

## An Online Congratulations and Welcome

**Ms. Lyndell Lundahl**  
 Assistant Registrar

### 2020 Sasakawa Fellows Ceremony

2020 has been an extraordinary year in so many ways. The Covid-19 pandemic has challenged us to find solutions to new problems and to find new ways of carrying out long-established traditions. Such was the case this year with the Sasakawa Fellows Awards Ceremony and the traditional Orientation Gathering in 2020.

The annual Sasakawa Fellows Awards Ceremony was held on 28 September for students in the Class of 2020 whose fellowships are funded by The Nippon Foundation. With the 27 Fellows in the Class of 2020, the total number of Sasakawa Fellows now stands at 660 from more than 70 countries. A record number of 31 students in the Class of 2021 are funded by the Foundation as Sasakawa Fellowship Students.

In a normal year, the Sasakawa fellows' Awards Ceremony is a highlight of the year, held on graduation weekend. Sadly, in 2020, it was impossible for the students in the Class of 2020 to undertake their traditional field study visit to Japan in May, and also impossible for the officials of the Nippon Foundation and the Sasakawa Peace Foundation to come to Malmö for the Awards Ceremony.

The ceremony was therefore held online, and Dr Yohei Sasakawa, Chairman of The Nippon Foundation, and members of the Sasakawa Peace Foundation that administers the fellowship programme, joined the ceremony remotely from Japan. The students and WMU faculty and staff gathered in the WMU Sasakawa Auditorium. Many students were extremely excited and a little nervous to be meeting Dr Sasakawa and senior members of The Nippon Foundation and Peace Foundation staff for the first time. Tension gathered as some technological problems were solved, and then we were away!



Dr Cleopatra Doumbia-Henry, WMU President, addressed the gathering and thanked The Nippon Foundation for their continued support to the University which has been ongoing since 1987. She stated that “the Class of 2020 will go down in the history of the University, as a group of splendid individuals, who have all shown reserves of resilience, bravery, commitment and tenacity”. She referred to the honour the students have of being Sasakawa Fellows and the expectations it entails.

Dr Sasakawa congratulated the students, emphasizing the important role they will play as members of the Sasakawa Fellows' Network, working together across sectors, professions, race and national borders. He encouraged them to use the knowledge and experience they have gained at WMU to unlock the new potential of the ocean saying, “The mission that you are tasked with, as maritime experts, is immense. Let us work together to put all our efforts in solving the numerous issues of the ocean on hand.” The graduating students were then delighted to have the opportunity of each greeting Dr Sasakawa and many took the chance to thank him personally for the chance to study at WMU.

The WMU Sasakawa Fellows Programme provides a global network to enable the Fellows to support their countries in addressing maritime policy challenges and to develop excellence in leadership as well as promote

international cooperation. “Share the Pain. Share the Hope. Share the Future,” reflects The Nippon Foundation's mission of social innovation to achieve a society where people support one another.

Following the audience with Dr Sasakawa, President Doumbia-Henry congratulated each Fellow and handed them their certificates sent by the Peace Foundati

### Orientation Gathering for Class 2021

The meeting then took on the form of the much-appreciated Orientation Gathering. Firstly, the students were addressed by Mr Eisuke Kudo, Advisor for the Sasakawa Peace Foundation (SPF) and WMU Governor, and Mr Takeshi Mizunari, Research Fellow, Ocean Education Division, Policy Research Department of SPF. Mr Kudo emphasized the importance of making connections with other Sasakawa Fellows, while at WMU, and beyond, to advance the global network.

The meeting concluded with Fellows in the Class of 2020 representing the seven specializations of the MSc in Maritime Affairs welcoming the incoming Sasakawa Fellowship Students, some of whom were in attendance personally, with others joining via video conferencing. The students discussed the practical means of staying in touch with their Sasakawa colleagues after their graduation and were pleased to identify a number of ways in which modern social media channels enabled close cooperation.

One world, one family. Graduation marks the beginning of a new phase in the Sasakawa relationship.



# New Members of WMU Sasakawa



## Noelia SANCHEZ

Officer, International Affairs, Argentine Coast Guard

Studying at the WMU is a unique opportunity to improve the international relationships across the world and achieve the best training education. The idea to establish a new friendship overseas and increase the networking is a privilege. My desire is help and develop the international maritime skills in my country

Argentina  
MSEA



## Aditya PRATAP SINGH

Commandant (Jg)/ General Duty Officer, Indian Coast Guard

It is my singular honour to be associated with Sasakawa Foundation and WMU, and indeed I shall be working to maximise my knowledge in the maritime field. These lifelong experiences will be devoted to sustainable maritime goals.

India  
MSEA



## Chandara YEM

Technical Officer

I would like to express my sincere gratitude to thank you for offering the Sasakawa Fellowship Award. I strongly believe that this opportunity will allow me to expand and strengthen my existing knowledge which will eventually contribute to my professional career and the development of my organization after returning to Cambodia.

