WMU Sasakawa Fellows' Network Meeting in the Asian Region

February 13-17, 2007
The Imperial Queen's Park Hotel
Bangkok, Thailand

Hosted and Organized by "Friends of WMU, Japan" Secretariat
in Cooperation with The Nippon Foundation and Thai Sasakawa Fellows

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WMU SASAKAWA FELLOWS' NETWORK MEETING IN THE ASIAN REGION

RESOLUTION

We, the participants of the WMU Sasakawa Fellows' Network Meeting in the Asian Region held in Bangkok, Thailand from 13 to 17 February 2007:

RECOGNIZING the need to further pursue the creation of the WMU Sasakawa Fellows' Network in the Asian Region for the purpose of establishing and maintaining a constant link among country networks and Fellows for mutual cooperation and the exchange of information; and

CONSIDERING the availability of resources and the maximum utilization of current information and communication technologies and tools;

Do hereby **ADOPT** an ACTION PLAN to fulfill the objectives of the WMU Sasakawa Fellows' Network and its future expansion, as follows:

* Enhancement of the Friends of WMU, Japan website to provide a more effective means of communication among fellows and for the promotion of the Sasakawa Network to the maritime sector;
* Regular updating of the Fellows' List to ensure maximum utilization and benefits;
* Improvement of the Newsletter of the Friends of WMU, Japan for wider distribution as a tool for promotion of the Sasakawa Fellows' Network.
* Continuous efforts towards professional growth through the exchange of information related to the maritime policies or affairs of each country; and
* Expansion of the Sasakawa Fellows' Network through the sustained future activities of each country network as well as regional cooperation;

and **RESOLVE** to cooperate actively in the implementation of this Action Plan within the Asian Region.

Mr. Sasakawa, chairman of The Nippon Foundation, showed up to encourage the participants during the meeting.

Meeting joined by Mr. Sasakawa

Prior discussion for the network workshop

Presentation by Dr. Chula Sukmanop

A Conference scene

Field study tour to Laem Chabang Port

Greetings from Mr. Prakorb Prachonpachanuk, Deputy Managing Director of Laem Chanbang Port

Presentation by Ms. Siriporn Chonwanit, Chief of Foreign Affairs Unit of Laem Chanbang Port

Tower in Laem Chabang Port

Scenery from the top of tower

At the top of tower in Laem Chabang Port

OPRF
Ocean Policy Research Foundation

Scenery from the restaurant

Lunch at Pakarang Restaurant near the beach in Laem Chabang

Kerry Siam Seaport

Young Couple on the bus

Street market in Bangkok

Welcome Reception

Reunion of Sasakawa Fellows

The united ladies

Singing the WMU school song

Thai Sasakawa Fellows who worked hard for holding the meeting

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OPRF

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- Opening Remarks by Mr. Eisuke Kudo
- Welcome Speech by Mr. Supakorn Pattarawichean
- Activities of Friends of WMU, Japan by Mr. Eisuke Kudo
- Latest News from WMU by Ms. Susan Jackson

2. Network Workshop
(Presentations and discussions about the session's topics from each country)
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- Recent Sasakawa Fellows' Activities in Asian Countries (Session 1)
- Mutual Communication via the Internet (Session 2)
- How to Update and Administrate the Sasakawa Fellow's List and the Use of the Directory (Session 3)
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3. Farewell Reception

February 17, 2007 / Saturday

1. Preparation for the Discussion Report
- Writing up the report presented and discussed in each session

2. Closing Session
- Closing Remarks by Mr. Eisuke Kudo

OPRF
Ocean Policy Research Foundation

Opening Session

I.   **Opening Remarks**

Eisuke Kudo, Executive Director, Ocean Policy Research Foundation

II.   **Welcome Specch**

Supakorn Pattarawichean, Thailand 2001

III.   **Activities of "Friends of WMU, Japan"**

Eisuke Kudo, Executive Director, Ocean Policy Research Foundation

IV.   **Latest News from World Maritime University**

Susan Jackson, Associate Registrar, World Maritime University

Opening Remarks

Eisuke Kudo,
Executive Director, Ocean Policy Research Foundation

Ladies and gentlemen, dear Sasakawa Fellows, it is a great pleasure for me to share with you the joy of holding this network meeting today. First, I would like to express my warmest gratitude to Mr. Supakorn and the other Thai fellows, without whose cooperation the meeting this time would not have been realized.

Dear Sasakawa Fellows, please accept my sincere appreciation for taking time out of your busy schedule to visit Bangkok. In this connection, my gratitude also goes to the organizations to which you belong for allowing you to join this meeting.

It is an added pleasure for us to have Ms. Susan Jackson with us this time. Susan, thank you for coming.

Now that you have been well informed of the goal of this meeting, and that I will give a presentation soon after this, I will make my opening remarks as brief as possible.

In October 2006 we sent to you a questionnaire requesting your opinions on a network meeting. Accordingly, we selected participants from those who responded to our requests in a positive manner. To achieve a well-balanced selection, we took into account areas, years of graduation, places of employment and gender.

Since the WMU Sasakawa Fellowship Program started some twenty years ago, Mr. Yohei Sasakawa has continually said that "aftercare," or follow-up activity for Sasakawa Fellows, is very important. This constitutes an essential part of the fellowship program. He hopes the Sasakawa Fellows who came to share common values through studying together at WMU will stay in contact with each other after graduation, in the spirit of fraternity and as members of the international maritime community.

In 2001 the number of graduates exceeded 150, and the "WMU Sasakawa Fellows Forum" was held in Tokyo. The participants in that forum agreed to commit to network development under their own initiatives.

It may happen that the Sasakawa Fellows who graduated from WMU in recent years are not well informed about the agreement, but we hope that all Sasakawa Fellows who have received the Certificate of Membership in Friends of WMU, Japan will carry on the admirable communal spirit of the agreement.

Our network activities are intended not only to maintain good relations between your countries and Japan but also to create a kind of horizontal relationship or horizontal network in which, for example, the Philippine fellows and Chinese fellows interact with each other, or Vietnamese fellows and Indonesian fellows exchange maritime information. Mr. Sasakawa and the secretariat would like to support such network activities in order to strengthen the friendship and cooperation among Sasakawa Fellows.

Furthermore, Sasakawa Fellows Network activities, we believe, should be open to non-Sasakawa WMU graduates in the long run, as well as to local maritime communities in the member countries.

The ultimate goal of the Sasakawa Fellows' Network activities should be to make the current network function better as a means to keep close contact with each other without support from the Secretariat. To that end, we, the Secretariat, will provide effective support by making the best use of our limited budget.

In closing, I hope you will bring back that same cozy atmosphere you enjoyed during the time at Malmö, and that you'll feel free to voice your opinions about measures to further develop our network.

Welcome Speech

Supakorn Pattarawichean
(Thailand 2001)

Distinguished Delegates from the Ocean Policy Research Foundation,
Delegate from World Maritime University,
WMU Sasakawa Fellows in the Asian Region,
Participants,
Ladies and Gentlemen:

On behalf of the Thai Sasakawa Fellows, I would like to welcome you all to Bangkok and this WMU Sasakawa Fellows' Network Meeting in the Asian Region. It is my pleasure and honor to preside over this opening ceremony and give the opening remarks here today. This seminar is the collaboration between OPRF and WMU Sasakawa Fellows in the Asian Region. Therefore, I will take this opportunity to express my sincere gratitude to OPRF and participants from WMU Sasakawa Fellows in the Asian Region to attend this seminar in Bangkok.

In this seminar we hope to have a fruitful discussion that will generate the practical guidelines to be established, and to implement this value chain for the WMU Sasakawa Fellows' Network throughout the Asian Region, which is in reality under the patronage of OPRF. Furthermore, we will have a great session for the exchange of knowledge and experiential information relevant to maritime activities among Asian countries and Japan.

Meanwhile, this is a fantastic opportunity for us to reunite and create a solid, exponential collaboration between WMU Sasakawa Fellows in the Asian Region and OPRF. We hope this initiative meeting will give rise to future cooperation in the information and knowledge-based transfer relevant to maritime affairs, as well as more efficient means of connecting with each other.

Ultimately, I am confident that this seminar will be successful and effective in launching the WMU Sasakawa Fellows' Network not only in ASEAN countries but also in other parts of the world by means of OPRF, which will serve as the center point, and that the WMU Sasakawa Fellows countries will forge the links needed to contact each other independently. Moreover, this forum will serve as an opportunity to share the experience from distinguished participants in a variety of fields for this extraordinary meeting.

Thank you very much for your attention.

Activities of "Friends of WMU, Japan"

Eisuke Kudo,
Executive Director, Ocean Policy Research Foundation
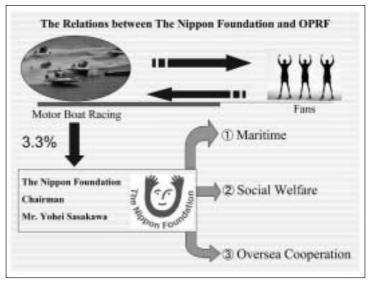
I would like to introduce to you the activities made by the secretariat of Friends of WMU, Japan over the last five years.

1. The Nippon Foundation and Ocean Policy Research Foundation

1.1 NF and OPRF

First, let me explain to you again the relationship between The Nippon Foundation and OPRF or SOF, although I am sure most of you know it well. In Japan, private gambling is banned except for state-controlled gambling.

Horse racing, motorboat racing and bike racing are legalized as public gambling under the condition that part of the profit should be used for public welfare purposes. A portion of the profits from motorboat racing is entrusted to The Nippon Foundation. The profit is distributed by The Nippon Foundation to many organizations engaged in non-profit activities related to maritime affairs.

1.2 Activities of OPRF

OPRF also receives financial support from The Nippon Foundation and engages in research and development activities to support shipbuilding and other maritime industries, support maritime technology development and promote human exchanges in the area of maritime affairs. Let me introduce some examples of our recent activities:

(1) Research projects related to ocean issues and maritime affairs
   a) Research on the Northern Sea Route (Figure)
   We have for the past 15 years been researching the viability of the Northern Sea Route. When you travel by ship from Asia to Europe, if you go through the Northern Sea Route the distance you must cover will be reduced to half the distance covered by the Suez Canal Route.
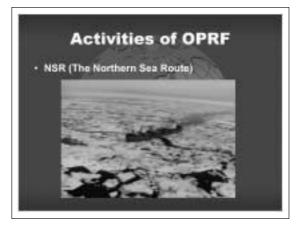
b) Ocean Policy Researches

With the motto of coexistence of humans with oceans, we started working as a think-tank. As one of the fruits, we submitted to the IMO a research report on the issue of gas emissions from ships.

(2) Gathering and dispatching of maritime information

We are holding many seminars, symposia and lecture meetings on ocean-related issues and maritime affairs, and in addition we publish books and reports.

(3) Invitation of foreign experts

Furthermore, with interest from funds donated by The Nippon Foundation, we assume the sponsorship of expert meetings between Japanese and foreign maritime experts. Recently, we have had various opportunities to meet WMU graduates invited to such gatherings.

(4) R&D granted by OPRF

We, OPRF, conduct research on ship and ocean-related technology by ourselves. On the other hand, we subsidize technology development to a number of companies as well.

(5) Human resources development

Today, WMU Sasakawa Fellowship Program is part of our foundation's efforts of human resources development. Each year OPRF receives special funding from The Nippon Foundation, and we serve as a scholarship donor.

