Korea 2024 Maritime Week

2024 issue 2.

THE OFFICIAL POST-EVENT REPORT 2024 KOREA MARITIME WEEK

September 9 MON - 12 THU 2024 | Busan, Republic of Korea

Ministry of Oceans and Fisheries

2024 Korea Maritime Week: Platform for Cooperation and Communication

Dr. Do-Hyung Kang
Minister of Oceans and Fisheries

"The roaring waves of change —namely decarbonization and digitalization— are approaching the international maritime sector. The Republic of Korea will continue to advance Korea Maritime Week as a global platform for sharing technological and policy progress and fostering opportunities for cooperation."

What were the major content and outcomes of 2024 Korea Maritime Week?

Since 2007, the Republic of Korea has been hosting Korea Maritime Week annually to address key issues in the international maritime sector and outline related policy directions. In 2024, the event took place in Busan, the Republic of Korea over the course of four days from September 9 to 12 under the theme "International Maritime Sector in the Transitional Era: Challenges and Opportunities."

The Week featured the High-Level Dialogue with representatives from governments, international organizations, and industries, along with 15 thematic events, including the International Maritime Mobility Forum, International Shipping Decarbonization Forum, Digital@Sea Asia-Pacific, and Korea Maritime Mobility Safety Expo. The event attracted around 15,000 participants from 25 countries, with approximately 13,000 attendees for the Korea Maritime Mobility Safety Expo.

During 2024 Korea Maritime Week, participants from governments, international organizations, and industries discussed their roles in addressing pressing issues in the international maritime field. Several cooperative projects were identified, such as establishing reasonable international regulations, cooperating on global research and development, and fostering a specialized workforce. These discussions are expected to pave the way for continued cooperation.

In this context, I would like to extend my heartfelt gratitude to everyone for their interest and participation in 2024 Korea Maritime Week.

What is the role and contribution of Korea Maritime Week to the international maritime sector?

The international maritime sector is currently undergoing unprecedented changes, including decarbonization and digitalization. To adapt to these changes, IMO is actively discussing technical standards and regulatory frameworks.

To facilitate these discussions and achieve meaningful outcomes, it is vital to share the progress in technological advancements and policy development and to explore collaborative opportunities among countries. In this regard, Korea Maritime Week serves as a vital platform for cooperation and communication.

I believe that by hosting presentations and discussions with experts and scholars from various fields, such as shipping, shipbuilding, and ports, Korea Maritime Week plays a crucial role in providing opportunities for participants from governments and industries to exchange knowledge and experiences, discover new ideas, and explore future directions for development.

What are the biggest challenges currently facing the maritime industry?

As mentioned earlier, the most pressing challenges facing the maritime industry today are adapting to the new trends of decarbonization and digitalization, which were the primary focus of 2024 Korea Maritime Week.

In the field of decarbonization, key issues include addressing new carbon reduction regulations like the GHG Fuel Standard (GFS) and carbon levies, easing the financial burden on the industry from adopting low- and zero-carbon fuels, and establishing supply chains for green fuels like ammonia and hydrogen.

For digitalization, the focus should be on developing a skilled workforce for operating the Maritime Autonomous Surface Ships (MASS), setting international standards, and ensuring reliable communication networks to support future technologies.

Korea Maritime Week aims to be a crucial platform where domestic and international experts come together to discuss these challenges, find practical solutions, and develop policies that can guide the international community forward.

What are the global cooperation strategies to achieve decarbonization and digitalization?

I believe that IMO-centric cooperation is essential to establish reasonable international standards. There are several critical issues the international community will face in 2025, such as implementing the IMO mid-term measures like carbon levies and the GFS and adopting the MASS Code. It is crucial to facilitate harmonious discussions on these topics.

Given that decarbonization and digitalization are closely linked to technological advancements, exchanging technologies and policies is key to promoting the development and commercialization of core technologies, such as low- and zero-carbon solutions and MASS.

One good example of such international cooperation is the concept of "Green Shipping Corridors," which aims to build zero-carbon shipping routes by analyzing and sharing information on fuel supply, port infrastructure, and technology levels among countries.

Furthermore, in the rapidly changing global landscape, achieving a "Just and Equitable Transition," where all countries, including developing states, move forward without being discriminated against and left behind, is also a priority.

What policies of the Republic of Korea are contributing to the development of the international maritime sector?

The Republic of Korea is pursuing decarbonization policies through active administrative efforts, such as establishing green shipping corridors and transitioning to green vessels, to contribute to global carbon reduction. We are also promoting various research and verification of advanced digital technologies, including e-navigation and MASS, and sharing these developments with the global community through IMO.

We are also working with IMO on mid and long-term support projects aimed at bridging the policy and technology gap between developed and developing countries. These initiatives include scholarships for students from developing states, capacity-building for green policies, digital technology transfer, and programs to empower women.

The Republic of Korea will continue to actively participate in IMO meetings to engage in discussions on key international maritime issues, including decarbonization and digitalization, further strengthening our efforts for mutual growth.

What is the future direction for Korea Maritime Week?

The Republic of Korea is committed to establishing Korea Maritime Week as one of the leading international events in the maritime sector.

Feedback from the organizations and groups that participated in this year's event will be gathered to identify areas of improvement for further development. By facilitating expert discussions, we aim to discover topics for more in-depth discussions and to offer more diverse content.

More opportunities for participation will be provided not only to businesses, organizations, and overseas institutions but also to students, who are the future leaders of the maritime industry.

The next Korea Maritime Week is scheduled for November 2025. We kindly ask for your continued interest and participation, along with your support in promoting this event globally, so that a diverse range of participants, including government officials and experts, can join next year.

Opening Remark

Trans-national and trans-sectoral cooperation, involving a wide range of experts from governments, industries, and academia, is essential to seize the opportunity to leap forward amid rapid changes in international affairs and technological advancements. The most important aspect is that all countries must participate in these efforts with solidarity, moving forward together and ensuring that no one is left behind.

Dr. Do-Hyung Kang
Minister of Oceans and Fisheries

Congratulatory Remark

Under the theme of 'International Maritime Sector in the Transitional Era: Challenges and Opportunities,' 2024 Korea Maritime Week will serve as a critical opportunity to drive change in the shipping industry and share the global vision for carbon neutrality in the international shipping sector.

Heong-Joon PARK
Mayor of
Busan Metropolitan City

I can tell you that I continue to have dialogues with 176 Member States of IMO as well as the shipping industry in order to address the measures that we can put in place to guarantee the shipping industry continues continues to operate in the way that it is supposed to do.

Arsenio Dominguez
Secretary-General of IMO

We should build a sustainable ecosystem for the shipping industry by reducing carbon emissions through various initiatives, including the development of green fuels, the establishment of necessary infrastructure, and the improvement of ship energy efficiency.

Tae-Soon CHUNG
Chairman of the Korea
Shipowners' Association

We need to consistently seek solutions to address the diverse issues of decarbonization and digitalization in the international maritime sector. I hope that Korea Maritime Week will provide a platform to explore these solutions and turn challenges into opportunities.

Kiyku EOH
Chairperson of Agriculture, Food, Rural Affairs, Oceans, and Fisheries Committee
Member of National Assembly

Keynote Speech

The international shipping industry is facing very crucial transformations through decarbonization and digitalization ... The international community must address several key issues to effectively navigate these changes and challenges.

Kitack LIM
Secretary-General Emeritus of IMO

I would like to take this opportunity to say a big thank you to all our international partners who worked with us during and between IMO negotiations to help make maritime shipping more climate friendly and continue to do so.

Wibke Mellwig
Director General of BMDV


Maritime Week


ARADISE HOTEL BUSAN | September 9 MON
Maritime Week


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2024
Maritime Week


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Republic of Korea
Korea 2024
Maritime Week


I am so lonely down under the deep sea

Kyung Bae Kim	Wibke Mellwig	Andreas Nordseth	Jong-Deog Kim	Arsenio Dominguez	Omar Frits Eriksson	Hyung Chul Lee
CEO HMM	Director General BMDV	Director General DMA	President KMI	Secretary-General IMO	Deputy Secretary-General IALA	Chairman & CEO KR

Decarbonization and Digitalization (2Ds)

Roles and Strategies for the 2Ds from the Perspective of Stakeholders

· CEO of HMM

The shipping industry plays a crucial role in reducing GHG emissions, and HMM has set its net-zero target for 2045, earlier than the original goal. In this context, investments in transitioning to zero-carbon fuels, improving the efficiency of existing fuels, and developing carbon capture technologies are essential. Collaboration with relevant stakeholders is also key. Additionally, digitalization enhances AI-based operational efficiency, fuel savings, and supply chain transparency, leading to logistics innovation.

