home countries

and entrusted with senior positions as division or department heads, among others, in the types of organizations and institutions mentioned above. Several graduates have reached positions of even higher responsibility, such as director of a national maritime safety administration, academic dean of a maritime academy, and director general of shipping. The foundation term enables better communication among representatives of different sectors in maritime affairs. Moreover, it offers considerable educational value and helps foster mutual respect and tolerance among students.

The specialization programmes are mostly course-specific and consist of lectures, related activities, and field studies. The field studies are divided into field training or on-the-job training and field trips. These differ from course to course not only in content but also in duration. WMU receives support for its field study program from most European countries as well as North America and North America, Japan and Republic of Korea. Tuition and information on the field study destinations are free of charge. WMU normally pays all travel, accommodation, and living expenses for the students, with the exception of a few countries that cover all or part of their student's costs.

WMU has a student council where groups of students are elected to raise student issues with the university.





The sports council members organize various sports events periodically during the course. Other council members include the IT representative and hostel representative. The university students are also members of nearby sports clubs and facilities for football and basketball, among others.

My career path to maritime specialist

WMU was established to provide advanced training for specialized maritime personnel, particularly from developing countries, in various maritime subjects in order to strengthen their capability to deal with issues in maritime safety, marine environment protection, and promotion of greater efficiency in international shipping.

It is widely recognized that developing countries have a larger role to play in international shipping and a greater need to fill acute shortages of well-trained administrators and maritime specialists. The main purpose of WMU is thus to reduce the dependence of developing countries on expatriate experts and enable them to participate more effectively in international

shipping activities.

WMU prepares maritime personnel for positions with high levels of responsibility, and a growing number of WMU graduates are becoming visible outside of their countries as well. They take part in international meetings, particularly at the IMO. WMU is the brain child of a former IMO Secretary-General, who raised international support and created the prerequisites for the implementation of this ambitious project. However, WMU could not have come into being without the support of numerous countries, organizations, and notable figures.

An important part of the university's curriculum is practical training and off-campus experience, gained through field trips and on-the-job training organized with the cooperation of a number of countries and organizations that have hosted visits by WMU students.

After graduating from WMU, I will return to my old organization. I may be promoted one rank, up to Deputy Chief Surveyor with the Government of India, and could finally rise to the rank of Chief

Surveyor with the Government of India. I will also attend sessions at the IMO, especially MEPC sessions. India would like to submit papers to IMO sessions and make substantial contributions to the IMO.

Today, international shipping stands at a pivotal point. The growing trade interdependence among states necessitates greater efficiency and economy. With the application of new technologies driving world trade and influencing the design, construction, and operation of ships, even more developments are expected in the future. Ships will continue growing in both size and complexity, and the support infrastructure for multimodal transportation will expand. The learning curve for seafarers and support staff will also become steeper, and the economics

of shipping will become increasingly critical to survivability.

With the increased international focus on issues such as sustainable development and integrated maritime management practices, governments must ensure that they implement appropriate maritime strategies for ensuring the protection of the marine environment and strong maritime safety and security, along with prudent economic management of these functional areas. The primary activities of maritime administrators will therefore focus on the formulation of maritime policy, implementation of maritime legislation, and provision of marine services. Accordingly, these activities will come under the scope of international shipping, including domestic shipping, specialized marine activities catering primarily to fishing vessels and pleasure craft, and support services for shipping and the maritime industry.

Maritime administrators, as advisers to their governments, have to justify proposed strategies and policies, on the one hand, and implement those mandated by the government, on the other. It is therefore common for proposed strategies and policies to not be accepted, instead being modified or rejected in light of other national interests and objectives. Similarly, it is not uncommon for maritime administrators to implement and execute mandated strategies and policies that they do not consider to be in the best maritime interests of the state. This inescapable subjugation to political control and decision-making can therefore present somewhat of a dilemma for maritime administrators. Given the vast dependence of states on international trade and shipping, effective maritime strategy influences a wide range of governmental policies and practices. Government, therefore, places great importance on the informed proposals of maritime administrators, rather than incessantly politicizing their efforts. As a result, maritime administration cannot be considered mutually exclusive from all other aspects of the public sector; rather, it is integral to and mutually supportive of the entire realm of public sector management because of the impacts, direct or indirect, that accrue from the state's dependency on its effectiveness. Similarly, the manner in which a state's maritime affairs



