



Page

01

Timetable, Venue Information

Page

03

Turning Challenges into Opportunities:
The Future Shaped by Decarbonization,
Digitalization, and the Arctic Shipping Route

- **Chun Jae soo**

Minister, Ministry of Oceans and Fisheries

Page

05

IMO's Efforts and Challenges for
the Decarbonization of International Shipping

- **Arsenio Dominguez**

Secretary-General, International Maritime Organization

Page

07

Maritime Mobility Driven by Decarbonization
and Digital Transformation

- **Cho Jung hee**

President, Korea Maritime Institute

Page

09

Securing Safety along the Northern
Sea Route: Efforts and Challenges

- **Lee Hyung chul**

Chairman & CEO, Korean Register

Page

11

The Role of IALA in the Digitalization
of International Shipping

- **Francis Zachariae**

Secretary-General, International Organization for
Marine Aids to Navigation

Page

13

Overview of SMART-C Projects

- **Choi Seong yong**

Director-General, Maritime Affairs and
Safety Policy Bureau of MOF

Page

15

Programs and Events

Page

19

Supporting Korea's Candidacy
for the IMO Council (Category A)

Page

21

2025 IMO Award for Exceptional Bravery at Sea

Korea 2025 Maritime Week

The Beginning of Transition: New Opportunity, New Ocean

Seoul, Republic of Korea
October 20-23 2025

<https://koreamaritimeweek.kr>

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Korea 2025 Maritime Week Timetable

THE SHILLA SEOUL - Main Wing

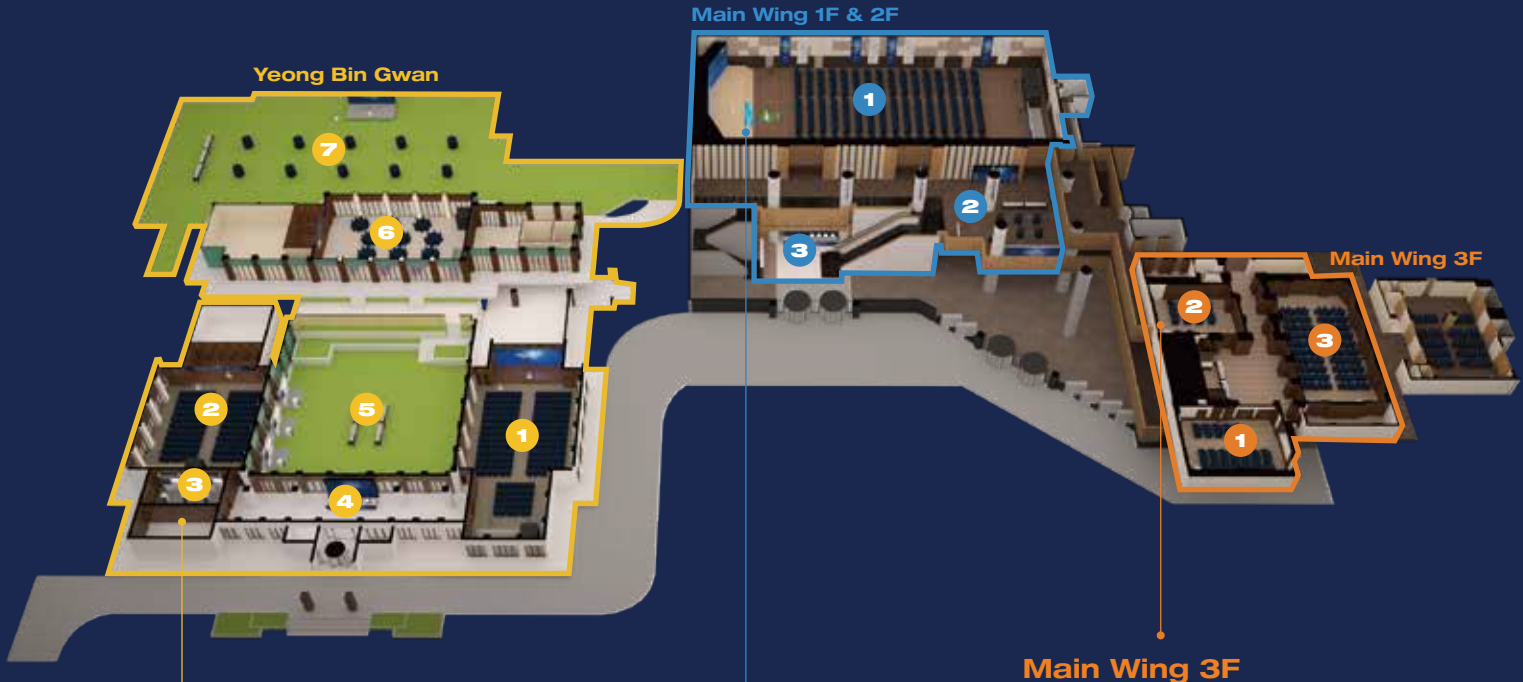
Date	Time	Program	Venue
OCT 20 (Mon)	14:00-15:30	Opening Ceremony - Opening Remarks - Congratulatory Address - Keynote Speech - Commemorative Photoshoot	Dynasty (2F)
	16:00-17:10	High-Level Dialogue	
OCT 21 (Tue)	09:30-16:30	International Maritime Mobility Forum 2025	Dynasty (2F)
	09:00-12:15	Capacity-Building Workshop for Small and Medium Ships	Marronnier (3F)
	16:00-18:00	SMART-C Leaders & GHG Seminar	
OCT 22 (Wed)	10:00-17:00	International Shipping Decarbonization Forum	Dynasty (2F)
	09:00-17:30	Capacity-Building Workshop on Maritime Digitalization	Lilac (3F)
	14:00-17:30	International Maritime Academic Seminar	Maple (3F)
	14:00-17:30	SMART-C Traffic S-100 Workshop	Marronnier (3F)
	17:30-17:50	Closing Ceremony	Dynasty (2F)

THE SHILLA SEOUL - Yeong Bin Gwan

Date	Time	Program	Venue
OCT 21 (Tue)	09:00-12:30	International Forum on Ship's Biofouling Management	Topaz (1F)
	09:00-16:00	SMART-C Women Conference	Emerald (2F)
	10:30-17:30	Digital@Sea Asia-Pacific I	Ruby (1F)
	14:00-17:30	MASS Symposium 2025	Topaz (1F)
OCT 22 (Wed)	10:00-11:30	Digital@Sea Asia-Pacific II	Ruby (1F)
	09:00-12:30	Small and Medium Ship Safety Forum	Topaz (1F)
	13:30-17:00	International Seminar on Safe Transport of Dangerous Goods	
	09:30-17:00	The 2025 Mock IMO Assembly	Emerald (2F)

Korea 2025 Maritime Week

The Beginning of Transition: **New Opportunity, New Ocean**



Yeong Bin Gwan

- 1 Ruby Hall**
Oct 21 (Tue) · Digital@Sea Asia-Pacific I
Oct 22 (Wed) · Digital@Sea Asia-Pacific II
- 2 Topaz Hall**
Oct 21 (Tue) · International Forum on Ship's Biofouling Management
· MASS Symposium 2025
Oct 22 (Wed) · Small and Medium Ship Safety Forum
· International Seminar on Safe Transport of Dangerous Goods
- 3 Exhibition by International Forum on Biofouling**
- 4 Foyer - Registration**
- 5 Internal Garden**
· Networking Zone
· Exhibition by Digital@Sea Asia-Pacific
- 6 Emerald Hall**
Oct 21 (Tue) · SMART-C Women Conference
Oct 22 (Wed) · The 2025 Mock IMO Assembly
- 7 Exterior Garden**

Main Wing 1F & 2F

- 1 Dynasty Hall**
Oct 20 (Mon) · Opening Ceremony
· High-Level Dialogue
Oct 21 (Tue) · International Maritime Mobility Forum 2025
Oct 22 (Wed) · International Shipping Decarbonization Forum
· Closing Ceremony
- 2 Foyer 2F**
· Networking Zone
· Exhibition
· Photo Zone
- 3 Foyer 1F**
· Registration & Information
· Program Wall