· Director General of BMDV

Decarbonizing the shipping sector requires a global approach and the establishment of a legal framework. Germany is working to integrate these principles into its domestic legislation. Although the shipping industry has traditionally been hesitant to embrace change, digitalization presents opportunities for fuel savings, efficiency improvements, and reduced reliance on fossil fuels. By combining digitalization with renewable energy, the sector can simultaneously achieve the decarbonization and digitalization goals.

· Director General of DMA

Denmark is committed to developing policies and regulations that support decarbonization as well as the development of green shipping corridors and green fuels. Through cooperation between the industry and the government, Denmark is building Climate Partnerships to expand investment in green fuel supply chains. International standardization and regulatory frameworks need to be prioritized to advance digitalization and green technologies.

· Secretary-General of IMO

IMO plays a key role in setting international regulations and driving initiatives for decarbonization and digitalization. Energy efficiency and digitalization can help reduce operational costs and support the sustainable development of the shipping industry. We should achieve our objectives by integrating the green agenda with the safety agenda through technological innovation and capacity building.

· Deputy Secretary-General of IALA

IALA is focused on enhancing maritime navigation safety and efficiency, particularly through optimizing routes via digitalization and standardization. We are also developing standards for information sharing and data transparency, along with solutions to improve connectivity. Continuous efforts are essential to finding new solutions to the challenges of digitalization and decarbonization.

In this transitional era for the international maritime sector, the global community must collaborate to establish international standards for addressing 2Ds, which present both challenges and opportunities, while ensuring a just and equitable transition.
Creating a sustainable ocean requires the active participation and contributions of all stakeholders.

· Chairman and CEO of KR

The Korean Register supports decarbonization and digitalization in the shipping industry, develops international standards, as well as provides technical advice. We recently established a team dedicated to exploring new technologies, such as nuclear energy, and are hosting technology seminars in collaboration with IMO. Safety remains our top priority in digitalization efforts, and we work closely with IACS to contribute to the global maritime community.

Q&A

· Secretary-General of IMO

What are your thoughts on a Just and Equitable Transition in the process of achieving the 2050 net-zero targets under the 2023 IMO GHG Strategy and addressing climate change?

A systematic approach is needed to support vulnerable groups, and IMO is conducting impact assessments to analyze these needs. All states, including developing countries, must have the resources to transition together without being left behind. Financial and technical support is essential to bridge gaps and efforts should focus on realizing a Just and Equitable Transition.

· Director General of DMA

What are Denmark's policies regarding green shipping corridors and zero-carbon fuel supply?

Green shipping corridors should start as demonstration projects that expand through technology sharing and collaboration, supported by green hubs and ports. Establishing port facilities for ammonia bunkering and ensuring the participation of stakeholders is essential. The green transition should be expanded through knowledge sharing and training. Alternative fuel supply chains should be established by scaling them up gradually.

· Chairman and CEO of KR

How is the Korean Register supporting the international maritime sector in light of the global focus on decarbonization?

The shipping industry must address new challenges and seize opportunities to reduce fuel consumption and meet GHG targets. The choice of alternative fuels depends on the size and age of ships, and the Korean Register offers analysis and support in this area. We are actively working on developing various technologies, including testing ammonia engines and exploring the use of nuclear energy in the maritime sector.

· Deputy Secretary-General of IALA

What is your perspective on the international technical standards and unified guidelines for MASS (Maritime Autonomous Surface Ships) currently under discussion at IALA?

International standardization and harmonization are vital for the safe operation of MASS, and IALA is committed to ensuring safe navigation in environments that include both conventional vessels and MASS. Key areas of focus include unifying terminology, fostering workforce development, and facilitating AI-human collaboration, along with establishing reliable communication networks and backup systems to ensure safe operations.

· CEO of HMM

How is the shipping industry addressing the supply of green fuels and efforts to establish green shipping corridors?

The shipping sector is exploring various fuels such as methanol, LNG, and ammonia, but faces uncertainties around price competitiveness and supply. HMM is actively participating in establishing ROK-US green shipping corridors and preparing to deploy green ships, while closely monitoring the development of fuel technology to ensure the success of these initiatives.

· Director General of BMDV

Could you elaborate on the policies of the German Federal Ministry of Digital and Transport concerning digitalization and decarbonization?

Germany is engaging in discussions on green ships and renewable energy availability, and issues related to bunkering and alternative fuels. Although alternative fuels are currently costly and impose significant financial burdens, overcoming these barriers requires discussions among stakeholders. German ports are setting strategies and targets to turn green shipping corridors into a reality.


Korea 2024
Maritime Week
Korea 2024
Maritime Week

9 SEPTEMBER MONDAY

DAY 1

- Opening Ceremony
- High-Level Dialogue (Decarbonization & Digitalization)

10 SEPTEMBER TUESDAY

DAY 2

- International Maritime Mobility Forum
- Ship Recycling Convention Forum
- International Seminar on Safe Transport of Dangerous Goods
- WIMA ASIA Conference
- Korea Maritime Mobility Safety Expo
- Digital@Sea Asia-Pacific

Korea 2024 Event at Maritime Week

11 SEPTEMBER WEDNESDAY

DAY 3

- KR Technical Seminar
- KSA-UK Chamber of Shipping Joint Seminar
- International Maritime Academic Conference
- International Shipping Decarbonization Forum
- Maritime Cyber-Security Forum
- 62nd International Cooperation Technology Committee
- SMART-C Conference
- Closing Ceremony
- Korea Maritime Mobility Safety Expo
- Digital@Sea Asia-Pacific
- WIMA ASIA Conference
- Small and Medium Ship Safety Forum

12 SEPTEMBER THURSDAY

DAY 4

- Korea Maritime Mobility Safety Expo

International Maritime Mobility Forum

Significant changes in the international maritime sector are being driven by strengthened environmental regulations in response to the climate change crisis, alongside the rapid development of digital technology. Notable examples include the adoption of the 2023 IMO Greenhouse Gas (GHG) Strategy and the development of the Maritime Autonomous Surface Ships (MASS) Code. In response to these shifts, the Republic of Korea has devised an "Maritime Mobility Development Strategy," which accelerates research and development to transform existing vessels into green ships, establish advanced maritime transportation platforms, commercialize MASS technologies, and cultivate the human resources needed to support these innovations. As part of these efforts, the "International Maritime Mobility Forum" was held during the 2024 Korea Maritime Week, focusing on relevant policies, technological developments, and the need for human resource development. The forum comprised four sessions, with Sessions 1-3 featuring expert presentations, and Session 4 centered on a panel discussion.

In Session 1, three experts presented on the topic of advanced maritime mobility technology development and policy trends. First, Haeseong Ahn, Senior Director of the Korea Research Institute of Ships & Ocean Engineering (KRISO), discussed the current status and future direction of Korea's high-tech maritime mobility. He emphasized the need to review and link the technologies and impacts across different sectors to effectively enhance each area of advanced maritime mobility. He also highlighted the importance of promoting cooperation between international organizations and Member States to achieve environmental and technological targets. Next, Ørnulf Jan Rødseth, Director of ITS Norway introduced the organization's contributions to advanced maritime mobility and presented the "IMO Reference Data Model," developed in collaboration with IMO, ISO, and UNECE to facilitate smooth data exchange, such as information on arrivals and departures. He underscored the critical role of international standardization. Third, Bong-Jun Choi, Director of HD Hyundai Marine Solution, shared insights into the current state of technological development within the industry, emphasizing the need for greater support to help the maritime sector effectively respond to challenges posed by various environmental regulations.

> **"The maritime sector is rapidly evolving toward advanced maritime mobility that integrates decarbonization and digitalization, highlighting the critical importance of research and development in these fields."**
>
> **Keyyong Hong**
> President of KRISO

Session 2 featured three experts who presented on IMO's international cooperation programs, capacity-building projects, and future seafarer labor policies. First, Youngso Kim, Deputy Director of the Technical Cooperation and Implementation Division at IMO, introduced the IMO's technical cooperation and official development assistance (ODA) projects, reiterating that the IMO's mission is to promote safe, environmentally friendly, and sustainable shipping through collaboration. Following him, Alyseeba Zaman, Project Coordinator of the UN Global Compact, and Fabrizio Barcellona, Coordinator of the International Transport Workers' Federation (ITF), jointly presented on training programs for green fuels. They noted that up to 800,000 seafarers would need to acquire new skills to handle alternative fuels by 2030 to meet decarbonization goals in international shipping, with additional training required for hundreds of thousands more by 2050. However, they acknowledged that current seafarer training faces several challenges, including uncertainties surrounding the feasibility and adoption of alternative fuel options.

