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NEWSLETTER

Voyage Together

WELCOME

People in IMLI

International Maritime Law Institute (IMLI)

Alumni Spotlight- Greetings from IMLI!

Written by

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(ROK-IMLI Alumnus '22, Antigua and Barbuda)

Legal Officer and Deputy Registrar

the Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS)



Current job in your country

I am currently employed as a Legal Officer and Deputy Registrar of the Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS). ADOMS acts as the maritime administration of Antigua and Barbuda and includes the International Ship Registry, Port State Control, the Hydrographic Office and Maritime Affairs.

As Legal Officer and Deputy Registrar, I fall under the International Ship Registry and Maritime Affairs. My duties at the Registry include providing legal advice to the Registration and Technical Divisions of the International Ship Registry on matters involving registration, seafarers' rights, interpretation of IMO Conventions and other matters that may arise during operation. My duties for Maritime Affairs mainly involve legal and policy advice to the Government regarding IMO and other regional or international maritime conventions and working with the Chief Parliamentary Counsel on legislative drafting matters to incorporate maritime treaties into domestic law.

ADOMS also hosts the Offices of the Permanent Representative of Antigua and Barbuda to the International Maritime Organization and the Permanent Representative to the International Seabed Authority, and I act as Legal Adviser for both Offices and attend meetings of both Organizations as directed.





What you learned at IMLI



I would describe the IMLI Master of Laws in International Maritime Law programme, as several programmes specialized in the fundamentals of international maritime law combined into a single intense course. It covered everything from the foundational aspects of international law and law of the sea to commercial shipping law, labour and human rights, environmental protection, safety and security, and international dispute resolution. There are aspects of the programme that I use regularly in my work at the maritime administration, and it enables me to be effective in my work.

The biggest takeaway which could be said to be the main point of IMLI is the incorporation of IMO instruments into domestic law. The most common issue for Member States is that conventions are being signed without sufficient legislation being put in place and significant emphasis is placed on drafting skills.

Aside from the purely academic aspects of IMLI, it allows you to get a basic understanding of international relations and how the numerous perspectives shape the development of international law. Each of your classmates is a reflection of some aspect of the countries they represent and engaging in discussions both as a part of the course and in private broadens your understanding of the complexities of global relations.



Special memories of IMLI

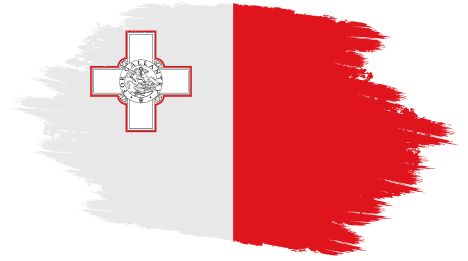
As someone who enjoys meeting people my favourite memories of IMLI all revolve around spontaneous gatherings. From the simple times of randomly congregating on the benches, to a knock on my door to go on a late-night walk down around the harbour or to hop on the bus and simply go anywhere.

With the programme being so intense it was easy to get sucked into working constantly and the moments of community or relaxation were essential in maintaining proper mental balance.

As for the premises itself, in the main reception area towards the back of the room is a world map with pins on it representing every country and territory with an IMLI graduate. When you see the map crammed full of pins it gives you a perspective on the global reach, influence and contribution of IMLI.



Image of IMLI



The value of IMLI

There are two things I have come to realise since leaving IMLI that are invaluable and have made a dramatic difference to me personally and professionally. The first is an appreciation for the wealth of expertise that was available to me. While the permanent staff of lecturers at IMLI is small they are experts in their field.

Not much need be said about the privilege of having Professor David Attard, world-renowned maritime lawyer and a Judge of the International Tribunal for the Law of the Sea easily accessible and more than willing to go into depth on matters of international law, law of the sea and maritime dispute settlement. Each area of the programme was taught by an expert in the field and the faculty always made themselves available to us to offer guidance. In addition to the wonderful resident faculty the roster of visiting fellows is what elevates the academic experience. IMLI students get access to a host of Judges, International Advocates, Heads of Maritime Administrations, Directors and senior personnel from the IMO and across the UN system, and leaders from across the maritime industry to share their expertise in their field throughout the programme.