are administered has major implications for its neighbours and the international community. Despite the prevailing administrative issues facing states and maritime administrators, the critical importance of effectiveness in the administration of maritime affairs remains unchanged, which has become even clearer to me after graduating from WMU. Given the economic importance of international shipping, prudent economic management of maritime affairs is crucial for any maritime state. Equally important is the safeguarding of ships, crews, cargo, and the marine environment. Today, shipping casualties have enormous impacts on the international maritime industry. This is particularly so with ships being larger, faster, more expensive, and more numerous, with ships' cargoes being more expensive and often extremely environmentally unfriendly, and with human life being more precious than ever. The prevention of casualties can therefore be best achieved through effective maritime administration. The maritime safety record of individual flag states is a reflection of their effectiveness in regulating and controlling their merchant fleets and administering their maritime affairs. The highly-compliant, low-income entities simply cannot compete with low-



compliant, low-income ones, much less those that are non-compliant and highly profitable. This has led to the phenomenon of substandard ships, whether through: ownership and operation by non-compliant, unscrupulous ship-owners; registration by non-compliant flag states; or fraternization by various industry entities.

Although substandard ships have long been in operation, more attention is now focused on them due to the magnitude of the risks they pose to people, property, and the environment. The sway of public opinion cannot be disregarded either, particularly in light of the growing concerns over the environment. The traditional issue of economics versus regulation has today become a particularly burning one, with characteristically reactionary efforts giving way to a proactive approach to quality assurance in shipping. Notwithstanding these overall efforts, non-compliant ship-owners, flag states, and industry entities continue to exist. The eradication of substandard ships is therefore shaped by the direction in which related efforts are driven.

The resulting lack of accountability to the international maritime community, on the part of flag states, is a major drawback to the overall quality assurance process. Studying at WMU, however, enables one to better understand flag state inspection and the duties of coastal and port states and implement suitable measures effectively.

Alumni Spotlight

Q1 Current job in your country

Maritime search and rescue coordinator was my main job before and after my time studying at World Maritime University (WMU). Currently, I am deputy head of the Rescue Coordination Department of the Vietnam Maritime Search and Rescue Coordination Center (Vietnam MRCC). The Vietnam MRCC is an agency directly under the Vietnam Maritime Administration that is responsible for coordinating and participating in maritime search and rescue cooperation activities at sea with other countries and international organizations in accordance with Vietnamese laws and regulations and international treaties to which Vietnam is a party.



Mr. Pham Cong Duc

(ROK-WMU Alumnus '18, Vietnam)

Deputy head of the Rescue Coordination Department of the Vietnam Maritime Search and Rescue Coordination Center (Vietnam MRCC)

Q2 What you learned at WMU

As is widely known, WMU is the leading educational institution in the maritime field. As an employee working in the maritime industry, studying and researching with leading experts in the global maritime industry is an honor and rare opportunity. Thanks to the Republic of Korea government's sponsorship, I was able to realize my dream. I studied in a graduate program at WMU in 2019 in the Maritime Safety & Environmental Administration specialization. At WMU, I had access to knowledge ranging from basic to advanced, which was very useful and practical for my field of work. The training program was well organized and had a coherent order, which helped me identify my own level and knowledge and enabled me to create a plan for building up my knowledge and skills. The professors and lecturers at WMU are individuals with extensive research and practical experience in the maritime industry, meaning that you will get answers to nearly any question you can think of during your studies. Besides the study program at the university, the field trip program is also interesting, giving students practical experience in the world's maritime centers.

Part.2 Activities after Graduation

In addition to academics, life at WMU also gave me many experiences. During my time at WMU, I stayed at the Henrik Smith Residence, which was like a second home for me, with roommates who were also my classmates at school. Living with friends with different customs and religions from all over the world helped me broaden my understanding of many things and also learn about value of diversity and differences.

Q3 Special memories of WMU

When I first came to Sweden, I did not really love the country much, but the longer I stayed, the more interesting things I experienced. My most memorable moments at WMU involve the activities I did with my host family, with which the university pairs each student. Mr. Lars is a man in his 60s who lives in a house about two blocks from the Henrik Smith Residence. He is an active person who loves traveling, cycling, and discovering food. He organized cycling groups for some WMU students and lent us some of the bicycles he had at his home. Every weekend, our regular activity was to gather at Mr. Lars' house and plan and go on cycling trips to explore the neighboring cities, sometimes including cities in southern Sweden and Denmark. Of course,



Part.2 Activities after Graduation



our itinerary always included exploring the local cuisine and drinks. On days when the weather was bad, we stayed at home and had cozy chatting sessions. Winter in Northern Europe, especially in Sweden, is very harsh. It is dark and cold most of the day, causing your skin to become dry, your lips to turn pale, and your extremities to become freezing cold. This all makes one more likely to feel sad and depressed. However, the activities with Mr. Lars helped me better understand life in Sweden and overcome my difficulties there.

