NEWSLETTER
Friends of WMU JAPAN
67
June
2019

The world is a family,
and all humankind are brothers and sisters.

Indian "yell" - the fight against leprosy
Dr. Sasakawa Receives Gandhi Peace Prize

The Government of India has awarded the Gandhi Peace Prize to Dr. Yohei Sasakawa, Chairman of The Nippon Foundation, Emeritus Chairman of the Sasakawa Peace Foundation, and Chairman of Friends of WMU Japan, for his contribution to the elimination of leprosy in India. The award ceremony took place at the President's official residence in New Delhi on February 26, 2019, with a number of Indian government leaders in attendance.

The Gandhi Peace Prize was established by the Government of India in 1995 to commemorate the 125th anniversary of the birth of Gandhi, and recipients of the prize are awarded 10 million Indian Rupees (approximately $140,000). Non-Indian individuals and organizations that have been awarded the prize to date include Nobel Peace Prize winners such as former President Nelson Mandela and former Bishop Desmond Tutu of South Africa, and the Grameen Bank of Bangladesh. The award is regarded internationally as a prestigious peace prize.

The Government of India bestowed the prize on Dr. Sasakawa, who also serves as the World Health Organization (WHO) Goodwill Ambassador for Leprosy Elimination, in recognition of his efforts to control leprosy. At the award ceremony, President Kovind of India stated, "We are grateful for your cooperation in our fight against leprosy as a disease and the discrimination and stigma associated with it. On behalf of India, I would like to express my gratitude to Dr. Sasakawa and his foundation's contribution."
In his speech at the award ceremony, Dr. Sasakawa said, "I recognize this as an award bestowed on me together with my many companions who have fought against the problems of leprosy and, at the same time, as a "yell" from Dr. Gandhi. A world without leprosy and the stigma and discrimination associated with it is not a distant dream." While expressing his gratitude at receiving the prize, Dr. Sasakawa made an appeal to all people to cooperate in future efforts for the eradication of the disease. Dr. Sasakawa intends to donate his prize of 10 million Rupees to activities to control leprosy.

During his visit to India, Dr. Sasakawa also paid a visit to Mr. Rajendra Singh, Director General of the Indian Coast Guard and held a meeting with him for about one hour. During the meeting, Dr. Sasakawa and Director General Singh spoke about the following matters:

• We are living in a time when we will have to seriously contend with the world's maritime problems. Most people are unaware of the environmental changes related to human survival occurring in our maritime culture including climate change, overfishing, marine resources, and changes in ecosystems.

• We would like to establish the WMU Sasakawa Global Ocean Institute within the World Maritime University and contribute to the development of both WMU and the new institute.

Also present at the meeting was a Sasakawa Fellow who works for the Indian Coast Guard. At that time, Dr. Sasakawa expressed his gratitude to the Director General for sending such an excellent student to WMU and also expressed his congratulations at sending an outstanding staff member of the Indian Coast Guard and WMU Fellow who had graduated from WMU to Malmö as a WMU teacher.*

(Responsible for article text: Secretariat)

*Dr. Anish Hebbar (Class of 2006, Maritime Safety & Environmental Protection) assumed the position on February 1, 2019.

Sustainable Blue Economy Conference in Kenya

Anas Saleh Mohammad Alamoush
(Jordan, 2016)

I participated in the sustainable blue economy conference (SBE) in Kenya from November 26-28, 2018, which was such a great experience. Even though the term SBE is hasn't been very well known until now, I have just completed my research at WMU oriented toward the sustainable development of ports. The conference referred to SBE as the management that considers and encompasses the sustainable use and conservation of the oceans, seas, lakes, rivers and other resources. The conference not only unlocked the potential to harness SBE within the sustainable development of countries around the world, but it also reiterated and emphasized the following stunning facts about the blue economy.

Half of the world's population lives within 60km of the sea; 75% of all large cities are located along the coast; 90% of the world trade facilitation by volume and 70% by value is by sea; fishers, fish farmers and related supplying services and goods guarantee the livelihood of about 660–820 million people worldwide, with women accounting for about 15% of those directly engaged in fisheries; and oceans absorb about 25% of the extra CO2 emissions added to Earth's atmosphere by burning fossil fuels, etc.

However, there are a wide variety of challenges that hinder the transition to a blue economy that sustainably uses and conserves the oceans' assets and resources. Hence, the conference invited experts from all over the world to share their expertise and build partnerships to unlock the potentials of a blue economy in these areas: shipping and ports; environment and pollution; coastal management; partnerships; employment and job creation; sustainable energy; ending hunger and providing good health; climate actions; gender issues and maritime security.