While the programme was intense, I still find myself referring back to my notes, texts and lectures in my work. As the only IMLI graduate currently working at the maritime administration, the foundation of my effectiveness is IMLI and I can confidently say I would not have been nearly as effective without IMLI.

The second invaluable thing I gained was a network of colleagues not only from my class but also from those who went before me. The first IMO meeting I attended was a little overwhelming and if not for my classmates who were there to guide me through it I would not have been able to integrate as quickly as I did.

The IMLI network at IMO helped to bridge the gap with other previous graduates which created an immediate sense of community. As an IMLI graduate at IMO you also become the unofficial contact person for other graduates to coordinate between delegations or make connections to colleagues back home to get a project off the ground. While it is possible to build that network without IMLI, the instant community you get is truly invaluable especially for me as someone who is not at IMO full time.





On the Road – Life in Malta

The history of the island is one deeply interlinked with maritime and religious traditions. The intersection of these two is apparent with a simple walk around the Grand Harbour. The Grand Harbour encompasses the capital of Valletta and surrounding areas of the main harbour of Malta.

A walk around the area which curves around the harbour in Sliema to Florianna and Valletta on the peninsula modern marinas are interspersed with centuries-old churches and statues dotted around on the sides of old buildings.

The sheer scale of just the pleasure market in Malta can be seen walking around the marinas which are at capacity and watching as the vessels carefully manoeuvre in and out of the tight spaces. Meanwhile, the older buildings with their distinct limestone colour and beautiful interiors at what seems like every street corner, leave no doubt of the deep religious influence in the culture due to the islands' history.

The buildings old and new also come alive around April during the fireworks festival. The city and surrounding areas are lit up with lights and the events, stalls and fireworks displays make for a good time to unwind as the academic year winds down. The festival is linked to the celebration of numerous religious feasts celebrated throughout communities across the island for those who are interested, each community has its own story and history.

Do be warned that your appreciation for fireworks may be tempered by all the testing conducted leading up to the festival itself. It was quite common at night while studying to hear fireworks going off, and closer to the final day fireworks could be heard during the day on the weekend.

For those who are inclined to the water, there is an opportunity for that. In the brief period between the end of exams and graduation, we took a tour of the island of Comino. Out away from the crowded city is where I got to appreciate the famous Mediterranean blue sea. While I am particularly biased toward Caribbean clear waters, the vibrant blue of the Med is quite the sight.

The Maltese islands are rocky and the small boat tours around Comino go right up into the limestone caves that dot the island and into the smaller coves where groups of boats could be seen at anchor for a relaxing day. For those more inclined to water sports there were jet skis abound and for a stunning ariel view, regular parasailing tours.

There were many other tours of the islands available such as the walk-on/off-bus tours around Valletta, or more focussed experiences like the Naval History Museum. There was nightlife in St. Julians for those inclined to crowds or a simple walk down to a pub to chat with others. There was something for everybody to take their mind off of work.

People in WMU



Written by

Marco Antonio LUCANO UZQUIANO

(ROK-WMU Alumnus '23, Bolivia)

Navy Officer

Bolivian International Ship Registry (RIBB)



Please briefly introduce yourself

I am a Navy Officer of the Plurinational State of Bolivia, a country located in the center of South America, and I currently have the rank of Navy Lieutenant. I was born in the city of La Paz, located at 3,600 meters above sea level, and thanks to my career, I had the opportunity to be trained in different countries. As part of my professional training, I have a Specialty in Maritime, Fluvial, Lake, and Merchant Marine Interests. I currently work for the Bolivian International Ship Registry, where I started as Head of the International Relationships Unit and currently work as a Technician. In the Registry and Property Section, which is responsible for registering vessels so that they can use the Bolivian flag.





