

2024 International Maritime Sector in the Transitional Era: Challenges and Opportunities

KOREA MARITIME WEEK



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International Maritime Sector in the Transitional Era: Navigating Tomorrow Beyond the Tide of the 2Ds



Dr. Do-Hyung Kang
Minister
Ministry of Oceans and Fisheries

The origins of maritime transportation has its roots approximately 5,000 years, with trade occurring among regions like Mesopotamia, Bahrain, and western India. It is well-known that ships were used for fishing and transport long before this period in history.

The global trade network connecting Europe and Asia was established in the late 15th century, marking a turning point that impacted humanity beyond just the continent. As global trade in textiles, woolen fabrics, and other goods expanded in the 18th century, seaborne trade began to evolve into what we recognize today. The 19th century saw the operation of the first regular liner service, followed by four major technological innovations: steam engines, iron hulls, screw propellers, and submarine cable networks that enabled worldwide communication.

Alongside these technological innovations, the development of global trade gave rise to various commercial services, such as passenger and postal services, in addition to cargo. Thus, maritime transportation and ships have continually shaped our lives and the history of humanity, driving innovation in response to the technological developments and demands of each era.

Today, we stand at a pivotal moment in maritime history, marked by the twin challenges of decarbonization and digitalization in

maritime transportation and ships. I find myself filled with mixed emotions—high expectations, fear, and a deep sense of responsibility toward future generations—as we prepare to witness and experience these new transformations firsthand in the more than 5,000-year history of shipping.

To accommodate these transformations in our generation, it is essential above all to share information about emerging trends and challenges, and to build a consensus. Given the global nature of shipping and ship operations, consideration of geographic characteristics, harmonization of regulations and standards among countries, and global cooperation are not optional—they will be indispensable to driving these changes.

In this context, the Ministry of Oceans and Fisheries of the Republic of Korea has been hosting Korea Maritime Week annually to address these changes actively and contribute to global cooperation in the maritime sector. Celebrating its 8th anniversary, 2024 Korea Maritime Week is organized under the theme "International Maritime Sector in the Transitional Era: Challenges and Opportunities." Originally initiated as the "Seoul International Maritime Forum" in 2007, Korea Maritime Week has been sharing the latest technological trends, policy directions, and progress across a range of fields, including maritime transportation, ships, and ports, since 2017.

So far, Korea Maritime Week has provided a platform for experts from around the world to engage in in-depth discussions on global maritime affairs, such as particulate matter emissions from shipping, greenhouse gas (GHG) emissions, green shipping, and Maritime Autonomous Surface Ships (MASS), as well as to cooperate in implementing international conventions and promoting the mutual prosperity of the international community.

This year, in particular, the week will feature the High-Level Dialogue alongside 15 events addressing major global issues, including the International Maritime Mobility Forum, Digital@Sea Asia-Pacific, the International Shipping Decarbonization Forum, and the Korea Maritime Mobility Safety Expo. These diverse events are expected to provide an opportunity to share global trends in the field of maritime transportation and ships, and to enhance understanding of the linkages among current affairs.

As mentioned earlier, we are now facing the generational challenge of decarbonization, while simultaneously navigating the tide of digitalization, which is revolutionizing the efficiency and competitiveness of the shipping industry.

In these waves of change, the International Maritime Organization (IMO) set an ambitious goal in July 2023 to achieve net-zero GHG emissions from international shipping by or around 2050. In alignment with IMO's efforts, the international community has been actively researching technologies for green ships, including ammonia, hydrogen, and methanol fuels. Of particular interest are "Green Shipping Corridors," where the entire maritime shipping process between two or more ports emits zero carbon through the use of zero-carbon fuels or eco-friendly technologies.



For global shipping decarbonization and digitalization, the Republic of Korea has been devising and implementing policies to ensure stable progress in decarbonization and digitalization for the industry. These efforts include national research and development projects focused on technologies for eco-friendly ships and MASS, as well as the establishment of infrastructure such as the Autonomous Ship Verification and Evaluation Research Center for technology assessment and verification.

Navigating toward a sustainable future is a shared challenge that cannot be addressed by a single entity. For this reason, the Republic of Korea is committed to actively supporting cooperative projects with the international community. The discussions and cooperation that will take place during Korea Maritime Week will serve as a strong and reliable force to navigate through the waves of change and steer us confidently toward a sustainable tomorrow, thereby becoming a strong wind that propels the advancement of the global shipping industry.



Decarbonization, Digitalization and Diversity in Maritime – Challenges and Opportunities

Arsenio Dominguez
Secretary-General
International Maritime Organization

Maritime trade dominates global commerce, with the whole world heavily reliant on ships and seafarers to deliver the goods we need and want. We live in evolving and exciting times, as we strive to take advantage of the opportunities presented by decarbonization and digitalization, while acknowledging the challenges that shipping must navigate.

The International Maritime Organization (IMO), as the global regulatory body, is pushing the agenda forward. The 2023 IMO Strategy on the Reduction of GHG Emissions from Ships has set the clear ambition to reach net-zero GHG emissions from international shipping by or around, i.e. close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for international shipping to reduce GHG emissions for 2030 (by at least 20%, striving for 30%) and 2040 (by at least 70%, striving for 80%).

IMO's mandatory energy efficiency measures are already embedded, including the Energy Efficiency Design Index (EEDI), the Energy Efficiency Existing Ship Index (EEXI), and the annual operational carbon intensity indicator (CII) and CII rating. Regulation drives innovation, promoting the use of more energy efficient equipment and engines in ships, clean propulsion, such as utilizing wind, as well as operational tactics to cut emissions, such as "just in time" arrivals and keeping hulls clean and smooth.

In March 2024, at the 81st session of the Marine Environment Protection Committee (MEPC 81), IMO Member States agreed on an outline of the "IMO net-zero framework". This framework will encompass mid-term GHG reduction measures, including a goal-based marine fuel standard and a maritime GHG emissions pricing mechanism as amendments to MARPOL Convention. Member States

will continue crucial discussions on this legal framework, supported by detailed information from a comprehensive impact assessment of the proposed measures on the world fleet and Member States. Adoption is set for late 2025.

Decarbonization requires a synergistic effort across all sectors. The energy sector is critical in the transition, as shipping needs access to zero and near zero emission alternative fuels from the bunkering industry. IMO is working together with the other international organizations to highlight and harness the opportunities for developing countries to supply zero-carbon fuels to global shipping.

At the same time, the transition must be inclusive and supporting developing countries, particularly, Small Island Developing States (SIDS) and Least Developed Countries (LDCs), is a cornerstone of IMO's approach. Through various global projects, IMO provides training and capacity development to these countries to implement GHG emissions reduction measures and facilitates the trial and piloting of technologies that could propel maritime decarbonization forward. This support extends to digital tools and platforms that can optimize ship operations, reduce fuel consumption, and monitor emissions in real-time.

IMO recognizes the critical role of ports in decarbonization of shipping and has encouraged Member States to adopt regulatory, technical, operational, and economic actions. Measures could include providing onshore power supply from renewable sources, enabling safe and efficient bunkering of alternative low and zero GHG emission fuels, offering incentives for sustainable shipping, and supporting the optimization of port calls. Many ports are already taking proactive steps, such as embracing electrification.