> **"To tackle the maritime workforce supply and demand issues, an international cooperation framework is essential alongside the enhancement of training programs."**
>
> **Jong-Deog Kim**
> President of KMI

Session 3 focused on the impact of advanced maritime mobility and the role of seafarers in the shipping and logistics industries. First, Alexander Prokopakis, Executive Director of the International Bunker Industry Association (IBIA), provided a brief introduction to IBIA's activities and noted that while the shipping and bunkering industries are required to meet the standards set by the 2023 IMO GHG Strategy, the necessary incentives are lacking. He also highlighted IBIA's educational and training courses on alternative fuel bunkering. Next, Dr. Han-Seon Park, Senior Research Fellow at the Korea Maritime Institute (KMI), forecasted that the digital technology stages necessary for future seafarers to operate advanced maritime mobility systems would progress from existing ships (Phase 1) → automated and remote-control ships (Phase 2) → autonomous ships (Phase 3). He stressed that while the industry requires highly skilled seafarers to achieve decarbonization, there is a shortage of qualified instructors to train them. He emphasized the need for international forums in the short term and the establishment of governance frameworks and global education and training centers in the mid-to-long term.

> **"As the demand for highly skilled seafarers grows, it will be vital to promote personnel exchanges, harmonize qualification standards, and provide advanced technical training through global infrastructure."**
>
> **Jong-Deog Kim**
> President of KMI

Finally, **in Session 4,** a panel discussion was chaired by Kitack Lim, former Secretary-General of IMO, and included the President of KMI, the President of KRISO, the Vice-Chairman of KSA, the Advisor of HD Korea Shipbuilding & Offshore Engineering Co., Ltd., the Administrator of the Philippine Maritime Industry Authority, and Director of Jakarta Maritime Institute (STIP Jakarta). The panel engaged in in-depth discussions to address the supply challenges of seafarers for future advanced maritime mobility, establish a sustainable education and training platform, and explore measures to strengthen international cooperation.

International Shipping Decarbonization Forum


Katrina Ross
Policy Director
UK Chamber of Shipping


Chang-seob Nam
Director
MOF


Hee Jin Kang
Senior Director
KRISO


David Stephens
Director
DITRDCA


Jae-Gyun Kim
President
UPA


DoEun Kim
Head of
Public Affairs - Korea
Maersk


Min-kang Kim
Ship Maritime Officer
HMM


Han-Seon Park
Senior Research Fellow
KMI


Kanghyun Song
Senior Research Fellow
KR

Session 1 · Discussion on Green Shipping Corridors

What are the UK's policies to enhance port competitiveness in establishing Green Shipping Corridors?

***UK Chamber of Shipping*:** The UK is currently promoting green shipping corridors among domestic ports.

The key to green shipping corridors is supporting shipowners in switching from fossil fuels to alternative fuels. What are the support policies for building eco-friendly ships?

***MOF*:** To facilitate the supply of green fuels, we are working in cooperation with relevant organizations to develop bunkering technology at major ports, and secure supply/storage facilities.

In terms of port bunkering, is there a plan related to fuel production/supply?

***KRISO*:** It's important to consider building a global supply chain, including the possibility of importing fuels from overseas. A detailed review may be conducted, and the outcomes could be announced at COP29 at the governmental level.

Hydrogen imports are essential for fuel supply and Australia and North America are key suppliers. What is the current status of infrastructure and production?

***DITRDCA*:** Australia exports a substantial amount of hydrogen, with Japan being a key importer. Australia plans to establish seven hydrogen hubs near ports. While the current hydrogen production is relatively low, the primary goal is to produce eco-friendly hydrogen. Although still in the early stages in terms of investment, Australia is also considering the production of other fuels like green/blue methanol and ammonia.

Which fuels is the UK considering, and are there financial policies in place?

***UK Chamber of Shipping*:** Like Australia, the UK is producing a small amount of hydrogen. While there are no specific policies for hydrogen yet, we are continuously exploring alternative fuels. Depending on ship types and sizes, different fuels are being considered. To reduce the cost gap between hydrogen and other alternative fuels, we are also considering private financing, although it's not fully in place yet. Discussions are underway at the governmental level to comply with the IMO's mid-term measures, and we plan to follow the IMO guidelines.

Are there incentives for first movers promoting the green shipping corridor initiative?

***MOF*:** The cost of using green methanol is significantly higher than fossil fuels. The government is considering institutional support measures. However, we believe shipowners can achieve success voluntarily by deploying eco-friendly ships without relying on government support. After the adoption of the IMO's mid-term measures, the market will likely shift, rewarding first movers in the green shipping market with benefits, while others may face carbon taxes.

The Republic of Korea is aiming to establish an ammonia-based route with Australia for the green shipping corridor. Is Australia ready for ammonia bunkering, or are there related plans?

***DITRDCA*:** Australia aims to become a major exporter of green energy. While ammonia's price competitiveness is challenging compared to fossil fuels, it is competitive compared to other fuels. Australia is already exporting LNG at low prices and has gained a competitive edge in related technologies. Additional infrastructure is needed for hydrogen, and several factors are being considered for ammonia, methanol, and hydrogen.

Could nuclear power contribute to green shipping?

***UK Chamber of Shipping*:** Nuclear power has sufficient infrastructure and safety data. Small Modular Reactors (SMR) could be a viable option, but we need to explore multiple solutions step by step, rather than relying on a single option.

What are the pieces of key advice for cooperation on green shipping corridors?

***DITRDCA*:** We are still in the early stages of operating green shipping corridors. Multiple stakeholders must participate, and the goal cannot be achieved by developing a single technology alone. Strong partnerships among ports, the energy sector, and shipping companies are crucial. We also need to explore renewable energy sources for decarbonization, and further discussions are needed to determine if hydrogen refining and transportation can truly be green.

Session 2 · Discussion

What is the recent progress regarding bunkering infrastructure in Ulsan Port?
UPA: Ulsan Port ranks third in domestic cargo volume, with most of it being liquid fossil fuels. We are working to incorporate green ship fuels like LNG, methanol, ammonia, hydrogen, and offshore wind. Reclamation work on the hydrogen pier is underway, and we expect to handle hydrogen fuels by around 2030. The LNG bunkering pier has been completed, and we are preparing a joint venture to offer LNG bunkering services starting next year.

If Busan Port cannot handle bunkering, Ulsan Port may take over the work instead. What are the plans regarding this?
UPA: We have already prepared the "Measures to Establish a Green Ship Fuel Supply Chain," designating Ulsan Port as a supply hub. We are also working on mutual cooperation, including signing an MOU with Busan Port.

Will Maersk stop building methanol-powered ships? What are the plans for alternative fuels after that?
Maersk: Methanol is not the ultimate solution. With our 2040 target set two years ago, we needed to take action, which is why we chose methanol. Economically, methanol fuel isn't a sustainable choice. We anticipate using various fuels in the future. Although decarbonization is costly, we are exploring multiple options. However, no specific decisions have been made yet.

Does HMM plan to continue ordering LNG-powered ships in the future? Any detailed plans?
HMM: The supply of methanol isn't stable, which is causing concerns within the company. HMM is still considering both methanol and LNG, and we believe that LNG will serve as an intermediary step for the time being.

What is the vision of the Ulsan Port Authority in competing with Singapore and Malaysian ports in bunkering?
UPA: We aim to play a pivotal role in supplying green ship fuels and providing bunkering services. Efforts are being made to collaborate internationally through MOUs and partnerships with other ports to participate in green shipping corridors.

Does Maersk offer training programs for seafarers on new fuels, and is CCUS (Carbon Capture, Utilization & Storage) under active consideration?
Maersk: I'm not directly involved in the training aspect so I may not be able to provide detailed answers. However, Maersk does have a training program in place. For example, there is a program for seafarers focused on modified bridge structures resulting from fuel transitions. As for CCUS, there is no concrete plan for commercialization yet, but significant support is being directed toward R&D, both directly and indirectly.

What is your company's stance on the pricing mechanism?
HMM: The basic rule is that all players should share the burden. We believe all stakeholders must reach a consensus based on sustainability, not just efficiency or economics.
Maersk: Maersk views the green balance mechanism as fundamental to decarbonization. After starting to use green fuels last year, we realized that it's a crucial process. Without proper compensation measures, the economic feasibility would be extremely challenging.

Q&A

Why are shippers choosing eco-delivery?
Maersk: With stricter regulations like the EU ETS, we expect an increase in demand for green products. Eco-delivery is mainly used by B2C customers.

Are there financial penalties in the GFS (Goal-based Fuel Standard)?
KMI: The Republic of Korea is gathering opinions from the industry to devise strategies.