WMU, my eternal friend

The Bolivian International Ship Registry is a technical body of Bolivia that exercises the role of Flag State, for which it must comply with national and international regulations referring to the control of the fleet that flies the Bolivian flag; for this, it is necessary to have the necessary knowledge of maritime administration and international maritime regulations. That is why I chose the specialization of Maritime Law & Policy, to acquire the necessary training that allows me to provide advice in the implementation of the different international legal instruments and the elaboration of policies by the Maritime Administration of my country. The World Maritime University provides first-level academic training, complementing regular classes with conferences, forums, and field trips in which we have the opportunity to increase our knowledge. Regarding the staff, from the beginning, I was impressed with the quality of full-time teachers and guests who dictate classes and conferences, which guarantee a world-class education. The University also has all the necessary infrastructure and means to facilitate student learning. Among the facilities, it is necessary to mention the possibility of staying at the Henrik Smith Residence, where we have all the comforts to spend our time pleasantly in the city of Malmo. The experience at the university also provides extra academic opportunities in terms of coexistence with classmates from all over the world, with whom social and sports activities are organized in which cultural exchange is promoted within the framework of respect and cooperation.



My achievements at WMU

I come from Latin America, a country that, in addition to being undeveloped, has the particular characteristic of being a landlocked State, which is why it participates in the international maritime arena acting only as a Flag State thanks to the rights established by the United Nations Convention on the Law of the Sea. Given the situation in my country, one of the main shortcomings we have to fulfil our functions as a Flag State is the few specialized people we have and the few opportunities we have to access training of a high level, for which, on the academic and professional side, the experience and learning at the World Maritime University is unique and invaluable for me and my country.

The teaching given by world-class teachers and the cultural exchange with top-level professionals from different parts of the world also allows me to broaden my vision regarding various issues, both in the maritime field and in others, such as the political and social. In a personal way, the teaching and coexistence carried out entirely in English also helped me to improve my language skills since only Spanish is spoken in my country, and learning another language depends on the individual desire to improve oneself. I have to mention the opportunity I had to be part of the foundation of the World Maritime University Latin American Alumni Association (WMU LATAMA).

Finally, for me, it is an achievement to interact with colleagues from all over the world, with whom, in addition to living the academic experience at the University, we lived together in the Henrik Smith Residence for 14 months, sharing unforgettable memories and cultivating close friendships that we will surely keep for life.





My career path to maritime specialist

As a Navy Officer in my country, I received capacitation and training in different areas until I acquired a specialization in Maritime, Fluvial, and Lake Interests. In this way, I was assigned to work at the Bolivian International Ship Registry, which reports directly to the Ministry of Defense and fulfills the role of Flag State on behalf of the Bolivian State. Working in the Registry, I gained experience in managing international contacts, including Recognized Organizations and Deputy Maritime Registrars, as well as the different international organizations of which the State is a member, such as the International Maritime Organization. Subsequently, I performed functions in the Ship Registration area, acquiring knowledge about the necessary procedures to grant the Bolivian flag to ships in different parts of the world based on compliance with national and international regulations. For the performance of these functions, the Bolivian International Ship Registry schedules the training of personnel based on the educational offer provided internationally, according to the availability of human and material resources. In this way, I had the opportunity to apply to carry out the master's program in maritime affairs at the World Maritime University for which I was accepted and which I am currently studying thanks to the support of the Korean Government.

All the knowledge acquired and the network of international contacts formed will serve so that when I return to my country, I can collaborate in the work of both the Registry of Ships and

the Maritime Administration in general at levels of advice or development of policies and strategies. The effective fulfillment of the obligations as a Flag State by the Bolivian State still has a lot of work ahead of it, for which the knowledge acquired World Maritime University is necessary for the ratification and implementation of the necessary instruments that contribute to maritime safety, environmental protection, seafarers training and working conditions onboard ships.

Likewise, I will participate as part of the different commissions that attend various international meetings, such as those of the International Maritime Organization or the "Viña del Mar Agreement".

Since maritime activity is constantly developing along with new technologies, national and international regulations must evolve at the same time, so learning must also be constant; therefore, thanks to what has been learned at the University and the contacts acquired, I will always be looking for opportunities to train myself and keep myself updated to help my Administration.

There are undoubtedly many benefits that the capacitation received by the University represents for me, and it is a commitment to replicate these benefits to my institution and my country, for which I am infinitely grateful to the University and the Ministry of Oceans and Fisheries of the Republic of Korea for giving me this opportunity.