Cambodia  
OSGM



## Budi SANTOSO

Officer, International Cooperation  
Center of Partnership Facilitation and International Organization, Secretariat General  
Ministry of Transportation

Thank you Sasakawa Peace Foundation for giving me the opportunity to pursue my dream to study at WMU. I am very happy to be the part of Sasakawa's network, and I will also be motivated to support and widen the Sasakawa Fellows' network after my graduation

Indonesia  
MLP



## Ronald GONZALES NIEVES

Lieutenant, Colombian Navy, Colombian Navy

14 months is just the beginning of a journey that we start in this ship (WMU) driven by the locomotive force of a dream, which transits on a channel made to succeed (SPF).

Cambodia  
OSGM



## Sedigheh ZAREI

Head of Investment Department, Investment Department  
Kish Investment and Development Company Belong to Kish Free Zone  
Organization

WMU's contribution SDGs goals and also its aim to empowering women in the maritime affairs, and lack of female maritime experts in Iran has encouraged me to take part in master program of WMU. but without SPF support it was impossible. Giving people of developing country the chance of education is most practical way to better future for our world, peace and environment.

Iran  
MLP



## Djai blond Dominique-Yohann KOUAKOU

Commanding Officer, Patrol Vessel "Atchan 2", Cote D'ivoire Navy

As a WMU Sasakawa Fellowship, I measured the great opportunities offered to me. I am committed to give the best version of myself in learning but more important applying the knowledge given by this world class university. It is only when we are together that we will be stronger.

Cote D'Ivoire  
MSEA



## Yuki ICHIMURA

Technical Official, Maritime Bureau  
Ministry of Land, Infrastructure, Transport and Tourism

I am honored to be a member of the prestigious WMU Sasakawa Fellows. I would like to enhance my specialty especially maritime safety and marine environmental protection at WMU, and further contribute to the international maritime society in the future.

Japan  
MSEA



## Alumita SEKINAIRAI

Shipping Registration Officer , Qualifications & Licensing ,  
Maritime Safety Authority of Fiji

My main goal is to reflect on what I learn from this renowned university (WMU) on the management, sustainability and governance of the ocean to my beloved country, Fiji. As it is a developing country, I am honored to be awarded with a scholarship from Sasakawa Peace Foundation in order to learn and grasp as much as I can on the issues about the ocean.

Fiji  
OSGM



## Junya OTANI

Officer, Training and Education Dep., Japan Coast Guard

I am very honored to be a member of the Sasakawa Fellowship. Since WMU is a prominent platform in tackling global issues, I am sure that partnership and collaboration through this fellowship are playing significant roles in the ocean field.

Japan  
MLP



## Synclesia Wenia PWATIRAH

Training Officer, Basic and Leadership Training School, Ghana Navy

Being a Sasakawa Fellow in WMU is a great opportunity given to me. I will return to my home country with a wealth of knowledge to contribute my quota to the continuous development of Ghana's maritime sector and the world at large. Thank you, Dr Sasakawa.

Ghana  
MLP



## Ayumi SATO

Associate Professor  
International Affairs Division, Knowledge Capital Department  
Japan Agency of Maritime Education and Training for Seafarers

I am very honored and grateful for the scholarship offered by the Sasakawa Peace Foundation. I would like to treasure this fellowship connection and I constantly strive for maritime education in my country and around the world.

Japan  
MET



## Joaquín JUÁREZ

Navy Officer, General Directorate of Maritime Affairs  
Maritime Authority - Ministry of Defense

After complete the MSc program in maritime affairs at WMU, I want to contribute my experience and knowledge in the development of the Guatemalan Maritime Administration with the implementation of international maritime Instruments. Thank you to the Sasakawa Peace Foundation for this excellent opportunity.

Guatemala  
MLP



## Garpuh Garvoie KARDOH

Head of Transshipment Monitoring  
Safety, Inspection, Survey and Audit, Liberia Maritime Authority

The Sasakawa Fellowship Foundation has given me admiration for its existence to promote peace and exchange of information between countries worldwide. I'm grateful for the opportunity, I will return home and employ knowledge acquired from WMU to coordinate manage and improve the state of the transshipment sector in my country.

Liberia  
SML



## Satish KAMATH

Engineer and Ship Surveyor cum Deputy Director General (Tech).  
Engineering Wing, Directorate General of Shipping, Mumbai, India

I will make best use of this opportunity given to me by the Sasakawa Peace Foundation. I will contribute in a positive way and surely drive the change in my organisation after completing this education at WMU. I shall devote my time to work for cleaner oceans and sustainable shipping.

India  
MSEA



## Khaing Zar Zar HTUN

Administrative Officer, Department of Marine Administration  
Ministry of Transport and Communication

Studying at WMU gives me a great opportunity to gain knowledge and experience about maritime industry. Moreover, it can give me a chance to have international friends working in maritime fields. After graduation from WMU, I will apply my knowledge by contributing not only maritime capacity building to my own country but also international collaboration in maritime affairs.