Digitalization can play a key role here, enabling ports to provide real-time data on bunkering facilities and to optimize ship-port interactions to minimize waiting times and associated emissions. Digital solutions, including the mandatory maritime single window, support efficient logistics and are integral to these efforts. As new technology transforms the shipping industry, it is becoming intertwined with decarbonization.

Safety remains a priority throughout the decarbonization journey. This is why IMO has developed interim safety guidelines for various fuel types, including methanol, ammonia, hydrogen, batteries and fuel cells. Indeed, the IMO World Maritime Day theme for 2024 embodies the IMO approach: "Navigating the future: Safety first!"

As technology advances, new skills are required both at sea and onshore to ensure safety and efficiency. The comprehensive review of the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers (STCW) is ongoing, addressing training provisions for seafarers on ships using alternative fuels and advanced digital tools, emerging technologies, cyber security, e-certification, mental health, and gender sensitization.

On the latter point, diversity and inclusion are vital for a sustainable shipping industry. IMO, through initiatives like the International Day for Women in Maritime and the Women in Maritime programme, supports training, visibility, and recognition for women. Indeed, many female delegates who come to IMO to represent their country or international organization have benefitted from training and networking opportunities under the Women in Maritime programme, and many more are holding high-level positions in their countries.

IMO has also embedded gender equality into all our long-term thematic projects. The industry must continue to evolve and support these efforts, providing equal opportunities for training and career advancement. In this regard, I welcome the Republic of Korea's generous funding commitment to advancing women in their maritime skills, in particular through SMART-C Women, one of a suite of projects under the IMO-Republic of Korea Sustainable Maritime Transport Cooperation (SMART-C) Programme.

On a personal level, I am fully committed to promoting gender representation and urge others to do the same. Within the Secretariat, the IMO gender and diversity strategy reaffirms our commitment to attracting the best people for roles, with a genuine focus on enhancing gender and geographical diversity within the Secretariat. By investing in women's education and professional development, we empower women, drive innovation and foster sustainability within the maritime industry, to the benefit of all. I have pledged to lead by example and so I have ensured an equal gender split on my senior management team. I have committed to only participating on panels at external events where there is diversity represented - and I have asked all IMO Secretariat staff to follow suit.

Maritime must evolve. I am optimistic about the future, embracing decarbonization, digitalization, diversity, and innovation in a rapidly changing world. Together, we can navigate the waters towards a sustainable and inclusive maritime industry.



IMO Headquarters in London

History



International Maritime Forum

Korea Maritime Week



2016 Busan
The Cooperation in Internationally Harmonized and Standardized Implementing the IMO Instruments



2024 Busan
International Maritime Sector in the Transitional Era: Challenges and Opportunities
Hybrid

2015 Busan
Maritime Safety Industry and Ocean Economy



2023 Seoul
Decarbonization · MASS · Digitalization
Hybrid



2014 Seoul
The Implementation of e-Navigation : from Concept to Reality



2022 Busan
Challenges and Tasks in the International Maritime sector in the New Normal Era
Hybrid

2013 Busan
The 5th Global R&D Forum & Exhibition on BWM(10.23) e-Navigation Special Session



2021 Sejong
Eco-friendly and digitalization era, the future of the maritime industry
Online



2012 Seoul
The Future of the Green Ship



2020 Seoul
POST COVID-19, Digitalization and Decarbonization
Online

2011 Seoul
How to Effectively Cope with the Challenges of Piracy



2019 Seoul
Voyage together for connecting the future



2010 Seoul
Strategy for Climate Change in Maritime Sector



2018 Seoul
Maritime Policy and Regulations in the Fourth Industrial Revolution

2009 Seoul
Prevention and Suppression of Acts of Piracy And Armed Robbery against Ships



2008 Incheon
Marine Pollution Prevention and Oil Spill Damage

2017 Seoul
Implementation of MAROL Annex VI : Enforcement of the Global Sulphur Cap and Data Collection System



2007 Seoul
The Wreck Removal Convention





The Republic of Korea at IMO

Having joined the International Maritime Organization (IMO) in 1962, the Republic of Korea played a critical role as a Category C member of the IMO Council for 10 years after its election at the 15th session of the IMO Assembly in 1991. Since its election at the 22nd session of the Assembly in 2001, the Republic of Korea has served as a Category A member, striving to realize the mission of IMO with active participation in IMO meetings, including the Assembly, Council, Committees, Sub-Committees, and associated working groups with the Permanent Representative of the Republic of Korea to IMO established in 2021.

Additionally, as a party to the international conventions of IMO, including the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), and the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention), the Republic of Korea has significantly contributed to the continued advancement and development of the global maritime industry in response to new changes and challenges.

Decarbonization

The Republic of Korea fully supports levels of IMO ambition including Net-Zero GHG emissions by 2050 in International Shipping and is developing various technological elements in cooperation with the shipping and shipbuilding industries to reduce GHG emissions from ships such as promoting the usage of green fuels and introducing technologies to improve energy efficiency.

Furthermore, the Republic of Korea launched the Sustainable Maritime Transport Training Programme (GHG-SMART) in partnership with IMO in 2020 to assist Member States in introducing and implementing their GHG emission reduction policies. During Korea Maritime Week in 2023, the 'Seoul Declaration' was adopted at its ministerial conference to achieve the green shipping transition by 2050.

Digitalization

The Republic of Korea has actively participated in discussions on digitalization, including the development of the Maritime Autonomous Surface Ships (MASS) Code at IMO. In this regard, the Republic of Korea established a high-speed maritime wireless communication network that enables LTE communication up to 100 kilometers from the coast, embarked on a project to provide a Korean e-Navigation service

from January 30, 2021, and laid the foundation for testing and evaluating MASS by establishing the 'Autonomous Ship Verification & Evaluation Research Centre' in Ulsan, Republic of Korea in 2022.

In addition, the Republic of Korea jointly held the 'Workshop on Enhancing Safety of Navigation with Maritime Digitalization' with IMO, the International Hydrographic Organization (IHO), and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) to share information on trends in the development and application of maritime digital technologies and nurture international maritime professionals.

Cooperative Project

The Republic of Korea is implementing various cooperative projects with IMO for mutual growth with Member States. In 2002, the Korean government established the Technical Cooperation Fund with IMO, which has since provided scholarships to 75 students from 41 developing countries for the World Maritime University (WMU) and the International Maritime Law Institute (IMLI), and has implemented over 150 technical cooperation projects.

Since 2016 when the Voyage Trust Together Fund was first established, the Republic of Korea has continuously cooperated with IMO to comprehensively enhance its role, including the implementation of the GHG-SMART and Future Fuel and Technology Project and contributing to the Global Integrated Shipping Information System (GISIS).

In 2023, the Republic of Korea established a partnership introducing a large-scale ODA programme with IMO for the first time, and newly launched the Sustainable Maritime Transport Cooperation (SMART-C) programme and Trust Fund. With this, 6 new mid- and long-term ODA projects are being implemented across various areas, including decarbonization, digitalization and promotion of the participation of women in the maritime sector, starting with Member States in the Asia-Pacific region.