People in WMU



Written by
Dennis Kennedy OCHIENG ASEWE

(ROK-WMU Alumnus '16, Kenya)

Global Maritime Distress and Safety System (GMDSS) Officer
Kenya Maritime Authority (KMA)



Current job in your country

My name is Dennis Kennedy Ochieng Asewe. I am a 2016 alumnus of World Maritime University and currently working for Kenya Maritime Authority, a government maritime agency as a maritime search and rescue officer. My work entails maintenance and availing on a 24-hour basis of Search and Rescue (SAR) communication facilities on the west coast Indian Ocean, monitoring mobilization of Search and Rescue (SAR) resources, and coordinating rescue response services for vessels in distress situations both nationally and regionally in line with the country's international obligation as provided for in the international SAR convention and guided by provisions in the IAMSAR manuals. The same has been given effect in the Kenyan law i.e. Merchant Shipping Act.



What you learned at WMU

During my service at the Authority, I was offered a chance to further my studies at the renowned WMU in 2015, specializing in Maritime Safety and Environment Administration (MSEA) at the MSc level. This was funded courtesy of the IMO Korea chapter.

It was indeed an eye-opener that enabled me to have a wide and in-depth view of maritime matters particularly concerning the safety of persons, the safety of property as well as safety of the environment. In addition, it opened my horizon regarding various laws and regulations governing maritime activities aimed at enhancing safety and security in the industry.

In addition to improving my participation towards ensuring the development of maritime trade in a safe and cleaner environment for global economic development while conserving for future generations, the learning outcome has enabled me to share the wealth of knowledge with the younger generations through lecturing at one of the national universities in Kenya (Technical University of Mombasa) where I am engaged as an adjunct lecturer in maritime affairs. This motivates me and if the opportunity arises I would not hesitate to further my knowledge and share it with the younger generation.



Special memories of WMU

The experience at WMU may be outlined in different facets.

My stay at the WMU exposed me to different cultures spanning from across the globe noting the combination of different students from wider communities.

Socially, foremost I came to learn of do-it-yourself culture, particularly house chores that back in my culture are always viewed as a woman thing. Women are normally responsible for all house chores while men are engaged outside the home setup.

Academically I remember the power of research as a means of fostering innovation and development. It is through research that new ideas are created to respond to the demands of ever-changing trends in society. Several Visits to the industry exposed me to different approaches to providing solutions. Shipbuilding and research centers that we visited in Korea expanded my horizons in the field. Research-based innovation areas I visited during my WMU days were Samsung heavy industries, Fisheries, Ship design labs, IMO London for regulation formulation, etc.



Image of WMU

Written by

Marco Antonio LUCANO UZQUIANO

(ROK-WMU Alumnus '23, Bolivia)

Navy Officer

Bolivian International Ship Registry (RIBB)



The value of WMU

The World Maritime University was created in the 1980s because the work and objectives of the International Maritime Organization identified the difficulty of implementing the regulatory framework for maritime activity due to the lack of trained and specialized professionals in this field, particularly in undeveloped countries.

In this way, thanks to the decision of the IMO and the support of the Government of Sweden and the city of Malmö, the World Maritime University was established in 1983 with the mission to become the world center of excellence in Postgraduate maritime and oceans education, professional training and research, while building global capacity and promoting sustainable development.

Since its foundation, the work of the University has been carried out with total success thanks to the work of excellent professionals as well as the support of different institutions such as the Government of Korea, the Sasakawa Foundation, and other institutions that contribute to the training of more than 5,800 students from more than 150 countries who have passed through the classrooms of this institute and have had the opportunity to receive world-class training.

Likewise, students who have the opportunity to access the university's training programs receive, in addition to academic knowledge, training in leadership and values such as integrity and respect.

All of this makes the World Maritime University so important for the international community since its graduates return to their places of origin and contribute to developing their countries in the maritime field thanks to the training they received at the institute. Thus, many of them come to occupy important positions in the Maritime Administrations of their states, either at the decision-making level or advisory level, contributing to the implementation of international standards issued by the International Maritime Organization and representing their countries in the different meetings and working groups of this institution and others related to the maritime field. Thanks to this work, professionals contribute to the objectives of the IMO and the fulfillment of the obligations of their states in their roles as Flag States, Coastal States, or Port States. The importance of the university is emphasized even more for undeveloped countries, in which we do not have options to receive training at this level.



