Commandant, Admiral Ramon Castaneda Liwag of the Philippines Coast Guard paid a courtesy visit to The Nippon Foundation on September 5 and met with Yoshei Saasaki, Chairman of The Nippon Foundation. Admiral Liwag is a WMU Sasakawa Fellow who traveled to Sweden with support from the Shipbuilders' Association of Japan and graduated from the World Maritime University in 1996.

During this courtesy visit, Chairman Saasaki spoke about the introduction in April 2011 of the Coast Guard Capacity Improvement Program to Secure Safety and Environmental Conservation in Asian Oceans at the Japan Coast Guard Academy, the only coast guard academy in the Asian region, in cooperation with the Japan Coast Guard, the Japan Coast Guard Association, and The Nippon Foundation. At that time Chairman Saasaki expressed his hope that the Japan Coast Guard Academy would take on the role as an international base responsible for training personnel for maritime safety organizations in the future.

(On the following day, September 6, Commandant Liwag visited the Japan Coast Guard Academy where he met with Philippine Coast Guard officers who were participating in this program.)

In the evening on September 5, Commandant and Mrs. Liwag met with five Japanese Sasakawa Fellows and had the opportunity to spend some pleasant time in a friendly atmosphere and to deepen their mutual friendship as WMU Sasakawa Fellows.

On October 18, with the President of the Philippines in attendance, a ceremony was held to commemorate the 110th anniversary of the establishment of the Philippines Coast Guard.

A plaque of appreciation that was to be presented to Chairman Saasaki at the ceremony was later entrusted to Executive Director Umino of The Nippon Foundation by Commandant Liwag who was attending the 7th Heads of Asia Coast Guard Agencies Meeting (HACAGM7) in Hanoi in late October.

Field Study Trip Class 2011

On Sunday, August 14, 2011, 24 Sasakawa Fellows representing 14 different nationalities, together with WMU Register Toru Smaid, arrived at Kansai Airport in Osaka, Japan for the Class 2011 Study Trip upon invitation by The Nippon Foundation and organized by the Ocean Policy Research Foundation (OPRF). The mission of the Kanmon Kaikyo Vessel Traffic Service Center (NSTC) is the first private training facility in Japan, which was established to:

1. decrease the loss of human life from accidents at sea;
2. correspond to an international approach;
3. develop the knowledge, skills and competency of marine and maritime human resources.

We were able to observe several spectacular practical training exercises, such as the Firefighting, Lifesaving, Safety Operation Training, the Helicopter Underwater Escape Training (HUET), and more.

Commandant, Admiral Ramon Castaneda Liwag of the Philippines Coast Guard and His Delegation Visit The Nippon Foundation
August 17: The Shimonsoki Shipyard & Machinery Works
The Shimonsoki Shipyard & Machinery Works of Mitsubishi Heavy Industries, Ltd. took advantage of its favorable location on the Kannour Strait to start operations in 1914, with ship repair as its main business. This yard is very important to the community and is actually located in a residential area. As we arrived by bus, we were shocked to see a huge ship's hull looming high above the neighboring houses. At the site, we visited the repair dock, interior shop, assembly and welding shops, among others. It is remarkable that the Shimonsoki Shipyard builds many different types of ships: ferries, car carriers, RO/RO boats, and special-purpose vessels, such as cable layers, ocean research vessels and aluminum-alloy high-speed boats.

August 18 : Heishin Kikai Kogyo Co., Ltd.
Heishin Kikai Kogyo Co., Ltd. has emerged as a leading manufacturer dedicated to the design and manufacture of marine equipment, including oil-water separations. Currently, almost a third of new ships built in Japan (mid-size cargo ships) use their pumps. In addition, Heishin Kikai Kogyo Co., Ltd. conducts various R&D activities for the effective utilization of idle farmland, improving Japan's self-sufficiency in food and technical requirements developed by IMO are complemented by related ISO standards.

We also must mention the unlimited enthusiasm and dedication of the entire operating team, which guided us all week. Just some examples:

- The Sukasoa Fellowship program has now provided 476 Fellowships for students from 54 countries to study the M.Sc. program at WMU in Malmo, Sweden. Japan has been the biggest supporter of WMO for years. Not only in the number of fellowships, but also by:
  - funding professional chairs to enable WMO to provide the teaching and research opportunities for the relaxation to the Old Port Building in Malmo.
  - offering sponsorship and opportunities for our relaxation to the Old Port Building in Malmo.