Please be aware that The Nippon Foundation has to date created a unique, non-governmental scheme dependent on profits from motorboat racing, and has made great contributions to the international maritime community through the use of that scheme.
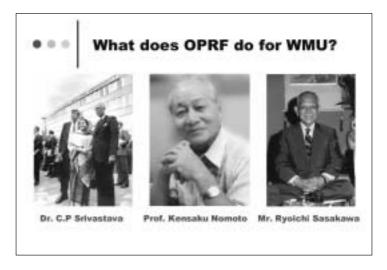
2. History of WMU Sasakawa Fellowship

2.1 Early history

The late Mr. Ryoichi Sasakawa, founder of The Nippon Foundation and august father of Mr. Yohei Sasakawa, called human resource development the foundation of nation building. In accordance with his idea, The Nippon Foundation provides support to promising youths so that they can improve their own

capabilities. The Young Leader Fellowship Fund is an example of that effort. Please look at the program brochure later. As you know, WMU was established in 1983 following a proposal by Dr. Srivastava, who was then the secretary general of the IMO. In those days I served as a diplomat at the Japanese Embassy in London. One day I was invited by Dr. Srivastava to his office. He asked for my opinions about financial support from Japan and the invitation of the late Dr. Nomoto to WMU. As for financial

support, the late Mr. Ryoichi Sasakawa decided to meet IMO SG's request for assistance. The Nippon Foundation began its scholarship support for the WMU in 1987. First, The Nippon Foundation entrusted WMU with the sum of one million dollars. Accordingly, the WMU would give scholarships to seven to ten students every year by taking necessary sum of money out of the donation.

2.2 Request for continuation of assistance

Until 1993, the money donated by The Nippon Foundation had been reduced. At that time I was in charge of IMO matters at the Ministry of Transport, since I had returned to Japan. I received a request from the IMO SG Mr. O'Neil for the continued support of The Nippon Foundation. I met Mr. Yohei Sasakawa and informed him of the activities of WMU graduates in their own countries. At the same time I drew attention to the fact that the donated money would be used up and there would be no Japanese-funded students at WMU in one to two years' time. Mr. Yohei Sasakawa immediately promised the support needed to provide scholarships to as many as ten newcomers each year. When I was about to leave, Mr. Sasakawa added to say that if the Japanese maritime industrial circles also support WMU he will increase the number of scholarship students to twenty.

From that time onward, Japanese shipbuilders and maritime associations began to provide scholarships to WMU students. They are Nippon Kaiji Kyokai or Class NK; Namura Shipbuilding Co., Ltd.; Oshima Shipbuilding Co., Ltd.; the Japanese Shipowners' Association; the Shipbuilders' Association of Japan, and Nippon Kaiji Kentei Kyokai or NKKK.

Thanks to their cooperation, the number of scholarship students has increased from ten to its current level of twenty-five.

2.3 How was the title "Sasakawa Fellow" coined?

In the period 1993-1998 there were The Nippon Foundation-funded fellows and other scholarship
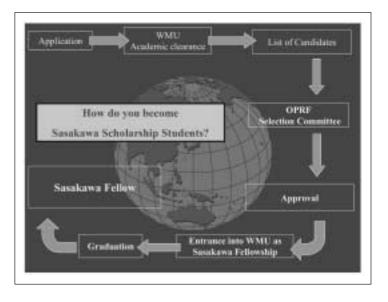
students supported by the Japanese shipyards and associations I have just mentioned. For example, Namura shipyard-funded students called themselves "Namura Fellows". In those days it wasn't OPRF but Sasakawa Peace Foundation, one of our group foundations, that served as secretariat of WMU Sasakawa Fellowship Program. Therefore, The Nippon Foundation-funded scholarship students called themselves "Sasakawa Fellows" for identification purposes. This is the origin of "Sasakawa Fellows." Friends of WMU, Japan encompasses all Japanese-funded scholarship students as "Sasakawa Fellows," including the graduates, by the different Japanese donors I have mentioned here.

3. To Be a Sasakawa Fellow

3.1 Selection process

Next I will introduce to you the process of selecting Sasakawa Fellows. In October and February the Academic Registrar of WMU sends us a list of Sasakawa Fellowship candidates who have passed WMU's Academic Clearance. OPRF selects twenty-five scholarship recipients out of a total of some sixty candidates. The OPRF's Selection Committee members look carefully at personal information of candidates provided by WMU, and selects scholarships. The biographical data and recommendation document submitted by the organization to which a candidate belongs is therefore very important, because no other information is available to us.
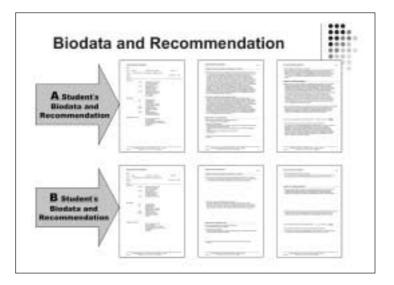
3.2 Recommendation document

Please look at the recommendation document. Page one is the candidate's biographical data. Pages two and three are statements that the candidate's nominating authority should write to describe the reasons they want to send the candidate to WMU and the areas in which the candidate will work after graduation. Please take a look at these two examples of recommendation documents, "Candidate A" and "Candidate B." If you were a Selection Committee member, and knowing this is the only information you could obtain, which documents would you be tempted to select? I think this is obvious that you would choose "candidate A,"

wouldn't you? I fully understand the length of the sentence is not what I would really like to point out here, but what's written is what matters. However, I'd like you to advise your junior fellows to ask their bosses to write the statements very carefully. You can find the necessary information on application procedures at the websites of WMU and Friends of WMU, Japan.

3.3 Importance of communication
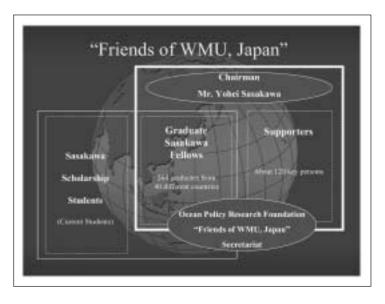
In the selection process, several candidates sometimes happen to be on par with each other in terms of academic performance, but scholarships cannot be given to all of them. In such a case the members of the Selection Committee are inclined to choose scholarship recipients from countries where graduate Sasakawa Fellows consistently maintain contact with us. I, as a member of the Selection Committee, often ask the other members to agree to vote in favor of a candidate whose countrymen Sasakawa Fellows maintain contact with OPRF and send letters to Mr. Sasakawa.

4. Friends of WMU, Japan

Let's move on to the main topic of my presentation, Friends of WMU, Japan.

4.1 History

First, I'll tell you how Friends of WMU, Japan was created. Since the start of the WMU Sasakawa Fellowship Program, Mr. Yohei Sasakawa has consistently emphasized the importance of follow-up activities for graduate Sasakawa Fellows. In 1994, Friends of WMU, Japan was created in accordance with Mr. Sasakawa's idea that Sasakawa Fellows should maintain the "universal perspective" they acquired at WMU, and that they should have as many opportunities as possible to candidly discuss various topics. Friends of WMU, Japan is basically an alumni
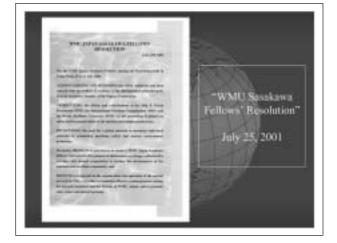
organization of graduate Sasakawa Fellows. However, supporters of the WMU Sasakawa Fellowship Program are registered as members. Most of the supporters are from the Japanese maritime circles. Additionally, host families in Malmö, ex-WMU professors and lecturers, non Japanese-funded WMU graduates who want to obtain their membership are welcomed. Current students receiving Sasakawa scholarships will become members after receiving membership certificates of Friends of WMU, Japan the day before the WMU graduation ceremony is held, which occurs each October.

4.2 Extension of activity

In 2001 the number of graduate members reached 160, which is about half the number of the current graduate members. Under the initiative of Mr. Sasakawa, the Tokyo Forum was held with the attendance of graduate members and all then-current students. Among the participants in the Tokyo Forum, I see

many participants who are present here today as well. The participants in the Forum unanimously agreed that efforts should be made to expand alumni networks in individual member countries. Look at the text of the Declaration adopted at that time, which you can find in your folder. On that occasion, the Secretariat of Friends of WMU, Japan was moved to the office of OPRF and initiated preparations to provide better support to graduate members. This is a brief history of Friends of WMU, Japan and its background information.
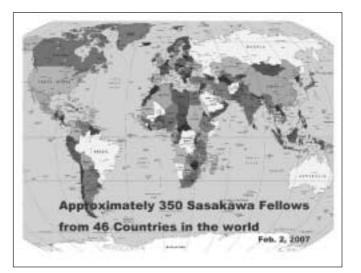
5. Current Activities and Topics of Discussion

5.1 Creation of local networks

In each of your countries there may be many WMU graduates. The total number of WMU graduates so far is 2,300, isn't it? The number of Sasakawa Fellows is some 350, or 13 percent of the total. In Asia this percentage may be much higher, at 45 to 50 percent. In some countries it is necessary to obtain government permission to create a chapter. It may be possible to create a chapter open to all WMU graduates. However, the creation of such an organization should be considered and undertaken by WMU itself. Therefore, our mission should be confined to developing the Sasakawa Fellows' Network.

5.2 National chapters

Currently, the Filipino Chapter is the only national chapter having its own charter. I hear that Indonesian Fellows in Surabaya and Japanese Fellows have also created their own chapters. In Vietnam all WMU graduates, including Sasakawa Fellows, have jointly drafted the charter of their national chapter, but it has not yet been inaugurated. I hear also that in Jakarta there is an alumni organization of all Indonesian WMU graduates. Reports have reached us from Pakistani and African Sasakawa Fellows

saying they intend to create national chapters.

Taking into consideration the specific circumstances surrounding Sasakawa Fellows in individual countries, it is my belief that you should not attempt too much in haste. You should first set up a reliable system of contacts among your members. For this purpose the directories and address books should always be updated. So, I put the updating of information on the agenda as one of the main topics.

5.3 Overview of activities of Friends of WMU, Japan over the past five years

The activities of Friends of WMU, Japan since the Tokyo Forum in 2001 are listed in this document.

July	2002	The home page was started.
October	2002	The newsletter was initiated. So far 17 issues have been issued.
October	2002	The Filipino Chapter was established. Mr. Sasakawa attended the founding ceremony.
November	2003	An OPRF-sponsored "Expert Meeting on Ship Safety in Southeast Asia" was held in Singapore. Two Sasakawa Fellows were invited each from Indonesia, Thailand, the Philippines and Vietnam.
December	2003	A "Workshop on Seafarers' Training and Education" was held at VIMARU with the attendance of Vietnamese WMU graduates.
July	2004	The Surabaya Sub-Chapter was established.
November	2004	The Sasakawa Fellows Alumni Meeting was held at Shanghai Maritime University. Some thirty Chinese Sasakawa Fellows attended the meeting and gave presentations on maritime issues. Mr. Sasakawa gave a lecture to the Fellows and people from Chinese maritime circles. He received an honorary professorship from the university.
January	2005	The Japanese Chapter was established.
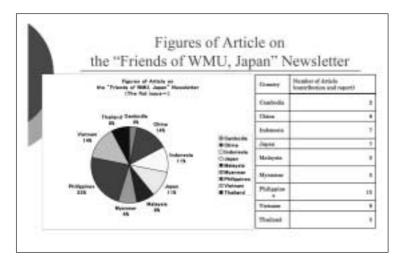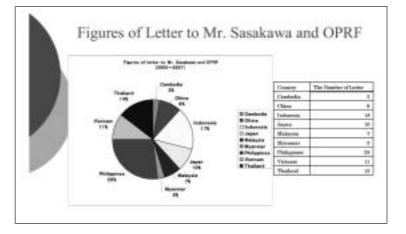
June   2005   Mr. Sasakawa gave a lecture at IMO on sustainable maritime activities to the council members of IMO at the request of the IMO secretariat. Sasakawa Fellows stationed at the embassies of China and Indonesia, as well as Sasakawa Fellows working at IMO, listened to the lecture.

April   2006   Mr. Sasakawa was invited to the Fiftieth Anniversary Ceremony of VIMARU, representing a foreign guest of honor out of many countries. Vietnamese Sasakawa Fellows gathered to welcome him.

October   2006   Mr. Sasakawa gave a lecture at the annual meeting of IAMU held at Dalian University. Mr. Sasakawa is an honorary chair of IAMU. Seven Sasakawa Fellows came from Dalian, Beijing, and Shanghai to welcome him.