Trends have shifted from methanol to LNG. Why?
Maersk: We are still debating the use of methanol. The current pricing mechanism hasn't been as effective as we hoped, and there are concerns about risk management from a corporate sustainability perspective. We foresee the use of multiple fuels in the future, and investing in just one fuel poses significant risks.

The 8th Digital@Sea Asia-Pacific

Digital@Sea Asia-Pacific, organized annually since 2017 to discuss global standardization and the development direction of maritime digital technology, celebrated its 8th anniversary this year under the theme "Opening the Future with Maritime Digitalization." The conference featured five expert sessions, including discussions on the present and future of maritime digital technology.

During **Session 1,** which focused on global maritime digitalization trends, experts shared advancements in cutting-edge technologies, including digital services in the shipbuilding and shipping sectors. The session also covered outcomes from previous Digital@Sea conferences in Europe and North America, as well as the current status of establishing digital services like S-100* and the Maritime Single Window (MSW).

*The S-100 Universal Hydrographic Data Model: This is a hydrographic geospatial data standard that provides a common data structure to represent various hydrography-related information.

From **Sessions 2-4,** which focused on emerging technologies and the commercialization of maritime digital technology, in-depth discussions covered global developments in maritime technologies, such as the use of the Maritime Connectivity Platform (MCP), the importance of communication infrastructure for Maritime Autonomous Surface Ships (MASS), and the results and effectiveness of VHF Data Exchange System (VDES) devices and satellite development.

In **Session 5,** themed "Harmonization in Global Maritime Mobility," a variety of insights were shared on the development and policy directions for communication technology in global maritime digitalization, applications of maritime digital technologies in developing countries, and the current status of international cooperation projects. Discussions also covered maritime mobility policies related to green ships and MASS.

Alongside efforts to assist the private sector in signing MOUs on exports and technical cooperation since 2023, this year's conference was held in conjunction with an export consultation session for the first time. This provided a platform for technical cooperation among domestic and international businesses specializing in maritime digital services and technologies.

Based on the technological innovations and international cooperation fostered by Digital@Sea Asia-Pacific, the Republic of Korea will create the future of maritime digitalization together.

The Small and Medium Ship Safety Forum

Session 1
Fishing Vessels Against the Tides of Digitalization

1. **Application of Digital Twin Technology for Fishing Vessel Safety (Rob Grin, Senior Project Manager Seakeeping at Maritime Research Institute Netherlands (MARIN))**
   The presentation discussed how MARIN utilizes the newly established Seven Oceans Simulator Center (launched in May 2024) to enhance the safety of beam trawlers and outlined expanded measures to raise crew awareness.
2. **Reality Tech and Fishing Boat Safety in New Trend (David Kim, CEO of Samwoo Immersion Co., Ltd.)**
   The speaker introduced cases where four metaverse technologies—VR, AR, XR, and MR—were applied in training programs for maritime occupational skills and safety. The presentation also explained the potential of establishing an XR-based digital twin system, incorporating electronic navigation chart processing modules, AI-based tracking, and collision detection.
3. **Introduction of KOMSA's Research Progress in Coastal Fishing Vessels and the Application of Artificial Intelligence for a Paradigm Shift in Vessel Design (Sooyeon Kwon, Head of Fishing Vessel Safety Research Team at Korea Maritime Transportation Safety Authority (KOMSA))**
   The speaker highlighted trends in domestic coastal fishing vessels, noting the lack of sufficient programs for reviewing vessel performance. To address this, research is underway to develop a system that proposes optimized vessel designs by combining AI-suggested modules to ensure performance meets demand.

Session 2
Green Ferries: Opportunities and Risks

1. **IMO's Work on Alternative Fuels and New Technologies (Alfredo Parroquin Ohlson, Head of Cargoes and Technical Cooperation Coordination, Maritime Safety Division at International Maritime Organization (IMO))**
   The presentation provided an overview of IMO's environmental and safety regulations, focusing on coastal passenger ship safety, the Model Regulations on Domestic Ferry Safety, and related projects.
2. **Practices on Safety Management of Electric Propulsion Ships in China (Jian Xin, Director of Ship Supervision and Registry Division at Guangdong Maritime Safety Administration (MSA))**
   The speaker presented statistics on electric propulsion ships, part of the green ferry initiative promoted since 2019. He addressed issues such as the lack of unified standards, the risks of fire and explosion, and power loss, emphasizing the need for research, development, and enhanced international cooperation in this field.

3. **Status of the Development of an Electric Propulsion Car Ferry Powered by Swappable Battery Systems (Young-Shik Kim, Director of Alternative Fuels and Power System Research Center at Korea Research Institute of Ships and Ocean Engineering (KRISO))**
   The speaker discussed the current operations of various electric-powered ships since Norway's launch of the world's first electrified car ferry, noting challenges such as low energy density, inadequate charging infrastructure, and long charging times. The speaker also shared research progress on an electric propulsion car ferry powered by swappable battery systems, which will begin commercial operations in 2024 after a one-year pilot program.

Session 3
Promoting Safety Awareness of Recreational Craft

1. **Development of Technical Standards for Safety Certification to Prevent Accidents in Water Leisure Apparatus (Chunghwan Park, Manager of Marine Leisure & Safety Research Center at Research Institute of Medium & Small Shipbuilding (RIMS))**
   With the increase in water leisure activities and the emergence of various new and derivative types of watercraft, many non-powered and partially powered vessels have fallen into safety blind spots. The presentation introduced R&D efforts to establish risk assessment and safety certification technologies, as well as grading and certification systems.
2. **Risk Assessment of Water-based Leisure Crafts and Safety Management Strategies (Woo-Jeong Cho, Professor at Korea Maritime & Ocean University (KMOU))**
   The speaker reviewed the current status of safety accidents involving water-based leisure crafts and risk assessments, while suggesting safety management strategies for paddle equipment, weather reporting systems, and the separation approach between inland and sea waters.

2024 Korea Maritime Mobility Safety Expo

"The Republic of Korea will continue to support the Korea Maritime Mobility Safety Expo to serve as a collaborative platform between the public and private sectors for sharing the visions for maritime mobility and innovative achievements in the maritime industry."

Myeong-dal Song
Vice Minister of Oceans and Fisheries

This year's Expo expanded its theme to maritime mobility, which leads the future of the maritime industry, taking a step beyond the previous event focused on maritime safety, and it was held in parallel with the "K Safety Expo 2024" of the Ministry of the Interior and Safety to enable to experience the technologies and innovations of the two Ministries at the same time. This Expo featured 60 related organizations with around 200 booths. Over the three days, the total number of visitors reached 13,804.

The policy booth of the Ministry of Oceans and Fisheries showcased its strong intention to promote advanced maritime mobility, introducing related policies under the themes of maritime mobility (digitalization & decarbonization), maritime safety (situation room & e-Navigation operation center), and global maritime (IMO, IALA, and OOC). In addition, various hands-on programmes were offered, including the "Maritime Safety VR Experience Center," a secret refuge inside ships for piracy "Citadel" Experience Center, and the "CPR Training" at the Korea Coast Guard. Furthermore, the "Business Meeting" between companies, the "Maritime Job Promote Center" hosted by the Navy and the Korea Managers' Association (KOSMA), and the "Maritime Safety Short-form Video Festival", which took place in advance, made the Expo richer and more entertaining.

Numerous maritime-related companies introduced advanced technologies, such as e-Navigation devices, maritime IT, marine pollution prevention apparatuses, biofouling removal, and equipment for responding to EV incidents by operating the "Industrial Exhibition Hall" along with the "Maritime Mobility Cluster Hall."

This expo served as a venue for cooperation in sharing digitalization and decarbonization policies, advanced technologies, and cutting-edge equipment related to maritime mobility and the visions and innovations of maritime mobility.

Ship Recycling Convention Forum & Policy Briefings

As the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships will enter into force on 26 June 2025, this forum consisted of various sessions, including the background of adopting the convention, the current status of ratification, requirements for recycling facilities, strategies for the implementation of the convention, the policy trends of IMO Member States, the preparation of domestic legislation, and the ship survey for hazardous material management. The first session introduced general trends on the convention, followed by presentations on the SENSREC Project for enhancing recycling facilities, principles of enacting domestic acts, main contents of domestic legislation, inventory of hazardous materials and kinds of survey, and the PSC procedure.

This forum offered an opportunity to collect opinions from legal, administrative, and technological perspectives and lay the foundation to review controversial issues. It also addressed concerns in the industry through the introduction of a system to smoothly implement the convention and proactive communication between stakeholders from shipping companies, recycling facilities, etc.