Myanmar  
SML

# Fellowship, Class of 2021

 Nigeria OSGM	<b>Yakubu ABUBAKAR</b> Staff Development Officer I Transport School, Nigerian Institute of Transport Technology To be an ocean and maritime leader and solution provider in the maritime and ocean governance through capacity development to contribute my quota in achieving the UN 2030 goals 14 and 13 by training and retraining of personnel in the ocean and maritime industry.	 Tanzania OSGM	<b>Kwilasa Lushanga NG'WIGULU</b> Environmental Management Officer Directorate Of Environmental And Social Impact Assessment (DESIA) National Environment Management Council (NEMC) Thank you Mr. Sasakawa for this opportunity. The knowledge and skills on maritime and affairs from WMU will help my country to meet the national demands through sustainable marine management. Also, as WMU graduate I will be a live member of the Sasakawa Fellows' network in advocating maritime issues worldwide.
 Nigeria MLP	<b>Gabriel Chukwuemeka CHIKELU</b> Senior Legal Counsel Piracy & Law Enforcement, Federal Ministry of Justice I pledge to be of good conduct at all times during my stay in WMU and after graduation. I will be a good ambassador of the foundation and pursue enthusiastically the expansion of the already existing WMU Sasakawa Fellow's network in Africa.	 Thailand PM	<b>Chris PILARA</b> Technical Officer Business Research & Development, Planning Division Laem Chabang Port, The Port Authority of Thailand In this strange time half govern by the pandemic, I will do what's in my power to learn and become more proficient in the fields of maritime affair and to become a better person.
 Philippines MET	<b>Dana Justine DELACRUZ</b> Sr. Maritime Industry Development Specialist (MIDS) STCW Office, Monitoring Division Maritime Industry Authority (MARINA) Beyond grateful for this once in a lifetime opportunity to join the WMU, this will never be in vain. It is my resolute will to contribute the best way possible to the maritime industry in a way that will impact internationally especially in the field of training and education.	 Timor-Leste MSEA	<b>Domingos XIMENESNUNES</b> Quality Management Responsible & Maritime Training Support Specialist Department of Maritime Protection National Directorate of Maritime Transport It's an honor for me to be part of the Sasakawa fellowship, and to study at WMU is the biggest dream I have ever had. Upon my graduation, I will return to Timor-Leste and contribute to the development of the maritime sector, especially the protection of marine biodiversity.
 Philippines OSGM	<b>Garry LAYNESA</b> Commander Department of Transportation (DOTr), Philippine Coast Guard Through the years, your contribution to humanity has been unprecedented. You changed people's lives, including mine. I will forever be grateful to the Sasakawa Peace Foundation for this rare opportunity. In any way, I will take part and involve in all programs by the SPF and help other Sasakawa Fellows.	 Tunisia MEM	<b>Aymen ABDAOUI</b> Chief Engineer Maintenance Departement, Tunisian Navigation Company "CTN" As holder of chief engineer officer 1st class and the national diploma of state engineer in energy and machine, I'm experienced in management, operation and maintenance onboard different ships(passengers, ro-ro , cargo..). My ambition when achieving MEM master to specialize in the energy management field.
 Sierra Leone MLP	<b>Mahmoud Papa CONTEH</b> Major, Law Enforcement Officer, Ministry Of Defence Wth this life changing opportunity accorded me by the Sasakawa Peace Fellowship, I resolve to do my utmost best to transform my dream into reality for the benefit of not only my family and institution, but to the Sasakawa Fellowship as well. This will no doubt enable me to give back to society.	 Uganda MEM	<b>Bibian TURIAHUMURA</b> Maritime Information Technology Officer Maritime Department, Ministry Of Works and Transport I am so grateful and profoundly honored to Sasakawa Peace Foundation and Nippon foundation for giving me a chance to hone my skills and do my masters in maritime affairs with Maritime Energy Management as my specialization. I will gain knowledge in this field of energy efficiency of ships and apply it back in my country which will help to contribute positively to the maritime environment.
 Sri Lanka OSGM	<b>Sayakkara Mesthirlage Dinishiya ATHUKORALA</b> Assistant Marine Environment Officer Planning Division, Marine Environment Protection Authority WMU is the premier centre where global maritime leaders are made. Being a Sasakawa Fellow I am honored to be there and it is a great turning point in my life ever. This will do strengthen my career life academically, professionally with a rich socio-cultural background.	 Venezuela OSGM	<b>Maria Mercedes AREVALO ARANAGA</b> Director of Formulation, Monitoring and Control of Climate Policies Venezuelan National Direction of Mitigation and Adaptation to Climate Change. Ministry of Ecosocialism Climate change governance is key for implementing projects of both mitigation and adaptation, for this reason, I would like to gain knowledge and skills to lead my country into a sustainable development process based on principles of participation, accountability, transparency and equity. I feel honored for receiving this unique and great scholarship from Sasakawa Peace Foundation.
 Sri Lanka MSEA	<b>Ishara Gihan DHARMASIRI</b> Commander Sri Lanka Coast Guard, Sri Lanka Coast Guard I am much honoured and privileged to receive the fellowship from the Sasakawa Peace Foundation and this is the golden opportunity for me to learn about maritime affairs which I will be able to contribute to the improvement of maritime field in Sri Lanka.	 Vietnam MLP	<b>Tien Hoang NGUYEN</b> Financial Specialist Financial Department, Vietnam Maritime Administration As members of the Sasakawa Peace Foundation, we should cooperate comprehensively to jointly develop the maritime industry of countries in particular and the world in general.