As for the year 2007, Mr. Sasakawa has already visited Malmö in January as well as the Philippines and Sri Lanka in January, and had a meeting with Sasakawa Fellows of those countries. Over the past five years he has met with Sasakawa Fellows in Malaysia, Myanmar, Bangladesh, Tanzania, etc. As you know, such meetings have been reported in the newsletter without fail. For your reference, the figure on the right below shows the number of letters to Mr. Yohei Sasakawa and OPRF categorized by country, and the figure on the left below is the number of contributions to the Friends of WMU, Japan newsletter categorized by country.
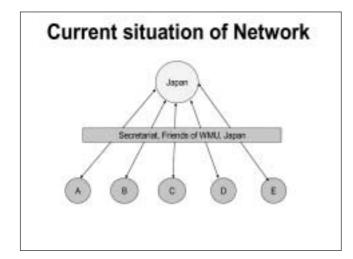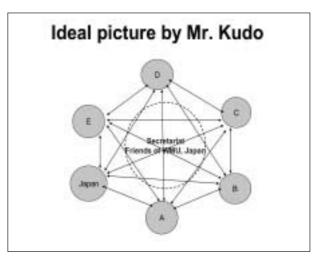
5.4 Promotion of exchange among Sasakawa Fellows

These are major exchanges among Sasakawa Fellows in the past five years, spotlighting Mr. Sasakawa's visits abroad. The original aim of Sasakawa Fellows' Network is to help promote voluntary exchanges among Sasakawa Fellows. In recent years there have been increasing opportunities for Sasakawa Fellows to meet each other at international conferences, in addition to the IMO meetings. Regarding international conferences held in Asia, there are held many conferences such as the Tokyo MOU, NOWPAP, ASEAN, PEMSEA, as well as expert meetings on piracy and maritime security. When Sasakawa Fellows participate in international conferences held in Tokyo, we are always trying to meet them, receiving information from them or other members of their countries. Today many WMU graduates participate in these programs. If you access and check the Fellows' pages on our website and get information of Sasakawa Fellows in other member countries, you will look forward more than ever to participating in international conferences and meetings, because you'll be sure to meet your friends there.

6. Closing

Over the past five years, the Friends of WMU, Japan secretariat has stayed focused on developing the relationship between Japan and Sasakawa Fellows from countries, as shown in the figure on the left below. I suppose this tendency will last for a while, but my ideal Sasakawa network is as the figure shown on the right below. That is, each country/fellow ties and communicates with other countries/fellows equally by themselves, and the "Friends of WMU, Japan" secretariat is here to support them when necessary. I hope that in the future each fellow will communicate with others from various countries, irrespective of national boundaries.

I hope that in each session you will freely and vigorously discuss ways to strengthen our alliances through our activities.

Thank you for your attention.

Latest News from World Maritime University

Susan Jackson
Associate Registrar, World Maritime University

The World Maritime University: Continuing Success, Continuing Challenges

A university is organic: like any other living thing, it constantly changes, develops and takes on new ideas and new appearances. Change ceases only when life ceases, but fortunately, universities are long-lived creatures, with many leading institutions approaching their 1000th birthday.

WMU changes constantly in response to emerging trends and opportunities in the international educational and industry environment in which it operates. However, the main characteristics, principles, ambitions and priorities stay the same, and now, at the age of 23, the University is visibly flowering into adulthood.

In many ways, 2006 was a banner year for the University. WMU's academic output in terms of student enrolment, research, consultancy work and academic publication reached its highest ever level, an achievement that has taken place with the support of an extensive programme of quality assurance covering all the University's activities.

By any performance indicator, WMU must be judged to have had its best-ever year in 2006, breaking many of its own records:

- the highest-ever number of students enrolled: 409 on postgraduate programmes, in Malmö, Shanghai, Dalian and by distance learning; 706 on Professional Development Courses (PDCs) offered in Malmö and at client locations around the world
- more students than ever before graduated, a total of 206
- the portfolio of academic programmes was expanded by the addition of the new Master's programme in maritime law, taught in collaboration with Lund University, and the enrolment of the first students on the new PhD programme in Maritime Administration
- WMU's total annual income exceeded US$ 9 million, for the first time

However, despite these concrete achievements, WMU cannot rest on its laurels. The University is a part of a wider maritime and academic world that is constantly changing, posing new challenges and opportunities. For WMU to be able to face these challenges and exploit these opportunities, the University must be capable of responding to them quickly and effectively.

The academic portfolio

WMU has continued to develop and expand its academic portfolio. The MSc curriculum in Maritime

Affairs taught in Malmö continues to be assessed and improved by the revision of certain subjects, specializations and electives, alongside the addition of new options. The External Examiners (Professor Robert McCalla of Canada and Professor Angela Glasner of the UK) continue to visit twice each year, to ensure that the programme is comparable in quality to any other offered in high-quality universities elsewhere.

The success of WMU's global outreach MSc programmes has continued. The second classes have enrolled on the two new Master of Science programmes taught in China: the MSc in International Transport and Logistics (ITL) delivered in Shanghai, and the MSc in Maritime Safety and Environmental Management (MSEM) delivered in Dalian. The programmes continue to be very successful. Student satisfaction levels, indicated in their evaluation returns, are high. WMU External Examiner, Professor McCalla, made his second visit to Shanghai in August 2006 to follow up his earlier assessment of the programme and its conformity to the standards set in Malmö; again, his report was overwhelmingly positive. WMU External Examiner, Professor Glasner, assessed the Dalian programme in MSEM in April 2006. Again, the report was overwhelmingly positive, noting the quality of programme and its conformity to the standards set in Malmö.

The new maritime law programme at Master's level in collaboration with Lund University in Sweden was launched in 2006. This programme is aimed at Swedish students, and the degree is awarded by Lund University, but WMU expertise has been very important in its design and delivery.

The new PhD in Maritime Administration - which offers students the opportunity to focus on the technical, legal or management aspects of maritime administration - enrolled its first intake of five students, with further enrolments expected in 2007. WMU is offering the first doctoral programme in maritime administration, thus upgrading the academic profile of the field.

The joint PhD programme in International Maritime and Commercial Law with the University of Wales Swansea in the United Kingdom continued successfully. Planning started in 2006 for the establishment of a new joint doctoral programme with Kobe University in Japan. WMU also provided advice to the authorities in India on the creation of the Indian Maritime University.

In October 2006, the distance-learning programme leading to a Postgraduate Diploma in Marine Insurance enrolled its second cohort of 22 students. The programme has been designed and is taught by WMU resident and visiting staff, and is conducted in association with Lloyds' Maritime Academy, which provides administrative and practical resources.

The programme of short-term, non-degree Professional Development Courses (PDCs) has continued to thrive in 2006. PDCs were again delivered at WMU and also at client locations outside Malmö: in Ghana, Iran, Israel, Nigeria, Panama, Sweden, Tanzania and the United Arab Emirates.

Research, Consultancy and Publications
2006 saw the further progress in the University's work in the area of research, consultancy and

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publication. The bi-annual *WMU Journal of Maritime Affairs* continues to thrive, and is now also available on-line through Engenta Connect, one of the largest data bases of academic publications worldwide.

2006 also saw the publication of a number of publications by WMU staff. The first publication resulting from the Baltic Master project appeared: *PSSA in the Baltic Sea: present situation and future possibilities* by Aldo Chircop, Olof Lindén, Malek Pourzanjani, Jens-Uwe Schröder and Steve Raaymakers. The second publication in the series, *International Standard Setting through the IMO* by Jens-Uwe Schröder and Anish Arvind Hebbar will appear early in 2007.

As usual, members of the Faculty continued to publish widely in learned journals and in conference proceedings. Professor Pierre Cariou, Professor Olof Lindén, Assistant Professor Max Mejia, Professor P K Mukherjee, Professor Takeshi Nakazawa and Associate Professor Jens-Uwe Schröder were particularly prolific during 2006.

Student Enrolment and Fellowships
The number of applications for a place on the Malmö MSc in Maritime Affairs programme continued to hold steady at around 3:1, thanks to the increased global visibility of the University. 107 new students (102 on the MSc in Maritime Affairs and 5 on the PhD programme) were enrolled last year, bringing the total full-time student body on the Malmö campus to 198.

In addition, the University enrolled 85 new students on the MSc programmes in China (43 at Shanghai and 42 at Dalian). The University's total full-time student body therefore rose to 368 in 2006, the highest annual figure in the history of WMU. In addition, the University enrolled 41 students on the Postgraduate Diploma programme in Marine Insurance, and 706 students on short-term, non-degree Professional Development Courses. Altogether, the University therefore had a total of 1,115 students in 2006: another significant milestone in the history of WMU.

89 new fellowships for the Malmö MSc programme were given by donors last year. The University is indebted to the Ocean Policy Research Foundation of Japan, our largest fellowship donor. Others include the Government of Norway, the IMO Global Project, the International Transport Workers' Federation, the Government of the Republic of Korea, the Government of the United Kingdom and the European Union's SAFEMED project.

Graduations 2006
On Sunday, 8 October, 112 students from 49 different countries received their postgraduate degrees in Malmö from WMU's Chancellor, Dr Efthimios Mitropoulos, Secretary-General of the International Maritime Organization. The Guest of Honour at the graduation ceremony was Ms Maria Norrfalk, Director General of the Swedish International Development Agency and honorary doctorates were awarded to David Cockcroft, General Secretary of the International Transport Workers' Federation, and to Andrew Sukawaty, Chairman and CEO of INMARSAT Ltd. The awards marked the outstanding global contribution made by both Honorary Doctors of Science, and also the particular support to the

growth and development of WMU made by their organizations.

As in previous years, special prizes were awarded to members of the graduating class. The Chancellor's Medal for Academic Excellence was awarded to Mr Anish Hebbar (Sasakawa Fellow) of the Indian Coast Guard, and the C P Srivastava Award for International Fellowship was presented to Mr Kim Ho of the Maritime Administration Bureau of the Democratic People's Republic of Korea. Mr Paul Wright (Sasakawa Fellow) of the Jamaica Defence Force Coast Guard won the Informa Prize for the best dissertation.

At Graduation, the newly elected officers of the WMU Student Council also took office. Mokrane Fedila of Algeria took over as President, and will also serve as a member of the Board of Governors. He will work alongside his colleagues, Ramon Sevilla Lopez (Sasakawa Fellow) of the Philippines (Vice-President), and Collins Mbah Acho of Cameroon (Secretary).

2006 saw the first graduation ceremonies from the WMU programmes taught in China. On 21 April 2006, the degrees of the 39 students in the inaugural class of the MSc programme in Maritime Safety and Environmental Management were conferred by WMU's Chancellor and Secretary-General of IMO, Mr Efthimios Mitropoulos, at Dalian Maritime University. The Graduation Ceremony was attended by about 300 guests: the graduates, their family members and friends, the next class of students, and representatives from industry and nominating organizations. Also attending the ceremony were Mr Weng Mengyong, Vice-Minister of the Ministry of Communications of China; the Director of IMO's Maritime Safety Division, Mr Koji Sikimizu; the Vice-Mayor of Dalian; the Presidents of WMU and DMU, Dr Karl Laubstein and Professor Wang Zuwen. The Chancellor's Medal for Academic Excellence was awarded to Mr Tang Wei from the China Classification Society. On 5 August 2006, the degrees of the 41 graduates of the inaugural class of the MSc programme in International Transport and Logistics were conferred at Shanghai Maritime University by WMU's President, Dr Karl Laubstein. The Chancellor's Medal for Academic Excellence was awarded to Ms Zhang Shuang, and awards for excellent research papers were made to Ms Li Yizhen and Ms Wang Biyun.

The first students also graduated from the Postgraduate Diploma in Marine Insurance. 18 students, who had followed the programme by distance learning, have been awarded their diplomas.

The road ahead
WMU has its feet firmly set on the path of progress. The University will continue to build on its current successes and strategic priorities. We will continue to diversify the academic programme, to meet the demands of the world outside. Our academic research and publications has expanded considerably, and it is important to us to continue to support this area of activity.