My participation was in maritime security - a UN side event - and the role defense plays in the sustainable blue economy from a capacity building perspective. Defense is important as it maintains maritime stability and resilience by building security, safety and a governance architecture in countries. By protecting seas and oceans, defense provides peace, security and stability, and thus makes the maritime space the key driver for sustainable economic development. In the absence of security, the vast majority of economic activities associated with the blue economy cannot be effectively carried out. Unsecured ocean territories constitute ungoverned spaces in which criminals, insurgents and terrorists can operate with impunity.

Defense - as seen with navies - counters a myriad of risks that compromise the blue economy, e.g. piracy, IUU, pollution, smuggling, illegal migrations, terrorism, crimes, and climate actions. The point here is that countries with a strong defense capability need to share their experience and expertise through capacity building programs with those in need. We all need to work hard for more sustainable seas and oceans and bring about a sustainable blue economy.

Masanori Kobayashi
Senior Research Fellow,
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Studies and reports have been released on the value of ocean ecosystems and the potential of utilizing oceans and marine resources for promoting sustainable development. Termed "the blue economy" in publications by OECD and the World Bank, it has become a central topic in the ocean policy discourse. At the first UN Ocean Conference held in New York in June 2017, global leaders adopted the action plan "Our ocean, our future: call for action". Its paragraph 3 calls for the advancement of a sustainable ocean-based economy through activities such as fisheries, tourism, aquaculture, maritime transportation, renewable energies, marine biotechnology and seawater desalination. The blue economy was featured as a main topic at the 5th Our Ocean Conference held in Bali, Indonesia in October 2018. In November 2018, over 16,000 people participated in the Sustainable Blue Economy Conference in Nairobi, which was organized by the Government of Kenya and co-organized by Canada and Japan. President Uhuru Kenyatta of Kenya underlined the importance of promoting a sustainable blue economy more proactively in Africa.

Sasakawa Fellow alumni from WMU have developed a network around the topic of the blue economy. Alumni from Jordan, Namibia and the Solomon Islands attended the Nairobi Conference. I moderated the session on food security and sustainable fisheries, and I met Mr. Anas Alamoush, another alumni with whom I had useful discussions.

In May 2019, I visited Namibia to attend the blue economy seminar organized by the University of Namibia in Swakopmund. Fisheries and Marine Resources Minister Bernhard Essau emphasized the need to promote a blue economy. Dr. Hage Gottfried Geingob, President of the Republic of Namibia, is a member of the High Level Panel for a Sustainable Ocean Economy established in September 2018. Dr. Atsushi Sunami, President of the Ocean Policy Research Institute of the Sasakawa Peace Foundation (OPRI-SPF) is appointed as a member of the Advisory Network to support the High Level Panel.

After the seminar, I visited the Namibian Port Authority (Namport) in Walvis Bay, where we met Mr. Elias Mwenyo and Ms. Leena Ndahafa Kagola, Officials of Namport who are also Sasakawa Fellows. I also met Karin Reiss, Sustainable Energy Expert at the Southern African Development Community (SADC) Centre for Renewable Energy and Energy Efficiency (SACREEE) in Windhoek. She was introduced to me by another Sasakawa Fellow, Mr. Tangeni Haimbala, whom I met at the reception to welcome Sasakawa Fellows in Tokyo in May 2019.

The blue economy aims to combine conservation and sustainable use of oceans and marine resources for sustainable development, and the network being developed with OPRI and Sasakawa Fellow alumni of WMU is expected to help advance the blue economy.

Would you Like to Be a "Chair"?
~ advantages of chairing at IMO ~

Dr. Susumu Ota
Director, Centre for International Cooperation,
National Maritime Research Institute,
National Institute of Maritime, Port and Aviation Technology

Photo: https://www.flickr.com/photos/imo-un/albums

This is the first time for me to write an article for the WMU newsletter, and actually the first time to write an article other than academic papers and documents related to IMO in English, as far as I remember.

I graduated from Yokohama National University, in the naval architecture course, and I have been engaged in research at our institute. I received a doctorate degree from the University of Tokyo by researching liquefaction and sliding failure of solid cargoes carried in bulk on ships. With regard to my experience related to IMO, I have participated in more than a hundred meetings as a member of the Japanese delegation, as well as coordinating more than 20 correspondence groups and chairing more than 20 working and drafting groups. I was the vice chairperson of the Sub-Committee on Ship Design and Equipment (DE) from 2010-2013 and the chairperson of the Sub-Committee on Ship Systems and Equipment (SSE) from 2014. Based on these experiences, I would like to point out what it's like to get involved in IMO activities.