Reminiscing about My First Visit to Myanmar
I

On behalf of the Fellows of the Class of 2011, I would like to thank Dr. Sasakawa, The Nippon Foundation, OPRF and the hosts for their hospitality and encouragement that made our trip to Myanmar enjoyable. The fellowships of the Class of 2011 were accepted by us with great appreciation. We are grateful for the opportunities provided to study at WMU in Malmö, Sweden. Japan has been offering sponsorship and opportunities for the Fellowships of the Class to study at WMU in Malmö, Sweden.

Cyclone Nargis had hit Myanmar in 2008. The impact of the cyclone was devastating, and many people were affected. However, the people were resilient and quickly went back to their daily lives. The recovery process took several years, but the people of Myanmar are strong and continue to thrive.

Takakuni Shigenaga
ZENI LITE BUOY CO., LTD.

1. Maritime Transport and ISO
ISO (International Organization for Standardization) has 214 Technical Committees (TC), and TC8 (Ships and Marine Technology) develops various standards relating to maritime transport safety and environmental issues. In this article, I would like to introduce some current topics concerning ISO/TC8 activities in which you may be interested.

TC8 has several Sub Committees which cover important issues in maritime transport and develop various standards related to maritime transport technology. In many cases, regulations and technical requirements developed by IMO are complemented by related ISO standards.

2. ISO/TC8 Plessey Meeting
The annual ISO/TC8 Plenary Meeting was held in Helsinki, Finland, from October 24-28. At this plenary meeting, it was agreed that TC8 will concentrate on developing standards on ‘special offshore structures and support vessels’, bearing in mind that the offshore wind energy sector is the most urgent in this industry.

Along with that, the last activities of each Sub Committee are reported as follows. In this article, several topics that readers may be interested in are taken up.

SC4 (Marine Environment Protection)
This SC has been developing numerous standards on ballast water management and cold ironing are being developed for future ISO standards, LNG marine engines, dual fuel marine engines and reduction of noise from machinery were mentioned.

SC4 (Outlineing and Deck Machinery)
It was decided that the current ISO standards for rubber fenders (ISO 17357) are to be reviewed to reflect the new technologies. In addition, ISO/TC8 agreed that the current ISO standards on mooring equipment are being developed.

S4 (Navigation and Ship Operations)
This SC has been developing numerous standards on navigation equipment which are required by SOLAS and MARPOL. Therefore, it is useful for us to carefully follow the activities of ISO, especially for TC8, as well as IMO.

Kunihiko Kitabayashi
Japan Ship Technology and Research Association (JSTRA)

Current activities of ISO/TC8 (Ships and Marine Technology)
Sasakawa Fellows Playing Active Roles Internationally

Working with Asian Maritime Stakeholders for Safe and Environmentally Sound Recycling of Ships

Fajar Nugraha
(Indonesia, 2009)

It has been three years since I visited Japan on my Sasakawa Field Study Trip in September 2008. Returning here has brought back unforgettable memories of Mr. Sasakawa, the OPRF Staff and Sasakawa Fellows in the Class of 2008. We learned about Japanese culture by visiting museums and the royal palace, and also about Japan’s achievements in marine technology through tours of modern marine equipment and the shipbuilding industry.

I visited Japan from August 3-5, 2011 on a business trip to attend the Asian Classification Society (ACS) Working Group on Ship Recycling as a delegate from Bino Klasiﬁkat, Indonesia (BKI). The night before the meeting, I was invited for dinner by Mr. Kudo, Mr. Ichikawa and Ms. Eni Shimada at a restaurant near the OPRF office. We talked about many things concerning our jobs and Sasakawa Fellows’ activities. I received many suggestions and support from them about how to promote Fellows’ contribution to maritime safety and environmental protection.

ACS was established on February 1, 2010 in Bali, Indonesia during an Extraordinary ACS Meeting. ACS consists of 6 Classiﬁcation Societies in Asia, namely BKI, China Classiﬁcation Society (CCS), Class NK, Indian Register of Shipping (IR), Korean Register of Shipping (KR) and Vietnam Register (VR).

