

Voyage Together
WMU

NEWSLETTER
2022 Vol.3
Republic of Korea



My Journey at World Maritime Univ.



Mr. Jeffrey Alama Bangsa

(ROK-WMU Alumnus '21, Philippines)
Director of the Maritime Industry Authority (MARINA)

Please briefly introduce yourself

I am presently one of the directors in the Maritime Industry Authority (MARINA), Philippines. I joined the agency in December of 2015. Among the offices I held in MARINA are the director of the Manpower Development Service (MDS), the Enforcement Service (ES) and the Regional Office 9 (MRO9). MDS is an office that handles the regulatory functions and issuance of the Seafarer's Identification and Record Book or the commonly called as the Seaman's Book and the domestic licenses of Filipino Seafarers. ES is an office that handles the compliance monitoring of domestic vessels and shipyards. It is also responsible for the conduct of Casualty Investigations involving Philippine Registered Ships. As ES Director, I represent the MARINA in the MAIIF and MAIFA meetings. As Regional Director of MRO9, I was responsible for the implementation

of the maritime administration programs within the area of Zamboanga Peninsula and with special roles in the maritime safety regulation of Philippine Domestic ships engaged in the Brunei-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA).

Prior to joining the MARINA, I served seven years in the Philippine Navy as a commissioned officer. One year was served onboard Navy Patrol Ships as a junior officer while the rest of the years were served in the naval special operations. After that, I served seven years in the Philippine Drug Enforcement Agency (PDEA) and held different offices in the Luzon, Visayas and Mindanao part of the Philippines. I am an alumnus of the Philippine Military Academy belonging to the Sanghaya Class of 2000.

Having worked in the various fields that were not directly related to maritime safety administration, I find it appropriate to pursue studies related to maritime safety. Aside from the seminars and workshops that I attended to enrich myself with necessary skills and knowledge about maritime affairs, I successfully finished the IMO model course 3.11 or the Procedure for Marine Casualty Investigation at the International Maritime Safety, Security and Environment Academy (IMSSEA) in



Arenzano, Italy last 2017. Upon the invitation of the Liberian Registry, I attended as a guest student of the ISM/ISPS/MLC Auditor and Inspector Training Course in 2019 held in Manila, Philippines. In my desire to fully comprehend the maritime safety administration, I signified for the Master's Degree Program offered by the WMU and through the generosity of the Republic of Korea government and the Ministry of Oceans and fisheries, I successfully finished a MSc in Maritime Safety and Environment Administration (MSEA).

WMU, my eternal friend

The World Maritime University is a specialized graduate school that offers Master and Doctorate Degrees on maritime affairs. Having heard about this school prior to my transfer to the Maritime Industry Authority, I viewed it as the prestigious university design for professions engage in the maritime industries. True to my point of view, WMU offers different specialization related to Maritime Affairs that are aligned with the programs of the International Maritime Organization (IMO) and are designed to aligned the national maritime programs of its Member States with the world's best practices in maritime affairs.

Upon joining the MARINA, some of my fellow directors who are WMU alumni, encourage me to apply for scholarship at WMU, Malmo. They shared their significant experience and how the university molded their career in the MARINA. Personally, I also observed that most of the WMU alumni in my agency are proficient in their work and they seemed to have masters their field of profession. This observation led to my admiration of the WMU. But since I was new to the agency, I have to wait for two years to be eligible to apply for the program, so I waited. In the course of waiting period, there were disappointments which almost made me forego of my desire to pursue further study at the WMU. One opportunity presented when I was initially granted with fellowship at the Dalian Maritime University (DMU), China. As I was pursuing this direction, my wife was, at that time, pregnant and due to deliver in August of 2017. This and the advises from the Philippine WMU alumni and even from the Chinese WMU Alumni, who were encouraging me to apply



for fellowship at the WMU Sweden, made me decide to let go of the opportunity. In 2018, my application for WMU Sweden scholarship was not favorably endorsed by the Officer-In-Charge of MARINA for reason that I am holding director's rank and position. The then OIC was of the opinion that I do not need to take up Master's at WMU. So, I obliged. In 2019, most of my colleagues encouraged me to apply again. Fast forward to 2020, my application was favorably endorsed to the WMU and then to my



greatest surprise, the Republic of Korea, Ministry of Oceans and Fisheries granted me the fellowship. I made all the necessary preparations as required by the WMU. I am forever grateful to the Republic of Korea for the opportunity that gave me which led to the achievement of one of the significant milestones in my life.

