1. Opinion
- Commercial Shipping Potential in the Arctic Ocean
- Necessity of Cooperation in Port and Shipping Industries between Korea and Russia

2. Ocean Policy
- Relevant Legislation is Required to Spread ‘Maritime Safety Awareness.’

3. Research Findings
- An Analysis on Economic Validity of Development and Operation of Marina Ports
- Measures to Develop the Fishery Seed Industry as a National New Growth Driver

4. Research Projects

5. KMI News & Events
Commercial Shipping Potential in the Arctic Ocean

The Stena Polaris set sail loaded with 44,000 tons of naphtha from Russia's Ust-Luga port on September 15, 2013. The vessel chartered by a Korean company named Hyundai Glovis is expected to arrive in Korea at the end of October. The pilot voyage in Arctic shipping is a product of collaboration among Stena Bulk, a Swedish operator, Hyundai Glovis and the Ministry of Oceans and Fisheries in Korea. The Northeast Passage (also known as the Northern Sea Route) connecting Europe with East Asia has been used by Norwegian or Finnish cargo owners to transport gas condensate, jet fuel and so forth until recently. The trial project was conducted with Korean ship officers on board the chartered vessel. The project was expected to give the Korean shipping industry a new opportunity to learn operation procedures and know-how in Arctic shipping. Currently, other Korean shipping companies are also reviewing plans to launch trial voyages on the Arctic routes.

As Arctic sea ice is melting fast, more Arctic shipping routes are expected to open up sooner or later. Korea with a large merchant fleet and excellent shipbuilding expertise is going to pay a special attention and take a leading position in Arctic shipping. Moreover, the Ministry of Oceans and Fisheries plans to participate in port development projects along the Arctic coast in Russia and give incentives to Arctic passage users such as lower port facility fees.

Northeast Asia’s involvement in Arctic shipping

Although the Arctic Ocean would be open for shipping for from 100 to 150 days per year, new maritime opportunities and activities will rise, affecting the dynamics or patterns of logistics and trades in North East Asia. As the first Chinese icebreaker, the Snow Dragon, has sailed through the Arctic waters, China is also embracing the Arctic for better access to resources and strategic values. China has recently built up its presence and influence in the region drastically. The Yong Sheng of China’s state-owned COSCO Shipping with cargoes of steel and heavy equipment began her journey on August 8 from Dalian and arrived at Rotterdam on September 10 through the Northern Sea Route (NSR). The main attraction of the NSR is to give ocean carriers around a two weeks’ advantage, compared to the traditional navigation route via the Suez Canal between Asia and Europe, resulting in a significant reduction in fuel consumption. Until recently, several Korean and Japanese energy companies have utilized Arctic shipping for oil products, gas condensate, liquefied natural gas (LNG) and iron ore. Three countries in Northeast Asia-Korea, China and Japan- obtained permanent observer status at the Arctic Council in last May. Since the three countries own adequate ice-class vessels with navigational capacity and necessary infrastructure, Arctic shipping would provide them better access to new mineral and energy discoveries.

From a commercial perspective, reductions in shipping times, costs and fuel consumption should provide more value to potential business activities, offsetting higher costs for insurance, ice-breaking services and etc. Arctic shipping is to supplement the ordinary shipping lanes as a niche player or so. These new participants should be able to develop safer and more efficient sea routes in addition to environmental protection and scientific research. Also, cooperative work or investment is required to improve poor infrastructure along the Arctic passages. With growing strategic ambitions in the Arctic, all stakeholders have to consider all options to protect the environment, while exploring the commercial opportunities.