International Seminar on Safe Transport of Dangerous Goods

Starting with the introduction of ROK's dangerous goods inspection system, this seminar introduced the IMDG Code, CIP, inspection of stowage, inspection of packing, and training along with the definition and statistics of marine accidents and three accident cases related to unreported dangerous goods, polymer beads and methyl ethyl ketone (MEK). Furthermore, the latest issues and policy directions of international conferences for lithium batteries and automobiles and shipping companies' transportation management systems for dangerous goods were discussed. In particular, this seminar also served as a venue to share the views and experiences of participants in the maritime and air sectors by explaining the procedures and characteristics of air transport of dangerous goods.

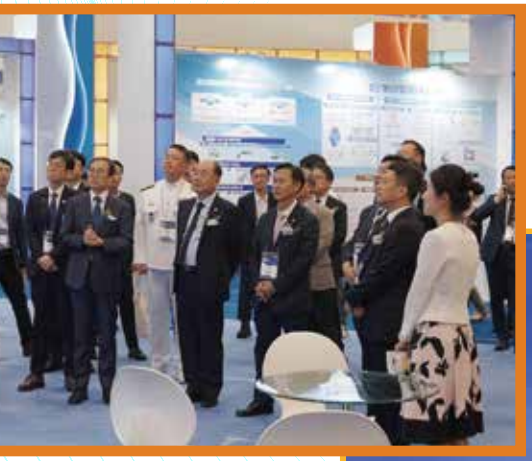
The Korea Maritime Dangerous Goods Inspection and Research Institute (KOMDI) pledged to pursue safety in the maritime transport of dangerous goods, highlight the importance of exchanging accumulated experiences and knowledge, and implement a thorough inspection system of dangerous goods.


Korea 2024
Maritime Week
Korea 2024
Maritime Week


Digital@Sea
Asia Pacific


Korea 2024
Maritime Week
Korea 2024
Maritime Week


K:VDES
K:VDES



Website Gallery

KR Technical Seminar

Under the theme of "Safe Decarbonization Technology", presentations were delivered on GHG strategy and ammonia fuel and the role of biofuels in promoting sustainable shipping. Participants shared their insights and views on international standards and the trends in IMO regulations. The Korean Register, Korean shipping companies, and Korean shipyards outlined the current status of cooperation among them. Specific application cases of a technology connecting Digital Twin with users and design and implementation on cyber resilience of ships were presented. In addition, education and joint research using technologies of the Korean Register were also discussed.

Exploring specific measures to achieve decarbonization and digitalization in the maritime industry, with a focus on international efforts and challenges, this seminar highlighted technical solutions for sustainability and safety in the shipping and shipbuilding sectors. In addition to sharing views on the importance of cooperation with shipping companies and the industry to meet the demands and regulations of the global market and the significance of participating in the improvement of international regulations, participants outlined a direction for safe and efficient maritime operations by presenting technical achievements that can lay the foundation for the future of the maritime industry.

Maritime Cyber-Security Forum

The development of the Maritime Autonomous Surface Ship (MASS) and the advancement of ICT have driven the rapid evolution of radiocommunication technology between ships and lands. In response, this forum served as a venue to discuss measures against maritime cyber attacks with experts from the National Intelligence Service, industry, academia, and related organizations.

This forum featured several presentations on the current status of policies on maritime cybersecurity (e.g. notification, enactment) and future plans including maritime cybersecurity measures, legislation, and public-private cooperation systems. In addition, the need for strengthening convergence security was emphasized, and a project to enhance smart ship security and technologies to detect defects in IT systems were introduced. Furthermore, the research on AI-based ship network security equipment verification environment construction and ship testing of the Korea Maritime & Ocean University and the importance of cyber resilience were discussed through examples of cyber incidents and response strategy at Maersk. Lastly, presentations and discussions took place on the analysis of network structure, detection of vulnerabilities, and security guidelines for port cybersecurity driven by smart ports.

Sharing real incident cases and international trends, this forum served as a venue for the public and private sectors to freely discuss measures to enhance cybersecurity and foster a mutual understanding of the importance of cybersecurity management.

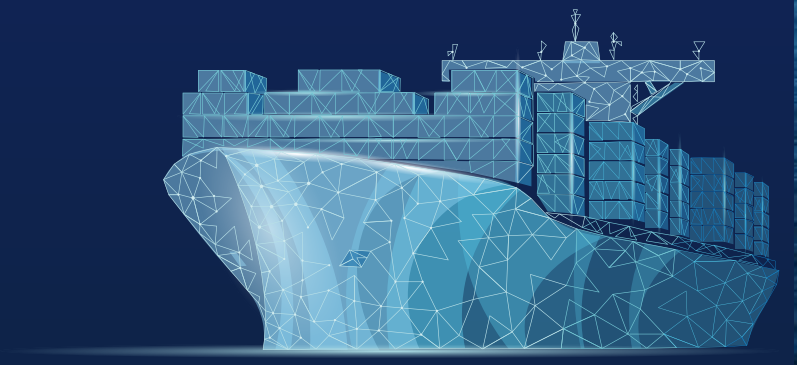
International Maritime Academic Conference

The International Maritime Academic Conference, hosted by the Korea Maritime Cooperation Center (KMC), aimed to enhance academic research on issues discussed by IMO regarding international maritime safety, environment protection, and shipping.

During the first session, presentations were delivered on various risks associated with the design and installation of mooring systems using drag embedment anchors (DEAs) for floating offshore wind farms, the development of a marine-waste disposal system optimized in an island-fishing village, and technological development and safety regulation trends of electric propulsion ships under the theme of "Technologies for Green Ocean".

The second session, themed "Technologies for Smart Ocean", focused on the need for rules and systematic research to ensure the safe navigation of the Maritime Autonomous Surface Ship (MASS), the need for the development of human resources for remote operations and the introduction of a quantitative assessment model necessary for MASS, and measures to combat piracy by categorizing the piracy index into four levels.

This seminar provided an opportunity to discuss major issues on ship safety from scientific and academic perspectives.



KSA-UK Chamber of Shipping Joint Seminar

The Korea Shipping Association (KSA) and the UK Chamber of Shipping (UKCoS) gathered to have discussions under the theme of "2025 Net-Zero and the Role of Finance in Shipping Decarbonization".

Discussions included the need for financial support for small and medium-sized shipping companies as well as large companies. To this end, close communication among the financial, shipping, and shipbuilding sectors and the introduction of policies are necessary. In addition, GHG pricing will bridge the cost gap between fossil fuels and alternative fuels, thereby advancing green technologies. It was also suggested that supportive measures be introduced at a governmental level to evaluate eco-friendly factors such as climate impact risks and CO2 emissions at ship finance tests.

Through this joint seminar, the need for the identification of the demands for ship finance in green shipbuilding to introduce supportive policies for small and medium-sized shipping companies was suggested.

SMART-C Conference

The SMART-C Conference introduced the current status and achievements of the SMART-C programme, which the Republic of Korea and IMO have jointly implemented since 2023, including several projects such as Women, Traffic, Leaders, GHG, and RegLitter, for capacity building and mutual growth with Member States.

The Philippines, Vietnam, Sri Lanka, and Indonesia shared their experiences and achievements from participating in the SMART-C Women project. The Philippine Coast Guard presented the implications of their experience participating in the SMART-C Traffic project from a national perspective. Tonga and Vanuatu introduced the development and future plans of the SMART-C Leader project in their countries. Lastly, under the theme of the SMART-C GHG project, Vietnam and the Philippines shared the current status, plans, and lessons learned from the projects.

This conference provided an opportunity to build capacity for decarbonization and digitalization among female officers in the Asia-Pacific region, sharing the experiences and knowledge of participants in the SMART-C programme. It also served as a venue to build a network to strengthen cooperation among the Republic of Korea, IMO, and recipient countries and introduce sustainable future cooperative projects.

62nd International Cooperation Technology Committee

As issues driven by the decarbonization policies of IMO such as GHG emission reduction and smart ships have been raised in the shipbuilding industry, the 62nd International Cooperation Technology Committee was held by the Korea Offshore & Shipbuilding Association to jointly respond to those issues with shipbuilders and research institutes.

Starting with ship orders and contracts, the current status of technologies, and major issues by shipbuilders in 2024, this committee shared the results of MSC 108 and MEPC 82 and discussed the development of a platform for more efficient responses to international regulations and standardization.

Both the analysis of major international cooperation agendas and response measures, including IMO, were presented at this committee. Furthermore, this committee provided an opportunity to identify the intention to participate in the establishment and amendment of domestic and international rules and regulations through a systematic and specialized work procedure and to strengthen cooperation between its members.

WIMA ASIA Conference

This conference primarily focused on women's leadership, sustainability in the maritime industry, and digitalization, under the theme of "Tides of Change: Women Leading to a Sustainable and Innovative Maritime Future".