**MET** (Maritime Education & Training)  
**MEM** (Maritime Energy Management)  
**MLP** (Maritime Law & Policy)  
**MSEA** (Maritime Safety & Environmental Administration)

**OSGM** (Ocean Sustainability, Governance & Management)  
**PM** (Port Management)  
**SML** (Shipping Management & Logistics)



# A Look into Shipping's Future

**Mr. Adam Corbett**  
London Correspondent  
TradeWinds

Over the past 30 years the shipping industry has been one of the main drivers behind globalisation of the world economy.

Low cost seaborne transportation has been critical to the trans-boundry movement of energy, raw materials and finished goods, amounting to more than 11bn tons annually, according to figure from the United Nations Conference on Trade and Development.

It has allowed global production systems to develop and for international free trade to prosper.

But the environmental, technological, social and political developments are bringing change on the shipping industry. And now the current coronavirus pandemic is another factor which are now shaping its future.

## New fuels to power shipping

The shipping industry is the most efficient form of transportation. The emergence of ultra large containerships over 20,000-teu in cargo capacity, and very large ore carriers of 400,000-dwt, have taken its economies of scale to a new level in the last decade.

The industry's remarkable cost efficiency is partly reliant on burning the cheapest fuel, residual heavy fuel oil.

But the use of marine fuel oil is now going through a revolutionary change. The Marpol Convention now requires that ships must burn fuel with a maximum sulphur content of 0.5% or take equivalent abatement measures.

It is the first step in moving the industry away from high-polluting residual fuel oil and toward cleaner more refined fuels.

The latest ultra large cruiseships and containerships, such as the 23,000-teu CMA CGM Jacques Saade (built 2020) delivered this year, are dual-fueled to run on either heavy fuel oil or cleaner LNG. Around 10% of the world orderbook are dual fuel vessels which can run on LNG or conventional fuel oil.

The International Maritime Organization has set a goal to halve shipping's carbon

emissions by 2050.

Shipbroker Clarksons recently estimated that the shipping industry will require around \$1 trillion in investment in alternative fuel ships for the IMO target to be achieved.

A study by classification society DNV GL estimates that carbon-neutral fuels will account for 60% of shipping's energy needs by 2050.

DNV GL believes a mixture of radical new alternative fuels will be used in shipping at that time including bio-based LNG as well as bio-marine gas oil.

## Crew numbers will reduce as automation progresses

The cost of employing seafarers is increasing. The Maritime Labour Convention (MLC) 2006 has established global minimum labour standards for seafarers.

As part of the agreement seafarers are required work under approved wage agreements and have defined welfare benefits in place.

Some developed economies are now applying national minimum wage standards to foreign seafarers employed in their Exclusive Economic Zones.

The coronavirus pandemic has also increased concern over seafarer's wellbeing. An estimated 400,000 seafarers have not been able to return home after completing their contracted term of service because of quarantine and travel restrictions.

The trend toward automation in the shipping business is already underway. The pandemic has also accelerated the use of remote services to shipping such as ship survey work.

More than half the world fleet is already equipped with high speed internet connection. This is increasing the number of shipping operations monitored and controlled from shore and paving the way for future ship automation and reduce crew numbers.

## Shipping trades will also change

The challenge to reduce global warming and

efforts to meet the goals of the Paris Agreement on Climate Change will play a huge part in shaping the shipping markets of the future.

DNV GL's recent energy study estimates that seaborne trade will continue to grow to 2030. But the international moves to curb global warming, and the use of fossil fuels, will see oil and coal seaborne transportation peak around that time before going into slow decline. Cleaner energy supplies such as LNG will continue to grow until 2050 before that too goes into decline DNV GL estimates.

More than two thirds of electrical power generation will be from wind and alternative renewable energy sources by 2050, the study estimates, dramatically reducing demand for traditional energy transportation.

The accelerating trend toward globalisation could also go into reverse impacting the shipping markets. The protectionist policies of the US President Trump administration in the United States, and the departure of the United Kingdom from the European Union, are two recent examples of a move away from international free trade agreements.

The next decade will show if a political trend toward more protectionist policies continues.