More influence of Arctic coastal states

For starters, Russia is going to push infrastructure investments for Arctic shipping. As the major part of the Northern Sea Route is controlled by itself and more oil and gas projects are underway in the Arctic sea, Russia is obviously trying to take advantage of its share. The Northern Sea Route Administration (NSRA) oversees relevant infrastructure and issues permission to sail across the route. Russia also plans to expand its naval patrol along shipping and military facilities in the region. With required icebreaker escort services and vast experiences, Russia is very keen to promote Arctic shipping. Having in mind that it needs to improve old and inadequate infrastructure, Russia is welcoming foreign investments in the region. In developing new
business projects or possibilities, Russia should be able to share its knowledge and information with other participants in order to realize potential successes. The world witnessed Russia take a very strong stance when it comes to the access to the NSR. It denied Greenpeace activists the access and arrested them on the charge of piracy. Yet, relevant stakeholders need to remain fair and transparent and treat environmentalist with open conversation. Then, the wide variety of Arctic challenges and uncertainties would be solved in better and wiser ways.

Meanwhile, the Canadian government is studying ways to build new infrastructure, including refueling facilities in the Arctic areas. The future network of Arctic ports and facilities will support mining, oil, and gas industries. Further, Canada is strengthening surveillance of maritime activities around its coastal regions for the Northwest Passage. In developing the passage more economically and commercially feasible, it is said that the current satellite surveillance program must focus on arctic maritime traffic with search and rescue services rather than security and military purposes. It also has to update rules and regulations for increasing cruise tourism and other related businesses. Iceland is anticipated to build a major port on its northeastern shores for Arctic ships.

**Global cooperation in Arctic shipping**

As Scott G. Borgerson stated about the competitiveness of the Arctic countries, many coastal states in the region enjoy healthy fiscal conditions with predictable laws and good governance. It is also imperative that all these countries understand importance of cooperation on the global stage. There are many Arctic issues such as climate change, international security, economic development and new navigational passages and so forth. These internationally related issues must be dealt with diplomacy, dialogue and cooperation. The Arctic shipping, especially, is required to be developed in a sustainable manner. Under the umbrella of the International Maritime Organization (IMO), navigational safety and environmental protection is to be promoted through technical cooperation as well as inter-governmental and institutional frameworks. The IMO will take the lead in setting appropriate global standards and regulations in development of Arctic shipping. For the foreseeable future, the world shipping wouldn’t be transformed that much.

However, as interests and the volume of Arctic cargoes are on the rise, many governments and industries are keenly watching Arctic nations for new regulations or unilateral measures that might hinder Arctic shipping business. Government and industry cooperation is the basic condition to build the future governance of Arctic sea. Principles for both environmental and economic sustainability must be formulated to defeat rising environmental concerns. Bulkers, gas carriers and tankers except container carriers have been making increasingly frequent trips through the Arctic. Probability of potential oil spill or pollution is huge, which can irreparably damage the preserved natural environment. There are constant dangers of drifting icebergs and ices. Even with the help of icebreakers, transit ships can get stuck and fall into a peril in which rescues are very remote.

Korea is working very closely with the coastal states of the Arctic, participating in research and monitoring activities in the region. Nonetheless, Korea is planning to expand its capacity to study the region and is strengthening efforts for investment in infrastructure development or energy projects. In the pursuit of this strategy, Korea has to promote collaboration and boost cooperation, especially, with the eight Arctic Council members. In addition to its efforts to gain a stronger foothold in the Arctic region, Korea still has to go a long way in terms of promoting scientific research and joining international cooperation on a large scale. KMI

Choe Yung-sok
Senior Researcher at Marine Policy Research Division

Necessity of Cooperation in Port and Shipping Industries between Korea and Russia

1. Prospects for continued economic cooperation between Korea and Russia

Russia is geographically close to Korea, but during the cold war there was almost no economic exchange. Mikhail Gorbachev who emerged as president of the Soviet Union in the 1980s promoted reform and open door policy named ‘perestroika’ and opened trade relations with Korea. Yeltsin who gained leadership of Russia in 1990 normalized diplomatic relations with Korea.