After a presentation on charting a clean course towards a green and digital future, a panel discussion took place on new technologies for a sustainable maritime future. Furthermore, the SMART-C Women project was introduced, and the importance of capacity building and education for women in the maritime industry was highlighted, under the theme of "Empowering Women through Digital Transformation and Education". Afterwards, female leaders participated in a panel discussion, sharing their opinions on the career advancement and wellbeing of women in the maritime sector. They also explored cooperative measures for the sustainable development of the maritime industry.

This conference concluded with the annual general membership meeting and the adoption of the "BUSAN DECLARATION 2024," looking forward to expanding the crucial role of the WIMA Asia and women's leadership in the maritime sector.

Side Events

Korea Maritime Policy Briefieng Session for Ambassadors

2024 Maritime Dialogue
Ministry of Oceans and Fisheries - Danish Maritime Authority

Maritime Policy Field Visit


SMART-C CONFERENCE


the Transitional Era: Challe
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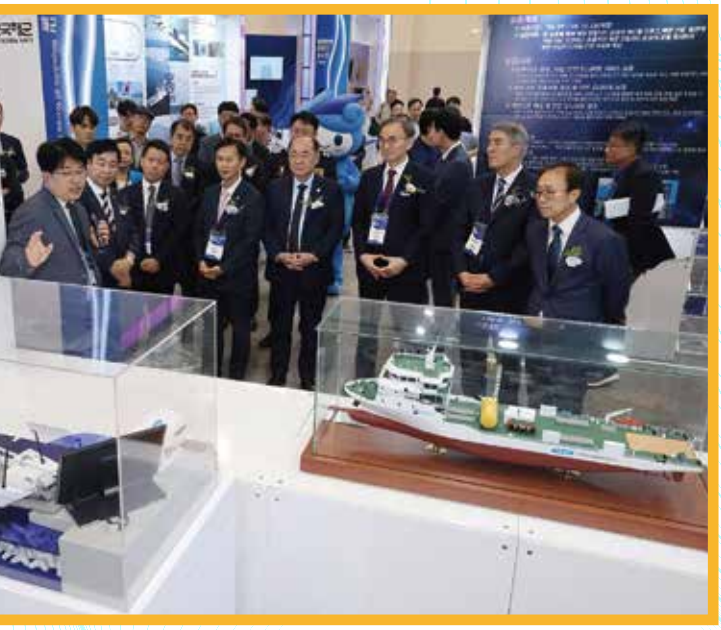

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Omar Frits Eriksson
Deputy Secretary-General of IALA

Interview for post-2024 Korea Maritime Week newsletter

What do you think is the most critical topic among the topics you discussed during 2024 Korea Maritime Week?

From my perspective, I guess it must be the harmonization of digital services. The harmonization of digital services worldwide is essential. There are so many initiatives around, all of which are excellent in their own context, but it seems that there is a risk of them not being interoperable. International cooperation and coordination of how these services interact is a must. Otherwise, shipowners will have to invest in several sets of equipment to access such services in different regions.

What is your opinion on how digitalization actually enhances the efficiency of ship operations?

Digitalization helps maritime stakeholders to collect, analyze, and utilize data more effectively, enabling proactive decision-making and strategic planning. This includes digital services such as optimized route planning, digital twins, and various AI driven services. Digital solutions that provide early warning of unwanted incidents can help improve the safety of navigation. The Maritime Internet of Things (M-IoT) can support more efficient collection of time data from thousands of on-board sensors that can be analyzed in near-real time and used to improve the performance of the ship.

What meanings do you think Korea Maritime Week has from the perspective of IALA?

From IALA's perspective, Korea Maritime Week 2024 has been an important event for promoting digitalization, innovation, standardization, sustainability, capacity building, and global collaboration in the maritime sector. It represents a strategic moment to shape the future of maritime safety, particularly in Asia, and to drive international efforts to modernize aids to navigation in response to emerging global challenges.

What is the most memorable event in 2024 Korea Maritime Week?

All the technical and policy related stuff was great, but the highlights were actually the cultural events during the week. Particularly the choir that sang at the opening ceremony. It was beautiful music and a wonderful opportunity to meet the culture of the Korean people.

Would you like to participate in Korea Maritime Week in the future again?

Yes, definitely.

WIMA Asia Declaration

12 Sep 2024 in Busan, Republic of Korea

Having deliberated the WIMA Asia Regional conference on "Tides of change: Women leading to a sustainable and innovative maritime future" here in Busan, Republic of Korea;

WE, the participants of the IMO regional conference represented by Women Leaders in the Maritime Industry in Asia;

RECOGNISED, the efforts of the IMO in achieving SDG 5 throughout ASIA from here at the Korea Maritime Week events and the WIMA Asia Regional Conference in September 2024;

RECALLING, the Resolution adopted by WIMA Regional conferences held in the past from:

"encompassing development of Global strategy for women seafarers in Busan 2013"; to 2015 Manila WIMA Regional conference on domestic ferry safety; to our reinforcement with the Transitioning from MDG Goals to SDG Goals in Timor-Leste in 2017; our efforts in 2019 on Empowering Women in Maritime in Kuala Lumpur in Malaysia and from our WIMA Asia Resolutions endorsed in the past;

BUILDING on from Busan 2024 conference outputs from navigating the future Green and digital horizons, to empowering women through Digital Transformation and Education, we have also enhanced Leadership and innovation with women pioneers in Maritime in overcoming Barriers and enhancing wellbeing for Women in Maritime in Asia;

ACKNOWLEDGING the support from the IMO, Ministry of Ocean and Fisheries of Republic of Korea to the WIMA Asia, together with our sisters from WIMA Korea, WIMA Phil, My WIMA, WIMA-TL, Ina WIMA, and additional representatives from Viet Nam, Mongolia, Maldives, Cambodia, Bangladesh, Thailand, Nepal with all Maritime Administration around Asia;

APPRECIATE contributions made to this conference namely from IMO, WISTA International, MTCC Asia, World Maritime University, IALA VTS Committee, MARINA Philippines, IMO Goodwill Ambassador from Singapore, Ministry of Transportation of Republic of Indonesia, PLOMO Pte. Ltd (Singapore) and Korea Institute of Maritime and Fisheries Technology;

NOTING that with advancement of technology, more empowerment on soft skills in ensuring that technology needs to keep

"human centred design, advancing diverse culture of Asian society's collaboration between human as we embark into the era of artificial intelligence, so that we are not only transformed into digitalisation but transformed our human society's complex challenges with technological new eyes.
With the accuracy and attention to details, embracing technology and understanding data also empower women our resilience, empowerment is critical to help an adaptable workforce guided by IALA. The importance of learning how to learn for the purpose of lifelong learning, grasping new values in transition and the intersectionality of Gender guided by World Maritime University;"

Merle Jime nez-San Pedro
President of WIMA ASIA

NOTING World Maritime University has 6,090 Alumni from 170 Countries of which 50% is from the ASIA region. Therefore, we urge ASIA Countries to acknowledge the availability of human resource to drive the change in overcoming challenges that ASIA face in the maritime sector and consider promoting women in maritime career.

WE DECLARE to commit and agree:

- Work towards enhancing greater awareness of the role of women as a valuable resource to the maritime industry to promote safe, secure, efficient shipping and protect marine environment through decarbonization and digitalization of ships in compliance with the IMO instruments;
- Sustain participation of women in maritime especially in the seafaring sector by developing and expanding the career development pathways of women across the many sectors of maritime industry. This includes adopting a gender sensitive language in the promotion of the careers in maritime.
- Actively support the development of green maritime corridor led by WIMA ROK with full support from WIMA Asia;
- Advocate visibility and transparency in block chain technology by continuous efforts and training via strong collaboration between industry and administration;
- Actively support the development of Master Plan for Empowerment **Women in Maritime with the WIMA Asia** through Smart C-Women programs of the IMO.
- Work with IMO and governments in Asia for developing policies and regulations that create an environment where women and men can work together in overcoming 21st century challenges to create a more diverse, inclusive and safer space for women to unlock their full potentials as catalysts for change in ASIA.

Andreas Nordseth
Director General of DMA

Contributed Article for post-2024 Korea Maritime Week newsletter

About 2024 Korea Maritime Week

I would like to congratulate the Ministry of Oceans and Fisheries on the very successful execution of the 2024 Korea Maritime Week (KMW). The setup at the conference was professional and competent, and for me personally, it is one of the highlights among the maritime conferences throughout the year.

KMW is an important gathering for global maritime stakeholders. At KMW, we have the opportunity to meet in person and discuss important issues and challenges in the shipping industry, such as decarbonization and digitalization, among others.