During the meeting, I met Ms. Liang Jing (standing forth from right) and Ms. Liang Jing (standing forth from right).

The ACS WG on Ship Recycling was held at the Class NK Head Office in Tokyo on August 4. The meeting was attended by WG members from 6 classiﬁcation societiess and 2 observers from the Shipbuilders’ Association of Japan (SAJ). SAJ delegates delivered a presentation regarding Inventory Hazardous Material (IHM) preparation, research and law ﬁrms. Some of the participants were governmental bodies, maritime administrations, coast guards and law ﬁrms. Some of the participants were PhD students from different universities and practitioners who carry out their research within the IFLOS – Neppon Training and Capacity building Programme on Dispute Settlement under UNCLCS.

The aim of Working Group on Ship Recycling is to promote the following objectives: to improve accuracy and save time preparing MDs, to reduce additional work for suppliers and shippers, and the guidelines can avoid potential misinterpretations among those in the shipbuilding industry. Certainly, they will improve accuracy and save time preparing MDs, SDGs and IHMs. Ship recycling activities for a safe and environmentally friendly Asian region can be achieved through cooperation among Asian Maritime Stakeholders.

above 500 GT shall carry IHM Part I and IHM Certificate to ensure hazardous materials have been identiﬁed in the ship structure, machinery, electrical system and equipment. If a ship is to be recycled, IHM Part I shall be updated to incorporate IHM Part II (operational general waste) and IHM Part III (stores). In the case of new ships, IHM Part I shall be prepared by shipbuilders and information about hazardous materials in the ship is collected from suppliers through documents, such as the Material Declaration (MD) and Supplier’s Declaration of Conformity (SDC).

During trials of IHM shows that there were still some inadequacies in ﬁlling out MDs and SDGs, and that acquiring an MD number was around 90% to 99% of the total number of MDs. Lessons learned from these trials are that a common MD format and an uniﬁed interpretation of guidelines to develop MDs, SDG and IHM are required to support preparation for new shipbuilding in Japan. According to the Ship Recycle Convention, ships

Summer Academy at the International Tribunal for the Law of the Sea

Anete Logina
(Latvia, 2009)

Jean Edmond Randrianantenaina
(Madagascar, 2010)

Every summer the International Foundation for the Law of the Sea (IFLOS) organizes a Summer Academy at the International Tribunal for the Law of the Sea (ITLOS) in Hamburg, Germany. This year the IFLOS Summer Academy was held from July 24 to August 20 under the theme “Maritime Transport in a Legal, Economic and Natural Science Perspectives.” Among 29 participants from 24 different countries, there were also two WMU Sasakawa Fellows: Anete Logina from the Maritime Administration of Latvia and Jean Edmond Randrianantenaina from the Maritime Administration of Madagascar.

ITLOS is an independent judicial body established by the United Nations Convention on the Law of the Sea (UNCLOS) to adjudicate disputes arising out of the interpretation and application of this convention. One of the activities of ITLOS is to promote the opportunities provided by ITLOS for the peaceful settlement of disputes. However, the foundation’s main aim is to promote learning and research in the ﬁeld of international law of the sea at a global level. The IFLOS Summer Academy is organized to fulﬁll this aim.

The Summer Academy offers very high quality lectures and workshops on both Law of the Sea (Development of the UNCLOS Regime, Dispute Settlement, Maritime Zones, Freedom of Navigation, Offshore Resources, Maritime Limits and Boundaries, Fisheries, Environmental Protection, etc.) and Maritime Law (Cargue of Goods by Sea, Arrest of Ships, Marine Insurance, Limitation of Liability, Ship Building, Vessel Financing, etc.). Legal issues are also viewed under economic and natural science aspects.

Lectures of the Academy are high proﬁle experts from ITLOS, international organizations, universities, scientiﬁc institutions, law ﬁrms, etc. Also, participants of the academy have different backgrounds, which makes interaction very interesting. This year there were participants from diplomatic services, judicial maritime administrations, coast guards and law ﬁrms. Some of the participants were PhD students from different universities and practitioners who carry out their research within the ITLOS – Neppon Training and Capacity building Programme on Dispute Settlement under UNCLCS.