Future Plan

Taking an active part in IMO meetings and playing a pivotal role for current issues in international shipping, the Republic of Korea will ramp up its efforts for shared growth with IMO Member States through technical cooperation, ODA projects, and scholarship programmes.

Charting the Course: Recognizing the Importance of Non-SOLAS Ship Safety

An Interview with President Jun-Seok Kim
of the Korea Maritime Transportation Safety Authority



Please tell us about what the Korea Maritime Transportation Safety Authority (KOMSA) does in the maritime sector.

Originally launched as the Korea Fishing Vessel Association in 1979, KOMSA is celebrating its 45th anniversary this year. As a quasi-governmental institution, our work encompasses overall maritime transportation safety in the Republic of Korea. This includes ship surveys, operation management for domestic passenger ships, support for policy establishment, and R&D in the maritime sector.

What are your thoughts on the safety of fishing vessels in the digitalization era?

Decarbonization and digitalization are two of the most talked-about issues in the international maritime sector these days. Alongside an array of cutting-edge maritime technologies, the MASS (Maritime Autonomous Surface Ships) technology is a case in point for digitalization in shipping.

Instead of focusing solely on digitalizing fishing vessels, we aim to enhance their safety in the digitalization era by integrating AI technologies into vessel designs, managing operations through KOMSA's Maritime Transportation Safety Information System (MTIS), and digitalizing ship surveys.

What can participants expect from the upcoming Small and Medium Ship Safety (SSS) Forum?

Inaugurated in 2016, KOMSA hosted the SSS Forum to share technological trends and exchange insights within the industry for small and medium-sized ships. The forum was held twice and then put on hold due to external factors, such as the COVID-19 pandemic and the global economic downturn.

As you are well aware, most maritime incidents involving casualties occur with coastal or non-SOLAS ships. Since safety management for these ships depends on the flag states' administration, there is a lack of global platforms for cooperation to reduce maritime incidents in coastal areas.

Recognizing the significance of creating a platform to exchange knowledge on new technologies and policies regarding small and medium-sized ships and the need to enhance their safety, the SSS Forum has resumed this year under the theme "Big Safety for Small Ships," as part of the Integrated Technical Cooperation Programme (ITCP) project of the International Maritime Organization (IMO).

This forum, consisting of three sessions titled "Fishing Vessels Against the Tides of Digitalization," "Green Ferries: Opportunities and Risks," and "Promoting Safety Awareness of Recreational Craft," will bring together key figures from the Maritime Safety Division of IMO, the Norwegian Maritime Authority, and the China Maritime Safety Administration, among others, providing a venue to share their insights on pressing issues in this field.

Concept of 3S Forum



What efforts should be made to facilitate the green transition in small and medium-sized ships, such as ferries?

Green ships, such as electric-powered or hybrid ones, are relatively costly to build, making them quite challenging to commercialize. We believe this is the biggest barrier preventing small and medium-sized ships from going green.

To increase the number of green ships in the market, the Republic of Korea has been establishing and promoting plans to develop green ships and facilitate their distribution, according to the Act on the Promotion of the Development and Distribution of Environment-friendly Ships. Aligning with the efforts of the Ministry of Oceans and Fisheries (MOF), our organization is also doing its utmost in green transitioning by carrying out tasks delegated by MOF, including the certification of environment-friendly ships.

What measures can be considered to increase awareness about maritime safety as a growing number of people are using recreational craft?

The most crucial factor in enhancing safety awareness and promoting a safety culture among those participating in maritime activities is providing better access to user-centric information. The existing one-off campaigns, which are quite similar to one another, are unlikely to build consensus on maritime safety among the public.

A wide range of eye-catching content should be showcased across various channels and platforms. Through awareness campaigns with hands-on activities on maritime safety, people should learn first-hand the importance of following safety guidelines at sea. That is why our organization is carrying out safety campaign activities to effectively provide relevant information and raise awareness about maritime safety, focusing on those who enjoy the sea. Our efforts include developing related VR content, managing social network platforms dedicated to maritime safety, and offering maritime safety training sessions to institutions upon request. In cooperation with MOF, we also plan to broadcast maritime safety news through "Bada Navi," the LTE-M network in coastal seas, enhancing the safety of small and medium-sized ships.

What is the vision that KOMSA looks forward to achieving through the SSS Forum?

Through the upcoming SSS Forum, our organization hopes to lay a foundation for a transnational platform where discussions on the safety of non-SOLAS ships, including fishing vessels, ferries, and recreational craft, and issues related to eco-friendliness can take place. As an institution with expertise that promotes benefits for the public and puts plans into action, we will relentlessly cooperate with the government of the Republic of Korea and IMO for the continuation of this forum, promoting our mission to make the safest sea routes in the world.



Transforming Global Maritime Trade: Hydrogen, Hubs, and High-Tech Seas



Emanuele Grimaldi
President
International Chamber of Shipping

The maritime industry is undergoing a significant transformation driven by the dual imperatives of decarbonisation and digitalisation. This is a crucial transformation that will help reach global climate targets but also importantly enhance the efficiency and sustainability of global trade.

As part of this shift, the collaboration between developed and developing economies plays a pivotal role, ensuring that all nations can participate in and benefit from the advancements in maritime technology and environmental standards.

Decarbonising international shipping is critical for reducing global greenhouse gas (GHG) emissions. The International Maritime Organization (IMO) has set an ambitious target to achieve net zero emissions from international shipping by or around 2050, with indicative checkpoints in 2030 and 2040. Achieving these targets necessitates significant investments in alternative fuels, energy-efficient technologies, and innovative operational practices.

One of the potential alternative fuels is hydrogen, which can be used in various forms, such as liquid hydrogen or ammonia. The International Chamber of Shipping (ICS) recently presented a report - **Turning Hydrogen Demand Into Reality: Which Sectors Come First?** - that suggests that clean hydrogen has the potential to function as an energy carrier and feedstock to decarbonise multiple sectors (especially hard-to-abate sectors) and support global decarbonisation efforts by 2050 and beyond.

The report also suggested that maritime imports of hydrogen are feasible for the Republic of Korea to intensify hydrogen use in industry at scale. Especially since hydrogen has been considered part of a future Korean energy system for several years.

Countries might use hydrogen at a scale that exceeds their domestic production capabilities. Consequently, it is possible that Japan, the Republic of Korea and Northwest Europe become net importers of hydrogen, while Australia and New Zealand, Chile, the Middle East and

North Africa are likely to be net exporters. The potential importers are densely populated and highly industrialised regions with the prospect of high demand for hydrogen

The main driver for hydrogen demand in multiple sectors is the target of abatement of emissions. To make hydrogen from clean sources, infrastructure and transportation must be made available at scale in various regions to secure a diversified supply and contribute to global low-carbon energy security.

That being said, for global hydrogen demand to keep the net-zero by 2050 scenario within reach, demand would need to scale five times from current levels to reach nearly 500 million tonnes from 2030 to 2050. Additional multiple sectors and their regulatory conditions, infrastructure and ecosystems would need to be prepared to uptake hydrogen to scale up hydrogen use.