We are very interested in advancing women in the maritime sector: talented people are always in short supply, and the maritime world – just like all other industries – needs to have access to the brightest and the best. Our own female graduates are living proof that many of the brightest and the best are women. We are currently making plans for a high-profile international conference on *Women in Maritime*

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Development, to be held in Malmö from 2 to 4 April 2008.

Certainly the University is well-placed to continue its progress on its chosen path. With WMU's global mandate and links to IMO, with its specialised professional focus, with its programmes emphasising the practical application of knowledge, with external legitimation form other universities, we are confident about the future. However, the most important thing to our success is the continued generous support, both financial and intellectual, from an illustrious range of external organisations – most notably, of course, the Nippon Foundation and the Ship and Ocean Foundation of Japan.

Session 1

- **Discussion Report on Recent Sasakawa Fellows' Activities in Asian Countries (Session 1)**

- **Reports on Fellows' Activities in Each Country**

Discussion Report on Recent Sasakawa Fellows' Activities in Asian Countries (Session1)

Prepared by
Mak Sideth (Cambodia 1998)
Fadjar Santoso (Indonesia 1990)
Vu The Quang (Viet Nam 2000)
Noppadol Angkanupong (Thailand 2000)

1. The activities

Recently the activity of Sasakawa Fellows in the Asian Region has varied from one country to another, yet the purpose of such activities is relatively similar: to gather information among and about Sasakawa Fellows. The simplest example of an activity is just gathering at a sports event, like golf. Another form is a well-organized network of Sasakawa Fellows that has formed an association. In addition, some countries have established regional chapters as a means of communicating among Sasakawa Fellows in their respective countries.

2. The network

The various forms of networking were also raised during the session. The simple network based on the close proximity of workplaces is simpler and easier to manage. Some of the participants also described the difficulties of maintaining the network due to the geographical area, technology difficulties and even personal difficulties. Therefore, it is quite difficult to really make the organization effective. Some have tried to solve the difficulties of the network by establishing a website, yet this effort ultimately isn't running as well as expected due to the maintenance charge and problems in updating the website.

3. The proposal

Even though there are many difficulties in running network activities, support always comes from OPRF, so the organizations need to propose activities and events. OPRF warmly welcomes such proposals, and it is quite reasonable that OPRF will provide limited amounts of funding.

4. The finance

Finance was the most important part of the discussion. Most of the participants have difficulty financing the organization's activities. Some of the organizations have secured financing from individual contributions in limited amounts. Apart from that, some of the organizations have received financial support from OPRF. A good example from one Sasakawa Fellow was to contact other senior Sasakawa Fellows who have budgets that could be used to support such activities. A participant also proposed securing funding through sport tournaments, such as golf tournaments, instead of only holding meetings. Overall, the best way to support network activities is to use a range of different channels and make use of all available options.

5. The focal point

Due to the difficulties of maintaining the present Sasakawa Fellow records, a participant suggested appointing a focal point for each country. The focal-point person is mainly in charge of updating the Sasakawa Fellows in his or her country as well as coordinating the organization. Hopefully, the focal-point person will enhance the effectiveness of the Sasakawa Fellows' organization. Yet, it is reasonable that this person should be assisted by OPRF in their responsibilities such as the communication and administration.

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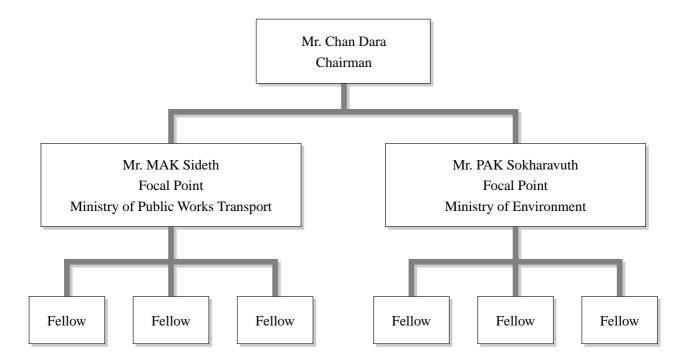
Reports on Fellows' Activities in Each Country

Seven participating countries had been preliminarily asked to write the report regarding the topics we discussed at the Bangkok meeting. The following text is the excerpt from their reports writing about the Sasakawa Fellows' activities in each country.

Cambodia

Telephone and e-mail are used as communication tools among Cambodian Sasakawa Fellows.

The following is the WMU SASAKWA Fellows Network Chart:

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                        Mr. Chan Dara
                          Chairman

       Mr. MAK Sideth                      Mr. PAK Sokharavuth
        Focal Point                            Focal Point
Ministry of Public Works Transport       Ministry of Environment

  Fellow   Fellow   Fellow            Fellow   Fellow   Fellow
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China

On November 2ⁿᵈ and 3ʳᵈ, 2004, Shanghai Maritime University hosted and organized the first Sasakawa Chinese Fellows Forum in Shanghai with the help from Ship and Ocean Foundation and The Nippon Foundation. Respected Yohei Sasakawa, Mr. Masazumi Nagamitsu, and Mr. Eisuke Kudo, along with twenty-four Chinese WMU Sasakawa Fellows, participated.

In China, due to the development of economy, personal computer use is very popular now. Most Sasakawa Fellows are working in universities, government agencies and maritime administration sectors, so there is no difficulty regarding computer use. In the future we hope that everybody will have the ability to freely access the wireless Internet.
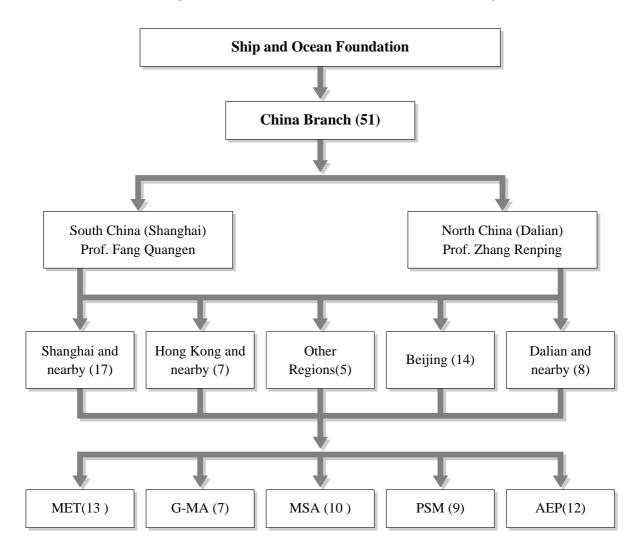
Since China is so vast in terms of land area, it is better to have two coordinators, one in Dalian or Beijing to cover the northern part of China, and one in Shanghai to cover the southern part of China. All

fellows in each country need to hold a fellows' list of their countries in order to get in touch with other fellows and nominate coordinators for their countries. Therefore, we need to update our information regularly and be active in contacting other fellows. The new website of Shanghai Maritime University (SMU) is now under construction. We will consider inserting the Sasakawa Fellows' Directory as part of the university website, which the Sasakawa Fellows can easily access. Besides, it is necessary for us to organize the network meeting annually either national wide or regional wide.

During the period of July 23-25, 2001 in Tokyo, during the WMU Japan Sasakawa Fellows Forum, the China branch of WMU Japan Sasakawa Fellows was formed. Below is the organizational chart:

Indonesia

The Surabaya sub-chapter was enacted in 2004 as a part of Indonesia-WMU Sasakawa Fellows, with a small celebration at Hyatt Regency Hotel, Surabaya. The objective of this chapter is to promote intellectual activities among members in research, education and training, as well as in consultancy fields. When the number of fellows rises, it is realized that the various background, experience and network of each member could be empowered to make benefit to regional maritime community. Thanks to support from OPRF/SOF, several research and education activities have been conducted. The results of our

activities are as follows:

1. Research on IT in Port

Title of paper	:	Implementation of Information Technology in Port
Abstract	:	The paper explain the importance of IT in port operation
Researcher	:	Capt. Fadjar Santoso (WMU 1991)
Publication	:	International Conference on ASEAN Port Logistics, April 2004
Organizer	:	ASEAN Ports Association, Ho Chi Minh City, Vietnam

2. Research on port network

Title of paper	:	The Use of Network Effect in Indonesia Port Corporation III
Abstract	:	The paper explains the implementation of the externalities theory in a network of port. It attempts to look at the effect in Indonesia Port Corporation III, as the company operates more than thirty ports in several islands and regions.
Researcher	:	Mr. Adrian Syahminur (WMU 2002)
Publication	:	The International Conference on Logistics Strategy for Ports (ICLSP), September 2004
Organizer	:	Dalian Maritime University, Dalian, China

3. Research on container trade routing

Title of paper	:	Creating a Synergy Between Semarang Container Terminal and Banjarmasin Port for Export/Import Containers.
Abstract	:	This research is the development of Dalian research, which explains the container trade re-routing between two ports. The new route is designed to reduce cost and time while increasing the synergy by introducing the "single yard" system.
Researcher	:	Capt. Fadjar Santoso, Mr. Adrian Syahminur, Ms. Dothy (WMU 2001)
Publication	:	The International Conference on Transportation Logistics (T-Log), July 2005
Organizer	:	National University of Singapore, Singapore

4. Basic port training

Initiator	:	Mr. Raja Oloan Saut Gurning (WMU 2000) and Mr. Taufik Fajar Nugroho (WMU 2003)
Time	:	August 2006
Participants	:	Employees of local governments all over Indonesia

5. Basic stevedoring training

Initiator	:	Mr. Taufik Fajar Nugroho
Time	:	October 2006
Participant	:	Employee of Stevedoring Companies in Surabaya

6. Consultancy

   In cooperation with Institut Teknologi Sepuluh Nopember Surabaya

Project	:	- Feasibility Study of a Small Port in Central Kalimantan - Facility Design of a Small Port in Central Kalimantan
Consultant	:	Mr. Taufik Fajar Nugroho

7. Member of Arcturus Maritime Association

   Arcturus Maritime Association (AMA) is an association of WMU Graduates in Indonesia. The chapter

in AMA has contributed many ideas to the association in creating alumni activities.

We have a monthly regular member meeting held in different places. The meeting is important for us in order to encourage members in sharing ideas and experience. The meeting is held in a relaxed and cozy atmosphere to take all members out of the work routine. We have a plan to continue basic port training and promote the event to more local governments. The training is important as a means to disseminate port operation knowledge, then the local government could create positive cooperation with port of terminal operator. Another plan is to organize a national seminar to introduce new national and international regulations.

Japan

The Japan Chapter launched in January, 2005 with the establishment of a website of Japanese Sasakawa Fellows. Now there are nine Sasakawa Fellow graduates. Since most fellows are working in closely related authorities of Tokyo, it is easy for us to get together. We hold the year-end or the send-off party, and strengthen our ties. Furthermore, some of us have joined the Japan Field Study in order to introduce Japan to the current students of WMU. The attendance to the maritime seminars is also a good chance to meet other fellows. As the latest big seminar, the "Maritime Security Education & Training Seminar" was held in Tokyo under the joint sponsorship of Ocean Policy Research Foundation (OPRF) and International Association of Maritime University (IAMU). Dr. Karl Laubstein was invited there and had a great speech. We often use e-mail as the most convenient tool to get in touch with fellows. We utilize the Friends of WMU, Japan website to get to know about the latest information such as fellows' activities and WMU.

Malaysia

We would like to inform that the Malaysian chapter of the WMU Sasakawa Fellowship alumni does not have a formal body to represent the Malaysian Fellows. Over the years it has been expressed that such a body should be formed and linked with OPRF. However, it was not possible to do so in the past due to the fact that the WMU Fellows were located in different departments/organizations which were located in different places in the country. The fellows were actively engaged in their jobs and found it difficult to make a concerted effort to establish a body to represent the Malaysian alumni chapter.

For the present the WMU fellows are linked to OPRF through the Friends of WMU, Japan secretariat, and through newsletters and correspondence. Apart from this, the Secretariat also communicates with some of the lead alumni members as and when necessary for some specific reasons i.e. to disseminate information, call for feedback, or in relation to some activity or event that is held in Malaysia.