My present job in the MARINA is generally related to maritime safety administration. For this reason, I decided to choose the Maritime Safety and Environment Administration because this specialization is the closest alignment to my present work at the MARINA. It introduced me to the basic and advance agenda of maritime safety and environmental protection. I've learned so much from this course and it widens my personal perspective on how maritime industries are regulated and implemented including the complexities of maritime affairs that are different from one country to another. Having colleagues who are WMU alumni plus a former Administrator, in the person of Professor Maximo Q Mejia, my initial impression about the WMU is that it is a center of excellence for all matters related to maritime affairs. That any student who will graduate from this university will gain a well-rounded knowledge and information about maritime administration.



My achievement at WMU

Having graduated from the WMU is a personal achievement that is significant to my career in the maritime administration. I personally learned essential knowledge that are related to the Flag State administration including all the related functions of the maritime safety administration such as the Port State and Coastal State obligations of every IMO Member States. These knowledges have given me adequate information to fully comprehend the functions of my agency and the functions of other agencies that are performing maritime safety functions.

The title of my dissertation is “A Study of the Flag State Performance of the Maritime Industry Authority as the Flag Administration of the Philippines.”

Part of its Abstract is as follows:

The ultimate objective of the Flag State Administration is to ensure the ship's compliance to maritime safety in order to safeguard the lives and properties at sea and to protect the marine environment. Every Maritime Administration can achieve this by effectively discharging its flag state's duties as obliged by the United Nations Conventions on the Law of the Sea (UNCLOS) and complying with the requirements set by the Implementation of the International Maritime Organization Instruments (III Code) among other instruments.

As a Flag State and an IMO Member-State, the Philippines established the Maritime Industry Authority (MARINA) to be its Flag State Administration. Among the critical flag-State duties of the MARINA is the ratification of IMO instruments and its legislation into national laws. The other equally important duties are the maintenance of the registry of ships, ships' surveys and the issuance of related certificates, implementation and enforcement of maritime safety regulations, accreditation of Recognized Organizations, and the conduct of marine casualty investigations in case of accidents involving Philippine-Registered Ships and Filipino Seafarers.

This research used the qualitative method and adapted the modified Flag State Self-

Assessment Form and the EMSA Gap Analysis Project Questionnaire. Participants from the Philippines, Republic of Korea, and Japan maritime administration were requested to populate this form. Additional research questionnaires were formulated and distributed to key persons in the MARINA, shipping companies, RO, and other maritime professions to maximize information collection. Because of the pandemic period, limited face-to-face interviews were safely conducted following health protocol on social distancing, and one focus group discussion via zoom application was completed. In studying the Flag State performance of the MARINA as the Flag Administration of the Philippines, the actual functions of MARINA were analyzed and compared with the Flag State duties as mandated by the UNCLOS. Relevant findings were also assessed using the standards of the III Code. This research highlights the flag state duties and responsibilities related to implementing and enforcing the maritime safety instruments carried out by the MARINA.

The study has shown that the MARINA has generally been making significant progress on meeting the standards set by the III Code except for the lack of personnel for performing the technical tasks, particularly the surveyors. This issue merits concern because surveyors' roles are critical in the survey and certification of ships and the maintenance of the registry of ships.

In view of the sensitive information involving the present maritime administration, I took the privilege of limiting my research to the maritime safety administration.