Main Wing 3F

- 1 Marronnier Room**
Oct 21 (Tue) · Capacity-Building Workshop for Small and Medium Ships
· SMART-C Leaders & GHG Seminar
Oct 22 (Wed) · SMART-C Traffic S-100 Workshop
- 2 Maple Room**
Oct 21 (Tue) · Korea-China Maritime Safety Policy Meeting
Oct 22 (Wed) · International Maritime Academic Seminar
- 3 Lilac Room**
Oct 22 (Wed) · Capacity-Building Workshop on Maritime Digitalization

Seoul, Republic of Korea
The Shilla Seoul

October 20 MON - 23 THU 2025

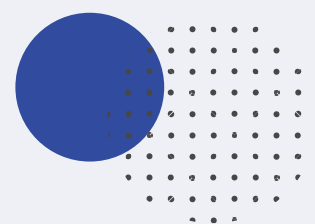


Turning Challenges into Opportunities: The Future Shaped by Decarbonization, Digitalization, and the Arctic Shipping Route

Chun Jae soo

Minister

Ministry of Oceans and Fisheries



The oceans have always shaped the course of human history. The routes traversing the ancient Mediterranean Sea and the Indian Ocean have transported commodities and ideologies and driven the growth of civilization. The invention of steamboats in the 19th century connected one continent to another across the globe, thereby upending the lives of people.

Today, humanity is once again facing a colossal transformation. Progress in advanced technologies, international affairs surrounding the oceans, and environmental changes such as global warming are offering new challenges and unprecedented opportunities. This also serves as a warning that an enormous wave of transition is about to arrive, fundamentally changing the designs of traditional ships that have endured for over 200 years and impacting related sectors such as shipbuilding, ports, and energy.

This transition comprises three distinct streams. First, the decarbonization transition to tackle the climate crisis. In 2023, the International Maritime Organization (IMO) adopted a historic strategy with the aim of achieving net zero by 2050, engaging in intensive discussions on concrete avenues for its ambitions. This global trend indicates that the era of ships powered by fossil fuels is about to come to an end, and the new era of green shipping led by zero- or near-zero (ZNZ) fuels and new technologies will soon arrive.

Second, Maritime Autonomous Surface Ships (MASS) and digital innovation. MASS intended for international voyages, once the realm of science fiction, have already undergone multiple sea trials in several countries. Discussions at IMO are now moving toward adopting the non-mandatory MASS Code next year, with full implementation targeted from 2032. The convergence of digital technologies such as Information and Communication Technologies (ICT) and Artificial Intelligence (AI) has driven maritime innovation, including e-Navigation and smart ports, facilitating efficient navigation and innovation in logistics.

Third, the emerging Arctic Shipping Route. Climate change has caused sea ice to melt, affording an opportunity to considerably shorten the sea routes connecting Asia and Europe. The domain that once seemed impossible to reach due to technical limitations and a harsh environment is now recognized as a new opportunity for innovation and future growth in logistics and transportation.

These changes present new challenges, especially for Korea, where approximately 99.7% of its international trade volume is transported by sea and its growth is driven by shipping and shipbuilding. In response, the Korean government has been mobilizing all necessary capacities to translate these challenges and changes into a new growth engine for the country's leap forward.

In the field of decarbonization, Korea established the National Action Plan with the aim of achieving 2050 net-zero goals while promoting policies for technological development, infrastructure expansion, and financial support. Furthermore, the establishment of green shipping corridors, shipping routes for ships propelled by ZNZ fuels, is currently underway in collaboration with key maritime partners such as the US, Australia, and Singapore.

In the MASS domain, the Korean government is actively leading the development of core technologies while laying technical and institutional foundations by establishing and implementing the MASS Act and actively engaging in discussions at IMO on MASS-related regulations. With the inauguration of the new administration, Korea announced the Arctic Shipping Route as one of its policy priorities, devoting every effort to developing technologies, conducting sea trials, and building an institutional framework for icebreaker operations, and establishing mechanisms for international cooperation. These efforts are more than industrial policies; they are part of Korea's survival strategies.

However, no single challenge we face today can be resolved without consensus and cooperation from the international community. From shared challenges such as the climate crisis to emerging agendas including the MASS standardization and Arctic Shipping Route, all require all hands on deck. To seek solutions for such pressing global issues, Korea has been hosting Korea Maritime Week (KMW) since 2007, inviting key figures from the global maritime sector to share and discuss policies. KMW is indeed a platform for fostering global solidarity and cooperation in navigating imminent changes.

In October this year, 2025 Korea Maritime Week is set to take place under the theme "The Beginning of Transition: New Opportunity, New Ocean." KMW will feature a total of 15 events, delving into a wide range of maritime affairs on the global stage, from traditional issues such as ship safety to emerging issues such as decarbonization, digitalization, and the Arctic Shipping Route. Beyond serving as a simple platform for discussion, this gathering will mark the beginning of the global solidarity required to translate the waves of transition into opportunities.

The oceans always present new challenges and opportunities for humanity. The imminent waves of transition also open new horizons. New technologies and environmental changes may threaten the existing maritime industry but also provide opportunities for industrial innovation and growth. KMW will lay the practical groundwork to discuss these tides of change with the international community and explore strategic solutions. As a pivotal player, Korea stands ready to embark on a new maritime era together with the international community.

K-Culture has been increasingly resonating with audiences worldwide, sailing across borders and connecting people. For centuries, Koreans have been known for warmly welcoming and deeply respecting guests, a tradition that endures to this day. With that same spirit, we stand ready to receive distinguished guests from around the globe with all our hearts. We look forward to your active participation and continued interest in 2025 Korea Maritime Week.



IMO's Efforts and Challenges for the Decarbonization of International Shipping

Arsenio Dominguez

Secretary-General
International Maritime Organization



The planet and the ocean we all share are under threat from climate change. The imperative to cut greenhouse gas emissions extends to all sectors - including maritime.

The International Maritime Organization (IMO) is leading the charge to decarbonize one of the world's most vital sectors. Shipping delivers more than 80% of global trade, but we cannot ignore the fact that the majority of fuel used by ships is still carbon-based.

There are solutions. Ship energy efficiency can be improved through operational measures, and zero or near-zero emission fuels and technologies are increasingly available. I am encouraged by the increase in dual fuel new builds and the possibilities shown in real life application through the operation of hybrid and electric vessels on short sea voyages. Digital ship optimization tools and shipping "green corridor" trials are demonstrating what is possible.

The ambitious targets set out in the IMO's Strategy to Reduce Greenhouse Gas Emissions from Ships, adopted in 2023, aim to steer shipping toward net-zero emissions by or around 2050, with indicative benchmarks for 2030 and 2040.

IMO Member States have already delivered mandatory measures that have driven innovation and demonstrated

their commitment to cleaner, greener ships. The Energy Efficiency Design Index (EEDI) and requirements for the Ship Energy Efficiency Management Plan (SEEMP), adopted in 2011, were followed by the Carbon Intensity Indicator (CII) and Energy Efficiency Existing Ship Index (EEXI), both mandatory since 2023.

It is the kind of commitment we will need again to ensure we deliver on our shared targets. In October 2025, IMO Member States are expected to formally adopt the next set of measures: the new IMO Net-Zero Framework.

This set of legally binding regulations is designed to drive down emissions across the international shipping industry through a mandatory marine fuel standard and a global pricing mechanism to ensure compliance. The result: less polluting ships, cleaner air, a healthier ocean, and a more climate-resilient future.

This Net-Zero Framework, approved in April 2025, represents a collective commitment by Member States to deliver on the 2023 GHG Strategy.

There will be challenges - including the availability of fuels and the infrastructure to deliver them, the safety of alternative fuels, and the training of seafarers to handle such fuels. But these are surmountable through engagement with all stakeholders.

The practical issues involved in implementing the IMO Net-Zero Framework and ensuring a just and equitable transition will be addressed through time-honoured IMO practices: involving all Member States, listening to one another, and developing the necessary guidelines through thorough assessment and analysis.

Capacity development will continue through established global decarbonization programmes that bring together governments, industry, academia, and civil society. These initiatives support developing States – including Least Developed States and Small Island Developing States – to build their own national action plans to address maritime emissions; and these projects promote trials and pilot projects that can pave the way for scalable solutions. I am grateful to the generous donors – including the Republic of Korea - for their support for these initiatives.