The members are individually engaged in the different aspects of the maritime field and in their individual capacity they are making contributions to the country. What is lacking at present is that the alumni members are not organized as a cohesive group whereby their linkage with OPRF can be strengthened by means of better communications, sharing of information, contributions to the Friends of WMU, Japan newsletter, etc. There is no central focal point for the secretariat to liaise with the Malaysian

alumni fellows and develop a strong and mutual relationship. It is possible for the alumni to play a more effective role whereby OPRF can assist Malaysia in certain aspects of maritime affairs in terms of technical and research inputs and other aspects as may be necessary. Similarly, the Malaysian chapter members can share their information about developments and issues in Malaysia that are useful or relevant for other alumni members around the world. This would help to build greater awareness and lead to better sharing of knowledge and information among WMU alumni members. All this is possible via the Internet and through e-mail facilities.

Accordingly, a few senior alumni members have had discussions informally and there is a consensus of opinion that a formal organization be set up in Malaysia. With such an organization in place the alumni members can play a more effective role in their relationship with OPRF and the Malaysian government and other NGOs that are strongly interested in maritime matters.

With this in mind we will embark on the following steps to establish the alumni body in Malaysia:
1. Review the Malaysian WMU alumni fellowship details and gather all relevant data updates of Sasakawa fellows in Malaysia.
2. Consult and discuss with the Friends of WMU, Japan secretariat, regarding the formation of the alumni organization in Malaysia and its links with the parent body.
3. Draw up the objectives and plans of the proposed alumni organization in Malaysia in consultation with the alumni fellows.
4. Implement this plan in 2007

We believe this is the way forward for the Malaysian chapter and hopefully all this can be implemented in 2007 with the full participation of the alumni members in Malaysia and support from the Friends of WMU, Japan secretariat and OPRF.
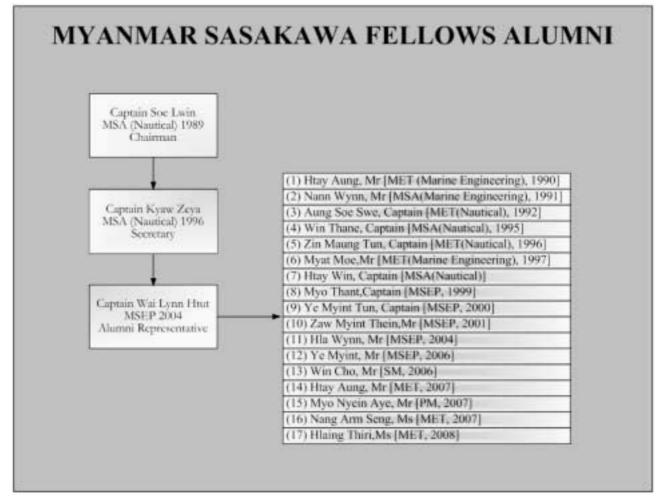
Myanmar
Twenty WMU students (two females and eighteen males) in Myanmar received the Japanese scholarship. The following shows the distribution of major in WMU by the graduated sixteen Sasakawa Fellows.

Maritime Safety Administration (Nautical) -----------4
Maritime Safety Administration (Engineering)-------1
Maritime Education & Training (Nautical) -----------2
Maritime Education & Training (Engineering) -------2
Maritime Safety & Environmental Protection --------6
Shipping Management ----------------------------------1

Myanmar Sasakawa Fellows Alumni

Philippines

Objects of the Association
①　Provide direct and constant link among its members
②　Act as center of information for its members and the members of the international networks of Sasakawa fellows
③　Provide professional/technical assistance to other members
④　Conduct seminars, workshops, forum on relevant matters
⑤　Participate in worthwhile civic, cultural and social activities

Accomplishments
①　Website development
②　Publication of newsletter
③　Observation/study tour conducted

④   Planning workshop held

Meetings Organized/Attended

Association's meeting – 15

Meetings with Mr. Sasakawa – 5

Meetings with SOF/OPRF – 6

Meetings with other organization (JICA, JETRO) – 2

Current situation of personal computer use

①   Website development

②   Input, editing, design and printing of newsletter

③   Communication tool between and among members, the Association and OPRF/SOF

Action plan for the future

①   General meeting of members

②   Election of new officers

③   Workshop planning

④   Updating of the Association's home page

⑤   Re-Activation of the website

⑥   Publication of newsletter

FUNCTIONS OF THE COMMITTEES

1. WAYS AND MEANS COMMITTEE

    a.   Formulate annual plans and programs of the association

    b.   Prepares annual budget plan including sources and allocation of funds

    c.   Propose and implement fund raising projects

2. COMMITTEE ON EXTERNAL AFFAIRS

    d.   Update and maintain the Association's website

    e.   Regular publication/issuance of newsletter

    f.   Prepare annual accomplishment report

    g.   Conduct/facilitate/coordinate special activities such as:

        i.   Observation/study tour

        ii.   Visits of foreign delegation

        iii.   Other social events/activities

3. COMMITTEE ON SPECIAL PROJECTS
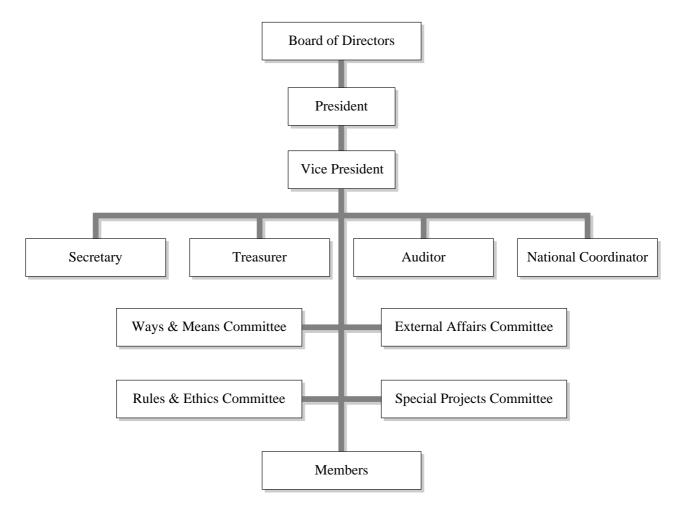
    h.   Formulate/prepare project proposals relative to:

        i.   Continuing education and training of members

        ii.   Development of the maritime industry

    i.   Conduct training needs analysis of the members of the association

    j.   Conducts research and prepares technical journal

4. COMMITTEE ON RULES AND ETHICS

    k.   Formulate rules and policy on membership and election of officers

    l.   Review the propose revision of the association's bylaws, if needed

    m.   Propose implement penalties for inactive members

    n.   Formulate guidelines on the selection of members for scholarship and training

ORGANIZATIONAL STRUCTURE

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                    ┌─────────────────────┐
                    │  Board of Directors │
                    └──────────┬──────────┘
                               │
                        ┌──────┴──────┐
                        │  President  │
                        └──────┬──────┘
                               │
                     ┌─────────┴─────────┐
                     │  Vice President   │
                     └─────────┬─────────┘
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Secretary	Treasurer	Auditor	National Coordinator

Ways & Means Committee	External Affairs Committee

Rules & Ethics Committee	Special Projects Committee

Members

Vietnam

In November 2001, an alumni association was established by Vietnamese WMU Fellows who are twenty-seven in all, including non-Sasakawa Fellows. Officers elected from among the members: the president (1), vice presidents (2, one for Hanoi and Saigon each), secretary general (1) and treasurer (1). In 2002, WMU Sasakawa Fellows had a meeting on June 11 at Hotel Nikko, Hanoi, Vietnam. Moreover, Dr. Tran Dac Suu (WMU 1991/ MET), and Dr. Dang Van Uy (WMU 1992/ MET), on behalf of the Vietnamese, fellows visited the Nippon Foundation on June 24, 2002 in Tokyo, Japan. They came to Japan to attend the launch ceremony of a bulk carrier, which is owned by a Japanese ship owner and will be manned by graduate students from the Vietnam Maritime University. Recently, Mr. Yohei Sasakawa attended the "Grand Celebration of the 50th Anniversary of the Foundation" at Vietnam Maritime University in Hai Phong, Vietnam on April 1, 2006.

Recent Sasakawa Fellows' activities in Vietnam

- Established Vietnamese WMU former Student Association and Vietnamese Sasakawa Fellow Alumni Association
- Established web site
- Organized Vietnamese's Sasakawa fellow annual meeting

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- Organized a forum on crew training in Vietnam
- Attended a forum in Singapore

The average of personal computer use in Vietnam is less than other countries in the region such as Malaysia, Singapore and Thailand because of a budgetary limit in the development of Internet connection within government companies. According to the Vietnam news of as recently as June 2007, Vietnam has the future goal of ensuring Internet use by 20% of the population.

Web site to include all updates related to the Network and active interaction between the Fellows by support and information pooling between the countries of the respective fellows, be it in the country or the industry. For the promotion of the newsletter, it is important for the circulation to be known to other bodies—be it government/NGO, educational bodies, industry, societies, etc.

Scenario 1 – Promotion outside the network

Presently, the existence of the newsletter is only known within the network circle. For the promotion of the newsletter, it is important for the circulation to be known to other bodies, be they government/NGO, educational bodies, industry, societies, etc.

This can be achieved either by marketing or word of mouth among the network group.

Scenario 2 – Promotion within the network

To include schedules, agendas, and happenings within the network group on a regular basis and updated. This can be supplemented with actual literature on the happenings from the source.

To administer 3 levels of updating

Level 1 initial input by Directory Administrator and confirmation of details by Fellows

Level 2 utilizing a username/password system for individual Fellows to update their own records, as and when changes

Level 3 yearly update, in the form of e-mails with attached electronic form, being sent by Directory Administrator to Fellows and received updates to be uploaded onto Directory

For the fulfillment and expansion of the Network Activities, we should maintain and update the Fellows Directory. It is also necessary for us to promote the network meetings/forums at National and International levels. We are sure that we can keep updating information via Newsletter.

Session 2, 3, 4, 5

- **Discussion Report on Mutual Communication via the Internet (Session 2)**

- **Discussion Report on How to Update and Administrate the Sasakawa Fellows' List and the Use of the Directory (Session 3)**

- **Discussion Report on the Friends of WMU, Japan , Newsletter (Session 4)**

- **Discussion Report on the Expansion of WMU Sasakawa Fellows' Network (Session 5)**

Discussion Report on Mutual Communication via the Internet (Session2)

Prepared by
Naoki Saito (Japan 2004)
Wai Lynn Htut (Myanmar 2004)
Sarit Sritip (Thailand 2005)
Nguyen Thi Anh Thu (Vietnam 2006)

Report on current situation of personal computer use in each country and how to use the web site for the purpose of promoting our network

1. Report from each country

- Some countries like Japan, China, Thailand and Malaysia have a very good situation of personal computer use, and Internet access, both general-service and high-speed, are available in homes and offices.

- Some countries like Vietnam, Indonesia, the Philippines and Myanmar have a positive situation regarding personal computer use but a relatively low figure as a percentage of users compared to the population. Although governments do have the policies to urge the use of computers and the Internet, there is a shortage of budget. The Internet access is available only in the city area; a country like Indonesia has numerous islands, and therefore has a difficult situation to connect each island with high-speed Internet. Nevertheless, this group can to some extent access the Internet at various speeds.

- Cambodia has a relatively tough situation in personal computer use and fewer Internet service providers. The general speed is very low, and it is not easy to access the Internet at home due to the high cost of the service.

2. Discussion

- The web site should be able to link with online publications such as Fairplay, Lloyd's List and the WMU library.

- Increase the convenience of access to individual information of Sasakawa Fellows; for instance, the e-mail address as well as other relevant information should be linked through the fellows' photos.

- Establish a web board or a chat room, if possible, to strengthen the concept of two-way communication for academic and social purposes.

- Develop the web site more creatively with the help of a professional web page designer.

- Use the web site to provide technical support by fellows who are experts in various aspects,

including safety, security, port and ship operations, so as to assist users who may need help.

- Establish a <u>reward system</u>, particularly to encourage the fellows or the WMU graduates to present their academic papers/research/recommendations, and possibly extend this reward system to web users.