On the Road – Life in Malmö

Malmö is a small, very cozy city that has everything you need to live very well, including very entertaining activities such as the following:

Renting a boat with a group of companions to take a walk through the canals of Malmö will allow you to see the city from another perspective, it will allow you to appreciate the architecture of the city, you will probably reach very nice places that you usually do not visit on foot or within your daily walking

Folkets Park is very close to the WMU Residence and always has cultural activities, festivals, exhibitions, parties. As its name says in Swedish, "It is the people's park" and that will allow you to interact with local people. In winter you can enjoy its ice skating rink for free and in summer it is ideal for having a picnic and spending the afternoon.

Västra Hamnen is an old port and a very symbolic place because the Turning Torso is located there, an iconic Malmö architecture building. You can also see the sunsets over the Öresund bridge from there.

Very contrary to what I thought before arriving in Sweden is that the seawater would be cold, but I was wrong. Västra Hamnen is preferred by people in Malmö to enjoy taking a sea bath on summer days. Even for those who enjoy dancing, on certain days they organize a public dance where everyone is invited to participate freely and enjoy facing the sea in this very special place.



Written by

Juan Carlos ELIAS VASSALLO

(ROK-WMU Alumnus '23, Peru)

Head of the general secretariat

General Directorate of Captaincies and Coast Guards

Your Most Memorable Colleague



To Ms. Elda Belja,

At the time of my interview for IMLI with you and Dr. Jimenez I was a little nervous but you managed to put me at ease. I had actually mentally almost given up on IMLI as the date for the start of the programme approached and I heard no response, but I'll never forget the day you called me to tell me I got in.

While the pandemic prevented me from travelling to Malta for a few months, during your online lectures you still managed to engage with us and make us feel a part of the IMLI family. When I finally got the chance to go to Malta I like many others was surprised to find you shorter than I imagined due to your energy and presence in the online lectures, especially as you liked to pick on me during class to answer questions.

Our interactions started small and at a literal distance as my flat was below the balcony of the lecturer's offices. When I'd go outside during lunch to stretch and get some sunlight you'd always call out to check on me. You'd often stop me for a chat in the afternoons by the benches and were always open and inviting.

Over my few months in Malta as social events slowly returned and I ran into you more often it was always a pleasure. You always showed your care for all your students, and we noticed and appreciate it.

When the day of graduation finally came, you seemed more excited than me when I received the prize for Best

Dissertation and Rose was awarded for the Best Drafting Project. You saw our success as your own and pushed us to get to where you knew we could reach.

It was truly a pleasure to see you at IMO during the Assembly and know that part of who I am today is because of you. The reactions of your other past students at IMO when they saw you is testament to the lives you have shaped.

I hope to continue to make you proud as I go on this journey and know that you helped IMLI feel like home. I have sent another colleague your way and will continue to do so knowing they will be in good hands.

Continue to be who you are may the future maritime professionals have the opportunity to receive your guidance for many years to come.



by. Darius Gustav JOSEPH

(ROK-IMLI Alumnus '22, Antigua and Barbuda)

Legal Officer and Deputy Registrar

the Antigua and Barbuda Department of Marine Services
and Merchant Shipping (ADOMS)



To my classmate Miguel Winiesky,

Friend, I think it was a great experience to study at WMU, time passed very quickly since we arrived in the summer of 2022, a very short summer by the way, between classes, difficulties, and exams we finished the basic courses and entered our MSEA specialty. These courses were not easy but I sincerely believe that our class was the best, the most enjoyable and united that made the class hours interesting, of course, the teachers each had a different style and accent, but all with a lot of experience they ran the classes very well. Do you remember the welcome speech of the President Cleopatra Doumbia-Henry at the University, she mentioned that this would be a day that we would never forget because she was not wrong and in a way, we miss the classrooms.