IMO's regulatory framework is continuously reviewed based on experience and technological development, and this framework is no exception. I am encouraged by the commitment demonstrated so far by Member States and the industry to meet and overcome these challenges together.

Ultimately, we need global measures so that maritime transport can continue operating efficiently and avoid fragmented regional or unilateral rules.

Revenue from the pricing mechanism - projected to be around \$10 billion per year - will be directed into a new IMO Net-Zero Fund. This fund will support the energy transition by rewarding low-emission ships, advancing innovation and infrastructure, funding training and capacity development, and mitigating negative impacts on small island developing states and least developed countries.

Reaching this point has required years of negotiation, rigorous technical analysis, and ultimately, a willingness to compromise. Yet such agreements are only the starting point for implementation, setting the stage for more ambitious actions to come. The adoption of the IMO Net-Zero Framework will be the first port in a much longer voyage.

At a time when multilateral cooperation is under strain, every shared step forward is crucial. All Member States must be at the table as we design the tools, policies, and investments needed to succeed in our bold mission to decarbonize an entire global industry.

As the maritime sector enters a period of rapid transformation—from digitalization to decarbonization—new challenges will emerge, but so will great opportunities. We must work to shape a just, sustainable, and resilient maritime future for the world.



Maritime Mobility Driven by Decarbonization and Digital Transformation

Dr. Cho Jung hee

President

Korea Maritime Institute



The global maritime industry is undergoing an unprecedented transformation. The whole world has committed to achieving net-zero GHG emissions in response to the climate crisis, while the wave of digital transformation is fundamentally reshaping the entire industrial ecosystem. Decarbonization and digitalization are not merely technological advancements; they have become core strategies for ensuring sustainability and building a reliable maritime industry. In particular, maritime mobility stands at the forefront of this transition, moving beyond the traditional concept of ship transport to evolve into an advanced transport system based on eco-friendly and digital technologies.

Maritime Mobility with Decarbonization

The 2050 Net Zero GHG emission target set by IMO-driven energy-efficiency improvements and fuel transition for international shipping. As a result, there is growing attention on alternative fuels and eco-friendly technologies. Methanol, ammonia, and hydrogen are actively discussed as next-generation fuels, while electric and hybrid propulsion technologies are rapidly expanding, particularly in short-sea and coastal transport. Concurrently, there is ongoing development of innovations in ship design for energy efficiency,

advanced exhaust gas treatment technologies, and data-driven engine performance management.

It is also essential that ports and logistics infrastructure undergo decarbonization. The development of eco-friendly fuel bunkering facilities, renewable energy-based power supply, and carbon emissions monitoring systems are now key factors in determining port competitiveness. Decarbonization will require a fundamental transformation of maritime mobility, serving not only as a response to climate change but also as a driver of new industrial opportunities across the maritime sector.

Maritime Mobility with Digitalization

Digital transformation is redefining the future of maritime mobility. The development of Maritime Autonomous Surface Ships (MASS) is advancing rapidly worldwide, supported by new operational concepts centered on Remote Operation Centers (ROCs) that accumulate real-world operational data. In this process, the application of emerging technologies such as Artificial Intelligence (AI), the Internet of Things (IoT), and Big Data has become essential.



Challenges

Decarbonization and digitalization are the central drivers of the transformation of maritime mobility, serving as essential foundations for the sustainability and innovation of the global maritime industry. Nevertheless, significant challenges remain to be addressed. First, the application of digitalization and autonomous navigation technologies increases exposure to cyber security threats and system reliability issues, requiring robust strategies to strengthen technological reliability and develop measures that ensure the safe advancement of the industry.

Second, in order to achieve a sustainable green transition, it is necessary to pursue not only advances in ship technologies but also a wide range of complementary measures. Medium- and long-term challenges such as the utilization of Arctic shipping routes for shorter voyages must be considered, while also addressing complex risk factors including the advancement of icebreaking technologies, the establishment of safety infrastructure, and the preservation of ecosystems.

Third, consistency between global regulations and national policies is essential. For international regulations to be implemented effectively it is important that they are supported by aligned national frameworks, thereby laying the foundation for maritime mobility to evolve into a sustainable and safe future transport system.

At this stage, the Republic of Korea has a pivotal role to play as a global leader. Going forward, Korea is well-positioned to lead the future of sustainable maritime mobility by building on its accumulated strengths in the transition to green ships, advances in MASS technologies, and the development of digital maritime information platforms.

These technologies are enabling AI-driven autonomous navigation, route optimization, fuel efficiency improvements, and smart safety management.

The digitalization of ports is also accelerating. Smart Ports, equipped with automated cargo handling systems, digital logistics platforms, and real-time cargo tracking, are significantly enhancing logistics efficiency. These transformations extend beyond technological innovation to drive the structural reconfiguration of the entire shipping, port, and logistics industries.

More recently, there has been growing interest in the potential for integrating maritime mobility with Urban Air Mobility (UAM). As a core element of multimodal transport systems connecting ports, airports, and cities, UAM is expected to play a pivotal role in the future of logistics and passenger transport. This integration of maritime and aerial mobility not only enhances global transport efficiency but also contributes to the achievement of carbon neutrality, presenting a new vision for the future.

Securing Safety along the Northern Sea Route: Efforts and Challenges



Lee Hyung chul

Chairman & CEO
Korean Register

The Northern Sea Route: New Horizons in a Changing Maritime Landscape

The rapid retreat of Arctic sea ice is reshaping the global environment and the map of maritime trade. Once open only for a brief summer window, the Northern Sea Route (NSR) is now available for longer periods, emerging as a credible alternative to traditional routes. More than a new passage, it marks a structural shift in global shipping.

Compared with the Suez Canal, the NSR cuts the Europe–Asia distance by up to 40%, reducing voyage times, fuel consumption, and emissions. These gains make it both a climate measure and a pillar of resilient supply chains. With rising instability in chokepoints such as the Suez Canal, the NSR is gaining strategic weight as a route for trade diversification.

But the Arctic is a domain where climate change, geopolitics, resources, and international rules converge. Meeting this challenge requires integrated action that links policy, technology, and cooperation.

Busan as a Strategic Anchor and Korea's Policy Response

The Republic of Korea has taken steps to prepare, including enacting the Special Act on the NSR, establishing a Presidential Commission, and relocating the Ministry of Oceans and Fisheries to Busan. These steps align with the strategy of positioning Busan Port as a key Northeast Asian hub.

With world-class infrastructure and strong R&D capacity, Busan is well situated to serve as a global logistics hub linked to the NSR. By fostering collaboration among shipping, shipbuilding, energy, and ICT, Korea is building a platform for both domestic and international cooperation.

Navigating Risks: Efforts and Challenges in the Arctic

Despite its potential, the NSR is still a high-risk route. Harsh cold, heavy ice, poor navigational data, and insufficient communications all threaten safety, making robust technologies and solid institutional frameworks essential to ensure safe navigation.

IMO's Polar Code (2017) introduced requirements for ship design, training, and

environmental protection measures, while the 2024 ban on heavy fuel oil strengthened environmental protection. Ongoing debate over “Polar Fuels” shows the push for sustainable solutions. Korea must align its Arctic engagement with global climate goals by advancing eco-friendly ports, low-carbon logistics, and a polar industrial ecosystem.

Building on this momentum, Korean Register (KR) is developing key technologies for NSR operations including ice-class and icebreaking ship design, ultra-low temperature equipment, clean fuels and black carbon reduction, and satellite- and AI-based route systems.

To reinforce these efforts, KR launched a Northern Sea Route Task Force in July 2025 to integrate policy, technology, and cooperation under a phased roadmap:

- Phase 1 (2025): Support the Special Act on the NSR, develop standards for polar-class vessels, and prepare clean fuel infrastructure
- Phase 2 (first half of 2026): Support the construction of a next-generation icebreaking research vessel, develop advanced route optimization systems, and enhance Korea’s participation in the Arctic Council



- Phase 3 (2027): Establish a polar industry cluster, promote international standardization, and expand decarbonized Arctic shipping models

Building a Sustainable Arctic Future: Recommendations

The development of the NSR is not merely about opening a new passage but represents a core pillar of Korea’s maritime strategy and an opportunity to reinforce its standing as a global shipping power.