The report establishes that the Republic of Korea, Japan and the EU are the main markets to initially drive hydrogen demand. These two Asian economies have a projected combined hydrogen demand of 30 million tonnes per year by 2050, with more than half of hydrogen to come by imports. Europe has a target of 20 million tonnes per year by 2030 with half of that volume to come from imported sources.

Therefore, the development of port infrastructure and readiness to facilitate the transportation of hydrogen and its derivatives through the establishment of clean energy marine hubs will be essential for the maritime sector to become an enabler of the hydrogen economy.

An advanced initiative supporting the transition to new low and zero emission fuels from renewable sources is the establishment of Clean Energy Marine Hubs (CEM Hubs) and a transportation value chain to move fuels from producers to users. These hubs will be strategically located sites that facilitate the production, storage, and distribution of clean fuels, including hydrogen and its derivatives. I hope that the Republic of Korea joins this initiative, especially since the country has a strategically placed and hyper-developed port system already in place.

As a cross-sectoral and public-private partnership initiative under the Clean Energy Ministerial, the CEM Hubs Initiative aims to de-risk investments needed to produce low and zero emissions fuels to be transported by the maritime sector.

The development of CEM Hubs involves significant investment in infrastructure, technology, and capacity building. For developing economies, this presents a real opportunity, especially to create infrastructure that could soon become central within the wider energy value chain. By participating in the development of CEM Hubs, developing nations can benefit from technology transfer, capacity building, and economic opportunities associated with the clean energy transition.

Emerging economies will also have an opportunity to transition into producers and exporters of net zero carbon fuels to meet the demand from Europe, Asia and North America.

One of the key accelerators of decarbonisation is digitalisation, which is revolutionising the maritime industry by enhancing operational efficiency, safety, and sustainability. Technologies such as the Internet

of Things (IoT), big data analytics, artificial intelligence (AI), and blockchain are being increasingly integrated into shipping operations. These technologies enable speedier and more accurate monitoring and optimisation of vessel performance, predictive maintenance, and streamlined supply chain management.

The decarbonisation and digitalisation of international shipping is essential for building a sustainable and efficient global maritime industry. Initiatives such as the development of CEM Hubs and the adoption of hydrogen fuel, as highlighted by the ICS report, are critical steps towards this goal. However, the global maritime community must ensure that the benefits of decarbonisation and digitalisation are shared equitably, paving the way for a more sustainable and prosperous future for all.

The Republic of Korea is one of the most technologically advanced economies in the world and has seen massive growth of the shipping industry in Asia and, most importantly, progress of the world economy. Crucially, the Republic of Korea has been steadfast in its support of decarbonisation. I hope that we can all continue to work together to chart a more sustainable future.

Small Souvenirs, Big Smiles!

GIJANG HEART-SHAPED SEAWEED

Gijang seaweed is an adored ingredient in Korean homes. Though less known abroad, it's celebrated in Korea for its health benefits and versatility in recipes. Gijang seaweed serves as a heartfelt souvenir carrying the warmth of Korean affection to their loved ones.



BUCHAE

The buchae, a small haven that creates breezes, is cherished by all Koreans as a slice of comfort on hot summer days. Within Korean life, the buchae transcends its simple function, enhancing the beauty of performance arts. Thus, the buchae holds deep significance as a gift, and its value becomes even more special when given to someone close.

BUSAN SEA POSTCARD

Along with the memories of 2024 Korea Maritime Week, take a moment to write a message of love on this small postcard featuring the blue seas of Busan. It's more than just a letter; it's a special moment where the beauty of the sea and the sincerity of your heart come together.





Tae Soon Chung
Chairman
Korea Shipowners' Association

New Normal for the Shipping Industry in the Post-COVID Era

Adapting to Major Changes in the Shipping Sector: Enhancing the 2Ds

Before the COVID-19 outbreaks, the primary focus of the shipping industry was achieving economies of scale through mergers and acquisitions.

As low freight rates driven by a prolonged global economic slowdown continued for years, realizing economies of scale to reduce shipping costs became essential.

However, the COVID-19 pandemic brought unprecedented challenges: maritime shipping delays, increased demand for booking space, and shifts in sea routes due to reshoring.

Previously, the ability to strengthen alliances between shipping companies and expand fleets was seen as the key to achieving economies of scale. In the post-COVID era, however, transforming the shipping environment—such as establishing digital platforms—has become more critical.

In addition to digital innovation, shipping companies are expected to intensify their efforts to secure green technologies, responding to growing demands to comply with the International Maritime Organization (IMO) environmental regulations and to fulfill their social responsibilities.

The Enhancement of Digitalization

The contact-free era, brought about by the COVID-19 shock, has arrived. We are now entering a new phase where competitiveness is increasingly determined by digitalization capabilities. As the importance of digitalization continues to rise in the post-COVID era, digitally optimizing fleet operations and ensuring business continuity will be key survival strategies.

Digitalization is emerging as the "New Normal" in the shipping sector, and the degree of digitalization will become a critical factor in determining the competitiveness of shipping companies.

To enhance the competitiveness of the Korean shipping sector,

securing digitalization capabilities is essential. Implementing digital solutions will allow shipping companies to collect a wide range of data, including booking and ship trends, thereby offering more efficient services to users. Digital systems also enable companies to manage various tasks more effectively, including cargo stowage planning, and arrival/departure performance management.

The acceleration of digitalization is expected to diversify production bases by reducing logistical costs. Currently, shipping and logistics activities in Korea are concentrated on East-West shipping routes, including Asia-North America and Asia-EU. By diversifying production bases, business activities can expand to other sea routes, including Southeast America and Africa.

The Enhancement of Decarbonization

Decarbonization is one of the major strategies for the shipping industry in the post-COVID era, focusing on reducing carbon dioxide (CO₂) and greenhouse gas (GHG) emissions while fostering an ecosystem that promotes marine environmental protection and eco-friendly business practices.

With a growing array of mandatory environmental regulations from international organizations such as IMO, shipping decarbonization is expected to accelerate. An increasing number of shippers are calling for shipping companies to fulfill their social responsibilities, and, as previously mentioned, decarbonization will be a key strategy in responding to these changes in the industry.

By focusing on research into clean fuels related to decarbonization, Korea should take a leading role in promoting global decarbonization strategies, thereby gaining a competitive edge going forward. To do so, the industry needs active support from relevant government ministries.

Reducing environmental pollutant emissions through decarbonization strategies not only helps the shipping sector fulfill its social responsibilities but also enhances national credibility by ensuring compliance with international regulations and standards.



The Republic of Korea will host the 10th Our Ocean Conference at BEXCO in Busan from 28-30 April 2025.

Since its launch in 2014, the Our Ocean Conference has become an international high-level event focusing on ocean issues. It brings together over 1,000 leaders and representatives from more than 100 countries, including heads of state, international organizations, NGOs and key ocean stakeholders, to address pressing maritime challenges.

As the Our Ocean Conference will mark its 10th anniversary, we will look back at commitments, which have been voluntarily announced since 2014, and catalyze the announcement of new commitments and significant global actions under the theme "Our Ocean, Our Action".