Q4 Advice you would like to give to current youths/applicants

As mentioned above, studying at WMU and living in Sweden has been a great opportunity for me personally. If there is one piece of advice I have for young people or people planning to apply to WMU, it would be: experience it while you can. Life is a long journey, and each stop serves as a milestone on that journey. If you want a worthy stop in both your academic and personal life, choose WMU.

Q5 News you would like to share with your WMU friends

At this point, the world has settled down into a “new normal” after the pandemic, although the future still remains unknown. One positive thing is that people who intend to study and work in the international maritime industry now have the opportunity to do so once again.

The COVID-19 pandemic caused the world to stagnate for a while, but also spurred strong development in some areas, such as biology, technology, and information and communications. And the maritime sector is no exception. Currently, in Vietnam, the maritime sector is being prioritized by the government, and the seaport system and fleet are focused on achieving broad and robust development. What I want to share with you is that, in the near future, we will all most likely have the opportunity to work together, share experiences and knowledge of new and practical things, and help the maritime industry grow while ensuring maritime safety, security, and environmental protection.

Alumni Spotlight

Q1 Current job in your country

Senior Maritime Lecturer
Head of International Maritime Cooperation
Arab Academy for Science, Technology and
Maritime Transport (AASTMT)

Q2 What you learned at WMU

World Maritime University is much more than an academic institution. Academically, WMU has much to offer with its outstanding faculty, staff, and facilities and truly excels in capacity-building and the development of capable maritime professionals. Yet, the WMU experience is much more than that. Being 41 years of age when I arrived at WMU for



Mr. Mohamed Said Soliman Hassan Rowihil

(ROK-WMU Alumnus '16, Egypt)
Head of International Maritime Cooperation
Arab Academy for Science, Technology, and
Maritime Transport (AASTMT)





my master's degree, I honestly did not expect to learn much, neither professionally nor personally. I was, however, very lucky to be among the very first batch of graduates of the Maritime Energy Management (MEM) specialization, which was an extremely hot topic worldwide. I learned so much about how maritime trade ticks and the importance of energy management economically, socially, and environmentally. However, what I really did not expect was to learn so much on the personal level.

I was honored to be elected as president of the 2017 Student Council, and what an experience it was! Though I was a master mariner, ex-navy officer, and maritime lecturer at the Arab Academy for Science, Technology and Maritime Transport (AASTMT), I learned so much about myself and others. I learned that diversity of culture, perspective, and experience is an asset and source of organizational strength if harnessed properly, that leadership is a skill that can be developed, and that a successful leader is only as good as his team. I could go on and on, but most importantly, I learned that it is never too late to learn.

Q3 Special memories of WMU

WMU reminds me of the famous opening lines of Charles Dicken's novel, *A Tale of Two Cities*: "It was the best of times, it was the worst of times..."

With so many exciting activities and events, including lectures, seminars, field trips, celebrations, parties, and fikas (Swedish for coffee breaks), my stay at WMU was a wonderful time in my life with so many memorable moments. Yet, the rigour of the academic program makes WMU extremely challenging as well—the kind of challenge you dread but strangely enjoy.

I remember during my final semester, as I began to write the second chapter of my master's thesis, for some reason I did not know how to start. Days went by, and with each day I grew more and more anxious; precious time was being wasted. After almost two weeks, I received a phone call from my alarmed mother in Egypt. She had seen me that day in a dream with a very large head and my hair (though I was mostly bald) all over the place. When she approached to help me, she was stopped by someone who seemed, from her description, to have been the President of WMU, Dr. Cleopatra Dumbia-Henry, saying "No! He needs to help himself!" I falsely assured my mother that all was fine and thanked her for her concern and hung up. Then it hit me: "He needs to help himself!" I immediately sat down at my laptop and started writing. Less than two days later, I had completed the chapter and was back on track. The moral of the story is: whenever you feel stuck, all you need to do is start moving forward again.