Safe and sustainable utilization of the NSR requires an integrated ecosystem of advanced technologies and infrastructure, supported by government–industry–research coordination and rooted in public–private partnerships.

Serving as a bridge between technology, policy, and industry, KR will remain committed to enabling sustainable Arctic shipping and ensuring effective alignment with international regulations.



The Role of IALA in the Digitalization of International Shipping

Francis Zachariae

Secretary-General

International Organization
for Marine Aids to Navigation



Introduction to IALA

Firstly, let me briefly introduce IALA, otherwise known as the International Organization for Marine Aids to Navigation, an intergovernmental organization with 40 Member States, 52 Associate members and 255 Affiliate members.

Our aim is to foster the safe, economic and efficient movement of vessels, through improvement and harmonisation of Marine Aids to Navigation worldwide and other appropriate means, for the benefit of the maritime community and the protection of the environment. Such activities are encapsulated in the motto Successful voyages, sustainable planet.

In provision of aids to navigation our members support the UN Sustainable Development Goals (SDGs) and implement formal systems to protect the marine environment and promote sustainability to minimise their impact on the world's resources.

Positioned as the beating heart of IALA are its technical committees which concern, broadly speaking: management, engineering, digital technologies and vessel traffic services. They meet twice each year and are supported by the Secretariat, which is based at IALA HQ in Saint Germain en Laye near Paris in France. These committees continuously monitor developments and provide guidance to the IALA membership into the provision, management and maintenance of aids to navigation.

One way in which IALA spreads the word is through its vigorous publications policy. Titles available include Standards, Recommendations, Guidelines, Manuals, Model Courses and more.

Each of these well-informed documents has been crafted by one of the technical committees and its issue approved by the Council, the organization's governing body which meets twice each year.

Another way in which our work benefits the maritime sector is through the World Wide Academy. This provides training for the successful delivery of aids to navigation services which, of course, depend upon competent and experienced personnel to implement and maintain such aids.

This means that IALA should not only define international standards for the aids themselves, but also for the personnel in charge of their implementation and maintenance.

Recruitment, selection and training of suitable personnel are pre-requisites to the provision of professionally qualified personnel capable of contributing to safe and efficient aids to navigation operations.

Based on IALA model courses, a series of training programmes have been developed and introduced widely. Recent missions have been to: Albania, Bangladesh,

Brunei, Cape Verde, Democratic Republic of the Congo, El Salvador, Guatemala, Guinea-Bissau, Lebanon, Malaysia, Seychelles and Sierra Leone.

To conclude my introduction to IALA it is important to note that the organization is represented at the International Maritime Organization (IMO) where we have concluded an agreement of cooperation. We also work closely with other organizations like the International Hydrographic Organization (IHO) and the International Telecommunication Union (ITU).

IALA and Digitalization

In 2019 IALA first published its Recommendation R10109 on the provision of maritime services in the context of e-navigation within the IALA membership.

It was recommended that members:

Provide Maritime Services in digital formats, using international standards. Ensure that a communications infrastructure to provide such digital maritime services is available in their area of responsibility. Ensure worldwide harmonization and interoperability by taking into account international standards and guidance.

Digitalization is a high priority on the IALA agenda, and I am pleased to report that excellent progress is being made by the committees, thanks to the strong support of the Ministry of Oceans and Fisheries, KRISO, and other authorities in the Republic of Korea. As for progress, by way of example, the S-100 Universal Hydrographic Data Model was adopted in 2010 by the IHO. It was developed as an evolution of the older S-57 standard to support modern hydrographic and maritime data needs, particularly for Electronic Navigational Charts (ENCs) and e-Navigation service provision.

The S-200 series product specification, developed by IALA under the IHO S-100 framework, defines digital data specifications for marine aids to navigation, vessel traffic services, and other data products related to safety of navigation.

The AtoN Information Product Specification, S-201, was released as edition 1.1.0 in October 2022 for testing and validation. A future edition 2.0 will support operational use. It standardizes the exchange of AtoN

data, covering buoys, beacons, racons, lights, sound signals and other equipment, along with their position status and properties.

Experience from both the Canadian Coast Guard and the United States Coast Guard has shown significant savings in man hours every month when exchanging aids to navigation information with stakeholders.

Currently Member Authorities of IALA develop their own custom-made aids to navigation management systems. These are relatively expensive to develop and maintain. Common standards permit system developers to create management systems which allows many clients to share development costs and improve exchangeability between systems in data transfer.

With regard to ENCs the S-100 suite of product specifications defines a new standard for Electronic Navigation Charts aimed at replacing the current S-57 standard.

Following the release of S-100 edition 2.0.0, it is anticipated that hydrographic offices will begin providing S-100 ENC services starting in 2026. This will involve the production and distribution of S-100 ENCs alongside the existing S-57 ENCs. There will follow a period during which both S-57 and S-100 ENCs are available.

By 1 January 2029, all newly built ships must be equipped with S-100 compliant Electronic Chart Display and Information System (ECDIS). To meet this deadline, IALA members are advised to commence preparation for this digital transformation.

Financial considerations, such as investment, need to be planned, and efforts commenced on developing the required technical infrastructure to support the delivery of digital services.

To conclude, put the two together, IALA and digitalization, and we can identify more clearly IALA's contemporary role in global maritime transport. Undoubtedly digitalization plays a great part in the smooth and safe operation of worldwide shipping and the role of IALA in this is of no small measure as it is a major contributor to facilitation of maritime and environmental safety.



Choi Seong yong
Director-General

Maritime Affairs and Safety
Policy Bureau of MOF

International shipping carries over 80% of global trade, yet it faces significant challenges: protecting the marine environment, reducing GHG emissions, and advancing digitalization. Many developing countries, in particular, need support to implement IMO conventions effectively.

To help meet this need, Korea, in cooperation with IMO, launched the SMART-C (Sustainable MARitime Transport Cooperation) Programme—an ODA initiative investing approximately USD 29 million between 2023 and 2029 as a practical model for addressing international maritime challenges.

The programme builds capacity in developing countries to implement IMO conventions and support sustainable maritime transport systems through training, practical exercises, and policy development. These activities have been well received by beneficiary countries, demonstrating Korea's ability to deliver effective support grounded in international maritime experience and expertise.

SMART-C comprises seven SDG-aligned projects focused on empowering women seafarers, cultivating next-generation leaders, reducing GHG emissions, and countering piracy.

The programme entered full implementation in 2024. Current initiatives include decarbonization and digital training for women in the maritime sector, and fellowships at the World Maritime University. This year, implementation began on two planned initiatives: establishing a ship monitoring system in the Philippines and developing platforms to support the implementation of IMO instruments in Tonga and Vanuatu.

Through capacity-building for women in the Asia-Pacific region and assistance to developing countries in implementing IMO instruments, SMART-C

SMART-C Projects

Sustainable MARitime Transport Cooperation

promotes gender equality in the global maritime sector and enhances maritime safety and environmental protection.

Alongside these efforts, the establishment of maritime safety infrastructure in the region under SMART-C is accelerating global maritime digitalization, while Korea—drawing on its expertise—helps developing countries meet evolving international decarbonization requirements. In addition, SMART-C supports marine-litter reduction in East Asia and anti-piracy cooperation in high-risk waters, including the Gulf of Guinea.

Korea, in partnership with the IMO Secretariat, will continue to implement the seven SMART-C projects through 2029. More than aid, SMART-C is designed to serve as a practical model of global cooperation, strengthening sustainable maritime transport capacity in developing countries and underscoring Korea's commitment to a cleaner, safer, and more resilient maritime future. Together with the international community, Korea will lead efforts to build a sustainable maritime transport system, protect the marine environment, advance decarbonization, and foster maritime talent.