The fact is that we are already in our countries and the expectations on us are noticeable, Latin America is growing, more ports are being built and exports are increasing, along with that, there are also greater maritime security challenges. Let's not forget that LATAMA (Latin American Alumni Association) exists. I think it is a good

platform to stay integrated and face threats in the region. Let me know if you have some ideas in mind to organize a webinar and invite all the associates. Here things are becoming promising in terms of industry, with the construction of two more ports, the economic growth indicators are positive and the responsibilities for the Maritime Authority are also positive, let's keep in touch and I hope there is an opportunity for you to visit us soon.



by. *Juan Carlos ELIAS VASSALLO*

(ROK-WMU Alumnus '23, Peru)

Head of the general secretariat

General Directorate of Captaincies and Coast Guards



Maritime Trends



Improving CII regulatory response through data sharing collaboration between ship owners and cargo owners



Written by
Dae-Jung HWANG, Ph.D.

Korea Maritime Cooperation Center (KMC)

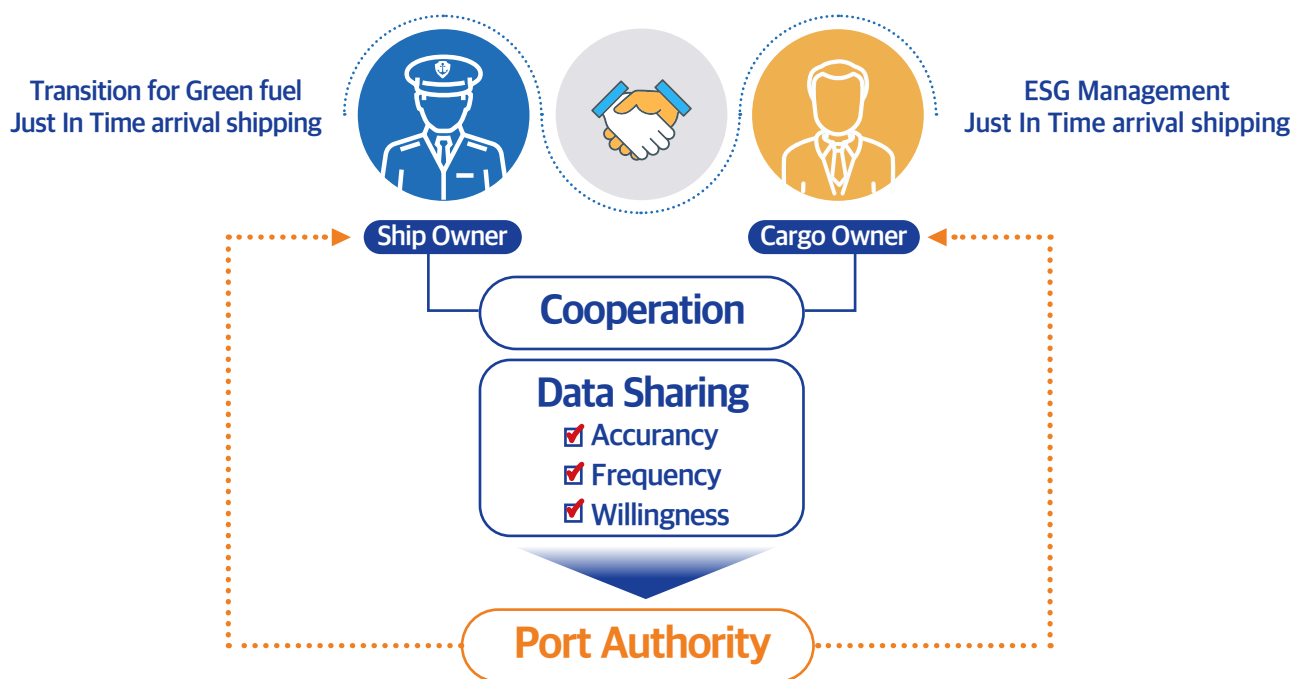
Background

The Carbon Intensity Indicator (CII) regulation as the International Maritime Organization (IMO) GHG short-term measures ranks vessels ranging from a rating of A (superior) to E (inferior) based on the reported IMO DCS data, affecting the commercial vessel market. In addition, the 2023 IMO GHG Strategy describes that the CII is anticipated to create the potential synergy effect with other measures. Accordingly, the CII, which took effect in 2023, is forecast to have an increasing impact on international shipping in various ways.