In 1992 just after the diplomatic normalization, export to Russia was US$ 180 million, while import from Russia was US$ 74.8 million. In 1993, the amounts of export and import grew rapidly, hitting US$ 600 million and US$ 970 million respectively (Korean Embassy in Moscow, 2012). In 2012, Korea’s export to Russia stood at US$ 11.1 billion and imports reached US$ 11.4 billion, thus showing increasing economic cooperation in its scale and sectors year to year. Major export items to Russia are cars, car parts, plastics, trucks, construction heavy equipment, while major import items are crude oil, naphtha, coking coal, natural gas, aluminum and various energy-related commodities. Recently Korea’s trade with Europe slowed down due to European financial crisis, but trade with Russia continued to grow. According to KOTRA report, trade volume between Korea and Russia was estimated to grow up to US$ 100 billion in 2030.1)

Korea and Russia declared a strategic partnership in 2008. Russia’s industrial diversification policy will contribute to expanding bilateral economic cooperation and be expected to provide Korean companies with many business opportunities. Russian economy grew steadily at the growth rates of 6-7% annually in the 2000s, thanks to rising energy prices, exports of natural resources, thus by investing the financial resources for activating domestic consumption. Despite such strategic investments, Russian manufacturing base is weak and Russia’s major imports are machinery and equipment, car, car parts, plastic products, medicine, iron and steel, consumer products, and meat. These imports are complementary to Korean commodities.

Russia has world’s second largest crude oil production and largest natural gas production with which Russian economy has grown continually. The Russian government is promoting gigantic infrastructure projects such as roads, railways and ports in order to secure steady economic dynamics. Such infrastructure development will induce Korean companies to participate in the projects. Korean companies will extend investments and their business activities will be diversified and deepened further in the Russian markets.

2. Modernization of transport and logistics infrastructure and cooperative opportunities in port and shipping sectors

Russian government established the modernization plan of the transport system of Russia in 2001 and promoted general development and modernizing projects of logistics infrastructure of shipping, ports and railways, and at the same time carried out legal and institutional rearrangements. In 2005, the Russian government also established modernization plan of transport by the year 2020 and in 2008, provided another long-term transport plan by the year 2030. Russia’s first phase plan (by 2015) put stress on gradual development from modernization of transport and logistics facilities, while the second phase plan (by 2030) showed strategies to develop transport and logistics facilities based on innovative technology.

Looking into the sectoral plans, the Russian government is going to build new 20,550km long railways by investing 381 billion euro during 2008-2030 to meet increasing demand of transport and logistics facilities and establish 40 freight terminals and logistics centers. And to intensify international logistics corridors and connectivity, railways of 1520 mm width will be extended to the Korean Peninsula from European countries.

1) KOTRA, Korea and Russia, be prepared for 20 years ahead, 2010.
Russia has 62 seaports including 34 international trading ports. Major ports are located in the following areas. In the Baltic Sea, St. Petersburg port is the gate to Moscow and another main port is Kaliningrad. In the Black Sea, main ports are Novorossiysk and Sochi. In the Pacific coast, major ports are Magadan, Nahotka, Vladivostok, Petropavlovsk-Kamchatsky. In the Arctic Sea, Murmansk and Arkhangelsk are major ports. Russia's Port traffic in 2007 was 440 million ton but will grow to 650 million ton in 2015. To meet growing port traffic, the Russian government is going to build large ports which may receive 70,000 dwt containerships, whose ports are Murmansk, Kaliningrad, Vostochny, Ust-Luga and Taman. At the same time, the Russian government is inducing foreign investment in building the river port of the Volga River.

In the road sector, Russia is going to build federal highways between Arur Chita and Khabarovsk and a circular highway at St. Petersburg. However, most trunk roads in Russia are two lanes and road conditions are generally weak.

The Russian government’s promotion of modernization and operational efficiency of transport and logistics facilities to solve congestions of ships and cargo traffic in ports will surely provide Korean companies with various business opportunities. In the port sector, business opportunities may come from building and operation of container terminals and modernization of bulk terminals. Russian port efficiency in cargo handling equipment and facilities, connectivity to hinterland, information technology, forwarding system, cargo handling system and multimodal transport system is evaluated low and backward to global standards(Korea Trade Association, 2008). In the shipping sector, joint venture companies focused on a target of feeder shipping in the North East Asian shipping market and operation of shipping companies in the emerging Arctic shipping route are in the prospect.