The conference will have key six areas of action: Marine Protected Areas, Marine Pollution, Climate Change, Sustainable Fisheries, Blue Economy and Maritime Security. Additionally, we will feature a special discussion on "Digital Oceans" to explore how digital technologies can drive further progress.

The 10th Our Ocean Conference will be held from 28-30 April 2025, with the main conference sessions commencing on 29 April.

Mon, 28 April 2025	Tue, 29 April 2025	Wed, 30 April 2025
Registration Pre-event Reception	Opening Ceremony Plenary Session Side Events	Plenary Session Side Events Closing Ceremony Official Handover

For more information, please visit the official website (<https://ourocean2025.kr>).

Implications and Challenges in Establishing a Global Platform to Foster Advanced Seafarers for High-Tech Ships



Jong-Deog Kim

President

Korea Maritime Institute

The Great Wave of Mobility: Ships Are Evolving

The maritime industry, centered around ships, has recently embraced two pivotal concepts that are now key to its competitiveness: digitalization and decarbonization, collectively known as the "2Ds."

Maritime digitalization aims to enhance the efficiency and stability of ship operations while reducing associated costs. This trend has led to the emergence of two technologies: Maritime Autonomous Surface Ships and Smart Port Systems, both of which utilize cutting-edge technologies such as the Internet of Things (IoT), big data, and Artificial Intelligence (AI).

Decarbonization, a crucial element in addressing climate change, promotes the use of green fuels, the development of carbon capture and storage technologies, and the improvements in energy efficiency. In response to stricter International Maritime Organization (IMO) regulations, decarbonization has emerged as a significant challenge across the maritime industry.

As these trends evolve, the shipping and shipbuilding sectors face common challenges: a shortage of experts and highly skilled seafarers proficient in digitalization as well as decarbonization technologies, and inadequate education and training systems to nurture such talent. Despite the importance of these issues, global-level discussions have yet to take place.

Over the past year and a half, Korea Maritime Institute (KMI) has engaged in discussions with key figures responsible for seafarer policies, both domestically and internationally, including representatives from IMO and the Maritime Industry Authority of the Philippines. These discussions have underscored the importance of fostering highly skilled and advanced seafarers and the need for a global platform tailored to the era of high-tech ships.

The inaugural International Maritime Mobility Forum, scheduled for September 10 during Korea Maritime Week, will feature the secretary-general of IMO as well as global shipping business groups, such as the International Transport Workers' Federation (ITF), the International Chamber of Shipping (ICS), and International Bunker Industry Association (IBIA). High-ranking officials and experts from seafarer-supplying countries, including the Philippines, Vietnam, and Indonesia, will also participate. For the first time on a global stage,

the forum will provide a venue to discuss measures to nurture highly skilled seafarers capable of operating the ever-evolving ships.

Proposing a Global Platform for Fostering Advanced Seafarers for the First Time on an International Stage

The global shipping industry, including ours, faces numerous difficulties and challenges in achieving sustainable development, including global economic uncertainties, stringent eco-friendly regulations, technological gaps driven by digitalization, and a shortage of high-skilled seafarers.

In particular, the training of advanced seafarers and the long-term capacity enhancement of 1.9 million seafarers worldwide for operating advanced ships are not issues that can be solved by the efforts of a specific country or organization alone.

Led by the Secretary-General Emeritus Kitack Lim of IMO, the First International Maritime Mobility Forum is significant as the international community seeks to build a detailed consensus on the need to nurture advanced seafarers for high-tech ships and establish a global platform for the sustainable development of related industries.

This forum will lay the groundwork for establishing the "1st International Forum on Education and Training for advanced seafarers on High-Tech Maritime Mobility," aiming to foster advanced seafarers who are capable of operating and maintaining high-tech ships in line with technological advancements in MASS and eco-friendly ships, while also being able to respond swiftly and accurately in emergencies.

An Opportunity to Recognize the Importance and Value of Advanced Seafarers

Organized by the Ministry of Oceans and Fisheries, KMI, and Korea Research Institute of Ships and Oceans Engineering (KRISO), the "First International Maritime Mobility Forum" aims to establish a global platform for fostering advanced seafarers and to offer a wide range of educational programs and training courses to the international community. I hope that these efforts will lead to greater recognition of the significance of human elements in the industry and provide a venue to discuss solutions to the shortage of a professional workforce in the shipping and shipbuilding sectors.

Decarbonization Digitalization POLICY at MINISTRY OF OCEANS AND FISHERIES



Seong-Yong Choi
Director-General
Maritime Affairs and Safety
Policy Bureau of MOF

The Ministry of Oceans and Fisheries of the Republic of Korea is responsible for managing and overseeing national policies related to the ocean, including maritime affairs, shipping, the marine environment, and fisheries.

To effectively implement decarbonization and digitalization policies in the shipping sector, the Ministry is closely integrating policies related to ships, ports, and seafarers, while adopting a more comprehensive approach that considers both domestic and international interests.

In this context, the Ministry is establishing legal frameworks, advancing the development of decarbonization and digitalization technologies, and constructing green bunkering infrastructure. Additionally, the Ministry is promoting policies that prioritize international cooperation, including multilateral and bilateral collaborations for a just and equitable transition, Official Development Assistance (ODA) projects, and the establishment of green shipping corridors.

Decarbonization

- **「Act on the Development and Promotion of Green Ships」**
* Enacted on December 31, 2018, and implemented on January 1, 2020.
- **Establishment of Green Shipping Corridors**
* ROK (Busan/Ulsan) - US (Seattle/Tacoma) from 2022 onward; ROK-Australia, ROK-Singapore, and ROK-Denmark corridors are currently in progress.
- **Green Ship Life Cycle Innovation Technology Development Project (R&D, 2022-2031, 189 million USD)**
* Development of Core Technologies for Green Ship and Support for Standardization of International Regulations
- **Establishment of Infrastructure for Green Ship Fuel Supply**
* Development of an accident impact assessment model for simultaneous LNG bunkering and cargo handling operations
- **Establishment of an Operational for Green Ship Operations**
* Development and establishment of test and evaluation facilities for hydrogen fuel cells on ships, as well as the operation of simulator training courses for seafarers on LNG-powered vessels.
- **International Cooperation**
* Cooperative initiatives between ROK and IMO, including ① GHG-SMART Project (Supporting the development of national strategies on decarbonization for developing countries), ② Future Fuels Project (Conducting research on future fuels and promoting international cooperation).

Digitalization

- **Act on the Development and Promotion of Commercializing Maritime Autonomous Surface Ships**
* Enacted on January 2, 2024, and scheduled for implementation on January 3, 2025.
- **Establishment of Strategy for Fostering Maritime Mobility (2023)**
* ① Providing green shipping solutions, ② Building an advanced maritime transportation platform, ③ Nurturing maritime industries (such as new materials, components and equipment, and safety management systems)
- **Introduction and Implementation of e-Navigation Service (First in the World, 2021-)**
* Establishment and operation of 268 LTE base stations in coastal areas (coverage up to 100 km).
* Real-time maritime safety services, including Automatic prediction/warning of collision/stranding and Optimal route guidance service
- **MASS (Maritime Autonomous Surface Ship) Technology Development Project (R&D)**
* 2020-2025 / 119 million USD / ① Development of core technologies, ② Commercialization and verification
- **Provision of High-Precision Maritime PNT (Positioning, Navigation, and Timing) Information**
* Reducing positioning errors from 10 meters to within 5 centimeters.