Thoughts and opinions on 'International Cooperation' and 'Maritime Safety'

International shipping is facing historical challenges. This is partly due to geopolitical disruptions and regional tensions, which are affecting the global shipping and supply chains. And we are a critical point in the green transition that calls for strong international cooperation in order to succeed. It is crucial that we demonstrate that the shipping industry is able to move forward on the green agenda, being it through international cooperation and decisions in IMO or finding the technical solutions needed to make shipping green and carbon neutral.

Furthermore, we are at a pivotal point in a technological transition towards digitalization. We know that digital technology can improve safety and efficiency immensely, and there are many demonstration and experimental projects around the World. However, from my point of view, we need to get a common vision of what we want to do with digital technologies in international shipping, I will point to three areas we should strive to work for:

1. Strengthen Maritime Safety: Our target should be "Zero accidents". We should use technology to eliminate accidents that can be predicted using data and intelligent systems.
2. No more paper! All data regarding ship, cargo and seafarers should be digital in the future, and trivial checks and exchange of information should be automatic.
3. Strengthen energy efficiency: We should use intelligent systems to improve energy efficiency. Just in time navigation should become the normal operation for ships and ports.

An Interview of a Student

Yura Baek
Korea Maritime & Ocean University

I am Yura Baek and I am in my senior year at the Division of Marine System Engineering of Korea Maritime & Ocean University. Currently, I am the leader of the female student committee.

As a student, I personally believe that I gained valuable insights transcending mere information about decarbonization and digitalization during the 2024 Korea Maritime Week. Majoring in green ships, I was very interested in the development of advanced technologies and green fuels for decarbonization to achieve the 2050 Net Zero target of IMO. Not only was I able to get the answers to my questions through the various seminars, but I also learned through discussions with maritime experts and companies from different countries that decarbonization and digitalization are not merely technical issues but complex challenges that impact the environment, economy, and society as a whole. Attending this event gave me a sense of actively participating in close international cooperation to address global issues.

In particular, the WIMA ASIA Conference was the most impressive for me. I had the opportunity to hear about the challenges faced by female leaders in the shipping sector, and empathize with the need for environmental and institutional support. I also recognized the importance of flexible working environment to help women maintain a work-life balance for the empowerment of women in the maritime sector.

Participating in the 2024 Korea Maritime Week, I realized that the proportion of women in the shipping sector is steadily increasing. Currently, the participation of women in various maritime-related roles, such as captains, engineers, and port managers in which women rarely participated in the past, is growing. This demonstrates an important change, as the shipping sector is embracing diversity and innovation, aligning with the theme of the 2024 Korea Maritime Week, the "International Maritime Sector in the Transitional Era: Challenges and Opportunities".

At a time when not only the technological changes but also the importance and roles of women are highlighted, participating in the 2024 Korea Maritime Week as a representative of female students of Korea Maritime & Ocean University was a meaningful and valuable opportunity. I was pleased to confirm that I can grow to be a female maritime expert, and I would like to participate in the Korea Maritime Week annually. As the leader of the female student committee at Korea Maritime & Ocean University, I would like to share the opportunities for the shipping industry in the transitional era with the next generations and take an active role in helping empower women in the shipping sector.

Interviews of Students

Interview of Students from Mokpo National Maritime University

Please introduce yourself.

Hwa-Jeong Lee

Hello! I am Hwa-Jeong Lee from the Division of Naval Officer Science of the Mokpo National Maritime University as a senior. I became familiar with the diversity of the maritime sector through my experiences such as participating in the onboard training on a bulk carrier, working as a reporter for the Korea Maritime Transportation Safety Authority (KOMSA), and engaging in an internship program at the Korea P&I during my university days. The maritime industry encompasses broader and deeper potentials than our imagination and brings an excitement to me that the future on the stages called oceans will have diverse and unlimited opportunities. I aim to work as a mate after my graduation. Following that, I also plan to expand the horizon of my career to ship safety officer, international maritime law researcher, etc. based on the maritime expertise and practical experiences learned as a mate.

Hello, I am Ga-Young Choi from the Division of Navigation and Information Systems of the Mokpo National Maritime University. Based on navigation, the Division of Navigation and Information Systems trains marine technicians equipped with Information and Communication Technology (ICT). I entered the Mokpo National Maritime University to board ships. During my time at the university, I had the opportunity to participate in on-board training on an LNG carrier and an internship program at the Korean Register. These experiences broadened my understanding of the maritime sector and motivated me to seek further opportunities. Currently, I am preparing to board a ship as an officer. My goal is to gain more expertise and become a professional maritime expert with boarding experience.

Ga-Young Choi

What are you normally interested in or curious about?

Hwa-Jeong Lee

I became interested in decarbonization and the advancement of green technologies in the maritime sector, along with related international conventions, as global interest in environmental issues increased. I am particularly curious about accession to international conventions, as well as the enactment and the process of introducing domestic laws.
2024 Korea Maritime Week brought me an opportunity to witness firsthand the considerations driven by the decarbonization and digitalization of ships, the conventions necessary to be prepared, and the efforts to implement these conventions in domestic circumstances. In particular, this event reminded me again that we should not overlook "safety" in the whole process. I will make proactive efforts and take a greater interest in the decarbonization and digitalization of the maritime sector.

I was interested in the Maritime Autonomous Surface Ships (MASS) and digitalization. As Tesla's autonomous vehicles amazed the entire world, I believe that the digitalization trend will apply to ships as well. However, due to the unique characteristics of the shipping industry, which is combined with various sectors, further considerations and consensus among stakeholders than the automobile industry are necessary. As I just mentioned, the digitalization of the shipping sector is comprehensive and broad. Therefore, I was interested in digitalization-related issues a lot.

Ga-Young Choi

Please describe your view on the theme of 2024 Korea Maritime Week, the "International Maritime Sector in the Transitional Era: Challenges and Opportunities" and what roles you would like to take in line with these transitions.

Hwa-Jeong Lee

The Minister of Oceans and Fisheries said "We would like to share advanced technologies and the trends in the establishment and amendment of international standards, and seek the future direction we will take under the theme of the "International Maritime Sector in the Transitional Era: Challenges and Opportunities" in his opening speech. I felt that mutual growth was critical as we move toward decarbonization and digitalization. As decarbonization and digitalization in the shipping industry require the adoption of new advanced technologies, the exchange of trends and information will facilitate these transitions and create more opportunities. In addition, we must keep the words "Safety First" in mind while moving forward. In particular, I believe that the keywords "challenges and opportunities" aptly reflect the development of decarbonization and digitalization in the shipping sector. This event served as an opportunity for me to see firsthand numerous experts and organizations actively cooperating, and I felt that the maritime industry is well-positioned to navigate this transitional era of challenges and opportunities together.

I plan to work in broader fields, such as ship safety officer and international maritime law researcher, after I gain maritime-related expertise and practical experience. After working as an officer, I would like to play a role as a professional who can contribute to related conventions and policies, utilizing practical experiences.

What was the most memorable event?

A number of programs were held during the 2024 Korea Maritime Week. Each program contained critical content in line with the theme of 2024 Korea Maritime Week. I liked the Ship Recycling Convention Forum and the International Maritime Academic Conference the most. To be honest, as a student, I couldn't fully understand the presentations of these programs. However, the presentations explored the unknown areas and provided a deeper understanding of those areas. The Ship Recycling Convention Forum addressed the background and necessity of the convention and the whole process of ratification, giving me an opportunity to see what I had learned in classes. The International Maritime Academic Conference was also impressive because I was able to see a presentation related to preparedness for a new method of nurturing experts, which I had heard in the opening speech.

Ga-Young Choi

How did you feel witnessing numerous seniors participating in 2024 Korea Maritime Week in person?

Hwa-Jeong Lee

Juniors and seniors are closely connected in the maritime and shipping industries. Seniors help juniors, and those juniors, in turn, become seniors and help the next generation, creating a virtuous circle. I believe this is the foundation for moving toward a better future together. I felt the same at this event. While witnessing many seniors actively participating, I tried my best to engage in the event by listening carefully and asking questions. This event provided an opportunity to meet experts and ask them questions in person. In addition, I was able to expand my insights and understanding of the shipping sector by listening to the views of experts on advanced technologies and international standardization. 2024 Korea Maritime Week was a valuable time, providing a new milestone and future direction. I would like to extend my deepest gratitude for giving me an opportunity to join the 2024 Korea Maritime Week. Thank you.