First, I have to say that WMU graduates have a big advantage when contributing to projects at IMO. One of the advantages is the ability to speak a specific kind of English, called "IMO English". Because of their level of IMO English, the graduates of WMU are usually proficient in communicating at IMO meetings. I, on the other hand, had a language problem the first time I participated in an IMO meeting. I had neither worked abroad nor been a foreign student. My first meeting was the 32nd session of the Sub-Committee on Container and Cargoes, or BC (Bulk Cargo) Sub-Committee held in 1993. Another advantage the WMU graduates have is a basic understanding of IMO requirements. Such basic knowledge makes it much easier to understand various IMO regulations and recommendations. I, on the other hand, had some difficulty understanding IMO regulations and recommendations because of my poor knowledge. In all honesty, it took a long time for me to understand the Code of Safe Practice for Solid Bulk Cargoes, or the BC Code, known as the base instrument of the International Maritime Solid Bulk Cargoes Code, which was relevant to the aforementioned meeting.

Participation in an IMO meeting is hard work. First, it is necessary to read documents that are submitted, which often total more than one thousand pages. For example, at the fifth session of the SubCommittee on Carriage of Cargoes and Containers (CCC 5) held in September 2018, the number of documents was 106, and the total number of pages was 2,211. At this meeting, I was in charge of only one agenda item, item 5: "Amendments to the IMSBC Code and supplements". Among the 106 documents, 42 were submitted under this agenda item, and the total number of pages was 1,503. Together with some members at the headquarters of the Ministry of Land, Infrastructure, Transport and Tourism, I read these documents and summarized the contents in Japanese, in order to allow Japan to respond to them. I spent roughly 10 days doing this prior to the meeting. Just participating in an IMO meeting sometimes requires a few weeks' work, from preparation to reporting. Many graduates of WMU play an active part in various IMO meetings, as well as IMO secretariats.

A correspondence group (CG) is a group that discusses specific items between sessions of a Committee or a Sub-Committee, usually via e-mail. When a CG is established by a Committee or a SubCommittee, the terms of reference for the CG are determined. CGs play an important part in the preparation of draft IMO instruments. Participation in a CG as a member requires sufficient spare time, for the reason that participants need to consider the coordinator's remarks, which sometimes are complex, and then submit comments, as appropriate. The work of a CG coordinator requires much more time than that of a participating member. It can be outlined as follows:

(1) invitation to the CG;

(2) preparation and circulation of Coordinator's remarks for the round;

(3) consolidation and circulation of comments acquired in the round;

(4) repeat (2) and (3) for respective rounds;

(5) preparation and circulation of draft CG report;

(6) finalization of the CG report based on comments on the draft report; and

(7) submission of the report to the specified session of the Committee or Sub-Committee.

Usually, three or four rounds are held in a CG. Though being a CG coordinator is hard work, it is an important contribution to the projects of IMO.

Working groups and drafting groups are established during sessions of respective Committees or SubCommittees. Working groups may discuss substantial issues, but the tasks of drafting groups are limited to drafting works, namely, editorial improvement of documents, which are draft IMO instruments in many cases. The Maritime Safety Committee and the Marine Environment Protection Committee establish drafting groups for mandatory IMO instruments every session to prepare sound and precise drafts. I have participated in these drafting groups many times. Working and drafting groups often work long hours. After being established, they sometimes start before 09:30, at the start of the plenary, and often continue into the night. Chairpersons and secretariats for the respective groups usually continue for a few hours more, for the preparation of reports, which often include draft IMO instruments. The reports of working and drafting groups are issued as working papers, WPs, in three languages, English, French and Spanish. As you can gather, being the chairperson of a working or drafting group is also hard work.

A chairperson of a Sub-Committee is even harder. Before a session, the chairperson must work with secretariats in order to manage the meeting, including the preparation of a "chair's brief". During the session, together they prepare the draft report of the Sub-Committee, and after the session is over, they must finalize the report. The chairperson of a Sub-Committee, in principle, should also participate in the Committee to which the Sub-Committee sends the report.

So being a CG coordinator, a chairperson of a working and drafting group or a chairperson of a Sub-Committee are all hard work. And I suppose that chairpersons of Committees are harder than that. All these jobs are challenging, but worthwhile and rewarding, and sometimes interesting.

As mentioned above, WMU graduates have some advantages in IMO activities, and contributing to IMO may lead to a promotion in their respective organizations, taking into account the high soft skills that are required. I would like to recommend to the graduates to undertake these important and honorable projects if given the opportunity, and remember that these projects are completely free of charge.


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Shipbuilder's voice should be spread globally

Mr. Tomohiko Kajita
Ex-Secretary General,
Active Shipbuilding
Experts' Federation

1. Ten shipbuilding associations

Three years have already passed since ASEF (Active Shipbuilding Experts' Federation) was established in November 2015.

ASEF consists of members who are either representative shipbuilders' associations or representative shipbuilding companies, and ASEF members represent more than 90% of the global share in terms of new vessels.