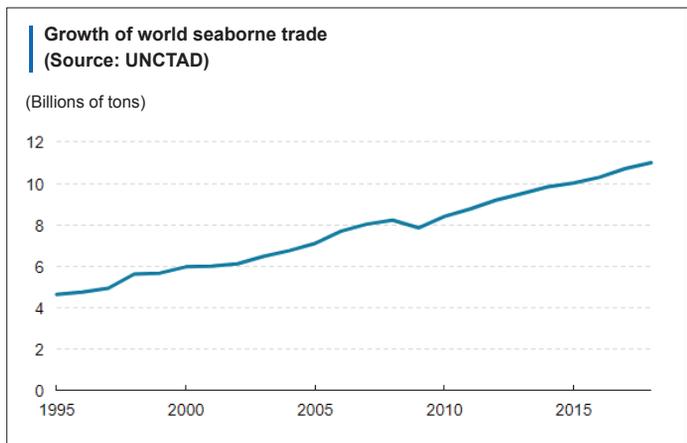
Recent impact of the coronavirus pandemic has also raised questions on whether the global production systems are sustainable.

Car plants and other manufacturing industries around the world have been forced into closure because of difficulties in sourcing component parts from a global network of suppliers during the pandemic.

Many countries were unable to secure personnel protective equipment (PPE) for nurses and doctors because of an over reliance on global outsourcing by developed economies.

Technology such as digital printing is also changing the way production is being viewed and making it more possible to produce goods closer to market.

December 2020





# System of International Regulations Pertaining to the Transport of Dangerous Goods

**Mr. Takashi HAMADA**  
Manager, Research Team  
Safety & Technology Division  
Nippon Kaiji Kentei Kyokai (NKKK)

## Introduction

How are dangerous goods such as gases and flammable liquids safely transported by sea? Large-volume cargo is usually transported by ships in bulk, but the majority of dangerous goods are transported in packaged form and packed in containers. The transport of dangerous goods by sea is regulated under chapter VII of the SOLAS Convention, and the importance of this convention is increasing even further due to growing safety awareness and a spirit of compliance.

I worked for the IMO for five years. Among my various duties during this time, in relation to dangerous goods I performed work involving the IBC Code. Later, after returning to Japan and NKKK in 2001, I became involved in work on cargo-related issues, and I currently serve as the expert nominated by the Japanese Government for the United Nations' Sub-Committee of Experts on the Transport of Dangerous Goods; and for the IMO's Sub-Committee on the Carriage of Cargoes and Containers (CCC) as an expert in this field. Here I would like to provide an overview of international regulation regarding the transport of dangerous goods.

## 1. Regulations Commonly applicable to all Modes of Transport

"Dangerous goods" are generally defined as goods that can easily cause fires or explosions and potentially cause damage to the health, safety, or property of individual persons or to public property. However, this definition is extremely vague, and it is possible for a chemical product to be classified as "dangerous goods" by some countries, thereby placing restrictions on its handling, and "not dangerous goods" by other countries, thereby allowing its unrestricted transport. Furthermore, substances that pose no problems for land transport may in some cases be classified as "dangerous goods" for maritime transport. In this way, the vagueness of the definition of "dangerous goods" causes confusion for international and multimodal transport.

Consequently, there has been a need to

minimize disparities between transport regulations for dangerous goods among countries/regions as well as transport modes (land/sea/air) and formulate internationally balanced transport conditions, leading to the formulation of the "Recommendations on the Transport of Dangerous Goods (UN Recommendations)".

Because the "UN Recommendations" regulates transport conditions related to the transport of dangerous goods that are common across all modes of transport (methods for testing and categorizing dangerous goods, containers, packaging, labelling, preparation of transport documents, etc.) and are structured so that individual countries are able to implement the regulations as-is, they also have subheadings referred to as "Model Regulations". Furthermore, because the cover of the book-form of the regulations is orange, they are also referred by the nickname "Orange Book".

Reviewed regularly the "Model Regulations" are revised once every two years; the 21st Revised Edition, which includes the set of amendments that were adopted in December 2018, is the latest version.

## 2. International Regulations for the Transport of Dangerous Goods by Sea: IMDG Code

The predicted accidents and dangers upon which safety regulations are premised differ according to the transport mode. Accordingly, international regulatory organizations for each mode of transport (land/sea/air) formulate their own codes that are based on the "Model Regulations" and incorporate conditions specific to the relevant transport mode. With regard to maritime transport, the relevant code, as I am sure you all know, is the "International Maritime Dangerous Goods Code" (IMDG Code). This Code incorporates transport methods that take into account conditions specific to maritime transport. In accordance with the provisions of the SOLAS Convention, contracting governments are required to enact safety regulations in compliance with the IMDG Code.

Revision of the IMDG Code takes places

## UN Recommendations (Orange Book & Purple Book)



Model Regulations



GHS

every second year to coincide with the revision of the United Nations' "Model Regulations". When transporting dangerous goods, please be sure to check the latest edition of the IMDG Code published by the IMO as well as domestic laws and any other relevant regulations.