I took the liberty in sanitizing the results of my research to avoid publishing incomplete information due to gaps and overlapping functions of the agencies involved in maritime functions in my country such as the Maritime Industry Authority (MARINA), the Philippine Coast Guard (PCG) and the Philippine Ports Authority (PPA). Essentially, my research is about the functions of my agency, the MARINA. I highlighted some of my findings



such as the Port State Control which is essentially a Maritime Administration's function but is performed by the PCG instead of MARINA in the case of the Philippines. It is worth mentioning that this existing practice is depriving the MARINA technical persons, such as the surveyors, inspectors and auditors, of the significant opportunities to learn more knowledge and skills in the course of Port State Control. My recommendation is to integrate the MARINA technical persons into the Port State Control activities presently carried out only by the Philippine Coast Guard. I am planning of presenting this issue with the top management of MARINA and even raise it to the level of Department of Transportation to explore favorable considerations. Part of my research also revealed that the MARINA lacks the adequate number of technical persons. As these technical persons are supposed to be responsible for the conduct of marine surveys and flag state inspections to ensure that all Philippine Registered Ships trading in domestic trade are fit for sea service, it raised an alarming issue on how such few number of technical



persons perform their functions particularly on the safety inspections and the statutory certifications. Another significant finding is the overlapping functions of the MARINA and the PCG on marine casualty investigation. While a bill creating the National Transport Safety Board has been pushed since 2009, the same is yet to be realized. At present, both the MARINA and the PCG are conducting marine casualty investigations. In most cases, different findings are presented which most of the time create additional and unwanted issues.

To address the above stated findings, below are my recommendations:

To address the above stated findings, below are my recommendations:

- *Surveyors - The MARINA should consider immediate hiring of technical personnel to augment the apparent lack of surveyors presently employed. It should seriously consider hiring experienced Masters and Chief Engineers by offering them competitive salaries similar to what is being offered to the METSS of the STCWO.*

- *Ship Survey System - The inadequate number of surveyors that could properly survey the volume of Philippine-registered ships in domestic trade has raised issues on how the MARINA maintains records to show proof that such surveys were done properly or carried out. For these reasons, it is recommended that every survey report must incorporate pictures showing the condition of the ship on the date and time of the survey and duly acknowledged by the master and the surveyor through their signature. It must also show the general location where the ship was surveyed. These photographs must form part of the record of the vessel. In ensuring the integrity of the survey, it also recommended that surveyors who performed the last survey must not be assigned to survey the same ship for a period of two years. A system for centralized deployment of surveyors must also be considered.*
- *Port State Control - To enhance the technical skills of MARINA surveyors, they must be allowed to participate in the Port State Control activities that are presently performed by the PCG.*
- *Marine Casualty Investigation - The Philippine Transport Safety Board must be officially established to finally resolve the issue of marine casualty investigation of the Philippines.*

Life in Malmo City

My student life in Malmo is not as exciting as the students' lives of pre-pandemic classes. Most of our classes were held online through Zoom Application. Attending online classes are most of the times posing challenge in attention retentions. Since we are having our classes inside our sleeping quarters, it is not as interactive as having it face to face. Nevertheless, I personally managed to adjust and carry on with the online classes including group workshop and presentation. There were no field trips arrange for MSEA specialization and therefore less physical interaction with the professors and classmates were experience. But despite this situation, I managed to associate with my classmates not just from MSEA but also from other specialization. I have one Korean

classmate in MSEA particularly Mr. Sung Jae and the other is Mr. Shin Park who took up Shipping Management and Logistic Specialization. Mr. Park is great in playing golf. He actually shared some tips on how to play the same. Personally, I just begun playing golf and I must say, I like it. I am lucky that Mr. Park was there to teach me and my other classmates. We enjoyed our golf fellowship. I have yet to play golf with Mr. Sung Jae. I was told he is a great player too. Aside from playing golf, I also went around Malmo City and even beyond the city limits by bike. There were weekends when me and some of my classmates from MSEA would travel by bike from HSR for maybe six hours. I would say that these experiences have somehow created diversion from the boredom of student life away from family and love ones. The bond created between and among the members of WMU class 2021 will surely be cherished and will be found useful connections from the student days forward.