The initial 9 members have now increased to the following 10 (in alphabetical order of their acronyms):

- Association of Marine Industries of Malaysia (AMIM), Malaysia
- China Association of the National Shipbuilding Industry (CANSI), China
- Colombo Dockyard PLC, Sri Lanka
- Turkish Shipbuilders' Association (GISBIR), Turkey
- Indonesia Shipbuilding Offshore Industries Association (IPERINDO), Indonesia
- Korea Offshore & Shipbuilding Association (KOSHIPA), Korea
- Shipyards Association of India (SAI), India
- Shipbuilders' Association of Japan (SAJ), Japan
- Shipbuilding Industry Corporation (SBIC), Viet Nam
- Thai Shipbuilding and Repairing Association (TSBA), Thailand

ASEF gathers the technical capability of the members to fulfill their objectives to contribute to various technical challenges that are debated at IMO, ISO and IACS.

2. Consultative status with IMO

For the purpose of directly communicating its opinions and views at IMO, ASEF acquired consultative status in December, 2017, and started its activities from 2018.

12th ASEF Forum on October 2018

ASEF will participate in IMO meetings and actively communicate opinions and views of shipbuilding on the technical issues listed below.

3. Technical issues

At ASEF, members form a Technical Working Group (TWG) to convey their opinions and views to IMO or IACS. Sub-Working Groups (SWGs) are also formed to professionally deal with important technical challenges at an expert level. Currently there are six:

- SWG1 : Performance standard for Protective coatings (PSPC) & Biofouling management Issue
- SWG2 : IACS UR and Class Rules for Structural Design of Large Containerships
- SWG4 : GBS and CSR maintenance
- SWG5 : (1) Onboard use and application of computer based systems (IACS UR E22) and other IACS draft documents for cyber related issues,
  (2) Maritime Autonomous Surface Ships (MASS),
  (3) ISO/TC8 WG10 (Smart shipping) for standard related issues
- SWG6 : Reduction of GHG emissions from ships
- SWG7 : (1) Safe mooring operations,
  (2) Onboard lifting appliances and anchor handling winches
  Note: SWG3, relating to the issue of ISO 21984, is no longer active due to the fulfillment of its objective.

There are currently 3 accredited Representatives (Technical), who are tasked with administering the activities of the TWG and SWGs and to communicate with other stakeholders, and who will join IMO MSC, MEPC and other meetings to deliver ASEF technical information, views and opinions.

4. ASEF Forum and activities with related organisations

The ASEF Forum started in 2007, long before ASEF was established as an NGO, and although it is an annual event, its function is to widely disseminate the issues and challenges at IMO, and measures that are being discussed. The Forum has promoted an exchange of views within the shipbuilding industry as well as toward related industries.

In addition to engaging in the Tripartite Meeting with shipowners' associations and IACS, ASEF further enhances the relationship with classification societies and shipowners based in Asia, where many ASEF members have their main offices.

5. Summary

ASEF is now in its second year, serving IMO as an NGO, eager to live up to expectations in contributing to the world's maritime cluster by voicing a clear message in the shipbuilding industry on issues related to maritime safety and marine environmental protection.

Revising the Guidelines on Fatigue: Challenges and Opportunities

Dr. Michelle Grech
Australian Maritime Authority

Introduction

In December 2018, the International Maritime Organization's Maritime Safety Committee approved the revised Guidelines on Fatigue (MSC 1598) at its 100th session.

This revision was by no means a straightforward and easy task but involved a multi-year process with plenty of discussions, debate and effort that went into ensuring that the final product contained relevant material for companies (operators), seafarers and the industry alike.

Ultimately this revision represents a change in the right direction for the provision of guidance on the way the risk of fatigue should be managed in shipping.

So you may ask, why the changes?

By 2013, fatigue was becoming a major safety concern in shipping, with lack of fatigue management identified as a contributory factor in a number of serious maritime accidents. A search through the IMO Global Integrated Shipping Information System database revealed many more accidents in which fatigue played a major role. The evidence was indisputably clear that fatigue was and still is contributing to short and long term performance and health impairment and is a danger to seafarers and safety at sea.

Having myself joined the Australian Maritime Safety Authority at the time, with a background in engineering and human factors, fatigue was an area I was passionate about. With 15 years' experience behind me conducting applied research on fatigue at sea and having worked in this industry for more than 20 years, I felt I was in a good position to understand the issue from a scientific and practical approach and provide input. I recall reading the original Guidelines on Fatigue (MSC 1041) and noting that the information did not match fatigue and sleep science understanding of the time. The original guidelines also took an individualistic approach to fatigue management at sea with the responsibility mainly residing with the seafarer, which was contrary to safety science approaches that acknowledge the inter-relationship between seafarers, their workplace and organizational factors that influence fatigue at sea.