Program

High-Level Dialogue



Introduction

Under the theme of 'Decarbonization of Shipping' and 'Maritime Digitalization', which are the key issues in the maritime sector, high-level representatives from governments, international organizations, and industry gather together to review the current status and discuss the future directions.

Overview

- **Title** : High-Level Dialogue
- **Topics** : decarbonization and digitalization
- **Date** : 9 (Mon) September (during the 2024 Korea Maritime Week)
- **Venue** : Grand Ballroom in Paradise Hotel Busan, Busan, Republic of Korea

International Maritime Mobility Forum



Introduction

The international maritime sector is restructuring into the 'Global Maritime Mobility Industry' incorporating advanced technologies, including green and autonomous ships, in line with paradigm shifts focusing on digitalization to achieve Net-Zero by 2050 in international shipping of IMO. At this critical juncture, the Republic of Korea, together with seafarer exporting and importing countries, IMO Member States, international organizations and related international organizations, aims to contribute to the international community in fostering and supporting the global Maritime Mobility Industry leading the future of advanced ships.

Overview

- **Title** : International Maritime Mobility Forum
- **Topics**
 - Building consensus and governance for global advanced education and training through international collaboration
 - Establishing a global cooperation platform
 - Developing and financing international cooperation projects
- **Date** : 10 (Tue) September 2024
- **Venue** : Grand Ballroom, Paradise Hotel Busan, Busan, Republic of Korea
- **Purpose** : Establish a new paradigm of advanced ship education and training global platform for the safe and effective operation of advanced ships in the long term and provide it to the world

International Shipping Decarbonization Forum



Introduction

The International Shipping Decarbonization Forum focuses on efforts and cooperation to decarbonize the shipping industry. This forum discusses the industry's greenhouse gas reduction goals and the policy and technical approaches needed to achieve them. Experts and government officials gather to share experiences and deeply discuss topics such as establishing a sustainable fuel supply chain, transitioning to eco-friendly ships, and creating global green shipping corridors.

Overview

- **Title** : International Shipping Decarbonization Forum
- **Topics** : Establishing a sustainable fuel supply chain, transitioning to eco-friendly ships, creating global green shipping corridors
- **Date** : 11 (Wed) September 2024
- **Venue** : Grand Ballroom, Paradise Hotel Busan, Busan, Republic of Korea
- **Purpose** : Promote decarbonization of the shipping industry and strengthen international cooperation

Small and Medium Ship Safety (3S) Forum



Introduction

Bearing in mind that the majority of maritime casualty occurs on the non-SOLAS vessels due to the different natures of difficulty faced by different countries, the aim of the 3S Forum is "the development and dissemination of technologies to improve safety awareness and develop a safety culture for small and medium-sized ships" (III 4/INF.21/Rev.1 Para.2).

Overview

- **Title** : Small and Medium Ship Safety Forum ("3S Forum")
- **Date** : 11 (Wed) September
- **Venue** : Grand Ballroom, Signiel Hotel Busan, Busan, Republic of Korea
- **Objective** : Promoting the safety of non-SOLAS vessels by facilitating the exchange of information on the best practices, emerging technologies, policies, etc.
- **Main Theme** : Big Safety for Small Ships
- **Implementing Organization** : KOMSA (Korea Maritime Transportation Safety Authority)

Digital@Sea Asia Pacific



Introduction

This conference, co-hosted by the Ministry of Oceans and Fisheries (MOF), the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), and the Danish Maritime Authority (DMA), will serve as a venue to discuss the exchange and mutual cooperation of maritime digital technology between Europe, North America, and the Asia-Pacific region.

Marking its 8th anniversary, this year's Asia-Pacific Region International Conference will be held under the theme of "Opening The Future with Maritime Digitalization".

Overview

- **Title** : Digital@Sea Asia Pacific
- **Topics** : Opening the Future with Maritime Digitalization
- **Date** : 10 (Tue) to 11 (Wed) September 2024
- **Venue** : Grand Ballroom, Signiel Busan Hotel, Busan, Republic of Korea

PROGRAM

High-Level Dialogue

Under the theme of 'Decarbonization of Shipping' and 'Maritime Digitalization', which are the key issues in the maritime sector, high-level representatives from governments, international organizations and industry gather together to review the current status and discuss the future directions.

Date.
9 SEP. (Mon)

Time.
16:00~17:10

Venue.
PARADISE HOTEL BUSAN
Grand Ballroom (2F)

International Maritime Mobility Forum

This Forum has three key themes to build a global platform for advanced maritime mobility skilled manpower training for advanced ships.

- Building consensus and governance for global advanced education and training through international collaboration
- Establishing a global cooperation platform
- Developing and financing international cooperation projects

Date.
10 SEP. (Tue)

Time.
10:00~18:00

Venue.
PARADISE HOTEL BUSAN
Grand Ballroom (2F)

Ship Recycling Convention Forum

The Ship Recycling Convention sets environmental standards for ship recycling facilities and safety regulations for related industries. Organized in conjunction with a policy briefing session for interested organizations and companies, this forum will feature speakers discussing the current status of the convention's domestic legislation.

Date.
10 SEP. (Tue)

Time.
10:00~12:00

Venue.
PARADISE HOTEL BUSAN
Capri Room (2F)

International Seminar on Safe Transport of Dangerous Goods

The International Seminar on Safe Transport of Dangerous Goods aims to share key issues and international trends related to dangerous goods with stakeholders through expert sessions involving the government, industry, and academia.

Date.
10 SEP. (Tue)

Time.
13:30~17:00

Venue.
PARADISE HOTEL BUSAN
Capri Room (2F)

Korea Maritime Mobility Safety Expo

This event aims to raise nationwide awareness about maritime safety, promote a culture of safety, and foster the future high value-added maritime mobility industry.

Date.
10 SEP. (Tue)
-12 SEP. (Thu)

Time.
Everyday 10:00~18:00

Venue.
BEXCO
Exhibition Hall1 (1F)

Digital@Sea Asia-Pacific

Digital@Sea Asia Pacific provides a platform to discuss measures for development and cooperation in the emerging maritime digital industry.

Date.
10 SEP. (Tue)
-11 SEP. (Wed)

Time.
10 (Tue) - 14:00~18:00
11 (Wed) - 10:00~17:00

Venue.
SIGNIEL HOTEL BUSAN
Grand Ballroom (4F)

WIMA ASIA Conference

The WIMA Asia Conference, themed "Tides of Change: Leading a Sustainable and Innovative Maritime Future," will discuss the role of women in leadership within the Asian maritime sector.

Date.
10 SEP. (Tue)
-11 SEP. (Wed)

Time.
10 (Tue) - 14:30~18:00
11 (Wed) - 10:00~18:00

Venue.
10 (Tue)
PARADISE HOTEL BUSAN
Sydney Room (2F)
11 (Wed)
SIGNIEL HOTEL BUSAN
Ballroom (4F)

KR Technical Seminar

This seminar will address critical topics in Decarbonization and Digitalization, including GHG Strategy, Ammonia Fuel, Biofuels, Digital Twins, and cyber resilience.