My career path to maritime specialist

After graduation, I would probably be assigned as director of one of the offices in Central or Regional Offices. As of this writing, I just finished Quarantine protocol and awaiting instructions from my boss, the MARINA Administrator. Having held offices in Central and Regional posts, I am confident that I could give more contributions by proposing policies that will enhance the maritime safety in the Philippines. This confidence is further boost by the knowledge I've gained from the World Maritime University. As an Alumni of the World Maritime University (WMU), I will continue to enrich myself with more knowledge and will serve the government with highest dedications and professionalisms. I will apply the knowledges I've learned to positively contribute to the implementation of maritime safety programs of the Philippines. Barring other higher positions or better opportunities, I will be working in the MARINA until my retirement twenty years from now.

To the future applicants, my advice is to propose and select dissertation topic the earliest possible time and to start doing research. As they start their study at the world premiere maritime university, they should exert their best in complying with the



academic requirements earlier than deadlines and try to maximize the opportunity to develop friendship with their classmates and professors. The program of WMU provides strategic knowledge that leads student into greater appreciation of the maritime industries not just in domestic setting but more importantly in the international arena. Depending on the specializations, it will give you a bird's eye view on how maritime industries should be governed. It is for these reasons that anyone who wish to engage or work in maritime industry sectors should take the opportunities in taking up their master's degree at the WMU.

Alumni Spotlight

Q1 Your current job in your country

As the Commanding Officer of the St Kitts Nevis Coast Guard, I oversee the operations and mission support of the Coast Guard and its obligation to the various government agency functions conducted. This includes assisting Maritime Affairs in meeting its domestic, regional and international obligations. We offer man power, expertise and assets where necessary.



Mr. Carlus Garnette
(ROK-WMU Alumnus '21, Philippines)
Commanding Officer of the St Kitts Nevis Coast Guard

Q2 Special memories of WMU, professors or friends

Some of my fondest memories involved my dear friend and classmate, Mr Sun Bae Hong. Living on opposite sides of the 6th floor of Henrich Smith Residence, we often spent quality time where he would impart his knowledge and experience to help me better prepare, understand and develop. While Professor Moon did not teach me directly, he was an inspiration and someone I developed a great deal of respect and love for.

Interacting with people from various countries and maritime disciplines was an exciting moment for me. It helped me to realize we all have issues within our maritime spaces that other students have experienced and can share remedial procedures on the subject matter. I gradually realized WMU is not just about getting academically qualified but also where ships are built, "friendships, partnerships, leadership and relationships". The name Professor Manuel, is etched in my brain forever. Every time he teaches, it makes you feel your cycle of learning just started. The professionalism of the WMU faculty and staff has been a beacon I try to hold myself to

Part.2 Activities after Graduation



professionally as a senior officer of the Coast Guard.

Our class transitioned from the older facilities to the newer more modern school house. This moment in history will remain in the heart of all WMU 2015 alumni.

The FSP's really highlighted the international maritime outreach and relationship the WMU has. I was able to get different perspectives as we moved between countries and institutions. This gave me global contacts in places I wouldn't have been able to reach without the generosity of WMU and Republic of Korea.

As a small island developing state, the status of the maritime field has been somewhat challenging. The lack of resources and personnel within maritime affairs has left St Kitts Nevis struggling where other small states have advanced. The VIMSAS was utilized to help us identify shortcomings so they can





be rectified in time. However, not much has changed to meet the IMSAS. One major project that was worked on was the vessel monitoring system. The Department of Maritime Affairs and Department of Marine Resources conducted pilot projects respectively. However, none have materialized into a fully working system.