So, with full organisational support I embarked on what I now consider in hindsight to have been a highly challenging task – that is to commence the process of revising the Guidelines on Fatigue. My thinking at the time was 'the issue is clear – how difficult can it be?' I was warned that this would present a few bottlenecks on the way, and I must admit that I did underestimate how this was going to evolve once I set the ball rolling.

What was done?

In 2013, I put together an information paper which was approved for submission at the 1st session of the IMO Human Element Training and Watchkeeping (HTW) sub-committee. This was meant to test support, with the paper highlighting the knowledge base available on fatigue, and it was opportune to consider a goal-based approach to managing the risk of fatigue at sea. The key principle was based on ensuring adequate crewing (manning) with this particular aspect being the basis of many discussions at IMO, but ultimately was rightly retained and well highlighted in the revised guidelines.

Another more substantive paper (Australia, co-sponsored by Dominica, the Marshall Islands, Norway, IFSMA and the Nautical Institute) was submitted to the 94th session of the Maritime Safety Committee in November 2014, proposing the review of the guidelines on fatigue to more reflect current fatigue, sleep and safety science and ensure the inclusion of goal-based approaches in fatigue risk management at sea. This proposal was approved, which started the revision process through the inclusion of this work in the agenda of the HTW sub-committee, scheduled for January 2015. To keep the ball rolling, Australia put through another paper pre-empting the Maritime Safety Committee's decision and laying down the foundation for the revision of the guidelines on fatigue.

The brief that came out from HTW 2 was agreement that the revision was necessary and should consider the following:

- a risk-based approach
- the impact of fatigue at all levels (i.e. all stakeholders)
- ensure that the outcome should provide practical tools for fatigue management
- consider the link between manning and fatigue
- be written and presented in a manner that could be easily read and understood by all intended end-users

This set in motion the preparation and development of a base document which was led and developed by Australia in collaboration with some member States and submitted to HTW 3 in 2016. Of note is that this was based on contemporary approaches in the area of fatigue risk management, using peer reviewed scientific literature and input from subject matter experts in the field of fatigue science and its management.

For the next few years a correspondence group made up of 33 Member countries and 11 organisations had lots of discussion and debate, some disagreements that brought progress to a stalling point, extensions of deadlines, then consensus, and finally an agreement in late 2018 to release it at the 100th session of the Maritime Safety Committee.

Although some aspects included in the original base document were discounted, what finally came out was a consensus document that aligned with the original goals and intent of what the revision aimed to achieve.

What do the new Guidelines contain?

The revision resulted in the guidance being structured more logically, with minimised repetition, updated references and improved readability overall. Central to these guidelines is the concept of a risk-based approach to fatigue management. This includes the approach that since fatigue affects the safe operation of the vessel, fatigue management should logically be an integral part of safety management systems. The revised Guidelines have been changed to include six succinct modules as follows:

- Module 1 (Fatigue causes and consequences) lays down the ground work, providing a general overview of fatigue and its causes and consequences, intended for all stakeholders involved in managing or affected by fatigue.
- Module 2 (Fatigue and the company) is central to all other modules and focuses on the Company, with guidance for managing the risks of fatigue in operational environments, ensuring that seafarers are well supported. In all circumstances, fatigue risk management approaches should ensure that seafarers are provided with recovery, rest and sleep periods to enable them to perform their work effectively and safely irrespective of the type of work schedules adopted.
- Module 3 (Fatigue and the seafarer) contains practical information intended for seafarers (master, officers, ratings and all other shipboard personnel). It lays down the premise that the company is primarily responsible for creating a work and living environment that minimizes fatigue-related risks. But seafarers are responsible for ensuring that time available for rest and sleep is used appropriately.
- Module 4 (Fatigue awareness and training) has been updated and simplified, noting this is a support module to the other modules.
- Module 5 (Fatigue and ship design) supports the need for the design of an adequate working and living environment on ships and is important information for ship designers and naval architects to consider. It introduces the concept of human centred design (HCD), which places the users (seafarers) at the forefront of any design process.
- Module 6 (Fatigue, the Administration and Port State Authorities). This includes guidance for considering fatigue in port and flag State requirements.

The guidelines are also supported by tools contained in the appendices that can be utilised by companies and seafarers alike.