- Assign a <u>focal person</u> as a coordinator in each group or country to provide the webpage administrator with fellows' up-to-date information and periodic recommendations.

3. Recommendations

- The web site should be linked to non-profit online publications—for instance, from IMO and Class societies—because of budget concerns. It should not be linked directly through WMU library online due to the limitations of service channels.

- Each fellow should be able to update his or her individual information such as a photo

- The web board is more suitable than a chat room because it is cheaper and easier to maintain the service, while it still meets the concept of two-way communication.

- Technical support by fellows who are experts in various aspects should be highlighted as it could strengthen the cooperation among fellows and WMU graduates through the Friends of WMU Japan web site.

- The reward system may not necessarily be financial.

- The assignment of a person as a coordinator in each group or country will probably be a key to success in maintaining the connections among the fellows.

4. Conclusion

To encourage the use of the Friends of WMU Japan web site, the most important thing is to attract users and increase the benefits of using it. The solution could consist of more than one effort. Convenient access, various kinds of information and the availability of technical support, the reward system, two-way communication and the channel of contact are essential measures to meet the objective of mutual communication by Internet through the Friends of WMU Japan web site.

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Ocean Policy Research Foundation

Discussion Report on How to Update and Administrate the Sasakawa Fellows' List and the Use of the Directory (Session 3)

Prepared by
Xu Dazhen (China 1998)
Jerry A. Nibre (Philippines 2003)
Wanna Waiwingrob (Thailand 2003)

1. Background

It has been suggested that relationships management among Sasakawa Fellows in the Asian region through the directory may be one of the optimal ways of fully utilizing the network resources. It is defined as the planning and execution that creates and maintains long-term relationships with Sasakawa Fellows. In that context, relationship management means building an ongoing loyal relationship with OPRF and WMU instead of simply causing a short-term change in behavior. Relationship management is accomplished by gaining greater insight and understanding through continuous dialogue with Sasakawa Fellows.

The focus of updating Sasakawa Fellows' information is on the retention of existing fellows and increasing individual resources in the future. The objective is to maximize the lifetime value of Sasakawa Fellows. Efficiencies as well as greater effectiveness of communication are achieved through better understanding and management of Sasakawa Fellows' contact points.

IT technology has provided the ability to develop and effectively use databases at incredibly low costs. Using databases has afforded Sasakawa fellows greater opportunities for understanding each other and for developing one-to-one communication among fellows, OPRF and WMU.

Hence, we need to update the directory regularly.

2. Suggestions and Recommendations

Focusing on the issues of the directory, the obligations of fellows and the better utilization of the resources from the directory during the meeting, the fellows had a discussion and put together the following suggestions and ideas:

(1) Developing One-to-One Relationships with Sasakawa Fellows

One-to-one communication is essential. The focus is on building and maintaining a long-term relationship with each individual fellow. To achieve this, fellows must continuously communicate with OPRF and WMU.

(2) Two-Way Communication

To build relationships, communication must be two-way. Instead of just exposing fellows to messages, communication needs to be a dialogue, as in two-way conversation.

Today we know that one-way communication is ineffective at building long-term relationships with each other. Instead, each fellow seeks first to learn what information we have and what additional information they want and then develop a communication strategy for sharing information with each other.

(3) Effective Use of Databases

The improved database capability is perhaps the most important thing for Sasakawa Fellows. In fact, a well-developed, well-managed database is the foundation for maintaining and developing the relationship. The use of databases allows fellows to identify as finely as possible unique segments of the industry and activities to reach these segments with the right message.

With today's powerful computers and sophisticated database software, we are able to use that information to better understand ourselves and can deliver unique messages to each other. Truly, without database capabilities, as we know, it would not be possible. However, a good database is just the beginning.

Effectively using the database to build relationships is critical to creating a long term relationship. Even more important is how fellows such as those from shipping companies and maritime administrations use the database to create one-to-one communication with their target partners. So you, Sasakawa Fellows, may make a call or a post a card each year reminding OPRF and WMU if you are promoted or change places this year. The Fellows receive brochures and newsletters from OPRF and WMU that show various activities at WMU, OPRF as well as Fellows' activities in different regions. This sort of inclusive planning ensures that fellows as well as OPRF and WMU receive information on a regular basis. All results should be measured and refined based on the feedback.

3. Tactics for Further Action

(1) Being actively involved in data collection and communication with OPRF and WMU.

(2) Improving the current content of directory. Some modifications are needed such as: linking personal data to profile; self-description, using key words to illustrate the specialization, updating the photo, etc.

(3) Nominating a administrator or coordinator in each country, subject to the following considerations:

  a) Liaising with Fellows in the country, OPRF and WMU;

  b) Coordinating activities amongst fellows in the country, as well as activities with other countries or regions;

  c) Setting up and updating the fellows' database and reports to OPRF, as well as WMU, with all fellows reporting to the administrator or coordinator on changes in position, workplace and so on;

  d) Fostering a mechanism for all fellows in the country to exchange information and seek possibilities of cooperation.

Discussion Report on the Friends of WMU, Japan, Newsletter (Session 4)

Prepared by
Li Yuheng (China 2003)
Krishnan Balakrishnan (Malaysia 1990)
Darapan Sribhen (Thailand 2002)

1. Introduction

Session 4 was convened to deliberate on the Friends of WMU newsletter. The objective was to examine how to use the newsletter for the purpose of promoting the Sasakawa Fellows' network. The main focus was to examine the content of the newsletter, its editorial, contribution of articles and its allotment, and the special edition of the newsletter, etc. OPRF was keen to review the newsletter along this line and the Sasakawa Fellows were asked to deliberate and submit suggestions and recommendations for the future development and improvement of the newsletter.

2. Proceedings of Session 4

There was active and lively participation of all WMU Sasakawa Fellows, who presented their views on these matters during the discussions. Based on those discussions, the views, suggestions and ideas presented by the fellows are summarized as follows:

I. There was a consensus among the group that the newsletters are good, and that they are useful in strengthening the friendship and awareness of the activities within the Sasakawa community. In this regard, more effort should be made to make the newsletter better and improve the content with the coverage of important developments in maritime-related fields.

II. The discussion group recognized that there was shortage of articles contributed to the newsletter by the fellows. As such all the fellows agreed that more contributions should be sent to OPRF to support the newsletter. They also agreed that it was essential to provide as many articles as possible to OPRF, which should cover significant news items, events, accomplishments, promotions, etc. Additionally, more letters to the distinguished Mr. Sasakawa were encouraged, as it would highlight the progress of the fellows and their activities in their respective line of work and their social life.

III. More important articles are required from the fellows that could be featured on the front page of the newsletter.

IV. To make the newsletter more attractive, articles about the activities of each organization with photos, events that impact each country, safety and technical stories and issues related to the maritime environment should be provided to OPRF in order to enrich and add variety to the content of the newsletters.

V. The fellows also agreed that the newsletter should continue to be posted in the Friends of WMU

website. In addition, the current circulation of hard copies of the newsletters to the fellows is preferred by the members. They also requested that additional copies to be sent to the members upon request so that it can be circulated to other relevant departments. The circulation of such additional copies in this respect would expand the awareness of the activities and the work done by OPRF and its members to select agencies.

VI. The production of special editions featuring special coverage of interviews with VIPs and special topics of interest should be continued in the future. However, Mr. Kudo mentioned that number of special editions would depend on the budget.

3. Conclusion

The Chairperson thanked all the fellows from the respective countries and Mr. Kudo for their contributions in the deliberations, which will be forwarded for the consideration of OPRF secretariat.

Discussion Report on the Expansion of WMU Sasakawa Fellows' Network (Session 5)

Prepared by
Antoni Arif Priadi (Indonesia 2006)
Mohd Fairoz Bin Rozali (Malaysia 2006)
Sonia B. Malaluan (Philippines 1998)
Pattarawichean Supakorn (Thailand 2001)

1. HIGHLIGHTS OF DISCUSSION

1.1 Future scheme for the network activities in each country

- The future activities of each country vary depending on the status of the organization of the networks of WMU Sasakawa Fellows in each respective country.
- Plans include the designation of the focal point or contact person for each country as an immediate concern.
- To address the need to regularly update the Fellows' Directory, annual updating shall be the responsibility of the contact persons through the most convenient means, i.e. Internet/e-mail or postal service.
- Those countries with existing web sites shall update or reopen their web sites.
- Formal organization of a national chapter for each participant country in the Asian Region
- Maintain a constant link with Friends of WMU, Japan and the other fellows' country networks through e-mail groups and the conduct of at least one meeting every year.
- To increase impact and maximize the lifetime value of the WMU Sasakawa Fellows' Network, academic activities could be pursued through regional cooperation.
- With awareness of the financial limitation of each country network, assistance from outside international or local organization can be tapped when organizing projects or activities on relevant maritime issues, such as seminars/symposia/training programs.

1.2 Necessity of holding network meetings on a regional level

- All participants agree that there is a need to hold a regular regional networking meeting to assess each country network's accomplishments and plan for future activities. The single-topic concept for technical sessions during regional network meeting should be adopted.
- Majority proposes an annual regional meeting while others propose to hold such meeting after two or three years.
- Considering the financial limitations, it appears that a three-year interval is more realistic.
- The attendance of Sasakawa Fellows in other seminars or meetings can be used as a venue for fellows to sit down or meet and exchange information or update each other of any activity of the fellows' networks.

1.3 Building up a closer connection(s) with WMU and other organizations

- Information was provided that there is also the Friends of WMU, USA and the French Friends of

WMU, the composition and membership of which totally differs from that of the WMU Sasakawa Fellows' Network, still there is need to link with these organizations.

- The group shares the same opinion that linkage/closer connection with other organizations is imperative but may take some time before it can be established.
- Initial steps may include the provision of a web link with these organizations through the web site of Friends of WMU, Japan, as well as in all organizations to which Sasakawa Fellows belong.
- These organizations shall vary depending on the specialization or interest of Sasakawa Fellows. They may also be on an international, regional or even national organizations.
- WMU graduates who are not Sasakawa Fellows may join the network as supporters.

2. RECOMMENDATIONS/CONCLUSION:

The following shall be adopted as the network's action plan:

1. Designation or nomination of each country contact persons which must be submitted to the Friends of WMU, Japan Secretariat not later than the end of March 2007. Two or three contact persons per country shall be designated.

2. Regular updating of the Fellows' Directory by the designated contact persons and or submission of an updated list of members and related information before end of November each year.

3. Each country network to hold at least one meeting of all its members every year and submit an annual report to OPRF.

4. Each country should organize their WMU Sasakawa Fellows network within the year or before the next regional meeting at the latest.

5. Initially establish a web link for the web site of Friends of WMU, Japan in web site of the organization or office to which the fellows belong.

6. Consider the establishment of the regional steering committee in the next regional meeting.

Session 6

- **Discussion Report on Exchange of Information on Maritime Affairs (Session 6)**

- **Sources of the Discussion Report**

1. **Maritime Affairs in Cambodia**
   (Mak Sideth, Cambodia 1998 and Pak Sokharavuth, Cambodia 1999)

2. **Current Information of Maritime Affairs in China**
   (Xu Dazhen, China 1998)

3. **The Pilotage System in China**
   (Li Yuheng, China 2003)

4. **Maritime Education and Training Profile in Indonesia**
   (Fadjar Santoso, Indonesia 1990 and Antoni Arif Priadi, Indonesia 2006)

5. **On-Board Training in Japanese Maritime Education and Training (MET) System**
   (Naoki Saito, Japan 2004)

6. **Issues Pertaining to the Straits of Malacca**
   (Krishnan Balakrishnan, Malaysia 1990)

7. **Maritime Affairs in Malaysia**
   (Mohd Fairoz Bin Rozali, Malaysia 2006)

8. **Overview of Maritime Affairs in Myanmar**
   (Kyaw Zeya, Myanmar 1996 and Wai Lynn Htut, Myanmar 2004)

9. **Recent Developments in the Philippine Maritime Industry**
   (Sonia B. Malaluan, Philippines 1998)

10. **Philippine Coast Guard Communications System Capability Enhancement on Maritime Safety and Security**
    (Jerry A. Nibre, Philippines 2003)

11. **Improvement of the National Maritime Administration and Improvement of the National Maritime Legislation and Implementing International Convention in Vietnam to Meet Requirements of Integration into the World Economy Process**
    (Vu The Quang, Vietnam 2000)

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Discussion Report on Exchange of Information on Maritime Affairs (Session 6)

Prepared by
Pak Sokharavuth (Cambodia 1999)
Kyaw Zeya (Myanmar 1996)
Panitta Charoenphol (Thailand 2001)

1. Maritime policy in Asian countries

To strengthen maritime affairs, the Asian countries have been developing their own plans and activities such as the Master Plan Study for Maritime and Port Sectors, Capacity Building for Oil Spill Preparedness, Response and Management, National Action Plan for the Coastal Zone Management, Developing National Strategic Plan for Land-Based Pollution, Monitoring Program for Marine Water Quality, Community-based Natural Resources Management, etc., to ensure that maritime activities secure the marine environment as well. Additionally, in order to make sure the marine environment as well as other related activities are working effectively, most of the countries have established a National Committee Coastal Steering consisting of concerned institutions.