Q4 Advice you would like to give to current youths/applicants

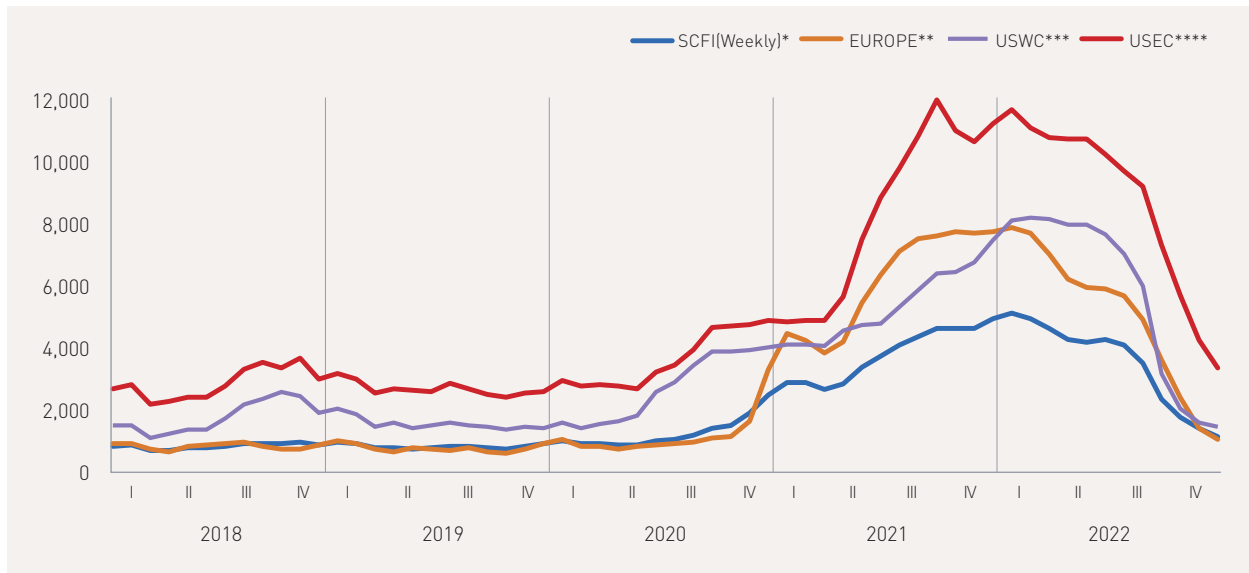
The advice I would like to give them is: if you do get the chance to apply to WMU, do not hesitate. It is a one-of-a-kind experience. You will learn a remarkable amount academically, and you will most certainly develop a great deal professionally. Plus, it will have a positive, long-lasting effect on you personally. You will also enjoy your time there very much. Don't get me wrong, though; I never said it would be easy. But it is certainly worth every effort you put into it!

Q5 News you would like to share with your WMU friends

In 2022, the Arab Academy for Science, Technology and Maritime Transport (AASTMT) celebrated its 50th anniversary. AASTMT's president, Professor Ismail Abdel Ghafar, has been a member of the WMU Board of Governors since 2015. AASTMT has more than 60 graduates from WMU; some are retired, some are in higher-ranking positions (vice presidents, deans, and senior lecturers), while others are on course to discovering their full potential.



Global Shipping Trends

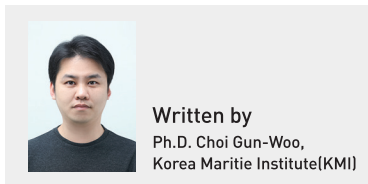


*SCFI(Weekly): Shanghai Containerized Freight Index

**EUROPE: Shanghai-Europe (base port) Freight Rate (\$/TEU)

***USWC: Shanghai-West Coast America (base port) Freight Rate (\$/FEU)

****USEC: Shanghai-East Coast America (base port) Freight Rate (\$/FEU)



Written by

Ph.D. Choi Gun-Woo,
Korea Maritime Institute(KMI)

Container freight peaked at the start of 2022, but has since dropped steadily, reaching 1,107 in December.

The backlogs at various ports around the world, which had reached a peak toward the end of 2021, began to resolve in 2022, while inflation-caused contractions in demand have further helped lower container freight.

Container freight is projected to maintain its decline in 2023 as demand continues shrinking and supply keeps piling up. The International Monetary Fund has forecast that the global economy will grow by a mere 2.3 percent in 2023, while the volume of goods transported by containers will increase by less than two percent. Container ships to be delivered next year will make up approximately 2.3 million twenty-foot equivalent units (TEUs), over 8.0 percent of the entire global fleet, which is likely to contribute to the supply-demand imbalance.