Conclusion

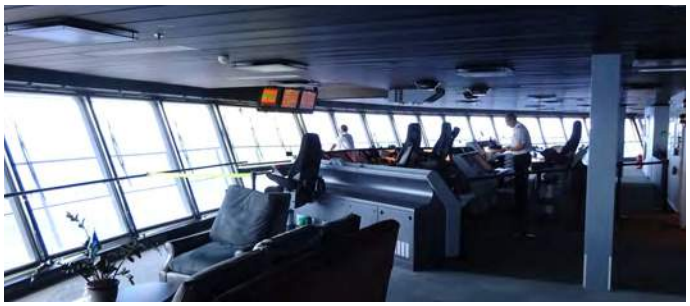
We can learn from other industry experiences in this area, using tried and tested approaches to effectively manage the risk of fatigue pertinent to the maritime domain. Ensuring maritime stakeholders such as companies and seafarers participate in the development of a fatigue risk management system on board will bring about the confidence and trust needed in its implementation.

There is no doubt that these revised guidelines, especially the need to incorporate fatigue risk management, will test the industry about whether we are serious in reducing the risks of fatigue at sea. One of the challenges is the need for the maritime industry in general to have sufficient in-depth knowledge and understanding of fatigue that enables them to meet their responsibilities in ensuring that risks are being managed appropriately.

The aim now is to disseminate this very important piece of work and make it known to seafarers, companies and other relevant stakeholders that these Guidelines are now available for use.

Managing Health and Safety on Merchant Ships

Carolyn Annmarie Elizabeth Graham
(Jamaica, 2008)



The Occupational Health and Safety (OHS) of merchant seafarers continues to be of great concern. Psychosocial illness is increasingly being raised in the maritime press and research publications. Combined with personal injuries, maritime casualties, piracy, criminalization and abandonment, there is overwhelming evidence to support continued efforts to protect seafarers during the course of their work. Researchers who examine the shipboard work environment are of the view that better health and safety results would be possible if effective management practices were in place. Among these management practices are arrangements allowing seafarers to participate and have a say in OHS decisions, a topic that is underexplored in the shipping industry.

Seafarers' participation and consultation in health and safety

The arrangements for seafarers' participation are found in the Maritime Labour Convention, 2006 (MLC), Regulation 4.3, Standard A4.3 para 1c & 2d. Participation and consultation of workers or their representatives in OHS are recognized work relations practices with statutory backing in many countries, including the advanced market economies of Europe, North America and elsewhere. These practices are also found in international and regional standards governing workplace health and safety, such as the conventions of the International Labour Organization (ILO) and directives of the European Union. Such standards provide for joint participation and consultation of workers and place duties on employers to ensure an effective participatory system where workers have an opportunity to influence health and safety management in their workplaces.

Courtesy by The Association for Promoting Safety and Sanitation for Seafarers

Until the coming into effect of the MLC, participation in health and safety for the global seafaring workforce was an expected practice rather than a regulatory requirement. Seafarers were expected to participate in carrying out the policies of the safety management systems developed to comply with the International Safety Management Code (ISM). Under the MLC, the nature of the participation required is somewhat different, as it focuses on the labour relations and social aspects of OHS, rather than technical and operational safety matters, as does the ISM. The MLC mandates the selection of safety representatives and for them to sit on OHS committees to address seafarers' concerns from their perspective, which is absent from the functional prerequisites of the ISM. Nevertheless, recent research shows that the MLC provisions are not fully implemented on board, as the nature, organization and control of work present features that undermine aspects of the MLC.

Additionally, there are tensions between embedded practices of the ISM and what is expected under the MLC. According to the latter, diseases and illnesses are among the topics to be considered in addressing seafarers' OHS risks. Yet, the experiences of seafarers who participated in the research, which focused on representation standards in the MLC, suggested that barring fatigue and catering in some instances, much less attention is given to seafarers' health. The study found that the ISM takes priority. OHS committee meetings are dominated by technical safety matters, and seafarers had little opportunity to present their health concerns.

Seafarers reported that health management was approached informally and usually at the end of safety meetings. One seafarer explained that a general question was asked at the end as a means of checking on their health status. He said the captain would ask: "Is everybody OK?… You, your family, everything OK?" This was the extent of this seafarer's experience of health management, which was not very different from what others reported. The research found that the MLC provisions such as safety representatives - who might have contributed to an incorporation of seafarers' views and therefore more attention to health - had not impacted practices to any great extent in the conduct of safety committee meetings and general approaches to OHS management on board.

Conclusion

Health and safety management is an important aspect of workplace practices. Giving workers the opportunity to influence such management is an accepted practice provided for in laws and policies that support their participation. This area is underdeveloped for seafarers. Recent research shows that although the MLC has mandatory provisions for seafarers' participation, their implementation and practice on board are limited and might account for a skewed focus on safety over health. This is an important area to examine as there is growing concern for OHS at sea. The study reveals an absence of structured programmes to address health in the magnitude that safety is addressed and at a level that takes psychosocial illnesses into consideration. In this respect, the industry might wish to seriously consider implementing more appropriate provisions for seafarers to effectively participate, as this mechanism has the potential to benefit workers and employers.