Q3 What Advice would you give to current youth/applicants

First off, I would congratulate you for seeking out the WMU over other universities, you have made the right choice for academic excellence. It is the world's most prestigious maritime learning institution, of which I am proud to be an alumnus. Secondly, I would implore them to make friends and share their experiences and knowledge. It bridges the gap between varying levels of experience amongst students. Thirdly, believe in yourself, the institution and the professors and you will succeed. An open objective mind is the start of a great learning

experience; the staff is there to help and will gladly provide support, so be open to conversing with them.

Q4 Service motto and my shared gratitude

From our steadfast resolve to succeed within the maritime sector and advance safety, the motto that emboldens us is "courage." Coupled with our core values, it ensures our willingness to protect our maritime space irrespective of soft or kinetic challenges.

I wish to offer my sincerest gratitude to the Republic of Korea for funding my studies at the World Maritime University; without their continued commitment to assisting students, my career would not have developed nor been as productive as it is today. To the faculty and staff of the World Maritime University and the class of 2015, thank you for being part of my maritime development and professional journey. To my host family, Maria and Ed Epstein, my comfort in Sweden was impossible without your support.

Alumni Spotlight

Q1 Your current job in your country

From 2021 until now, I am the Deputy Director at Cofano Asia, a logistics software company based in Vietnam, and part of the Cofano Software Solutions group in Rotterdam, the Netherlands. I support my company to build a local team and provide logistics software solutions to the related stakeholders in Vietnam and Asia.

In the meantime, I also have my support to the Incheon Port Authority - Representative office in Ho Chi Minh City in studying the investment opportunity in Vietnam. In addition, I am working as a marketing partner for Cai Mep International Logistics (CAMIL), a local company investing in the biggest Logistics center & ICD projects in Cai Mep and Tay Ninh, Vietnam, helping them introduce the projects and seek the potential foreign partners.



Mr. Nguyen Hung Cuong
(ROK-VMU Alumnus '11, Vietnam)
Deputy Director of Cofano Asia



Q2 What you've learn from WMU

I started my journey at WMU in July 2010, being one of the 21 members of the Shipping Management specialization. After 17 months of studying at WMU, my graduation ceremony was held in December 2011.

I earned the degree of Master of Science in Maritime Affairs, specializing in Shipping Management.

Vietnam is a developing country with a booming maritime sector, and with the coastal line of 3,260km, the maritime sector always plays an indispensable role in the economic development of Vietnam. This has raised the demand for more and more highly qualified experts who have advanced expertise at the top maritime university and can bring a lot of benefits to Vietnam's maritime sector particularly and the country generally.

I started my career as a sales and logistics executive for some Vietnamese shipping companies, in both breakbulk and container business. After 3 years, I realized that I should further my studies to broaden and deepen my still-modest knowledge in the maritime field, focusing on shipping, port, and

logistics so that I can make my own contribution to the development of the maritime sector in Vietnam.

Through my network in the maritime sector, I am well aware that hundreds of Vietnamese experts have graduated from the World Maritime University (WMU), which is among the world's best maritime institutions. I understand that being a part of WMU can not only bring me the chance to study at the top maritime university in the world but also help me extend my relationship with many maritime experts from all over the world, understand new cultures and people to build a common understanding among the international maritime community for a better future of the world's maritime field. Therefore, I have decided to apply and become a part of WMU.



Q3 Special memories of WMU, professors or friends

Studying at WMU brought me many close friends. One very special friend of mine is Ms. To Thi Bich Ngoc, she was my classmate at WMU, and she is my wife now. We shared many great memories during our time in Malmo, spending time together to learn, cook, and visit more than 10 countries in Europe during our field trips or vacation. In 2018, our family visited Malmo again, and for the first time, we came to the new campus of WMU in Fiskehamnsgatan.



Q4 What advice would you give to current youth/applicant?