The Energy Efficiency Existing Ship Index (EEXI), a measure for reducing carbon emissions from existing ships, will

take effect in 2023. The related regulations require ships in operation to reduce their emissions by five percent in 2023 relative to 2019. This means that some ships, particularly older ones, will have to navigate at reduced speeds. The number of vessels retiring, which has been very low since 2020, is also rising and expected to offset part of the increase in the number of new vessels.

Container freight in 2023 will likely drop compared to the average freight in 2022, but shipping companies are still projected to earn above their break-even points notwithstanding the supply-demand imbalance. Having minimized the potential for further drops in freight since the early days of the pandemic by forming an alliance to control supply, shipping companies have again begun to control supply in the latter half of 2022. Shipping companies, such as CMA-CGM, that specialize in ocean routes have already begun to roll back some of their services.

The pressure, from the International Maritime Organization (IMO)'s carbon regulations, to control supply and the inflation-induced changes in demand will be the key issues of shipping in 2023, requiring shipping companies to prepare their response.



News Board

International Trends on Decarbonization: Status of Discussion on the IMO GHG Reduction Strategy



Written by
Researcher Hwang Dae-Jung,
Korea Center for International
Maritime Safety Cooperation(KMC)

Background The International Maritime Organization (IMO) Marine Environment Protection Committee (MEPC) will set to adopt the revised IMO Strategy on reduction of GHG emissions from ships at the 80th MEPC meeting in July 2023. In this regard, I reviewed the major revisions that are currently under discussion at the IMO.

Strengthening the levels of ambition to GHG reduction on a Well-toWake(WtW)

Lifecycle (well-to-wake) assessment includes GHG emissions from the entire energy value chain, including the fuel oil production stage (well-to-tank) and consumption stage (tank-to-wake). The existing initial strategy developed at the 73rd MEPC meeting in October 2018 only addressed the need for development of life cycle guidelines within short-term measures. On the other hand, in the revised strategy discussed at the 79th MEPC meeting held in December 2022, the level of ambition in 2030, 2040, and 2050 in the revised strategy was proposed as a specific indicator of GHG emissions in terms of the life cycle assessment.

Clarifying and using proper terminology

At the 79th MEPC meeting, a clear definition of

various terms specified in the revised strategy was required, and many member states supported the need. Considering the impact of the IMO GHG reduction strategy on member states and the shipping industry, even the use of terms requires a detailed review. In particular, developing countries, which may have negative effects such as hindering industrial growth due to GHG reduction, are responding most sensitively.

The development of a basket of candidate mid- and long-term measures

In order to make up for the shortcomings of each GHG reduction measure, a general consensus was formed on the application of a basket of candidate mid- and long-term measures combining technical and economic measures in the revised strategy.

Outlook

At the 80th MEPC and ISWG-GHG meeting to be held in 2023, more active discussions are expected to be held to revise the initial GHG strategy. A movement towards decarbonization is taking place throughout the international community of nations, accordingly, GHG reduction targets will be raised in the international shipping sector as well. In addition, it is expected that developing countries will try to introduce measures that can mitigate the impact of climate change related to impact assessment, fair transition, and technical cooperation, while checking IMO measures that can hinder their own industrial growth.

Figure 1.

Basket of candidate measures for GHG Reduction

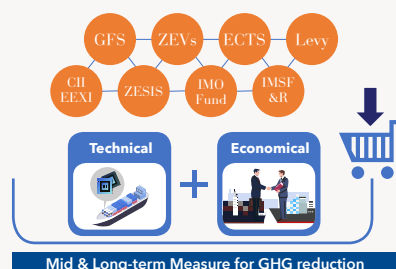


Figure 2.

Discussion on clarity of terms in the GHG Reduction Strategy



GHG SMART Programme



Climate change is the biggest threat to the world, and the maritime industry is not free from responsibility. To combat serious issues within the maritime sphere, the International Maritime Organization (IMO)'s 72nd Marine Environment Protection Committee (MEPC) held in 2018, adopted the initial strategy for reducing greenhouse gas (GHG) emissions from international shipping with the goal of bringing emissions down by at least 50% by 2050 compared to 2008 levels. In line with this, the MEPC is continuing to pursue the decarbonization of shipping by discussing raising the goals of the strategy.