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Regional Training Course for Auditors in Busan, Korea

Damrongkiat Kiatopas (Thailand, 2011)

I graduated from the World Maritime University in 2011 as a Sasakawa Fellow and am currently working as the Harbour Master in the Marine Department of Thailand, under the Ministry of Transport. I and my senior ship surveyor colleague had the privilege to participate in the Regional training course for auditors under the IMO Member State Audit Scheme (IMSAS), which was held in Busan, the Republic of Korea, from October 29 - November 2, 2018. The regional training course was kindly hosted by the Korean Maritime Administration for candidates from 20 countries in Asia, Australia and New Zealand. The training course was designed for personnel from maritime administrations who will be tasked with preparing for the implementation of IMSAS by conducting internal audits and who may be made available to the International Maritime Organization for audits of Member States under the Scheme.

IMSAS was adopted by the IMO Assembly in January 1, 2016, with the aim of determining the extent to which all Member States give full and complete effect to their obligations and responsibilities and to help promote consistent and effective implementation of IMO instruments by assessing how well Member States implement and enforce applicable IMO Conventions and instruments. The mandatory IMO instruments included in the scope of the Scheme cover safety of life at sea (SOLAS), prevention of pollution from ships (MARPOL), standards of training, certification and watchkeeping for seafarers (STCW), Load lines (LL), tonnage measurement of ships (Tonnage) and regulations for preventing collisions at sea (COLREG).

The key objective of the training course was to develop Member States' audit capacity and capability in the context of the IMO Member States Audit Scheme, with a view to further enhancing the global and uniform implementation of applicable IMO instruments, and to provide them with valuable feedback and advice on their existing performance. Also, it was to effectively train

Mr. Matsushima (Japan, 2016)(left) and the author

personnel undertaking the IMO Member State Audit based on documentation developed by IMO and to provide them with up-to-date information to underpin their knowledge on the principles for auditing Flag, Coastal as well as Port State functions of State maritime administrations, in order to establish a level of compliance with the requirements of IMO instruments. Furthermore, the training course addressed the needs of internal and external auditors having the responsibility for assessing the effectiveness of the implementation of IMO instruments in their respective countries.

The training course programme spanned five days, covering various aspects with regard to auditing, including Framework and Procedures for the audit, IMO Instruments Implementation Code (III Code), Non-exhaustive list of obligations under instruments relevant to the III Code, IMSAS Auditor's Manual, Audit Findings and corrective action plans as well as Audit reports. At the final stage during the training course, mock audits were conducted by dividing all participants into three teams, and all teams played both roles as the Auditor and Auditee. All participants greatly benefitted from the mock audits, as they provided actual experience for participants to use their knowledge and techniques gained during the training course.

To ensure that IMSAS was supported by adequate numbers of qualified auditors, particularly with the required language skills and from a broader range of Member States, all Member States were invited by the IMO secretariat to nominate suitably qualified individuals, especially those who have been trained through this Regional training course as IMSAS auditors. In this regard, Member States were to ensure that the backgrounds of the nominees were in line with the qualifications and criteria set out by IMO, particularly with regard to proficiency in at least one of the six official IMO languages, knowledge of international conventions, functions of a maritime administration and previous auditing skills and experience.

It was reasonably expecting that the audit scheme would bring numerous benefits, such as identifying where capacity-building activities - for example, the provision of technical assistance by IMO to Member States - would provide the greatest outcomes. Member States themselves would also receive helpful feedback from auditors, intended to assist them in developing and improving their capability to put applicable instruments into practice. Also, common lessons learnt from audits would be provided to all Member States so that the benefits could be broadly shared among themselves. Moreover, the results of the audits could be systematically fed back into the regulatory process, enabling IMO to make assessable improvements in the effectiveness of the international regulatory framework for international shipping.

Finally, I was very proud to be part of the IMSAS course in Busan, as part of the Thailand delegation. It gave me a precious opportunity to meet many skillful maritime administrations around Asia, Australia and New Zealand and exchange many views, experiences and knowledge with others, strengthening our bonds and friendships. I really hope that this relationship will contribute to the success of IMO's audit scheme in the near future.

Your Commitments Invigorate our Network

To maintain and develop our Sasakawa Fellows Network, it is essential for us to know details of the movement of our members. This newsletter and the directory are important tools in this process. The following are some suggestions on how you as individuals can invigorate and enrich these tools.

We encourage your active, voluntary contributions to this newsletter. Page 8 in particular is a page open to everyone. Please feel free to share news of happy occasions such as births, weddings, promotions, or interactions with fellows during visits to other countries, reunions, or any other occasion. Of course, contributions of articles on various topics are always welcome.