Maritime affair is vital for every country. Never stop learning and explore the chance to study at a high-quality maritime education institution like WMU. Furthermore, keep investing time to learn about the innovation and technology in the maritime industry, because it is just as important as the study of



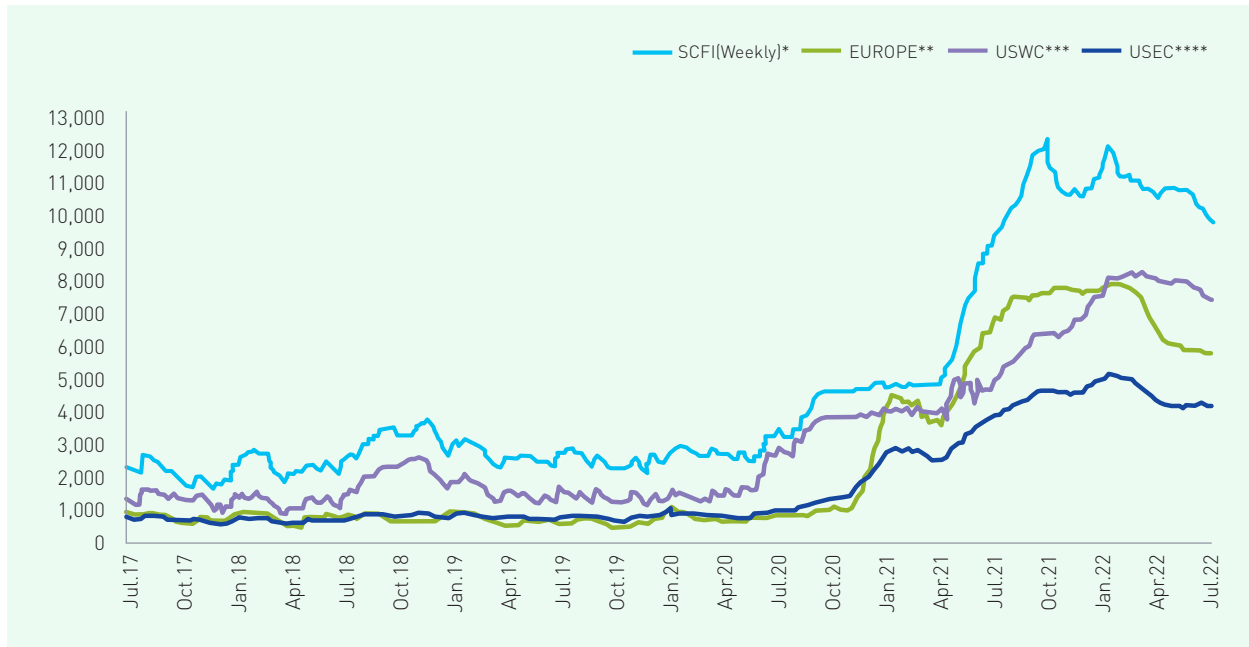
operation or management.

In a nutshell, I always remember what Lyndell Lundahl had said before we went back to our country, “Things take time”. Take your time to continue to contribute your knowledge and experience to your country or organization, apply what you have learned in WMU, and you will get the reward for your hard work afterward.

Q5 Motto you would like to share your WMU friends

I have no personal motto or creed in the maritime field. But I do believe we should work smarter than harder, by applying new technologies instead of waiting for the long investment time to build larger facilities like ports, terminals, and vessels...to meet the demand of the rapidly growing market.

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

The container freight rate, which has remained high since last year, reached 5,109 at the beginning of

the year, after which it gradually declined to 4,203 by July 2022. Port congestion, which peaked at the end of 2021, has now eased, and freight rates have declined as demand growth has been slowing, and even becoming negative, on most routes.

Due to the slowing growth of demand, the container freight rate is expected to decline further in the second half of this year. As inflation continues due to quantitative easing in countries in response to the COVID-19 pandemic and Russia-Ukraine crisis, the increase in countries' base rates is raising concerns about stagflation. In the container market, we are also witnessing a downward adjustment of the container

volume forecast due to concerns about a decrease in demand, with Drewry and Alphaliner declining by 3.5%p and 1.0%p, respectively, compared to the forecast earlier this year. However, if an event occurs that impacts the container supply chain, such as a strike by a port union on the west coast of North America or Europe, freight rates may rebound due to the resulting decline in fleet operation efficiency. In addition, if the spot freight rates continue to fall below the long-term contract rates, we cannot rule out the possibility of shipping companies adjusting their supply.