According to the IMO, the least developed countries (LDCs) and small island developing states (SIDS) are significantly impacted by climate change and economically reliant on maritime transport. Under the key UN principle of "Leave No One Behind", the IMO has organized the 'Sustainable Maritime Transport Training Programme (GHG SMART Programme)' to support the implementation of the

IMO's initial strategy by initiating capacity-building activities for the LDCs and SIDS through a series of training courses. Under the MOU between the IMO and the Korean Ministry of Oceans and Fisheries, this programme will be operated for four years starting in 2022 using the 'Voyage Together Trust Fund' donated by the Republic of Korea.

With the aim of strengthening the capacity of human resources in LDCs and SIDS, the GHG SMART Programme comprises the construction of a comprehensive training programme and conducting of post-training monitoring, evaluation, and refinement. The participating delegations will be trained by subject matter experts (SME) on all aspects of the IMO GHG Strategy to enable the member states to actively engaged in policy formulation, national action planning, and fund-raising for the to implementation of national action plans.

The yearly curriculum is composed of core training and practical training. For the core training (CT), which is held online at the beginning of the year, a series of courses on global regulations (e.g., MARPOL Annex VI, IMO GHG Strategy), national policy and action plans, and available and future fuels for shipping decarbonization will be conducted. For the practical training (PT), the delegations will visit the relevant organizations or industrial sector in the Republic of Korea to become acquainted with the fields that are transitioning towards green maritime transport. In 2022, the first year of the programme, 19 delegations from 13- member states successfully completed the training.



• Women in Maritime Association Korea established •

As highly-trained personnel of Korea's advanced maritime industry, we will do our utmost to create a society that is free of gender stereotypes and in which we can hope for a tomorrow that is better than today.



Commemorative event for International Day for Women in Maritime and founding ceremony for WIMA Korea (May 2, 2022; Government Complex Sejong)



President of WIMA Korea, Professor Jo So-Hyun

Of the global seafarer workforce of 1.2 million, only 2% are women. Of the maritime transport industry's entire workforce, women account for less than 30%. Generally, the proportion of female workers is

extremely low throughout the maritime industry.

Accordingly, the IMO is striving to achieve gender equality, one of the UN SDGs, in the maritime sector by actively encouraging countries/continents to establish a Women in Maritime Association (WIMA) branch and providing support for WIMAs through the Women in Maritime Programme, thus encouraging women to enter the maritime sector and fortifying the status of existing female personnel.

After the Pacific Women in Maritime Association (PacWIMA) was founded in 2004, chapters were created in Western and Central Africa, Eastern and Southern Africa, Asia, the Caribbean, the Arab world, and Latin America. Today, it is a network of women



in the maritime sector in which 152 IMO member countries participate.

At the 32nd session of the IMO Assembly, held in December 2021, May 18 was designated as "International Day for Women in Maritime," for which all 175 member countries asked a commemorative event to be conducted. Korea's Ministry of Oceans and Fisheries held its first May 18 celebration, which was attended by women in multiple sectors (e.g. maritime transport, shipbuilding, ship classification, academia) and included a launch ceremony for WIMA Korea. WIMA Korea is currently comprised of approximately 700 members who engage in various activities, such as mentoring maritime university students and carrying out environmental clean-up (plogging) events.

Professor Jo So-hyun (Korea Maritime & Ocean University), WIMA Korea's president, reaffirmed the organization's vision of gaining the influence necessary to protect and advance the rights of female personnel in the maritime industry. Jo also stressed that WIMA Korea will be consistently striving to build networks for and strengthen the capabilities of

women in order to make the maritime industry more gender-balanced





**Ministry of Oceans
and Fisheries**


Ministry of Oceans and Fisheries, Republic of Korea


Government Complex Sejong, 94, Dasom 2-ro Sejong City Republic of Korea


Tel. +82-44-200-6021 **Fax.** +82-44-200-6029 **E-mail.** ssmunmof@korea.kr

Korea Center for International Maritime Safety Cooperation(KMC)

Tel. +82-070-4923-4532 **E-mail.** songd89@imkmc.or.kr

 https://www.facebook.com/Rok-Wmu-Alumni-Association-103335015067076/?ref=m_notif¬if_t=page_user_activity

 To join Kakao Talk, please send your phone number to Editor(skswjd1120@imkmc.or.kr)

 **ROK-WMU Homepage(IMO Korea)** <https://imokorea.org/english/index.asp>