In China, there are two pilot systems: the government and semi-government, with a large number working for the semi-government.

In Myanmar there are some policy developments to ensure that national ships conform to safety standards, safe practices and the standards of competence required of its marine personnel.

Thailand has developed the Thailand Logistics Development Strategy 2006-2010, with five strategic agendas defined as follows:
   - Business logistics improvement,
   - New trade lanes and logistics network optimization,
   - Logistics service internationalization,
   - Trade facilitation enhancement, and
   - Capacity building

The above agendas will be implemented by various government and private bodies and will integrate logistics management to ensure Thailand's position as Indochina's logistics hub. The gathering, transfer and distribution of merchandise regionally and internationally will be enhanced by developing new ports, improving logistics network integration, promoting inland waterway transport, promoting modal shift from road transport to rail, and/or inland waterway transport, etc.

2. International seaborne trade

The Straits of Malacca are very important to Malaysia, Singapore and Indonesia, particularly for international shipping involving Asian countries. There is also concentration on the safety and security for shipping and for the areas concerned. Navigation safety is a very important aspect in the Straits of Malacca, where shipping activities are increasing from year to year and may reach to 100,000 vessels by 2015. However, accidents in the Straits are reduced from year to year, due to the focus of countries in the region on the safe passage of ships. Considering security issues like piracy and terrorism, it was noted that since 1999 the number of cases of piracy have been reduced from thirty-seven in 2000 to six in 2006.

In the Philippines, the Coast Guard is under the Department of Transport and Communication, which supervises the policies and projects pertaining to the transportation, telecommunications and postal services. The PCG belongs to the water transport sector along with the Maritime Industry Authority, the Philippine Ports Authority, the Cebu Port Authority and the Philippine Merchant Marine Academy. Currently, the Philippine government is in the process of proposing an Omnibus Maritime Legislation that will consolidate and harmonize all maritime-related functions.

3. Maritime education and training of the seafarers

Most of the Asian countries are aware of the role of the shipping industry and of the human resources that will contribute to the safety, security and efficiency of shipping, as encapsulated in the IMO mandate. This is especially notable in the case of the maritime education and training that is required by STCW 78, as amended in 1995. Mostly in the Asian countries the Maritime Education and Training is administered by the Maritime Education and Training Authority such as Maritime Institutions or Maritime Universities. META produces excellent human resources for both the international and national transport sector.

In Indonesia the tool with which to ensure the quality of seafarers as required by the STCW 1978 amended 1995 is the Indonesian Quality Standard System (QSS), which covers nineteen elements. Regardless privately owned or Ministry of Transport owned METI, in conducting the education and training programs for seafarers, they shall pursue the QSS through the approval system. Recently, the Ministry of Transportation under the Education and Training Agency govern seven METI on the operation which are one categorized as Higher Education, two categorized as Polytechnic and four categorized as Vocational METI. To deal with the wide geographical range, the Education and Training Agency presently is building the new vocational METI, which is located at Sorong, Papua Province in East part of Indonesia Region. This Vocational METI hopefully will be operated in the year 2008. Lastly, the total number of Indonesia Seafarers up to 2006 is 135,202 seafarers which ranges from different certificate of competence class.

Japan concentrates mostly on onboard training; which under the Japanese Maritime Education and Training (MET). Over many years, the number of Japanese flag vessels and of Japanese seafarers reduced very significantly, as did pilotage. In this connection, only the 5.5% of seafarers on Japanese vessels are from Japan; the others come from the Philippines, China, India, South Korea, etc. There are third-grade maritime officers (on ocean-going vessels) and fourth-grade maritime officers (with rating for coastal vessels) produced by the training institutes with a total capacity for training 390 third-grade and 380 fourth-grade annually. To maintain the sufficient number of qualified seafarers, it is necessary that MET institutes should continuously improve their quality by themselves and build good relationships with the shipping industry.

4. International conventions acceded to by Asian countries

Most of the Asian countries like Cambodia, China, Japan, Indonesia, Malaysia, Myanmar, Philippines, Thailand and Vietnam have variously acceded to international conventions and marine related agreements including:

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a. United Nations Convention on the Law of the Sea (UNCLOS), 1982
b. International Convention for the Safety of Life at Sea (SOLAS), 1974 and Protocol 1978
c. International Convention for the Prevention of Pollution from Ships (MARPOL), 1973 as Modified by Protocol 1978 (Annex I and II)
d. International Convention on Load lines (LOAD LINES), 1966
e. International Convention on Tonnage Measurement of Ships, 1969
f. International Convention on Standard of Training, Certification and Watchkeeping for Seafarers, 1978 as amended in 1995 (STCW 78/95)
g. Convention on the International Regulation for Prevention Collisions at Sea, 1972, (COLREG 72)
h. International Convention on Maritime Search and Rescue (SAR), 1979
i. Tokyo Memorandum of Understanding (Tokyo MOU), 1994

In addition to international convention, countries in the regions have also signed joint sub-regional agreement like the Cambodia Joint Statement with Thailand and Vietnam on Partnership in Oil Spill Preparedness and Response in the Gulf of Thailand signed January 12, 2006 in Hanoi, Vietnam.

5. Recommendations and conclusion

a. Global communication between and beyond the Sasakawa fellow, on technical issues and to exchange information, would be enhanced with the development of an e-forum by OPRF and by the OPRF's continued financial support, and with cooperation from WMU.
b. Pilotages run by companies may be more effective and efficient than under the ports or under the government.
c. Countries should promote seafaring as a career to young people as the numbers of seafarers are going down from year to year. Governments should also encourage policies so that seafarers are treated and employed in the same way as airplane pilots and air crews.
d. Countries in the region should consider being party to international conventions and related agreements and take full responsibility to implement all requirements of the ratified conventions.
e. Countries in the region are members of the Tokyo MOU; if the Tokyo MOU can provide more support to members, this would significantly improve the implementation of the MOU.

Sources of the Discussion Report

1. Maritime Affairs in Cambodia
Mak Sideth (Cambodia 1998) and Pak Sokharavuth (Cambodia 1999)

1. Activities related to environmental issues

Policy-making

❑ Implement South China See Project on the Reversing Environmental Degradation Trends in the South China Sea and Gulf of Thailand

❑ Preparing national report on land-based pollution in Cambodia

❑ Preparing a focus on hotspot areas in Cambodia

❑ Preparing a focus on causal chain analysis in coastal areas in Cambodia

❑ Developing a national strategic plan for land-based pollution

❑ Decision on the creation of the National Committee Coastal Steering committee

❑ Established a land-based pollution working group

Danida project related to coastal zone management

❑ Develop State of environment report

❑ National action plan for coastal zone management

❑ Monitoring program for marine water quality

❑ Community-based natural resources management

❑ Public awareness

❑ Annual national seminar
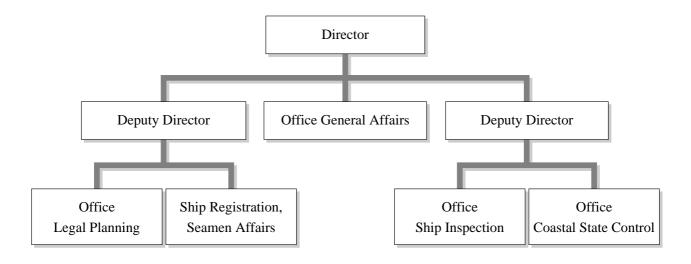
PEMSEA Project

▰ Project Title: INTERGRATED COASTAL MANAGEMENT PROGRAMS

▪ To ensure the sustainable development of the coastal and marine environments of Sihanouville;

▪ To serve as a framework for specific action programs, the different sectors are required for the Sihanouville coastal strategies:

▶ Inform and educate

▶ Preserve and restore

▶ Protect

▶ Sustain

▶ Develop

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Organizational Chart
Merchant Marine Department
(Declaration No. 189, dated April 5, 1999)

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                              ┌─────────────────┐
                              │    Director     │
                              └─────────────────┘
                                      │
       ┌──────────────────────────────┼──────────────────────────────┐
┌─────────────────┐         ┌─────────────────────┐         ┌─────────────────┐
│ Deputy Director │         │Office General Affairs│         │ Deputy Director │
└─────────────────┘         └─────────────────────┘         └─────────────────┘
         │                                                           │
   ┌─────┴─────┐                                              ┌──────┴──────┐
┌──────────┐ ┌────────────────┐                    ┌──────────────┐ ┌────────────────────┐
│  Office  │ │Ship Registration,│                  │   Office     │ │      Office        │
│Legal     │ │ Seamen Affairs  │                   │Ship Inspection│ │Coastal State Control│
│Planning  │ │                 │                   │              │ │                    │
└──────────┘ └────────────────┘                    └──────────────┘ └────────────────────┘
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Responsibilities
- ❑ The Merchant Marine Department shall be responsible for:
  - ▶ Managing the general administrative works of commercial ships and public institutions of the state;
  - ▶ Managing regular maritime transportation and monitoring the enforcement of rules and regulations the fleet hors conference;
  - ▶ Assessing the integration of the state fleet hors conference on specialized fleet;
  - ▶ Studying and evaluating the qualitative and quantitative needs for commercials ships of the state;
  - ▶ Researching on scientific and technical ship's conception;
  - ▶ Providing technical assistance with regards to investment in the shipping industry;
- ❑ International and regional maritime cooperation:
  - ▶ Making and proposing technical bases for international and regional maritime cooperation;
  - ▶ Managing international and regional maritime cooperation;
  - ▶ Managing bilateral agreements on maritime transport cooperation;
  - ▶ Negotiating international maritime transport arrangement;
- ❑ Management of related professions in the maritime fields.