SMART-C Women

Capacity-building to expand women's participation in maritime professions, especially in marine environmental protection and digitalization

- Strengthening women's capacity through training in green technologies and digital expertise, as well as fellowship support
- Building global networks through international workshops



SMART-C Leaders

Establishment of platforms and training to strengthen developing countries' capacity for IMO convention implementation

- Gap analysis and improvement of legal systems, and formulation of implementation plans
- Development of training materials for PSCOs, FSIOS, and government officials, and support for sustainable project management and communication systems



SMART-C Traffic

Establishment of AIS-based ship monitoring systems and training in developing countries

- Identification of requirements and design for web-based e-Navigation
- Utilization of procedures developed for the Philippine e-Navigation platform as a model for the Asia-Pacific region, and enhancement of project management and communication through Korea-Philippines consultations



SMART-C GHG

Establishment, operation, and training support for a ship GHG regulation response portal "App-Web"

- Supporting the development of National Action Plans (NAPs) of pilot Member States
- Supporting the collection and analysis of baseline data under the IMO 2023 GHG Strategy, and using successful cases as implementation models for other Member States



SMART-C RegLitter

Support for prevention and reduction of marine plastic litter based on GloLitter experience

- Evaluation of ship-generated waste and raising awareness in the fisheries and port sectors
- Development of guidelines for marine litter policies and action plans



SMART-C LC/LP

Expert training and joint research on Lake Hovsgol in Mongolia and the Caribbean Sea

- Implementation of the London Protocol through education and collaborative research, with financial support from Korea until 2029
- Training and education on LP to foster international marine environment experts, and conducting joint research to protect Lake Hovsgol and the Caribbean Sea



SMART-C Anti-piracy

Support for strengthening anti-piracy efforts and security capacity of Gulf of Guinea Coastal States

- Supporting to counter piracy and maritime crime, and establishing piracy and security training centres
- Development of expert training programs

Regional Distribution of Recipient Countries

Over 22 countries participating worldwide

- Asia (8 countries)
- Pacific (6 countries)
- Africa (1 country and more)
- Caribbean and Latin America (7 countries)



- Korea is currently providing support to more than 22 countries worldwide through the SMART-C Programme.
- With broader participation, cooperation on maritime safety, environmental protection, and capacity building will deepen and expand.

Chair**Captain Kim In hyeon**

Professor Emeritus
Korea University

**Panel****Harry T. Conway**

Chairman
IMO MEPC

**Panel****Francis Zachariae**

Secretary-General
IALA

**Panel****Colin Henein**

Director
Transport Canada

**Panel****Cho Jung hee**

President
Korea Maritime Institute

**Panel****Choi Kyu jong**

Vice-President
Korea Offshore &
Shipbuilding
Association

**Panel****Yang Chang ho**

Vice-President
Korea Shipping
Association



High-Level Dialogue

Introduction

High-level representatives from governments, international organizations, and the maritime industry will gather to review the current status and discuss future policy directions, major challenges, and avenues for cooperation on key maritime issues—including ship decarbonization, maritime digitalization, and ship safety and environmental policies—in preparation for the opening of the Arctic Shipping Route.

Overview

Title	High-Level Dialogue
Topic	Sustainable Maritime Futures and Opportunities: Decarbonization and Safety in Arctic Waters
Date	Mon, October 20 (during the 2025 Korea Maritime Week)
Venue	Dynasty Hall, The Shilla Seoul, Seoul, Republic of Korea

International Maritime Mobility Forum 2025

Introduction

To meet growing global demand for sustainable, advanced maritime mobility, the Ministry of Oceans and Fisheries (MOF) and the Korea Research Institute of Ships and Ocean Engineering (KRISO) will host the International Maritime Mobility Forum on October 21, 2025, in the Dynasty Hall at The Shilla Seoul. The event will be an official side event of 2025 KMW.

Overview

Title	International Maritime Mobility Forum 2025
Topic	· Session 1: The Future - "Beyond the Boundaries of Mobility" · Session 2: The Present - "Pioneering Arctic Routes: Breaking the Limits of Maritime Mobility" · Session 3: The People - "Advanced Maritime Mobility through the Eyes of the Next Generation"
Date	Tue, October 21
Venue	Dynasty Hall, The Shilla Seoul, Seoul, Republic of Korea





International Shipping Decarbonization Forum

Introduction

This year's forum will discuss policy cooperation and strategies to strengthen strategic partnerships for the global maritime decarbonization transition. It will also explore the integration of eco-friendly technologies and digital intelligence to establish a new order for a carbon-neutral maritime industry. Furthermore, the event will present strategies for building international green shipping corridor initiatives with the aim of achieving net-zero international shipping by 2050. The forum will provide a valuable opportunity to share ideas and perspectives on how to achieve net-zero emissions in international shipping.

Overview

Title	International Shipping Decarbonization Forum
Topic	GHG Net-Zero: Green Shipping Corridors, The Green-Digital Convergence
Date	Wed, October 22
Venue	Dynasty Hall, The Shilla Seoul, Seoul, Republic of Korea

Digital@Sea Asia-Pacific



Introduction

Digital@Sea Asia-Pacific has been held annually since 2017 to discuss the critical issues regarding digitalization in the maritime sector. Today, this conference serves as a pivotal platform for in-depth discussions on key issues related to maritime digitalization.

This year's conference will feature discussions on a range of maritime digitalization topics such as the latest maritime trends by region, IP-based S-100 capable ECDIS technology, AI, navigation in polar waters, VDES, MASS and its remote operation and control, and the Maritime Connectivity Platform (MCP). This two-day event will provide a valuable opportunity to share ideas and views on critical maritime technology and interact with experts across the industry. Several demonstration booths will also be set up to exchange the latest maritime technology trends with stakeholders.

Overview

Title	Digital@Sea Asia-Pacific
Topic	Innovation for Safety and Sustainability
Date	Tue-Wed, October 21-22
Venue	Ruby Hall, The Shilla Seoul, Seoul, Republic of Korea

2025 KMW

PROGRAM

High-Level Dialogue

Oct 20 (MON)
Dynasty

High-level representatives from governments, international organizations, and the maritime industry will gather to review the current status and discuss future policy directions, major challenges, and avenues for cooperation on key maritime issues—including ship decarbonization, maritime digitalization, and ship safety and environmental policies—in preparation for the opening of the Arctic Shipping Route.

SMART-C Leaders & GHG Seminar

Oct 21 (TUE)
Marronnier

The SMART-C Leaders & GHG Seminar aims to support Small Island Developing States (SIDS) in the Pacific region to implement IMO instruments, while also strengthening Member States' capacity in Port State Control (PSC) and Flag State Implementation (FSI). This workshop will provide training for public officials responsible for implementing IMO conventions and participating in IMO meetings.

International Forum on Ship's Biofouling Management

Oct 21 (TUE)
Topaz

The Ministry of Oceans and Fisheries will host the International Forum on Ship's Biofouling Management in preparation for upcoming IMO discussions on the development of a legally binding framework. This forum aims to share the current status, policies, and experiences on biofouling control and management, and to explore the way forward.

International Maritime Mobility Forum 2025

Oct 21 (TUE)
Dynasty

To meet growing global demand for sustainable, advanced maritime mobility, the Ministry of Oceans and Fisheries (MOF) and the Korea Research Institute of Ships and Ocean Engineering (KRISO) will host the International Maritime Mobility Forum on October 21, 2025, in the Dynasty Hall at The Shilla Seoul. The event will be an official side event of 2025 KMW.

Digital@Sea Asia-Pacific

Oct 21-22 (TUE-WED)
Ruby

This year's conference will feature discussions on a range of maritime digitalization topics such as the latest maritime trends by region, IP-based S-100 capable ECDIS technology, AI, navigation in polar waters, VDES, MASS and its remote operation and control, and the Maritime Connectivity Platform (MCP). This two-day event will provide a valuable opportunity to share ideas and views on critical maritime technology and interact with experts across the industry. Several demonstration booths will also be set up to exchange the latest maritime technology trends with stakeholders.

MASS Symposium 2025

Oct 21 (TUE)
Topaz

The Maritime Autonomous Surface Ship (MASS) industry is now entering a new phase of regulatory development and standardization, advancing beyond core technology development and demonstration.

In response to this transition, the International Maritime Organization (IMO) is accelerating the development of the MASS Code, with a focus on establishing standards for the Remote Operation Center (ROC), safety management systems, and detailed technical requirements.

SMART-C Women Conference

**Oct 21 (TUE)
Emerald**

The SMART-C Women Conference aims to build international capacity and expand the network of participants in the SMART-C Women training programme.