Container ship deliveries are expected to exceed 2 million TEU after 2023, doubling the deliveries made in the previous year and raising concerns about oversupply. Although the effect of increasing supply may not be significant due to the IMO's environmental regulations, it is necessary to prepare for the impact of excess supply as it will have a long-term effect on the container market.

News Board



Current status of Korean e-Navigation and its purpose

Background of introducing Korean e-Navigation

In 2005, the International Maritime Organization (IMO) started discussing the introduction of e-Navigation* to reduce marine accidents caused by ship operators' negligence and increase shipping efficiency with proposals from seven countries, including the UK, US, and Norway.

* The next-generation, comprehensive maritime safety management system adopted by the IMO can promote ship safety and remotely support ships from land by applying advanced ICT technology to the existing ship operation management system.

In addition to the IMO's e-Navigation for SOLAS ships, the Republic of Korea has pushed ahead with the "Korean e-Navigation Project (2016-2020)" to develop an e-Navigation system that takes into account the maritime environment of Korea, in which many small fishing vessels operate.

As a result, nine operation centers and 263 LTE-Maritime (LTE-M) digital communication network base stations have been installed nationwide. Furthermore, since January 30, 2021, Korean e-Navigation services have been provided to ships navigating up to 100 kilometers from the coast.

Introduction of Korean e-Navigation

The Korean e-Navigation service is largely divided into maritime safety services and maritime support services. Maritime safety services include: ▲ collision/stranding warning, ▲ real-time electronic navigational chart, and ▲ maritime safety information, among others. Maritime support services include: ▲ ship-to-ship or ship-to-land video/voice call support, ▲ support for entry/exit reporting of fishing vessels, and ▲ signal transmission for emergency rescue in case of a marine accident.

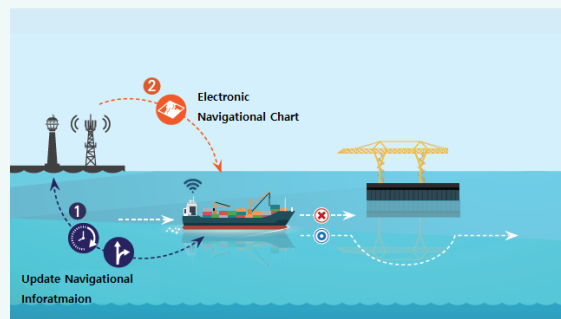
Collision-stranding warning service

This service automatically calculates the risk of collision and stranding based on the real-time location of the vessel and supports accident prevention by sounding an alarm when a dangerous situation occurs.



Real-time electronic navigational chart service

Vessels using the e-Navigation service are provided with the latest electronic navigational charts, which are automatically updated in real time.



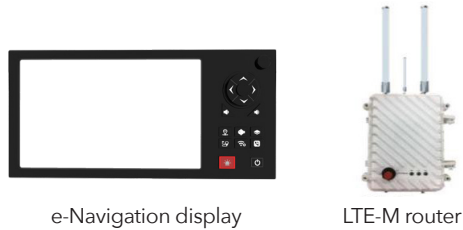
Maritime safety information service

This service provides safety information necessary for navigation, such as maritime weather, tidal/tidal current information, breaking news about accidents, and navy live-fire exercise schedule.



The Korean e-Navigation service is provided through dedicated terminals (LTE-M network, 100km from coast) and a mobile phone application (commercial network, up to 30km offshore). As of June 30, 2022, dedicated terminals were distributed to 3,843 Korean flag carriers, and the cumulative number of app downloads reached 46,000.

<Components of e-Navigation terminal>



Globalization of Korean e-Navigation

The Ministry of Oceans and Fisheries of the Republic of Korea holds the Digital@Sea Asia-Pacific Conference annually, along with Europe and North America, to introduce e-Navigation in the Asia-Pacific region, discuss maritime digital technology, and support the IMO's digital maritime policy.