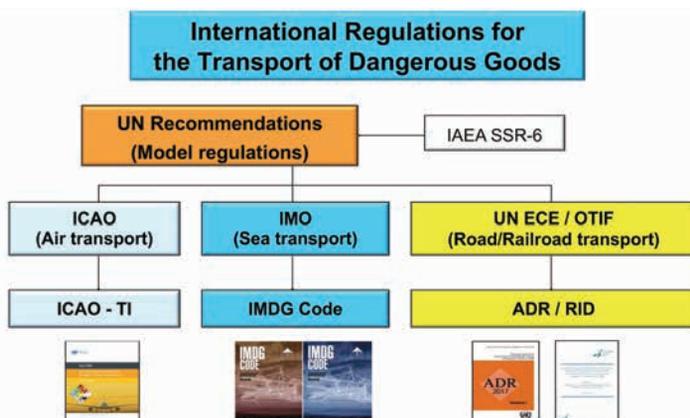
One issue that is currently being discussed by the IMO is how best to improve education and training for those involved in the maritime transport of dangerous goods. As a general rule it is the responsibility of the consignor to determine whether or not cargo constitutes "dangerous goods" and ensure that it is packed in appropriate packagings/containers and labelled/marked correctly. However, in reality accidents are occurring that are believed to have been caused by non-declaration or mis-declaration based on inappropriate determinations (classification). To ensure that dangerous goods are transported appropriately, more effective education and training for not only maritime personnel but also shore-based personnel involved in the transport of dangerous goods needs to be considered. Incidentally, in Japan, my organization—NKKK—regularly holds training courses and seminars for consignors and others involved in the transport of dangerous goods.

## 3. Enforcement of the IMDG Code

For reference, I would like to introduce the Japanese unique inspections of dangerous goods in accordance with our national regulations. The inspection is conducted at the time when goods are packed in containers or stowed on board ships by which it is checked as to whether dangerous goods have been appropriately prepared for sea transport and the packages thereof are to be properly packed/stowed. It is carried out by government inspectors and inspectors from organizations registered by the Government (including NKKK).

## Conclusion

Currently, the IMDG Code contains approximately 3,000 entries of dangerous goods. As mentioned above, the IMDG Code is revised every two years, at which time new entries are added. Moving forward, not only is the number of entries expected to continue to increase, but also new containers and transport methods may be born through the development of new technologies. From the perspective of ensuring the safety of maritime transport, I believe that regulations will also continue to evolve in the future.



# IMO's Technical Cooperation: My personal reflections based on 22 years



Photo 1: IMLI 30th Anniversary Celebrations group Photo, IMO Headquarters, 25 June 2019 Seated R to L: Kitack Lim, The Hon. Dr. Joseph Muscat, Prime Minister of Malta, Prof. David Attard, Director, IMLI and Mr Juvenal Shiundu, Director, TCD



**Mr. Juvenal J M Shiundu**

Former Director,  
Technical Cooperation Division, IMO,  
Chairman, Kenya National Shipping Line Limited.

As many of you may be aware, I retired at the end of December 2019 from the International Maritime Organization (IMO) after 22 years working in the Technical Cooperation Division (TCD). Following my retirement, I was appointed by the President of Kenya to the position of Chairman of the Kenya National Shipping Line Limited. I am honoured to share with you some of my reflections on international technical cooperation and human resources development.

Over the years, IMO has adopted more than 50 international instruments covering all areas of its mandate. The effective implementation of these instruments has been a challenge to developing countries who need support in building and strengthening their institutional and human resources capacities. For this reason, IMO was the first organization within the United Nations system to formally accept and establish a Technical Co-operation Committee.

When I joined IMO in 1997, the Integrated Technical Cooperation Programme (ITCP), a framework of regional and global programmes, had just been established and in that same year, IMO Assembly adopted resolution A.873(20) reaffirming that “technical cooperation was an essential part of the Organization’s work to achieve the ratification and implementation of IMO’s global instruments”. The delivery and implementation of technical assistance is through five geographical regions:

1. Africa
2. Arab States and Mediterranean
3. Asia and Pacific Islands
4. Western Asia and Eastern Europe
5. Latin America and Caribbean

In addition to the above programmes, IMO’s executes a number of donor-funded long-term projects which focus on legal, policy and institutional reforms in beneficiary countries.

## Global Maritime Training Institutions

Shipping needs a global network of specialist maritime education and training establishments to ensure a continuous stream of a high-calibre workforce. In this regard, IMO established two very successful postgraduate global maritime training institutions:- the World Maritime University (WMU) in Malmo, Sweden and the International Maritime Law Institute (IMLI) in Malta in 1983 and 1988 respectively.

WMU focuses on postgraduate maritime and ocean-related education and research. On 8 May 2018, a historic milestone in the development of the University was achieved with the inauguration of the WMU-Sasakawa Global Ocean Institute (GOI) for broader ocean research. Mr Kitack Lim, Secretary-General of IMO and Chancellor of WMU in his speech then stated “I offer my sincere thanks to Mr Sasakawa, Chairman of the Nippon Foundation, for his foresight and generosity, and for choosing WMU as the institution of choice for hosting the Global Ocean Institute”. By committing \$100m to the GOI over 10 years, the Nippon Foundation demonstrated, once again, how international technical cooperation can support research and explore how best to use oceans and their resources for sustainable development.