This conference is designed to support women professionals from the ASEAN and Pacific regions in strengthening their competencies in environmental and digital technologies.

Capacity-Building Workshop for Small and Medium Ships

**Oct 21 (TUE)
Marronnier**

This workshop aims to bring together government officials and experts from across Asia who are responsible for the safety of small- and medium-sized ships, such as ferries and fishing vessels.

It will serve as a practical networking platform to foster cooperation among stakeholders and provide a venue for mutual learning. This workshop will be structured around three key components: 1) international developments, 2) the current status of selected Member States, and 3) relevant initiatives in the Republic of Korea.

International Maritime Academic Seminar

**Oct 22 (WED)
Maple**

The International Maritime Academic Seminar will feature two sessions, offering a platform for experts in academia to share their knowledge in two key areas: decarbonization and digitalization in the maritime sector.

Capacity-Building Workshop on Maritime Digitalization

**Oct 22 (WED)
Lilac**

The Capacity-Building Workshop on Enhancing Safety of Navigation with Maritime Digitalization, to be held from October 21 to 23, 2025 in Seoul, Republic of Korea, will take place back-to-back with the 2025 Digital@Sea Asia-Pacific Conference.

The workshop is jointly organized by the International Maritime Organization (IMO), the International Hydrographic Organization (IHO), the International Organization for Marine Aids to Navigation (IALA), and the Ministry of Oceans and Fisheries (MOF) of the Republic of Korea.

International Seminar on Safe Transport of Dangerous Goods

**Oct 22 (WED)
Topaz**

With years of experience hosting seminars on dangerous goods and its recognized expertise in the field, the Korea Maritime Dangerous Goods Inspection and Research Institute (KOMDI) will host the International Seminar on Safe Transport of Dangerous Goods during 2025 Korea Maritime Week, organized by the Ministry of Oceans and Fisheries.

International Shipping Decarbonization Forum

**Oct 22 (WED)
Dynasty**

The Decarbonization Forum aims to support the implementation of decarbonization tasks in line with IMO's mid-term measures, as well as the establishment of green shipping corridors, with the ultimate goal of achieving net-zero international shipping by 2050. It will also contribute to the creation of a new order for a carbon-neutral maritime industry by bringing together next-generation eco-friendly technologies and digital intelligence.

SMART-C Traffic S-100 Workshop

**Oct 22 (WED)
Marronnier**

The SMART-C Traffic S-100 Workshop aims to support the practical implementation of the S-100 framework in the Asia-Pacific region, particularly in the Philippines.

The workshop will share global trends, technical structures, and strategies related to hydrographic and navigation product specifications under the S-100 standard.

Small and Medium Ship Safety Forum

**Oct 22 (WED)
Topaz**

Hosting its fourth session this year, the "Small and Medium Ship Safety Forum" aims to explore the two major trends shaping the international maritime sector — digitalization and decarbonization (referred to as "2D") — from the perspective of small and medium ships. While these themes are often regarded as exclusive to international commercial vessels, this forum seeks to highlight their potential to offer solutions to the safety and environmental challenges faced by non-SOLAS vessels such as domestic ferries and fishing vessels. To this end, the forum will provide a platform to share cases from leading countries that integrate relevant technologies and policies into the operations of small and medium vessels.

The 2025 Mock IMO Assembly

**Oct 22 (WED)
Emerald**

The Mock IMO Assembly is a platform for nurturing young maritime leaders to tackle global maritime issues.

Hosted by the Ministry of Oceans and Fisheries of the Republic of Korea, the Mock IMO Assembly is an English-language presentation competition that helps the next generation of maritime professionals develop global perspectives and expertise.

2025 Korea Maritime Week



**Oct 20-23
(MON-THU)
The Shilla Seoul**



AIDE-MEMOIRE

*Candidacy of the Republic of Korea for Re-Election to the IMO Council under **Category A** (The 34th Session of the IMO Assembly)*

The Republic of Korea as a Pivotal Maritime State

Embraced by the sea on three sides yet open to the world, the Republic of Korea is a prominent maritime nation, with 99.7% of its trade transported by sea. Leveraging its geopolitical location and extensive global connectivity, the Republic of Korea has long been fostering the shipping and shipbuilding industries as key drivers of its national economy. As a result, it has firmly established itself as a pivotal state with outstanding global maritime capabilities, ranking second globally in shipbuilding orders and fourth in fleet capacity in deadweight tons as of 2024.

Having joined the International Maritime Organization (IMO) in 1962 as the 44th Member State, the Republic of Korea was elected to the IMO Council under Category C in 1991 and to Category A in 2001, faithfully fulfilling its role in promoting IMO's mission of enhancing maritime safety and preventing pollution from ships.

The Republic of Korea's Endeavors to Promote Safe, Secure, Environmentally Sound, Efficient, and Sustainable Shipping

Undertaking a range of initiatives, the Republic of Korea is striving to effectively implement the IMO Strategic Plan. In

particular, it is playing a pivotal role in the seamless delivery of key policies in the areas of capacity-building for developing countries—including Small Island Developing States (SIDS) and Least Developed Countries (LDCs)—responding to climate change, developing regulatory frameworks for new technologies, and addressing the human element.

Since signing a Memorandum of Understanding (MoU) on Technical Cooperation with IMO in 2003 to strengthen the implementation of IMO instruments among Member States, the Republic of Korea has provided USD 12.44 million in support of diverse projects, including auditor training under the IMO Member State Audit Scheme (IMSAS), seminars on the implementation of IMO instruments, and PSC training. Building on these initiatives, the Republic of Korea established the Voyage Together Trust Fund in 2016 and has since invested USD 16.5 million to spearhead key projects, such as capacity-building for SIDS and LDCs in decarbonization and the Future Fuels and Technology Project, in partnership with IMO.

In 2023, the Republic of Korea launched the SMART-C Trust Fund, supporting seven Official Development Assistance (ODA) projects, such as the development of a GHG reduction scheme and training on IMO instrument implementation. Furthermore, the Republic of Korea became the first Member State to host the Women's Maritime Day Parallel Event, demonstrating its commitment to advancing gender equality in the maritime sector.

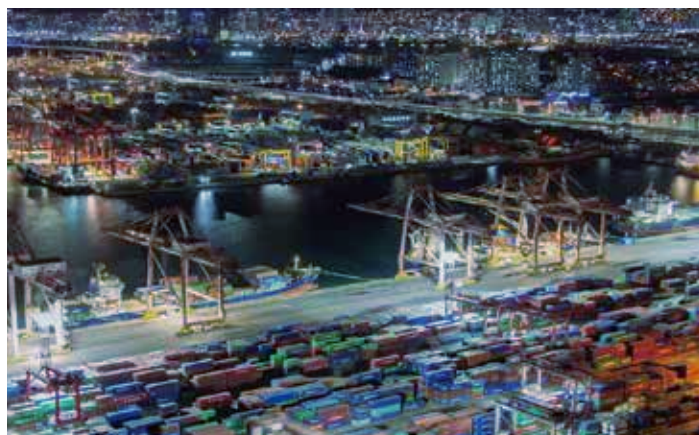
To address the climate crisis, the Republic of Korea announced the "National Action Plan: Toward Green Shipping by 2050" in July 2023, becoming the seventh IMO Member State to introduce such a plan in alignment with the

2023 IMO GHG Strategy. It has also pursued proactive decarbonization policies, including an investment of USD 184 million in technology development to commercialize green fuels, such as hydrogen and ammonia. In collaboration with key countries, the Republic of Korea is actively promoting the establishment of "Green Shipping Corridors" aimed at achieving zero carbon emissions throughout the entire shipping process.

Furthering its efforts to develop IMO regulatory frameworks for new technologies such as Maritime Autonomous Surface Ships (MASS), the Republic of Korea is promoting government-led initiatives to develop core MASS technologies, including intelligent navigation, autonomous operation, and remote control. It is also actively sharing verification and research outcomes through the submission of documents to relevant IMO meetings and the hosting of international symposiums. Furthermore, it is taking the lead in the development of cybersecurity standards for ships and port facilities, an agenda item currently under discussion at IMO.