1. We believe that the directory, which is renewed every few years, is being delivered to you. To ensure delivery of this newsletter in the future, please be sure to inform us as soon as possible of any changes such as a transfer, career change, or change of address.
2. At every editorial meeting, we have passionate discussions about what kind of articles to include in our newsletter to make it enjoyable reading for all of you. If there is any topic on which you would like to exchange information with your colleagues in other countries, please feel free to let us know.

Introducing Our New Secretariat Staff Member

Takeshi Mizunari
Research Fellow
Ocean Education Division,
SPF/OPRI

Hello, everyone. How do you do? My name is Takeshi, and I joined the Ocean Education Division in April this year. Since taking up my new position, I have been extremely busy with various tasks. I worked on "The Selection Board Meeting for WMU Sasakawa Fellowship 2019" and "Japan Field Study Trip 2019". Somehow I managed to complete both tasks safely. Although these major events are now over, my next tasks are piling up, and I realize that until I get used to my work, the challenges that face me will continue for the foreseeable future.

My connection with maritime affairs began when I entered the Japan Coast Guard Academy in 1995. The Academy trains executive personnel of the Japan Coast Guard. On patrol vessels, a relatively small crew is tasked with practical operations such as search and rescue, and guarding TWs and EEZ, in addition to regular navigation activities.

In 1999, I set off for Hokkaido (the northernmost island of Japan) to take up my new post as a 3rd grade navigation officer. Immediately after, a number of maritime incidents occurred. Many large cargo vessels became trapped in drift ice. The patrol vessel I was working on (an icebreaker) was involved in evacuation operations to escort these vessels to safer waters and subsequently received a commendation.

Later, when I was a 1st grade navigation officer, I worked on a patrol vessel and claimed for repairing, and I also coordinated operations with our office on land. After I transferred to land duty, I was involved in following up on international rules relating to wireless and information communications and the search for new technologies.

In 2013, I resigned from the Japan Coast Guard (my last rank was LCDR), and in 2014, I joined the Japan Association of Marine Safety, a private organization for the prevention of maritime disasters. There I was in charge of investigation and research concerning prevention of ocean pollution from vessels, and I also was part of the IMO Marine Environment Protection Committee and the Sub-Committee on Pollution Prevention and Response, as one of the Japanese delegation, compiling Environmental Sensitivity Index (ESI) maps for National Petroleum Stockpiling Bases in Japan.

In April 2019, I took up my current position. During that month, I read all the scholarship applications (I'm sure you've all had to submit them before) and participated in the Selection Board Meeting mentioned above. We plan to introduce the new Fellows in Newsletter No. 69. In May, I participated in the Japan Field Study Trip together with 29 Fellows and Professor Laura, Ms. Susanna, and our guide Miyo-san. This time we toured Tokyo, Yokosuka, Okayama, Kobe and Osaka. We'll tell you about the Field Study Trip in the next Newsletter.

My introduction has been somewhat long but I would like to say that I am proud to be with Fellows who are presently studying, and all other Fellows moving forward in their careers as marine professionals after graduating.

I am looking forward to working for all of you. Thank you very much!

Editor's note

After graduating WMU in 2016, I transferred to the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) temporarily and worked on IMO issues. Participating in IMO sessions was a totally new experience and a challenge, because I was just an ordinary seafarer who had nothing to do with policy-making. However, contrary to my concerns, I had a good start at IMO, as I was not alone there. There were many WMU alumni, including Sasakawa Fellows. One of the most memorable moments was when I joined the HTW Sub-Committee for the first time, and my classmate Mr. Henry Mwasaru, a Sasakawa Fellow from Kenya, was sitting right next to me! In the plenary room of IMO headquarters, delegations of member states are assigned their seats in alphabetical order, so after Japan came Kenya. This situation helped me relax and was a wonderful beginning for my work at IMO. I will always treasure my days at WMU and bonding with Sasakawa Fellows. Therefore, it is my pleasure to be a member of the Editorial Group of the newsletter "Friends of WMU Japan" and contribute to the development of the Sasakawa Fellows' network. Your articles and update letters are always welcome. Kindly contact me if you have anything you'd like to put in the newsletter. Finally, on behalf of the editorial group, I would like to express my deep gratitude to the all contributors of this newsletter, number 67.

Koki Matsushima

Supported by THE NIPPON FOUNDATION

This newsletter is published under a grant from The Nippon Foundation
to promote communication among the Sasakawa Fellows of WMU (World Maritime University)
and edited by the Sasakawa Peace Foundation in cooperation with Dr. Yoshiaki Kunieda
Mr. Koki Matsushima, Mr. Sadaharu Koga, Mr. Eisuke Kudo and Ms. Sue Jackson.

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