As at the end of December 2019, a total of 5,156 students from 171 countries had graduated from WMU. I am a graduate of WMU (class of 1986) and I know how important it has been to me to be part of the WMU family, and over the years, I have experienced the considerable influence of WMU graduates, first-hand, among Member States, in the wider maritime industry as well at IMO. WMU and its graduates have and will continue to significantly enrich the maritime community.

IMLI, located in Malta is a world-recognized educational institution that specialises in the teaching of international maritime law with the objective of providing suitably qualified persons, particularly from developing countries, with high-level training in maritime law including drafting of legislation implementing the IMO instruments. On 25 June 2019, IMLI celebrated its 30th anniversary at the IMO Headquarters at a ceremony attended by Dr Joseph Muscat, Prime Minister of Malta, amongst other distinguished guests and alumni [see photo 1].

To date, 885 students from 146 countries have graduated from IMLI and a number of them are holding or have held distinguished positions including:- Head of State and Government, Ministers, Ambassadors, Judges, and Directors of Maritime Administrations.

The Nippon Foundation has been supporting WMU and IMLI with fellowships and professorship positions since 1988 and 2003 respectively and has representation at the Governing Boards of both institutions.

## Major Achievements of International Technical Cooperation

As part of its technical cooperation, IMO has over the years developed over 70 partnerships with governments, international organizations, regional institutions and industry. These partnerships offer valuable support for human resources development to enhance the implementation of the 2030 Agenda for Sustainable Development. Some of the major achievements of IMO of technical cooperation include establishment of:

- IMO regional presence offices in Africa, Asia and Latin America;
- seven Women in Maritime Associations (WIMAs) covering some 152 countries and dependent territories;
- maritime security and counter-piracy regional mechanisms;
- Maritime Rescue Coordination Centres and associated sub-centres; and
- Port State control regimes.

In line with several UN General Assembly, IMO has, since the mid-1990s, given priority to Africa in the allocation of its technical assistance resources. In this regard, IMO actively participates in the Tokyo International Conferences on African Development (TICAD). I represented IMO at the TICAD 7 held in Yokohama, in August 2019 and amongst the events I participated in was the Official TICAD 7 side event “Sasakawa in Africa—building on the past, looking to the future: Africa’s youth and entrepreneurship in agriculture”. I met with Mr Yohei Sasakawa, Chairman, The Nippon Foundation [see photo 2] and also visited the Nippon Foundation Headquarters in Tokyo and held discussions with Mr Mitsuyuki Unno, the Executive Director.



Photo 2: R to L – Mr Juvenal Shiundu, Dr Yohei Sasakawa, and Mr William Azuh, Head, Africa Section, IMO. Photo taken during TICAD 7 in Yokohama

# Two Sasakawa Fellows Given Honorable Award

## The Joy of Receiving the Outstanding Alumnus Awards



**Xiaojie Zhang**  
(1999, China)  
Chair of IMO Council

It gives great honor to be one of the recipients of the Outstanding Alumnus Awards this year. 22 years ago, when I arrived at the beautiful city of Malmö and joined the World Maritime University, it never occurred to me that my life will be changed so significantly because of WMU. This week, upon arrival in London and entered the building of IMO to join the Secretariat, I was overwhelmed by the feeling of joyfulness and gratitude.

The establishment of WMU is one of the most effective technical cooperation activities of IMO. After 37 years of development, it is now a well-known institution of excellence for maritime education and a well-recognized cradle for future Maritime leaders. It not only provides exceptional maritime education to various academic degrees, but also provides a unique multicultural environment to students coming from different country and regions all over the world. While focusing on the commitment to safe, secure, clean and efficient international shipping, The University inspires

greater wisdoms on how to utilize and protect our oceans in a sustainable way. The inspirations of the University have gone far beyond just a teaching programme.

Being one of the early graduates of the University, I'm excited to see how fast the WMU family grows: now our alumni have exceeded 5,000, making a global network that covers 170 countries and territories. As many of the students have completed their study through the funds provided by governments, voluntary donors, non-governmental organizations such as the Nippon Foundation, to which I owe great deal, I wish to take this opportunity to thank those who have provided financial support to WMU for their generous support that keep our alumni family grow. We, the WMU alumni, will

repay their kindness by fulfilling the great visions of the University and IMO.

This year, the COVID-19 pandemic has greatly disrupted global economy and international supply chain. Our world has never needed maritime transportation more than it does now. I would like to call for our alumni to work together to bring maritime operations back to normal. We need to take up our responsibilities to protect seafarers as key workers, uphold the stability of maritime supply chain, and mitigate the impacts cause by the pandemic. Because for all our occupational differences in the maritime sector, we share the same proud title - WMU Graduates. Together, we can leave the WMU mark on a sustainable maritime recovery.



## A Nice Surprise During the Difficult Time of COVID19

**Azfar Bin Mohamad Mustafar**  
(2001, Malaysia)

I was recently informed that I have been nominated for the Outstanding WMU Alumnus Award 2020. I am honoured to be included in such a distinguished group of WMU alumnus.

My academic journey at WMU would not be possible without the scholarship from the Nippon Foundation, and I would like to thank His Excellency Dr Yohei Sasakawa for his continued support to WMU.