Recognizing that addressing the human element is central to achieving IMO's goals, the Republic of Korea has sponsored international students from 36 countries to date through annual fellowships totaling USD 600,000 to the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI), thereby contributing to the development of global maritime talent. In addition, it established the world's first Remote Operation Simulation Center to foster human resources capable of operating MASS, and has been sharing its functional requirements and training outcomes to support IMO's regulatory development and to enhance the training capabilities of Member States.

The contributions of the Republic of Korea extend further. By hosting a series of international maritime events—such as Korea International Maritime Week and Our Ocean



Conference—it has positioned itself at the forefront of global consensus-building and at the center of international cooperation on critical maritime issues, such as the climate crisis, Maritime Autonomous Surface Ships (MASS), ballast water management, e-Navigation, and efforts to combat piracy.

Supporting the Republic of Korea for Its Re-Election to the IMO Council under Category A

As demonstrated above, the Republic of Korea has worked in close collaboration with IMO, its Member States, IGOs, and NGOs to achieve IMO's objectives and advance the global shipping industry, and remains fully committed to these goals going forward. The Republic of Korea is confident that such contributions and endeavors will provide a solid foundation for the sustainable advancement of the international maritime sector.

The Republic of Korea respectfully looks forward to the support of all IMO Member States for its candidacy for re-election to the IMO Council under Category A at the 34th Session of the IMO Assembly.





Lee Tae young, Officer

Officer Lee Tae young, recipient of the 2025 IMO Award for Exceptional Bravery at Sea, showed remarkable leadership, courage, and selflessness.

In the early hours of November 8, 2024, 135 Geumseongho capsized suddenly in heavy seas. Some crew members clung desperately to the vessel's exposed propeller, while others were swept away by powerful waves and currents.

Although he had never received formal rescue training, Officer Lee put the lives of his colleagues before his own safety. He threw lifebuoys to those in the water and hauled them, one by one, onto the lifeboat. Battling a strong current, he refused to give up until everyone was safe.

The extreme tension and fear of that day left him with lasting health effects. Nevertheless, he has overcome these challenges, returned to sea, and continues to inspire his fellow seafarers with courage and hope.



2025 IMO Award for Exceptional Bravery at Sea

IMO commended Officer Lee's actions as going far beyond ordinary rescue efforts—an exceptional example of self-sacrifice, responsibility, and an unyielding will to never give up.



You are the second Korean, after Captain Seok Hae kyun, to receive this award. How do you feel?

I never imagined that I would receive such an award. Even upon learning of my nomination, it was beyond my expectation to actually receive it. Yet any sense of pride is tempered by the sorrow of knowing that, even nine months after the accident, some of my colleagues remain missing. I regard this honor not as mine alone, but as one to be shared with my crew.



You rescued 12 colleagues. What was going through your mind?

Whenever I boarded a vessel, I asked myself whether I could save others in an emergency. When that moment came, my body reacted before my mind, and I jumped into the sea without hesitation to rescue my colleagues. Even in fear and tension, a sense of responsibility drove me. I believe it was not special courage, but something any Korean seafarer would have done in the same situation.



Ok Kyoung hwa (left) of the Korea Purse Seine Seamen's Union discusses the accident with Lee Tae young (right).



Lee Tae young (left) stands with Kim Jin hong (right), a survivor of the accident.



Can you describe the situation at the time?

The vessel capsized in only four seconds. It was the middle of the night, bitterly cold, and the waves rose over 1.5 meters. Some of the crew froze in shock and could not move. I threw lifebuoys into the water and pulled people up one by one. Among them, two were already in cardiac arrest, but in that desperate moment I had no time to stay with them. I could only focus on saving more lives.



After the rescue, you joined the Korea Coast Guard in returning to the scene. What prompted you to go back?

I knew the area well and felt a responsibility to assist. My crew members were like family to me, and I could not simply leave. Together with the Korea Coast Guard, we searched until late in the afternoon—so long, in fact, that I had not even contacted my own family.



It must have been a very difficult time after the accident. Could you share how you have been coping since then?

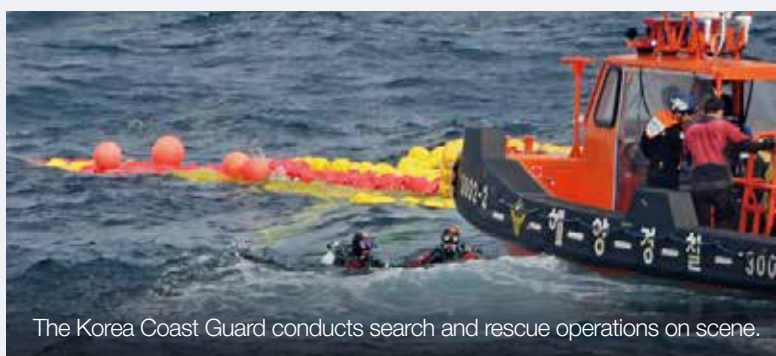
After the accident, I closed myself off for a long time. I still carry the trauma and rely on medication to cope. But with a family to support and a livelihood to

maintain, I returned to sea. The guilt over my missing colleagues has been constant, and the memories of that day remain vivid—as if it happened yesterday. I doubt I will ever forget it. I sometimes wonder whether I could do it again if faced with the same situation. Still, I believe receiving this award is a sign from above, urging me to live with renewed purpose. I am truly grateful.



What are your thoughts on the government's efforts to prevent fishing vessel accidents?

Starting in October 2025, all fishing vessels in Korea will be required to have crews wear lifejackets while working. To reduce the financial burden on fishermen and prevent accidents, the government will subsidize up to 80% of the purchase cost. This allows vessels to equip lifejackets at minimal expense, which will significantly enhance safety at sea. I hope there will be greater attention to the safety and welfare of those working in primary industries, especially fisheries.



The Korea Coast Guard conducts search and rescue operations on scene.

Essential Spots to Visit

GWANGHWAMUN

Gwanghwamun is the grand main gate of Gyeongbokgung Palace, symbolizing dignity and authority. Though destroyed and rebuilt many times, it remains a timeless landmark of Seoul, representing resilience, cultural pride, and living tradition.

📍 161 Sajik-ro, Jongno-gu, Seoul



CHEONGGYECHEON

Cheonggyecheon is a restored stream in central Seoul. Revived in the early 2000s after being buried during industrialization, it stretches over 10 kilometers with walking paths, bridges, and cultural spaces, and is now a symbol of the city.

📍 Cheonggyecheon-ro, Jongno-gu, Seoul



NAMDAEMUN MARKET

Namdaemun Market is Seoul's largest traditional market, lively with history and energy. With thousands of shops and stalls, it offers food, clothing, crafts, and street snacks, standing as a symbol of the city's tradition and daily life.

📍 21 Namdaemensijang 4-gil, Jung-gu, Seoul



N SEOUL TOWER

N Seoul Tower stands atop Namsan Mountain, offering stunning views of the city. By day it showcases Seoul's skyline, and by night it shines with colorful lights, making it one of the city's most iconic landmarks.

📍 105 Namsangongwon-gil, Yongsan-gu, Seoul





SEOUL SKY

Seoul Sky is the observation deck at the top of Lotte World Tower, the tallest building in the Republic of Korea. Rising 555 meters, it provides breathtaking panoramic views and represents Seoul's modern ambition and global vision.

📍 300 Olympic-ro, Songpa-gu, Seoul

DDP SEOUL

DDP (Dongdaemun Design Plaza) is a cultural and design hub in Seoul, known for its futuristic architecture. Opened in 2014, it hosts exhibitions, shops, and events, and today it stands as a symbol of the city's creativity and innovation.

📍 281 Eulji-ro, Jung-gu, Seoul



NATIONAL MUSEUM OF KOREA

The National Museum of Korea is the largest museum in the Republic of Korea, showcasing the nation's history and culture. From ancient artifacts to art and calligraphy, it stands as a leading institution connecting the past and present.

📍 137 Seobinggo-ro, Yongsan-gu, Seoul



SEOUL FOREST

Seoul Forest is a large urban park where nature and culture come together in the heart of the city. With ecological forests, art parks, learning fields, and wetlands, it serves as a beloved retreat where nature and urban life harmonize.