Far Eastern region of Russia is near to Korea and Korean logistics companies are actively participating in the region. For Korean logistics companies, cooperation in shipping and port industries between Korea and Russia may be considered as follows. First, Korean logistics companies may participate in modernizing old port facilities of Nahotka and Sovetskaya Gavan. Through joint venture businesses, they may improve yard facilities and handle mineral resources coming from the inner part of Russia, thus obtaining profitability.

Second, modernization of Vladivostok container terminal is prospective for bilateral cooperation. Because of limited on-dock yard, there are many off-dock yards, causing additive costs to cargo owners. And as container berths are dispersed, port efficiency is low, compared to modern large terminals. Considering the trend of bigger containerships, construction of large container terminal is imperative. Third, operation of logistics and trading centers is necessary in connection with ports. For example, warehousing and trading centers of construction materials, machineries and equipment will be needed. Fourth, taking into account brisk exports of resources of Far Eastern part of Russia and increasing Arctic shipping traffic, cooperation of shipping companies of Korea and Russia is to be intensified.

3. Conclusion

Since diplomatic normalization in the 1990s, economic relations have been extended between Korea and Russia based on the complementary economic structure. Bilateral trade has grown beyond US$ 20 billion entering into the 2000s and is going to reach US$ 100 billion in 2030. Russia, rich in natural resources, is diversifying industry structure and improving infrastructure of transport and logistics systems which are now backward and short in supply. Such infrastructure modernization projects of Russia will provide Korean logistics companies with various business opportunities.

Various joint venture opportunities may emerge in shipping and port industries. Joint investments in transforming fishing ports of Far Eastern Russia into commercial ports will prove to be mutually beneficial to both countries. Development of logistics and trading centers connecting inner parts of Russia will also be business opportunities of financial profitability. Establishment of joint venture shipping companies between Korea and Russia will be a prospective business idea.

Russian economy based on rich natural resources will continue to steadily grow in future. In this context, positive interests of Korean companies are needed for their participation in shipping, port and inland infrastructure of Russia. And in close cooperation with Russia’s federal and local governments, Korean government should promote basic infrastructure development plans between Korea and Russia, improvements of investment conditions, transparent tax and financial systems, introduction of support systems so that cooperation may be promoted continuously. KMI

Deukhoon Peter Han
Senior Researcher at Fisheries Policy Research Division

Relevant Legislation is Required to Spread ‘Maritime Safety Awareness.’

According to the No.104th Decree of the Ministry of Oceans and Fisheries, maritime accidents are categorized as those involved in ships, crew, ports, disaster and pirates. Although the current Maritime Security Act was prepared to prevent maritime accidents concerning ship operation, it doesn’t regulate accidents on and off the ocean if they don’t involve ship operation. Therefore, national efforts are required to spread public recognition about maritime safety as well as to reduce the number of maritime accidents in various types. In fact, lots of laws and regulations were prepared to promote ‘land transportation safety awareness,’ which have borne fruits. The same can be applied to maritime safety. Enactment and implementation of relevant laws and regulations will help reduce harms to body, property and life of people, let alone ensure their safety.

The Park Geun-hye administration seems to share this understanding. One of its four national administration goals is to make ‘safe and integrated society’ and the detailed 93 projects included advancement of transportation safety including aviation and maritime transportation. When it comes to preparing specific legislation, in-depth review is necessary to determine whether the existing Maritime Safety Act should be amended to include relevant provisions or new act should be enacted as the basic legal ground to regulate overall maritime safety issues.