The IFLOS Summer Academy programme also includes social events, excursions and visits to maritime related venues. For example, this year participants visited the Port of Hamburg, the Leuschke & Blumsh shopping company, the Blohm & Voss shipyard, as well as the cities of Berlin and Lubeck. The programme covered all research, educational institutions, which is always held at the beautiful city hall of Hamburg (Hamburg Rathaus).

Indonesia-Japan Bilateral Cooperation in Transportation Sector

Dyah Umiyarti Purnamaningrum
(Indonesia, 2004)

last year after I had arrived at the Prince Park Tower Hotel, Tokyo, a colleague from the Indonesian Embassy approached me and said, “When you have time, please call Mr. Kudo from the OPRF. He was wondering if you can contact him.” It was quite a surprising message, since to be frank, I hadn’t informed Mr. Kudo of my visit to Japan. How could he have detected my presence? The reason why I hadn’t contacted him was because I was afraid that my tight schedule attending “The 2nd Vice Ministerial Level Meeting in Transportation Sector between Indonesia and Japan,” on July 28-29, 2011, did not give me any opportunity to do anything but work. The success of this annual meeting between the Ministry of Transportation of the Republic of Indonesia and the Ministry of Transportation and Tourism (MITL), Japan, is one of my duties as Chief of Bilateral Cooperation in the Ministry of Transportation of Indonesia. But luckily, as it turned out, I had a chance to meet with Mr. Kudo and Mr. Tomoya Shimizu (Japan 2004) after the Meeting’s farewell dinner. We had a nice chat while enjoying the view of Tokyo Tower and Tokyo at night, from the 33rd level of the Prince Park Tower Hotel. This visit was a real meaningful one for me, as it was my first time back in Tokyo since my Japan Field Study Trip in 2003 during my studies at WMU.

As I was saying goodbye to Mr. Kudo and Mr. Shimizu, I had a chance meeting again with high government ofﬁcials from the Maritime Bureau of the Ministry of Land, Infrastructure, Transport and Tourism with whom I had been holding discussions until late in the afternoon. They were also introduced to me as Japanese members of the Friends of WMU, Japan.

The 2nd Vice Ministerial Level Meeting is an initiative to strengthen the existing bilateral cooperation in the transportation sector between the two countries. The Indonesian delegation was led by H.E. Bambang Susatono, Vice Minister for Transportation, and the Japanese delegation by Mr. Seiichi Ohkuchi, Vice Minister for International Affairs. During the meeting, ways to enhance cooperation in the aviation, port and railway sectors were discussed. The Japanese delegation also presented “Recoveries of Transport Infrastructure from the Great East Japan Earthquake”. As we all know, Japan and Indonesia are countries that lie on the ring of ﬁre, thus earthquakes are natural disasters that we often experience. The Indonesian side needs to learn from Japan how transport infrastructure can quickly recover to support the movement of people and aid, as well as to help economic recovery in the disaster area.

This annual meeting will take place in Indonesia or Japan subsequently every year. That means that I have the opportunity to visit here at least once every two years. And that makes me happy."
New WMU Sasakawa Fellowship, Class of 2012

Museum of SHABRA
Mechanical Engineer, Mechanical Department, Mohammad Shabahkara

I hope studying at WMU will strengthen my knowledge and expertise in the field of marine safety, security and environment. I believe that I will benefit from attending WMU as it will not only provide me with the necessary knowledge and skills, but also give me the opportunity to network with students from various countries around the world. I hope that my studies at WMU will help me contribute to the development of my home country, Bangladesh.

Samim Saheb REZA
Deputy Secretary, Bangladesh Inland Water Transport Authority, BIWTA

Bangladesh sits uniquely to ensure sustainable development in the maritime sector. However, the lack of proper knowledge and technologies is a major challenge. It is a great opportunity for me to be admitted to WMU with a Sasakawa Fellowship. I will make use of the resources available in WMU to contribute to the development of my home country.

Titi Mjiimjinyi KCHE
Senior Shipping and Inland Waterways, Ministry of Transport

I will strive hard to gain the highest professional expertise from WMU and will share this knowledge with my colleagues in the maritime sector in my country. Together we can work towards the development of a safer, more efficient and sustainable maritime sector.

Chandra Shekhar JOSHI
Indian Coast Guard

I would like to gain as much knowledge as possible from world-renowned professors and gain exposure to international maritime issues. Upon graduation, I will use my knowledge to improve the performance of the Coast Guard in India.