📍 273 Ttukseom-ro, Seongdong-gu, Seoul



Must-Eat Seafood



■ Eel

Eel is regarded as a representative health food in Korea, especially during the summer season. Rich in vitamins A and E and unsaturated fatty acids, it helps with energy recovery, vision protection, and cardiovascular health. Grilled eel served with a sweet soy sauce glaze is a beloved delicacy on Korean tables in the hot summer.



■ Pen shell

Pen shells are enjoyed raw or grilled. Rich in arginine and essential amino acids, they help with muscle recovery and support the immune system. The adductor muscle is especially valued for its mild sweetness and chewy texture, making it a popular ingredient in various dishes.



■ Anchovy

Small but nutrient-dense, anchovies are a staple of Korean cuisine. Rich in calcium, collagen, and taurine, they help support bone health. Anchovies are stir-fried with soy sauce or spicy seasoning and enjoyed as a side dish, and thanks to their nutty and savory flavor, they have become an indispensable presence on the Korean table.



■ Pomfret

Pomfrets are popular in Korea for their mild and tender flavor. Rich in protein and omega-3 fatty acids, they support growth and brain health, while unsaturated fatty acids benefit cardiovascular health. Usually steamed or grilled, their soft flesh and few small bones make them easy to enjoy for people of all ages.

Seoul Gourmet Tour



Moomy Yummy

Low-carb, high-fat keto gimbap made
with healthy ingredients

- 📍 B1F, 100 Hangang-daero, Yongsan-gu, Seoul
- ☎ +82-507-1478-0230
- 🕒 10:00-20:00 (Break Time 14:30-16:00/Last Order 19:55)
- 📅 Open Daily
- 🍽 Colby-Jack Cheese Roll, Tuna Roll



Rain and Star Dakgalbi (Jamsil Branch)

A restaurant where you can enjoy delicious
Chuncheon spicy stir-fried chicken
with a variety of toppings in Seoul

- 📍 1-2F, 100 Samhakse-ro, Songpa-gu, Seoul
- ☎ +82-2-2202-5552
- 🕒 10:30-23:00
- 📅 Open Daily
- 🍽 Wonjo Spicy Stir-fried Chicken, Buckwheat Noodle Set



Dameun Galbi

A restaurant with a cozy atmosphere
where you can enjoy grilled pork ribs

- 📍 93 Samjeon-ro, Songpa-gu, Seoul
- ☎ +82-2-423-8053
- 🕒 11:30-22:00 (Break Time: Weekdays 14:00-17:00)
- 📅 Open Daily
- 🍽 Handmade Grilled Korean Pork Galbi, Grilled Marinated Beef



Among Seoul Bunsik (Main Branch)

Hearty Jeju-style gimbap made with a variety
of ingredients and natural seasonings

- 📍 1F, 11 Baekjegobun-ro 31-gil, Songpa-gu, Seoul
- ☎ +82-507-1406-4232
- 🕒 11:00-22:00
- 📅 Closed Sun & Mon
- 🍽 Tteokbokki, Assorted Gimbap

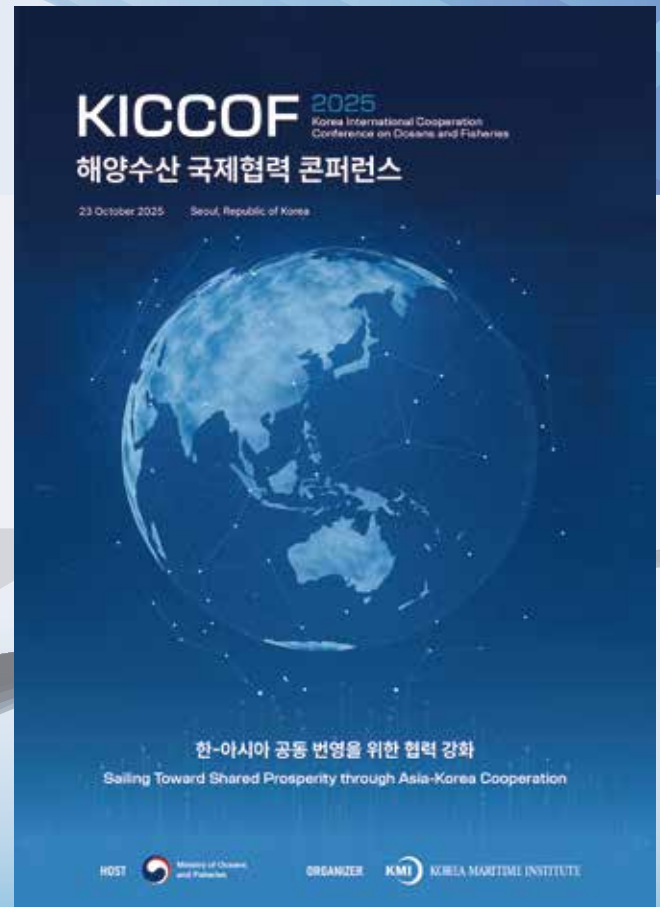
KICCOF Korea International Cooperation Conference on Oceans and Fisheries 2025

■ Introduction

The Korea International Cooperation Conference on Oceans and Fisheries (KICCOF) is an annual event designed to bring together government officials, experts, and stakeholders from across Asia and beyond. The Conference serves as a platform to explore new opportunities for international cooperation in the oceans and fisheries sector, while also promoting cross-sectoral collaboration with related areas such as agriculture, forestry, climate change, and environmental sustainability.

■ Overview

- **Title:** Korea International Cooperation Conference on Oceans and Fisheries 2025
- **Topics:**
 - Session 1: Korea's Proposed Cooperation Initiatives
 - Session 2: Roundtable on Asia-Korea Cooperation
- **Date:** Thu, October 23
- **Venue:** Grand Ballroom (Level B1), Novotel Ambassador Seoul Dongdaemun, Seoul, Republic of Korea



Useful Information Scan to stay in the know!



Translation App Papago

Papago is a widely used online translation app among Korean speakers.



iOS



Android



Maps Naver Map

Naver Map delivers reliable directions across Korea with real-time transit info.



iOS



Android



Subway Subway Korea

Subway Korea provides information for all metro systems in Korea.



iOS



Android



Tourist Attractions VISITKOREA

VISITKOREA offers official travel info, run by the Korea Tourism Organization.



iOS



Android



Ministry of Oceans
and Fisheries

The optimum host for

The 4th UN Ocean Conference 2028

The Republic of Korea is
committed to hosting
the **4th United Nations
Ocean Conference in 2028**,
with the Republic of Chile.

This significant event will become
a platform to unite and accelerate
global efforts for Sustainable
Development Goal 14 (Conserve and
sustainably use the oceans, seas
and marine resources for sustainable
development).



History

International Maritime Forum



Korea Maritime Week





WORLD MARITIME DAY PARALLEL EVENT 2026

FROM POLICY TO PRACTICE: POWERING MARITIME EXCELLENCE

26-27 OCT 2026

BUSAN, KOREA

The Republic of Korea will host the World Maritime Day Parallel Event at BPEX, Busan, from **26 to 27 October 2026**, followed by Korea Maritime Week from **28 to 30 October**.

World Maritime Day is an international commemoration designated by the International Maritime Organization (IMO) to raise global awareness of the importance of shipping and maritime affairs, as well as the need for maritime safety and environmental protection. It is observed globally on the final Thursday of September each year, with official annual events hosted by IMO Member States.

The 2026 theme, “From Policy to Practice: Powering Maritime Excellence,” underscores the importance of ensuring that international rules and policies developed by IMO move beyond consensus on paper and are effectively implemented through national legislation, enforcement, and practical operations.

The Parallel Event will feature high-level meetings, seminars, exhibitions, and interactive programs covering a wide range of topics, including maritime safety, environmental protection, technological innovation, and human resource development. It will bring together government representatives, international organizations, academia, and industry stakeholders from around the world to discuss the future of sustainable shipping and explore new avenues for cooperation.

Through this valuable opportunity, the Republic of Korea reaffirms its commitment, in partnership with IMO, to building a safe, efficient, and sustainable shipping industry. The 2026 World Maritime Day Parallel Event in Busan will serve as an important milestone in advancing international maritime cooperation.



Korea 2025 Maritime Week

Newsletter