In summary, national policies on maritime safety can be systematically implemented based on legal foundation which can reduce the number of maritime accidents eventually by promoting ‘maritime safety awareness.’ Therefore, there are urgent needs for these relevant laws. KMI

Deukhoon Peter Han
Senior Researcher at Fisheries Policy Research Division
An Analysis on Economic Validity of Development and Operation of Marina Ports

1. Purpose

- The study suggested specific methodologies to analyze economic validity of marina port development and examined applicability of the Contingent Valuation Method (CVM) and the Conjoint Analysis (CA).

  - Marina ports provide non-market benefits, such as spaces for marine leisure activities, scenery and waterside areas.
  - As a methodology to calculate non-market benefits, the study employed the CVM and CA.

- The study estimated benefits of marina ports through an empirical analysis on actual cases (the Old Gunsan Isles marina port) and evaluated economic validity of marina port development projects.

  - It chose the Old Gunsan Isles marina port for its case study with regard to development feasibility and policy priorities.
  - The study evaluated economic validity of the project by estimating net present value, benefit-cost ratio and internal rate of return.

2. Methodologies and Feature

1) Methodologies

- A comprehensive review on international and domestic studies about economic validity of marina ports, CVM and CA.

- A business survey on marina ports, development plans and domestic and yacht industries

- A survey with the general public and expert consultation

- The CVM and CA on the survey results

2) Feature

- There are no general guidelines for economic validity analyses on marina port development yet. The study suggested methods which considered non-market benefits offered by marina ports and could be used as an evidential material for governmental policies.

- The survey results showed low public awareness and interest in marina ports. The study proposed that developing marina ports should be categorized according to their distinct function and enough waterside areas should be developed when marina ports are built.

3. Results

1) Summary

- The study classified characteristics of marina ports according to their size, accessibility, provision of waterside areas and other programs besides tourism and conducted the CA.

  - The marginal WTP (Willingness To Pay) according to each characteristic of marina ports can be used to estimate their benefits.

- The WTP per household for development of the Old Gunsan Isles marina port was KRW 1,840. When it is multiplied by the number of nationwide households, the yearly benefits are estimated at KRW 32.387 billion.

  - The results can be used in developing guidelines for the preliminary feasibility study on marina port development projects.

- An economic validity analysis on the Old Gunsan Isles marina port showed enough economic feasibility.

  - Its net present value stood at KRW 22.1 billion, cost-benefit ratio was 1.17 and internal rate of return was 7.3%.

- The survey results on public awareness of marina
ports showed that the general public had low awareness and experience about marina ports.

- 73.2% of respondents did not know about marina ports or relevant terminology and only 6.2% of respondents had visited domestic marina ports previously.

• According to the Multi-Regional Input and Output analysis, construction of the Old Gunsan Isles marina port will induce KRW 1.133 trillion of production, 1,000 people of employment, and KRW 49.3 billion of value added.

2) Policy contribution

• The study procedure and the results will provide important underpinnings for the preliminary feasibility study on marina ports.

• The survey results on general public will help to decide policy direction regarding marina ports.

• The study suggests that ‘The Basic Development Plan on Nationwide Marina Ports’ should stipulate economic validity studies to be conducted on concerned marina ports.

3) Expected benefits

• The study designed detailed frameworks for economic validity analyses on marina port development projects.

- It suggests conducting the CVM or the CA which deals with non-market benefits of marina ports.

• The study will activate studies on non-market benefits of marina ports.

- The role of marina ports as market goods is still limited due to underdevelopment of domestic marina industry.

- It put focus on the role of marina ports as public goods and emphasized its non-market benefits such as provision of scenery and available waterside areas.

- The study highlighted that marina ports were not only for yacht users but for the general public. *KMI*

Lee, Min-kyu
Senior Researcher at Port Demand Analysis Center

---

Measures to Develop the Fishery Seed Industry as a National New Growth Driver

1. Purpose

• To seek measures to develop the fishery seed industry of Korea

- To present direction for mid-and long-term development of the Korean fishery seed industry through analyses on its current status and foreign cases

2. Method and Characteristics

1) Study method

• Analyses on domestic and foreign literature statistics

• Analyses on domestic and international cases (agricultural industry, livestock industry, China and the US)
2) Study characteristics

- Surveys with fishery seed and aquaculture producers

3. Results

1) Summary

- The fishery seed industry of Korea began growing at earnest since the development of aquaculture industry. As of 2008, the market size is worthy of USD160 million, accounting for about 1% of the global fishery seed market.