Korean Register Showcases Strategic Vision at 2024 Korea Maritime Week

Hyung Chul Lee
Chairman & CEO
Korean Register

The 2024 Korea Maritime Week, addressed critical industry challenges under the theme "International Maritime Sector in the Transitional Era: Challenges and Opportunities." Korean Register (KR) made contributions by participating in high-level dialogues and conducting technical seminars, identifying new growth opportunities and reaffirming the essential need for cross-sector cooperation and collaboration.

The event took place amid a heightened sense of urgency, driven by the International Maritime Organization's ambitious adoption of the 2023 greenhouse gas (GHG) reduction strategy, which mandates fundamental changes in the shipping industry's decarbonization efforts by 2050. This has made the transition to low-carbon and zero-carbon fuels an inevitable challenge.

In response to these trends, KR's first technical seminar session on 'Safe Decarbonization' highlighted the potential of ammonia and biofuels. The commercialization of promising future fuel candidates such as methanol, ammonia, and biofuels requires a comprehensive evaluation of each fuel's characteristics, supply chain infrastructures, economic viability, and technological readiness. During this session, KR presented the positive impacts of ammonia and biofuels in addressing carbon regulations, discussed technical challenges for their commercialization, and explored ways to accelerate their adoption.

Even though viable candidates for future fuels like ammonia, biofuels, hydrogen, and nuclear power present inherent technical challenges, the discussions among involved parties at KR's technical seminar are expected to serve as crucial groundwork for the maritime industry as it faces its moment of truth, adressing current issues, taking into account innovative technologies that emerge through extensive research and discussion.

Digital innovation also took center stage, particularly in the "Safe Digitalization" session. KR emphasized advancements of digitalization achieved through collaboration with the Korean government, shipyards, equipment manufacturers and shipping companies. The session showcased KR's achievements in using digital twin technology to enhance safety and counter the rising threat of cyber-attacks.

The 2024 Korea Maritime Week delivered a clear message: the era of individual entities independently pursuing technological development and competitiveness has passed. Instead, the current landscape calls for integrated cooperation and comprehensive responses. In response, KR is striving to provide customized services by researching various alternative fuels, technologies, and safety regulations applicable to decarbonization. Since 2021, KR has been implementing a digital innovation strategy, digitalizing customer support services through its platform to facilitate GHG verification and inter-company data exchange, contributing to achieving decarbonization goals on the basis of its AI transformation (AX) initiatives.

During the sessions, KR emphasized the complementary link between digitalization and decarbonization. KR pledged its commitment to support the maritime industry in achieving these goals through technical assistance for safety, a core function of a classification society, while also enhancing efficiency through digitalization.

Despite the significant challenges ahead, there is strong confidence that if we make good use of the robust maritime industry framework—which includes the government, shipping, shipbuilding, ports, equipment manufacturers, and the classification society—new growth opportunities will emerge. KR remains committed to fulfilling its role more diligently than ever to support the sustainable growth of maritime sector.

Adapting to Change A Cadet's Journey Through Korea Maritime Week

Febriyani Utami
Cadet from Merchant Marine Polytechnic of Sorong

Attending the Korea Maritime Week was an incredible and unforgettable experience for me as a cadet who delegated the Global Onboard Training Program 2024. I thank the Republic of Korea for giving me the opportunity and honor to be a part of this great event.

The opening ceremony was captivating, with an outstanding performance by children highlighting the importance of protecting the marine environment. The presence of influential figures, from CEOs to government officials, added to the significance of the event and made me feel proud to be a part of such an important event.

The theme, "International Maritime Sector in the Transitional Era: Challenges and Opportunities", was highly relevant to my role as a deck cadet. Key issues such as those explored in the International Shipping Decarbonization Forum and the International Maritime Mobility Forum will greatly influence my future as a deck officer. The focus on decarbonization highlighted the urgent need for sustainable practices. In addition, learning about advances in maritime mobility provided insight into how technology will impact shipping operations. Seeing how women are increasingly included in the maritime workplace was inspiring and reinforced the importance of diversity and inclusion.

One of the highlights of the event was the opportunity to meet and network with other maritime professionals. It gave me the confidence to pursue my career with more determination.

Personally, I left the event feeling inspired and more connected to a global community of maritime professionals. Professionally, I realized the importance of continuous learning, especially in areas such as automation, digitalization, and safety practices. Overall, I feel much more prepared to face the challenges that were discussed at the event.

OUR OCEAN

Busan, KOREA, 28-30 April 2025

The 10th Our Ocean Conference will take place in Busan BEXCO on 28th to 30th April 2025.

Marine Protected Areas

Blue Economies

Marine Pollution

Monday, 28 April 2025

The 10th Our Ocean Conference will take place in Busan BEXCO on 28th to 30th April 2025.

Tuesday, 29 April 2025

Opening Ceremony & High-Level Panel
Plenary Session & Side-Events

Climate Change

Sustainable Fisheries

Wednesday, 30 April 2025

Plenary Session & Side-Events
Closing Ceremony & Official Handover

Maritime Security

Ocean Digital

Ministry of Oceans and Fisheries

Instagram

Twitter

Homepage


Korea 2024
Maritime Week
Korea 2024
Maritime Week

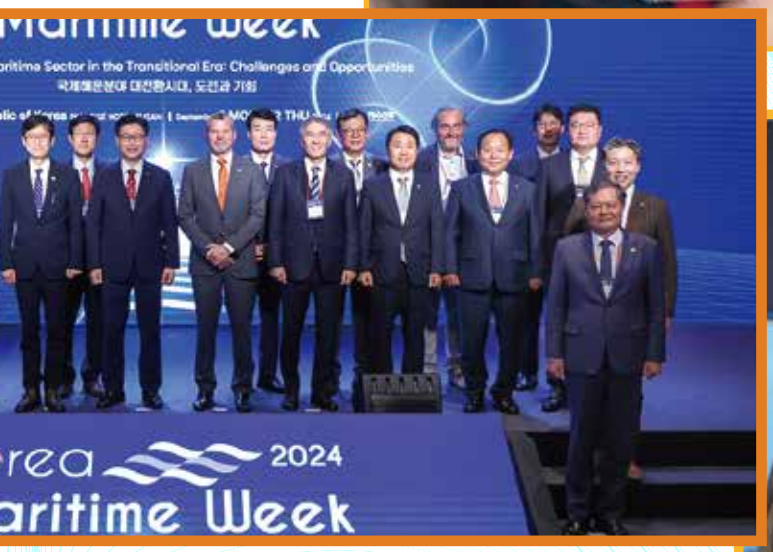

Korea 2024
Maritime Week


2020
Seoul

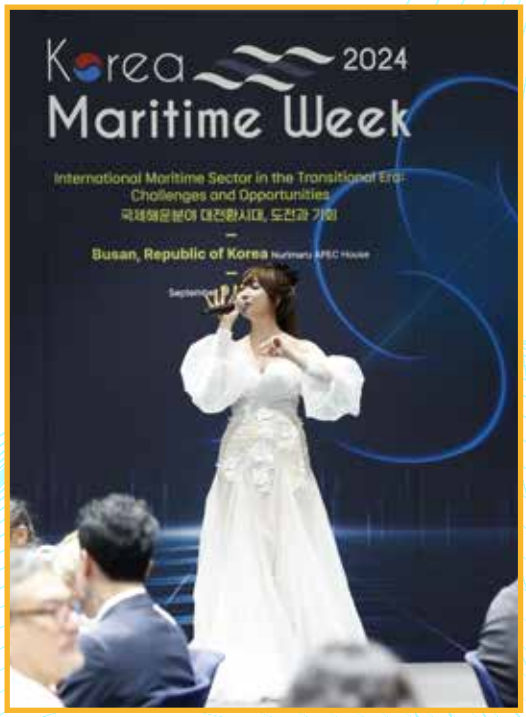

the Transitional Era: Challenges and Opportunities
SE HOTEL BUSAN | September 9 MON - 12 THU


Korea 2024
Maritime Week


History of Korea Maritime Week
2017
2022



Website Gallery


Korea 2024
Maritime Week
International Maritime Sector in the Transitional Era:
Challenges and Opportunities
Busan, Republic of Korea


Korea 2024
Maritime Week
Visit to the Policy Field


History of Korea Maritime Week

Website Gallery

OPENING CEREMONY

CLOSING CEREMONY

Korea 2024

Maritime Week in Numbers

9 to 12
Date of event

3
Venues

15+3
Number of events at 2024 KMW

25
Participating countries

15,570
Total participants in 2024 KMW (including 13,804 participants in 2024 KMMS Expo)

10
Participating organizations

300+
Participants in High-Level Dialogue

1,100+
Online

220+
Foreign participants

THANK YOU ALL

See you next time at

2025 Korea Maritime Week

November 2025

Visit the official website for details

https://koreamaritimeweek.kr