Date.
11 SEP. (Wed)

Time.
10:00~12:30

Venue.
PARADISE HOTEL BUSAN
Grand Ballroom (2F)

PROGRAM

KSA-U.K Chamber of Shipping Joint Seminar

The KSA-UK Chamber of Shipping Joint Seminar will focus on the matters of finance in shipping decarbonization. Additionally, the UK Chamber of Shipping will offer insights on the UK perspective on the role of sustainability disclosures, GHG pricing and finance.

Date.
11 SEP. (Wed)

Time.
10:00~12:30

Venue.
PARADISE HOTEL BUSAN
Capri Room (2F)

International Maritime Academic Conference

The International Maritime Academic Conference will feature two sessions, offering a platform for experts in academia to share their knowledge in two key areas: Green Ocean and Smart Ocean.

Date.
11 SEP. (Wed)

Time.
10:00~12:30

Venue.
PARADISE HOTEL BUSAN
Miami Room (2F)

International Shipping Decarbonization Forum

The International Shipping Decarbonization Forum provides a platform to discuss cooperation measures for establishing global green shipping corridors, which are crucial for achieving the "2050 Net-Zero" goals.

Date.
11 SEP. (Wed)

Time.
13:30~17:00

Venue.
PARADISE HOTEL BUSAN
Grand Ballroom (2F)

Maritime Cyber-Security Forum

This forum focuses on cybersecurity in the maritime sector, bringing together experts to discuss global policies, share technological advancements, and explore future policy directions.

Date.
11 SEP. (Wed)

Time.
13:30~17:30

Venue.
PARADISE HOTEL BUSAN
Capri Room (2F)

62nd International Cooperation Technology Committee

In this committee, shipbuilding industries in Republic of Korea will discuss international maritime issues related to world shipbuilding industries and build a mutual platform for acting each IMO regulations as international Cooperation Agency (ASEF).

Date.
11 SEP. (Wed)

Time.
13:30~17:30

Venue.
PARADISE HOTEL BUSAN
Venice Room (2F)

SMART-C Conference

Ministry of Oceans and Fisheries and IMO commenced SMART-C Programs (consist of SMART-C Leaders, SMART-C GHG, SMART-C Woman, Regional Litter Project, SMART-C Traffic) to build a sustainable maritime traffic system and marine environment regime in developing countries.

Date.
11 SEP. (Wed)

Time.
14:30~17:30

Venue.
PARADISE HOTEL BUSAN
Sydney Room (2F)

Small and Medium Ship Safety Forum

Bearing in mind that the majority of maritime casualty occurs on the non-SOLAS vessels due to the different natures of difficulty faced by different countries, the aim of the 3S Forum is "the development and dissemination of technologies to improve safety awareness and develop a safety culture for small-and-medium sized ships"

Date.
11 SEP. (Wed)

Time.
14:30~17:00

Venue.
SIGNIEL HOTEL BUSAN
Grand Ballroom 3 (4F)



Seafood in the Republic of Korea

Spring

April

Gim (Seaweed)

Culinary uses

Gim is eaten as a side dish with rice in the Republic of Korea. The dried sheets of gim are often toasted with sesame oil or perilla oil, sprinkled with fine salt, and cut into squares. It is also used to make gimbap.



Summer



July

Jeonbok (Abalone)

Culinary uses

Jeonbok is rich in vitamins and minerals, and has many nutrients. Jeonbok is commonly served raw, steamed, in soup, or grilled. It is also added to other Korean dishes in the Republic of Korea.

Autumn



September

Gwang-eo (Olive flounder)

Culinary uses

Gwang-eo, also known as the Korean flatfish, is often enjoyed raw by Korean people. However, it can also be served fried, grilled, or baked.

Winter



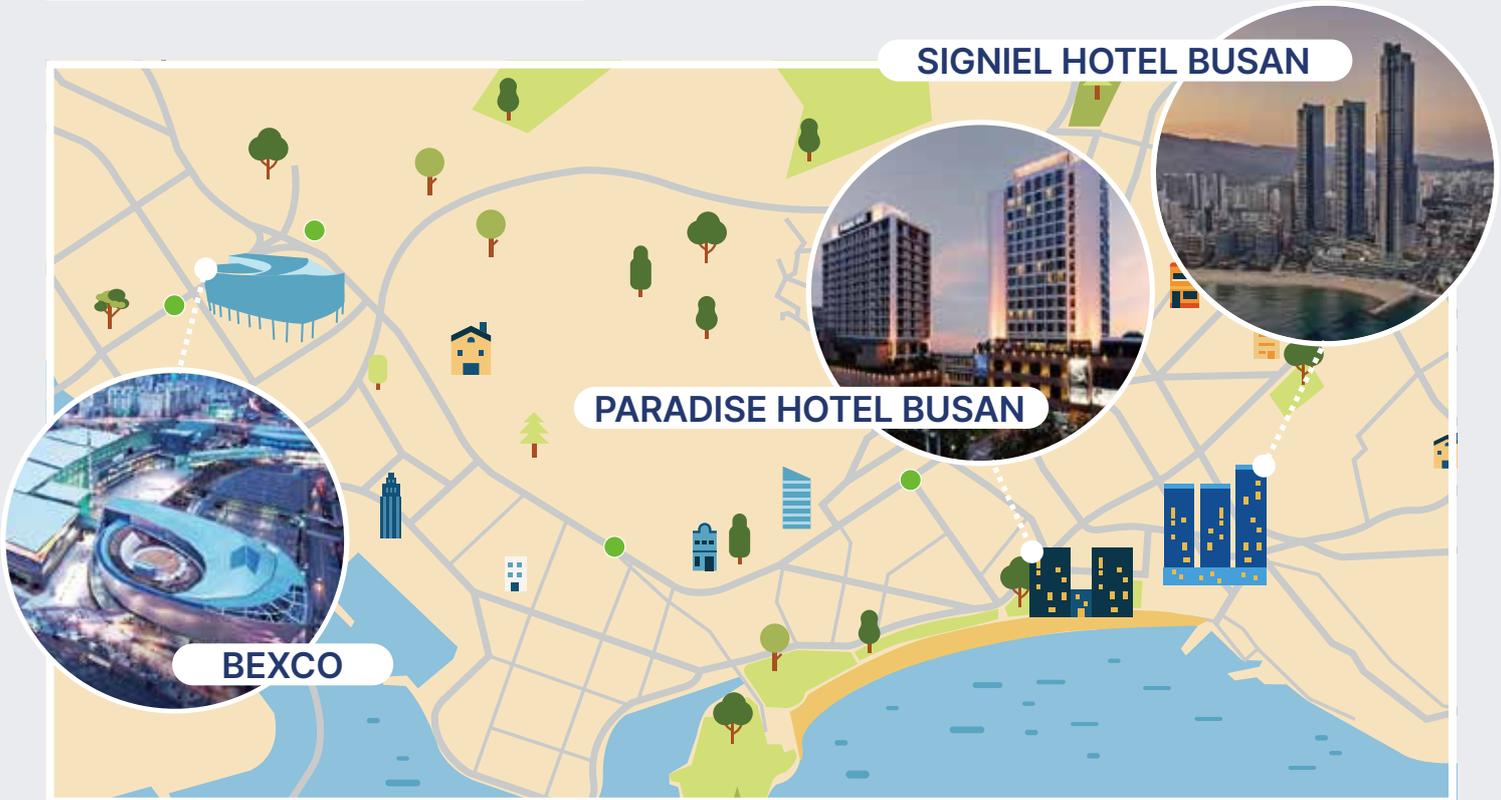
December

Gul (Oyster)

Culinary uses

Gul can be eaten in various ways, including on the half shell, raw, smoked, boiled, baked, fried, roasted, stewed, canned, pickled steamed, or broiled. It is more famously and popularly eaten raw and boiled with gochujang-based sauce in the Republic of Korea.