Long waiting times for ships in port as a major cause of low CII ratings (D&E)

Based on the calculation methodology of the CII ratings, prolonged waiting times in ports contribute significantly to a ship's reduced energy efficiency since ships sail at minimal distances and consume fuel to maintain the basic vessel systems. This element is long waiting times for ships caused by port circumstances such as congestion, port repair, etc. Arrival/departure delay issues at ports are not a special event. Everyone

recognizes that arrival/departure at port can be delayed due to various causes. The problems are that it is difficult for vessels to gain accurate information on port circumstances in advance and to establish timely schedules to minimize the arrival/departure delays in a practical manner owing to the first-come-first-serve terminal entry practices at ports.



The need for ship owners and cargo owners to share data to improve shipping efficiency

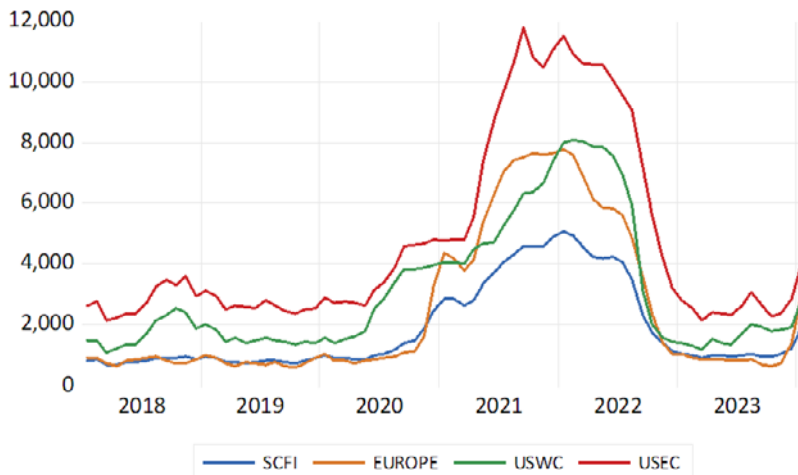
To solve the problem of ships unnecessarily waiting in ports for long periods, it is crucial for ship owners and cargo owners to share data on cargo operations in ports. The figure above illustrates the collaboration between stakeholders in sharing data and the role of ports. Shipowners and shippers must collaborate to decrease vessel congestion and enhance the efficiency of vessel operations by ensuring punctual port arrivals.

The specific cooperation involves the timely exchange of accurate data necessary for smooth operations. The data varies depending on the ship's types and terminal characteristics. It is necessary to emphasize the importance of accurate and timely data exchange, as well as a mutual willingness to exchange data.

Timely data exchange is important because data provided when vessels are already close to the port is not helpful in ensuring on-time arrival coordination.

In conclusion, prioritizing the establishment of a rational operation of ships, with reduced waiting periods in ports through cooperation among stakeholders, is crucial. This way will effectively reduce unnecessary carbon emissions and improve the energy efficiency of ships while incorporating the latest and most advanced technologies.

Global shipping trends



In the shipping market in 2024, there are several issues. First, in accordance with the implementation of the Emission Trade System (ETS) in the EU from 1 January, it became obligatory for the shipping companies with ships calling at the EU ports to buy the emission credits. Accordingly, since November 2023, container shipping companies have charged cargo owners a surcharge. Second, some changes in the services of the EC are forecasted after the abolition of the Consortia Block Exemption Regulation (CBER) applied to the shipping industry in April 2024. The market shares of some shipping companies or alliances in the Asia-Europe and South Africa-Europe services are shown at 30% or more. Therefore, some changes in services are expected. Third, ship abandonment is expected to be in full swing, following the results of the Energy Efficiency Existing Ship Index (EEXI) implemented in 2023. In particular, since the average age of container ships is 14 years, which is relatively higher than other types of ships, a high demand for abandoning container ships is expected.