The Digital@Sea Asia-Pacific Conference, which marks its sixth anniversary this year, will be held in Seoul for two days from September 15 to 16, with the attendance of maritime-related organizations from all over the world, such as the IALA, IHO, and AMSA, as well as experts in the maritime digital field.

During the event, we plan to sign an MOU for the Ocean Digital Cluster with the IALA to expand the

existing MOU on e-Navigation testbed in the marine digital field. The MOU is expected to enhance the international cooperation system for maritime digitalization.

Purpose of Korean e-Navigation

Reducing marine accidents

To expand the marine accident prevention effect of the e-Navigation service, we plan to increase the number of ships using the service, which is provided through dedicated terminals and a mobile phone app, to approximately 100,000 vessels by 2027.

Improving marine security

Ship location information collected through the Korean e-Navigation service will be shared with security agencies and used to track and manage unidentified ships in order to further strengthen Korea's maritime security.

Narrowing the welfare gap

We plan to reduce the welfare gap between land and sea by providing remote first aid support services to marine emergency patients using the LTE-Maritime (LTE-M) digital communication network.

Creating future industries

Based on the experience gained by establishing the Korean e-Navigation service, we plan to expand R&D investment in order to secure new marine digital technology and systematically foster the domestic maritime digital industry.

The Republic of Korea plans to continuously upgrade the Korean e-Navigation service so that it can be used as a key means of providing various sea-related public services such as maritime security, maritime welfare, marine environment management, and maritime safety services in Korea, thereby helping prevent marine accidents and enhancing the convenience of seafarers.

2022 Korea Maritime Week hosted by Ministry of Oceans and Fisheries

Korea Maritime Week, hosted by the Ministry of Oceans and Fisheries, will be held in Busan, Korea from September 21 to 23 (for 3 days). Korea Maritime Week has been held every year since 2007 to promote international cooperation serving as a platform to discuss major global issues such as maritime safety and the marine environment.

In order to respond to the global climate crisis, which is growing in size and getting intensified, 2022 Korea

Maritime Week begins with the Ministerial Conference in response to climate change followed by an expert discussion which consists of 4 sessions focusing on decarbonization and digitalization, which are the main issues in the international shipping area. It will conclude with a special session to commemorate the 20th anniversary of the Korea-IMO technical cooperation project.

At the Ministerial Meeting, various eco-friendly legal frameworks and policies which each country has promoted in order to support the eco-friendly transition will be introduced, and the future direction for regulations and cooperation plans with international organization such as the International Maritime Organization will be discussed taking the international characteristics of shipping into account.

There are four sessions that will be held in the expert discussion as follows: "Response to climate change (session 1)" discussing decarbonization and alternative fuels, "Green ship Forum (session 2)" dealing with ballast water and hull biofouling, "Maritime Autonomous Surface Ships, MASS (session 3)" and "Marine digital (session 4)" on navigation and PNT. The expert discussion will serve as a venue for sharing knowledge on research and technology development. In the special session, the IMO Secretariat is invited to introduce the achievements of technical cooperation in the maritime field to support developing countries, and the current status and future plans of technical cooperation projects supported by the Republic of Korea.

Korea Maritime Week which goes over policies, research, and cooperation will serve as a platform for policymakers and experts at home and abroad to discuss future prospects and countermeasures in the maritime sector.



<2022 Korea Maritime Week Program>

The Ministerial Conference	Response to climate change
Session-1	Response to climate change(De-carbonization, Alternate fuel, etc.)
Session-2	Green ship Forum ▲Ship Ballast water ▲Hull bio-fouling
Session-3	Maritime Autonomous Surface Ships (MASS)
Session-4	Marine Digital(e-Nav., PNT, etc.)
Special Session	20th Anniversary of the Republic of Korea-IMO technical cooperation project

* Please complete pre-registration (from August) on the website (www.koreamaritimeweek.or.kr)

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