The knowledge, skills, experience, and more importantly the networking that was established during my academic journey at WMU has contributed immensely towards my professional and personal developments. WMU has given me a solid foundation and prepared me to contribute effectively to an increasingly advanced and interconnected global society.

As WMU alumnus, I aspire to inspire future global and maritime leaders, and together we

would ensure UN Sustainable Development Goals 2030 are achieved.

I share this Award with all the people that have helped shape my life: my parents; my family; my wife, sons and daughters; and my lecturers and classmates at WMU.

I am thankful for this honour and will forever hold WMU in my heart.

Terima kasih.



# In Memoriam: Former IMO Secretary-General William A. O'Neil

It is with utmost sadness that I must relay the news of Mr. William O'Neil's passing to our readers. He passed away on October 29th this year in London, aged 93.

In compliance with coronavirus restrictions, his funeral on November 11th was a private affair attended by his wife, Olga, and close relatives.

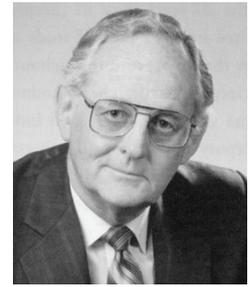
During his term as IMO Secretary-General (1990-2003), Mr. O'Neil was concurrently the Chancellor of WMU (1991-2003). This means that many of our Fellows had the fortunate opportunity to receive their graduation diploma from him in person. I'm sure there are also many others at this moment who are fondly looking back at the memory of meeting Mr. O'Neil at conferences and events held not just in London, but all over the world.

Mr. O'Neil was one of the most influential persons in helping us deepen our understanding of the WMU. His efforts brought an era of growth for the Sasakawa Fellowship Program, inspiring us to increase the annual number of Sasakawa Fellowship students, launch the Japanese Field Study Trips program, and hold the Sasakawa Fellows Network Conference in Tokyo.

When Mr. O'Neil and I first met in the 1980s, he was serving as a

Canadian delegate to the IMO in addition to being the Chair of the IMO Council. I distinctly remember looking up at him on the podium during the serious discussions on double-hull regulations for oil tankers and regulations on exhaust gas from ships that took place in the 1990s. However, it was when I started working closely with the WMU that our friendship truly strengthened, continuing on for more than 20 years until his passing. His invaluable contribution to the September 2015 issue of our Newsletter (No. 52), "Shipping's Pivotal Role in Sustaining the World Economy and Fostering International Cooperation", is one that I will forever cherish.

I would like to conclude by offering Mrs. O'Neil my deepest condolences. From the bottom of my heart, I pray that Mr. O'Neil may rest in peace.



Mr. William O'Neil

**Eisuke Kudo**  
The Sasakawa Peace Foundation



## New Family Member

Nyein Ei Phyu (MYANMAR, 2011)

Greeting from my family to you all. I am very glad to share my happy new with Sasakawa Fellows. My second cute baby girl was born August 24, 2020, weighing 7 pounds, 9 ounces. During my pregnancy, I was really worried about my princess because it was the time in the second wave of Covid-19. Fortunately, I could manage it and everything was going well. My husband, I and the whole family members are very happy to have a new member in your family. My daughter's name is "Chue Myat Kyal Sin" and her nick name is "Jewel" that is very precious for our family. One of the baby quotes says, "When you have a baby girl, you realize that there is something far more precious than the most precious jewels".

Now, I feel that I am about to enter into a very important chapter of life because I and my husband started to deeply think about how to educate and nurture both of my son and my daughter. My son is now over 4 years and he is in his primary at one of the international schools in Myanmar. We want our children to learn the importance of respecting other people, cooperating with them and having social responsibility in their future life. I want them to be professionals in their respective interests.

I would like to thank The Nippon Foundation and SPF for giving me the opportunity to share our great news. Last but not the least, I am always hoping all the best for my Sasakawa Fellows "Family".

## Editor's note

How time flies; this unusual year 2020 is reaching to the end with some newly developed ideas, new life/work styles and even new words, while we are still struggling with the serious impacts as well as the pandemic itself.

How time flies quickly; five years have passed since I graduated from WMU. The autumn foliage that I am enjoying now in Tokyo reminds me of the stunning autumn in Malmo just before my graduation. Fortunately, five years are not enough to make me feel apart from our beloved second home, and such a privileged opportunity to join the Newsletter's editorial team since this April has been allowing me to have better feeling that we WMU Sasakawa Fellows are well connected even during these

difficult days.

Working a little for the Newsletters also made me realized how greatly and vigorously the Fellows and maritime experts have addressed the severe situations caused by the COVID-19 pandemic and made their seamless efforts to keep maritime community safe and active. On behalf of the editorial team, I thank you very much for your contribution to the Newsletter and always look forward to hearing from you.

As this will be the last issue in 2020, let me extend our wishes of warmth, joy and tranquility this holiday season and throughout a coming new year.



**Maki Tominaga**  
(Japan, 2015)  
Japan Coast Guard

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