- Compared to agricultural industry and other business in fisheries sector, the fishery seed industry is at initial stage. However, the industry holds importance because its development leads to development of domestic aquaculture industry and resource management fishery based on marine living resources.

- The domestic fishery seed industry has problems as follows:
  - Insufficient system and institution to supply healthy and good seeds
  - Lack of infrastructure for commercialization of technology
  - Underdeveloped private producers for fishery breeding and lack of supply system
  - High dependence on natural seeds and limits in acquiring healthy and good marine living resources

- The study suggested improvement measures and policy tasks for stable development of fishery seed industry.

- To promote legislation for fishery seed industry
- To build a government management system on genetic information collection and exploration as well as good species
- To improve infrastructure for fishery seed survey and build database

2) Policy contribution

- To introduce the seed observation system by species and quality certification system for stable seed supply
- To build large size businesses focused on strategic items and provide support for their better management
- To expand R&D in fishery seeds, increase investment into field-oriented R&D and prepare comprehensive plans

3) Expected benefits

- To improve competitiveness of domestic aquaculture industry
- To contribute to developing a constant production system for coastal and offshore fishery industry
- To explore a new growth engine of the domestic fishery industry

KMI

Joung, Myung-saeng
Research Fellow at Fisheries Policy Research Division

The KMI News Letter Ocean & Future
RESEARCH PROJECTS

• A study on equipment advancement for better security system development
• A study on special act enactment for national cruise development
• A study on enactment of national cruise development act
• A study on improvement of port and fisheries damage compensation
• A study on national essential fleet system improvement
• A study on improvement of national essential fleet system
• Core technology development for national marine ecosystem comprehensive management
• Establishment of Dokdo Digital Archive (DDA)
• Land based pollution management and total pollution loads management in Masan Bay special - management waters
• A validity study on Hanlim port development (2nd stage)
• A policy analysis on polar Arctic/Antarctic policies of major nations and international organizations
• A study on fisheries seed production forecast
• Climate change impact analysis model-fisheries sector (1st year)
• Establishment of master plan on maritime safety culture
• Strategies to enter Chinese southern logistics market through China-Southeast Asia cooperation
• Strategies to implement Ulsan Green Port
• A study on FTA direct damage relief system improvement
• Responsive measures to Korea-China FTA (coastal fishing)
• Ulneungdo and Dokdo maritime and fisheries long-term development plan
• A validity study on building type aquaculture project
• A study on inland public water management system
• A study on WTO/SPA shipping service negotiation
• A study on response to WTO/SPA negotiations
• A study on Bukhang rent system improvement and normalized operation
• Local model development for profit sharing and approach for biological resources
• A white paper on pilot sea ranching projects
• A study on economic validity of pilot sea ranching projects in Taean, Uljin and Jeju
• Information on overseas market for offshore plant and service industry
• A review on the 1st national port security plan
• HS-code matching and implications with regards to Korea-China Fisheries FTA negotiations
• Technology development to deal with jelly fish
• A study on the establishment of national seaborne highway networks
• An analysis on the mudflat fisheries damaged by oil spill
• Development of biz models according to FTZ
• Operation of the International Logistics Investment Analysis Center (2013)
• A study on foreign markets for aqua-pet
• Measures for ocean accident statistics advancement
• Measures for better maritime accident statistics
• A study on better fishing ground management and institutional improvement measures
• A study on management of designated waters for fisheries resource and fishing ground purification
• Strategies for active export of Korean halibut
• A study on offshore plan professional development
• An analysis on investment candidate cities such as joint investment into west Africa
• The 2nd master plan on ocean waste management
• A study on strategic cooperation measures among Arctic coastal states
• A study on the 2nd maritime tourism promotion basic plan
• Consigned operation of 2013 Shipping, Port, Logistics Information Center homepage
• 2013 National Transportation Survey and Database
• Global network to strengthen maritime territory including continental shelf
• Cargo Preference and Restriction Applying to Specific Trades
• 2013 Korea-Georgia Invitation Training (Black sea)
• A study on locational validity of marine leisure facilities
• Shipping tax improvement to sharpen competitiveness of the shipping industry
• Operation of fishing boat trade system and introduction of fishing boat lease
• The seashore cadastral survey and management type categorization
• A study on preparation of the 2nd ocean going industry development plan
• A study on tailored support for fisheries income and welfare increase
• System improvement to eradicate illegal fishing in deep ocean
• A study on basic statistics supplementation of shipping, port and logistics industries
• A study on better rate system and calculation of POSCO special cargo handling
• 2013 entrusted operation of port demand prediction center
Major Activities Conducted in October, 2013