Location Map of Busan



To PARADISE HOTEL BUSAN

296, Haeundaehaebyeon-ro, Haeundae-gu, Busan

- **By Subway**
Exit 1 of Haeundae Station on Line 2
- **By Bus**
139, 239, 240, 14, 302, 100, 36, 5, 200-1, 63, 42, 307, 31, 38, 40, 109, 115, 140, 141, 142, 181
- **From Gimhae International Airport**
Airport limousine bus to Haeundae
- **From Busan Station**
Bus stop at Haundae station (1003, 1001 Express city Bus) / Subway stop at Haeundae Station on Line 2

To SIGNIEL HOTEL BUSAN

30, Dalmaji-gil, Haeundae-gu, Busan

- **By Subway**
Subway stop at Busan Joongdong station
Subway stop at Haeundae station
- **By Bus**
Bus stop at Haeundae Beach Entrance from Gimhae Airport (use bus 307 / 1h,30min)
- **From Gimhae International Airport**
Airport limousine bus to Haeundae
- **From Busan Station**
Bus stop at Haundae station (1003, 1001 Express city Bus) / Subway stop at Haeundae Station on Line 2

To BEXCO

55, APEC-ro, Haeundae-gu, Busan

- **By Subway**
Subway stop at Centum City Station on Line 2 (Use Exit 1 about 50m)
Subway stop at BEXCO Station on line 2 (Use Exit 7 about 100m)
- **By Bus**
5, 5-1, 31, 36, 40, 63, 100, 100-1, 115-1, 139
- **From Gimhae International Airport**
Bus stop at Hotel Centum station by airport limousine bus
- **From Busan Station**
Bus stop at Centum city station (1001 Express city Bus)

Shuttle Bus Driving Schedule

Day	From	Time	To	Time	From	Time	To	Time
10 SEP. (Tue)	Paradise Hotel	13:00	➤ Signiel Hotel	13:20	BEXCO	13:40		
	BEXCO	14:00	➤ Signiel Hotel	14:20	Paradise Hotel	14:30		
	Paradise Hotel	15:00	➤ Signiel Hotel	15:20	BEXCO	15:40		
	BEXCO	16:00	➤ Signiel Hotel	16:20	Paradise Hotel	16:30		
	Paradise Hotel	17:00	➤ Signiel Hotel	17:20	BEXCO	17:40		
	BEXCO	18:00	➤ Signiel Hotel	18:20	Paradise Hotel	18:30		
11 SEP. (Wed)	Paradise Hotel	10:00	➤ Signiel Hotel	10:20	BEXCO	10:40		
	BEXCO	11:00	➤ Signiel Hotel	11:20	Paradise Hotel	11:30		
	Paradise Hotel	13:00	➤ Signiel Hotel	13:20	BEXCO	13:40		
	BEXCO	14:00	➤ Signiel Hotel	14:20	Paradise Hotel	14:30		
	Paradise Hotel	15:00	➤ Signiel Hotel	15:20	BEXCO	15:40		
	BEXCO	16:00	➤ Signiel Hotel	16:20	Paradise Hotel	16:30		

Essential Spots to Visit

You Won't Regret It!

Haeundae Beach

Going beyond Busan, Haeundae is beloved throughout the country as a vacation spot. It teems with so many attractive places such as 5-star hotels, restaurants, and an aquarium. In addition, it boasts outstanding popularity and receives more than a million tourists annually, particularly in the summer season. Haeundae is a must-visit site when you visit Busan.



Information

-  264, Haeundaehaebyeon-ro, Haeundae-gu
(0.2km from Paradise Hotel)
-  +82-(0)51 749-7611~7
-  haeundae.go.kr

Busan Citizens Park

It is Busan's largest urban park with a size of 520,000m², equipped with woodland paths, walking trails, a labyrinth garden, a sandy beach within the park, a culture and arts village, a book cafe in the forest, children's play areas, and a large grass square. In particular, a tunnel fountain, musical fountain, and high fountain soaring into the sky are the must-see attractions available only at Busan Citizens Park.

Information

- 73, Simingongwon-ro, Busanjin-gu 
(11km from Paradise Hotel)
- +82-(0)51 850-6000 
- citizenpark.or.kr 



National Maritime Museum

The National Maritime Museum is the only comprehensive maritime museum in Korea that exhibits professional materials ranging from culture, history, science, and archeology of the sea and provides a high-quality marine experience program.



Information

-  45, Haeyang-ro 301beon-gil, Yeongdo-gu
(23km from Paradise Hotel)
-  +82-(0)51 309-1900
-  knmm.or.kr

Gwangalli Beach

Gwangalli Beach is known for its breathtaking night view with Gwangandaegyo Bridge stretching across the ocean in the background. You can find differently themed streets around Gwangalli Beach featuring a variety of concerts and things to enjoy in all seasons, including the annually held Busan Fireworks Festival.



Information

-  219, Gwanganhaebyeon-ro, Suyeong-gu
(4.9km from Paradise Hotel)
-  Suyeong District Office Tel : +82-(0)51 610-4000
-  U-Tourist Information Center : +82-(0)51 610-4848
-  gwanganbridge.bisco.or.kr

Busan Cinema Center

The heart of Busan as a representative film city of Asia is the Busan Cinema Center in Centum City. It's comprised of different multi-purpose halls such as three exclusive theaters, an outdoor stage, 'BIFF Hill' and 'Cinemountain.' The opening and closing ceremonies of the Busan International Film Festival as well as red carpet events are held here.



Information

- 120, Suyeonggangbyeon-daero, Haeundae-gu 
(4.2km from Paradise Hotel)
- +82-(0)51 780-6000 
- dureraum.org 

Yongdusan Park

The 120m high Busan Tower commands a particularly impressive view of Busan. It is also loved as a break area downtown where various programs and events are held each season. Please note that it can be easily reached by using the escalator leading to the park which was installed on Gwangbok-ro Street.



Information

-  37-55, Yongdusan-gil, Jung-gu
(17km from Paradise Hotel)
-  +82-(0)51 860-7820
-  yongdusanpark.bisco.or.kr

2024 KOREA MARITIME WEEK

- Newsletter -