The Shanghai Containerized Freight Index (SCFI) in 2023 stood at 1,004, a decrease of 70.5% year on year. The interest rate hike of the central banks in the United States and the EU caused by inflation shrank the consumption of merchandise, which led to an increase in trade volume slowed down. On the contrary, the freight rate remained weak due to over 2 million TEU of the delivery volume of container ships. However, the freight rate temporarily increased due to the attacks of Houthi rebels against commercial ships in the Red Sea area at the end of 2023, resulting in SCFI of over 2,000 at the beginning of 2024. As most container shipping companies decided to re-route their vessels around the Cape of Good Hope instead of the Suez Canal, a temporary shortage of fleet supply is expected. In particular, the

North American freight rate is increasing along with Europe and the Mediterranean Sea, which are directly being affected by the attacks.

The freight rate for containers in 2024 is anticipated to continue its weak trend due to the surplus of supply. IMF expected the world economy to grow at 2.9% in 2024, and the trade volume of containers is also expected to grow by 2 to 3%. On the contrary, the container fleets are expected to increase by more than 8%, which will maintain the imbalance between supply and demand. This year, the volume of goods transported by container ships is projected to be 2.5 million TEU, and residual orders stand at over 7.3 million TEU, possibly leading to a prolonged structural supply surplus. Freight rates can temporarily rebound due to certain issues, but they are more likely to stabilize.

It is expected that shipping companies will try to control the supply through blank sailing because the increased freight rate caused by the Houthi rebels is likely to stabilize from March 2024. Besides the investment to respond to environmental regulations, investment in digitalization to reduce cost and increase market share is also anticipated.



Written by
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Korea Maritime Institute (KMI)

NEWS 1

The Republic of Korea (ROK) and World Maritime University (WMU) Conference Successfully Concluded

The "ROK-WMU Academic Conference" was held on October 13 at the Clarion Hotel in Malmö, Sweden, with over 70 participants, including Korean government-supported scholar students and World Maritime University (WMU) officials. The event was co-hosted by the Ministry of Oceans and Fisheries, the Embassy of the Republic of Korea and Permanent Mission to IMO, and WMU and organized by the Korea Maritime Cooperation Center (KMC). In the first session, the Korea Autonomous Ship Technology Development Project (KASS) discussed Korea's advanced MASS technologies, and Henrik Tunfors, the chairman of the IMO MASS Working Group, introduced the ongoing developments in the MASS Code. The second session focused on WMU students, emphasizing the need for core digitalization technologies in the MASS development. The third session included a banquet to build a Korean government scholarship network among WMU professors and scholarship students.





In opening remarks, WMU President Maximo Mejia expressed his gratitude to the Korean government for its support, which has enabled many talented individuals to become leaders in the global maritime sector, and for providing a meaningful opportunity to discuss current issues in the maritime sector, including MASS.

In congratulatory remarks, WMU Vice President Moon Seong-hyeok (former Minister of Oceans and Fisheries of the Republic of Korea) emphasized the importance of maritime digitalization, including MASS, in promoting a paradigm shift in the shipping industry, and noted that the conference would serve as a starting point to strengthen cooperation between the Korean government and WMU and lead the way in pending issues in international maritime.



NEWS 2

The Republic of Korea was elected as a Category A Council Member at the IMO Assembly for the 12th consecutive term

The 33rd IMO Assembly, held from November 27 to December 6, 2023, elected 40 new Council members for the 2024-2025 term, and the Republic of Korea was elected for as a Category A Council Member for the 12th consecutive term.

The Council is divided into 3 groups; a Category A Council composed of shipping states; a Category B Council composed of shipper states; and a Category C Council composed of regional representatives.

The elected Council Members are as follows.

Category A Council Members: Korea, China, Greece, Italy, Japan, Liberia, Norway, Panama, United Kingdom, United States of America.

Category B Council Members: Australia, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden, United Arab Emirates.

Category C Council Members: Bahamas, Bangladesh, Chile, Cyprus, Denmark, Egypt, Finland, Indonesia, Jamaica, Kenya, Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Qatar, Saudi Arabia, Singapore, Türkiye.



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 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

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

 해양수산부 **Ministry of Oceans and Fisheries Homepage** <https://www.mof.go.kr/en/index.do>