“Digital Archives and Dokdo” International Seminar
- Time & Place: October 1, Sejong hotel

KORAFF 2013 Senegal Symposium and MOU between KMI and CRODT (Centre de Research Oceanographique de Dakar-Thialoye of Senegal)
- Time & Place: October 2, Dakar, Senegal
- Topics: Responsible fisheries management in waters of West Africa

The 113th KMI Ocean Policy Forum
- Time & Place: October 29th, KMI, Hotel Shilla
- Topics: “Rise of the East Rim Economy and Prospects for Ocean Industry” (By Hong Seung-Ryong, president, Duksung Women’s University)

MOU with Jang’An University and China Logistics Forum
- Time & Place: November 7, Xian, China
- Topics: Signing of MOU with Jang’An University, development prospects for West Triangle Economies and Korea-China Seminar on Logistics Investment

Measures on Fisheries Advancement in the Arctic Ocean and International Expert Seminar
- Time & Place: November 19, Pukyong National University

The 7th Shipping Market Seminar with CEOs
- Time & Place: October 15, Palace hotel
- Topics: Prospects for world economy and financial condition, 2013 2H and 2014 shipping market forecast

Major Activities Planned in November, 2013

MOU with Jang’An University and China Logistics Forum
- Time & Place: November 7, Xian, China
- Topics: Signing of MOU with Jang’An University, development prospects for West Triangle Economies and Korea-China Seminar on Logistics Investment

The 9th and 10th KMI Logistics Workshop
- Time & Place: November 20 (Dandong), 22 (Yanbian), China
- Topics: International logistics market condition (North-China-Russia) and advancement measures

Asia Pacific Ocean Culture and Ocean Soft Power
- Time & Place: November 22–23, Jeju National University, Asia Pacific Ocean Culture Center (APOCC)
- Topics: Discussion on marine culture international network establishment and opening of APOCC

2014 KMI Global Shipping Market Forecast Seminar
- Time & Place: November 26, T-art hall
- Topics: 2014 shipping market forecast and new trends
Publisher
Kim, Sung Gwi - President, Korea Maritime Institute

Editor-in-Chief
Choi, Jae Sun - Director General, Planning & Coordination Division

Editorial Board
Kim, Woo Ho - Director General, Maritime Industry & Logistics Division
Jun, Chan Young - Director General, Port Research Division
Mok, Jin Yong - Director General, Marine Policy Research Division
Joung, Myung Saeng - Director General, Fisheries Policy Research Division

Secretary
Kwon, Hye Jin - International Cooperation & Public Relations Division
Chung, Kyung Hwa - Planning & Coordination Division

Contact Information
Address: 21F KBS Media Center Bldg., #45, Maebongsanro,
        Mapo-gu, Seoul, 121-915, Korea
Tel: +82-2-2105-2700
Fax: +82-2-2105-2800
Email: jschoi@kmi.re.kr, kwonhj@kmi.re.kr