Maritime Administration in the Kingdom of Cambodia
- ❑ National Law and Legislations
  - ▪ Issued law and legislations
    - ▶ Sub-decree No. 40 on Ship and Port Facility Security
      Signed: May 9, 2006
    - ▶ Instruction No. 006 on Sea Shipping Management
      Signed: October 1, 1999

- ■ Under Development
  - ▶ Maritime Code
  - ▶ Sub-decree on Establishment of a National System for Oil Spill Preparedness, Response and Cooperation
  - ▶ Sub-decree on Multi-modal Transport
  - ▶ Other declarations related to Sub-decree No. 40 on Ship and Port Facility Security

- ❑ IMO Conventions
  - ■ Safety
    - ▶ SOLAS74 & Prot 78, Port 88
    - ▶ MARPOL73/78, Annex I-V
    - ▶ LL66 & Prot 88
    - ▶ TONNAGE69
    - ▶ COLREG72
    - ▶ STCW78

  - ■ Marine Pollution Prevention
    - ▶ CLC69 & Prot 76, Prot 92
    - ▶ FUND92

  - ■ Not a Party
    - ▶ FAL
    - ▶ OPRC
    - ▶ SAR

- ❑ Sub-regional Cooperation
  - ■ Projects
  - ■ Master Plan Study for Maritime and Port Sectors in Cambodia
    (Started Nov 16, 2006, by JICA Study Team and Finalized August 16, 2007)
  - ■ Building the Capacity for Oil-Spill Preparedness, Response and Management in Cambodia
    (Draft National Oil Spill Contingency Plan)
  - ■ Joint Statement of Cambodia, Thailand and Vietnam on Partnership in Oil-Spill Preparedness and Response in the Gulf of Thailand
    Signed: January 12, 2006 in Hanoi, Vietnam

- ❑ Projects
  - ■ Master Plan Study for Maritime and Port Sectors in Cambodia
    (Started November 16, 2006 by JICA Study Team)
  - ■ Building the Capacity for Oil Spill Preparedness, Response and Management in Cambodia
    (Supported by PEMSEA)
    (Draft National Oil Spill Contingency Plan)

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- ❑ Training and Workshop
  - ◨ IMO Training Program
    - ▶ Attendance Regional Training Program
    - ▶ Conducted National Training Program in cooperation with IMO
  - ◨ Japanese Government (MLIT)-JICA
  - ◨ CMV project
    - ▶ Attendance Trainings in Japan
    - ▶ Conducted Workshops and Exercise in Cambodia
    - ▶ Attendance OSPAR Meetings
      Thailand 2003, Singapore 2004, Philippines 2005 and Malaysia 2006 on NLS

2. Current Information of Maritime Affairs in China
Xu Dazhen (China 1998)

1. Administration in Chinese shipping market

1.1   Rectification and supervision over shipping market

The Ministry of communications has in recent years continued its rectification and supervision over the shipping market. It has organized the rectification of transport market focusing on the dangerous goods carriers and their operators, and has improved the administration on shipping market access and implemented the compulsory scrapping system for the old and aged vessels. The MOC organized a rectification of overload sand carriers in eight provinces and one municipality along the Yangtze River and the Pearl River. This effectively curbed overloading and improving shipping order in the Yangtze River and the Pearl River Delta.

1.2   More standardized administration on international shipping market

Regarding the administration on market access to the international shipping market, the MOC included an international shipping column on its website to publish the application procedures and requirements. The MOC strengthened its administration over the international shipping market order by investigating and punishing those who violated the regulations, thus playing a positive role in maintaining fair competition in the market. Additionally, the MOC launched an investigation into the legality of imposing terminal handling charges in China by international lines service. This was the first such investigation since China enter into WTO, and it drew wide attention from the shipping and trade circle. The investigative panel heard the opinions from the ship owners and cargo owners strictly according to the relevant law, and provided each party with a fair, just and full opportunity to express their views, Thus it creates a good impression for maintaining a good market environment.

1.3   Enhancing collaboration and exchanges with the outside world

Chinese shipping industry is to maintain closer collaboration and exchanges with the outside world and act according to the principle of "bearing the overall strategy and situation in mind, and giving priority to key projects, and conducting substantial cooperation." China ought to promote regional and multilateral cooperation, and enhance exchanges with the developed countries in maritime fields. Enterprises are encouraged to "go global" and raise their international competitiveness and to create a sound international environment for Chinese ports, shipping and maritime industry to participate in worldwide competition.

2. The implementation of ISPS code

An amendment to SOLAS (*International Convention for the Safety of Life at Sea*) 1974 and the ISPS (*International Ship and Port Facility Security Code*) were both passed at the diplomatic conference on marine security in London in December 2002. These two covenants constitute an international framework under which ships and port facilities can cooperate with each other to identify or even stop threats to shipping security. As a contracting state to *SOLAS* and the *United Nations Convention of the Law of the Sea*, the Chinese government has already attached importance to the enforcement of these covenants. It has ordered the Maritime Safety Administration of the MOC to be responsible for this enforcement. In

this regard, about 1700 Chinese-nationality ships are required to obtain a Certificate of International Ship Security before July 1, 2004, and about ten thousand security personnel working for companies and ships must undergo security training.

2.1   Implementation of the conventions by the recognized security organizations

CCS is a state-approved security organization for ocean ship security. After it was authorized to do so in June 2003, it immediately drew up the document A Guide to the Certification of Ship Security. On the basis of the procedure documents of IACS PR24, PR25 and PR26 as well as IMO MSC77, CCS, it has compiled three procedure documents: *the Procedure of Approving Ship Security Plans; the Procedure of Examining and Issuing the Ship Security Certificate; and the Certification and Training Procedure for ISPS Auditors*. So far, CCS has, on behalf of the Maritime Safety Administration, approved security plans for more than four hundred vessels and conducted initial ISSC audit on over a hundred eighty ships.

2.2   Implementation of the conventions by shipping companies

Large state-owned enterprises such as COSCO and China Shipping have always been aware of the development of the conventions. They have organized experts to study these conventions, and cooperated with competent authority and recognized security organizations to implement the conventions. Most of the ships whose security plans have been approved and whose initial ISSC audit have been completed are ships owned by those large companies. The Maritime Safety Administration is organizing a meeting for small and medium-sized ship owners and compiled *A Guide for Ship's Implementation of ISPS*, which includes how to understand ISPS Code, methods and procedures for security assessment, and how to compile a ship security plan with a model provided. This will assist and encourage small and medium companies to implement the conventions.

3.   Establishment of Shanghai as an international shipping center

3.1   As the symbol of Shanghai to be built as an international shipping center, the Yangshan deepwater port now has far-reaching influence in the shipping world. It is not only to receive the latest generation container ships, but also to make Shanghai a pivotal port for container vessels in the region. It can be foreseen that this project will offer good cooperative opportunities for the development of international shipping industry as well as the global supply chain operation.

3.2   Clearly, China's rapid economic development, and its rise as a world factory in particular, has resulted in a flood of raw materials, commodities and components inflow to its manufacturing centers, and flood of consumer goods outflow to the market of US and Europe. "China factor" in recent years has played a dominant role within container shipping and port sectors. The benefits to shipping lines and port operators are obvious. As a result, several major container ports in China have become the regional hubs, changing the landscape of global port competition.

3.3   Seeking the economies of scale, shipping companies have increased the size of container ships. It was at the beginning of 1996 that the first 6,000-TEU ship was put into the market. The current standard of a mega container ship or a super over Panamax, is a ship with a capacity of 8,000-TEU ship, which first appeared in the market in 2003. The mega ship is more than 300 m long and 53 m wide, and its draft

is 14 to 14.5 m. The growing trend of container ship size does not seem to be coming to an end. It was reported last year that a Chinese shipping company had ordered four ships with a capacity of 10,000 TEU.

3.4   Where is the suitable place to build deepwater berth in order to meet the requirements either from traffic demand or from the enlargement of vessels? Port authorities are forced to invest additional resources to accommodate mega ships when they are seeking the status of a hub port or a gateway port, and Yangshan is an optimal choice.

The overall planning of Yangshan project is by lying on Yangshan Island chain to form the north and the south port areas. There will be a deepwater coastal line extending to 11 kilometers with thirty berths, having a passing capacity of 15 million TEUs at the maximum. From long-term perspective, the Yangshan port area is in possession of immense potential for development. According to the overall planning, a land area of twenty-odd square kilometers can be formed with deepwater coastline stretching for twenty-plus kilometers along which over fifty large-scale berths will be arranged.

The starting point of the bridge is at the juncture of the major embankment and the sea-beach about 1.4 kilometers in the north and 4 kilometers from the eastern side of the wharf for passenger transport at the Luchao Port of Nanhui District, Shanghai. Its terminal point is at Mt. Xiaochengzishan on the Qiqu Archipelago of Shengsi County, Zhejiang Province. It is 31.5 kilometers in length, designed and constructed in accordance with the standard for a two-way, six-lane freeway. The surface of the bridge is 31.5 meters in width, the designed speed for motor vehicle being eighty kilometers per hour. Under the bridge are a main navigation opening for 5,000-ton ships (the net height of the opening being forty meters) and an auxiliary navigation opening for 1,000-ton ships.

To develop the value-added services, the The Luchao Harbor Auxiliary Area is located near the landing point of the East China Sea Bridge. Its chief function is to provide coordinated services for the Yangshan project, including water supply, power supply, communication, stripping and stuffing containers, warehousing, multimodal transport, washing and repairing, dredging, highway and corresponding comprehensive auxiliary functional facilities such as customs checking site, etc.

3. The Pilotage System in China
Li Yuheng (China 2003)

Background

The pilotage system in China before renovation is always operated under the Port Authority, which was a government bureau at that time. With the deep change in China's economic development, many things must be done to fulfill the requirement of economy, the management system of pilotage is also included. Modern and advanced management system should be set up to facilitate the shipping and to serve the public.

Due to the technique character and relatively low concentration, the pilotage system follows the old control scheme for a long time, and it also express its drawbacks and disadvantages. It calls the change of management system to better help the shipping and ensure safety.

In recent years, China MSA has endeavored to change the system and to make it modern and suitable to the fast-growing shipping in China.

The aim of pilotage

Concerning on the structure and management of pilotage all over the world, you may find a number of differences. Actually, there are benchmarks that everybody should observe in operation, the ultimate aim being to set up and use a pilotage system. They are listed as follows in the order of importance:

1. To ensure the safety of ships, harbor, and to protect the marine environment
2. To ensure the efficiency of the pilotage
3. To ensure the consistent development of pilotage
4. To obtain profits from pilotage

Although numerous factors are involved, the identified body in command of pilotage system shall always follow the only aims above whatever the system is a form of government employed, government employed with own budget, self-employed, etc.

There is no context in the world to set up a unified "best" sample of pilotage given the various political, geographic, economic situations. The different systems of pilotage have their own advantages and disadvantages. When you want to do a change, every factor and consequence should be considered.

The current pilotage system in China

Due to the renovation of china in the past twenty years, the original government centralized control of pilotage has been ultimately altered into different styles. Some of them have been assimilated as a department of Maritime Safety Administration (MSA)—specifically the government-employed, and some others have been accommodated by other government bureaucracies as semi-governmental own-budget bodies. No private company is permitted in this area or the association.

For pilotage controlled by MSA, the role of safety escort is better implemented under the pressure of administrative orders. But due to the low fixed salary, it is difficult to urge the pilots to do more. They always have excuses for escaping the hard work, and the headmaster of MSA is always involved with the nightmare of complaints about extra waiting time. At the same time, the income from pilotage must be handed in to the central government for redistribution, usually it is less than expect. Therefore, it is difficult to recruit experienced personnel, implement better training and buy new equipment. Another danger signal is that some incompetent personnel have been introduced as pilots by means of the good relationship with powerful officers to enjoy the relatively high salary of pilots and their leisure lives. Two major drawbacks exist in this pilotage system: money and dependence character. Some dramatic alterations are definitely wanted in order to reverse the path toward self-damage.

As to pilotage of semi-governmental own budget bodies, the pilots can get a higher salary than the government employees and the equipment is better. Based on the flexible policy to repay the diligent and advanced pilots, they are always eager to improve themselves and pilot as much as they can. Some incompetent pilots are also inserted due to the government characters. It is seldom that the port authorities spend money on the training of pilots, except the competition of other ports or a serious pilotage accident forces them to do so. But one base stone has been removed when they are not under the control of MSA but under the wings of port authorities (MSA and port authorities are separated in China). They can fix the tariff themselves. Profit is the only parameter for making a decision. For example, PSC of a China port has never received a deficiency remind from the pilot station after it was set up fifteen years ago. Ultimate safety consideration is only carried on the moral level of pilots and worry about the reduction of money. There are some accidents happened to the ships and pilots in the past years due to the fatigue or the tough weather, but MSA can do nothing except marine investigation. There are two major drawbacks in this system: no binding safety requirements and dependent character.

MSA macro-controlled pilotage system

Changes are definitely needed. An MSA macro-controlled own-budget and separate pilotage system may be a good solution in consideration of the present situation of China (no private company can be admitted). In this system, actually, it is an "internal private body," which is independent on economy and management. You can say it uses MSA to increase safety, own-budget to get money and separate to avoid interference.

Advantages

1. MSA will be involved in the operation. Due to the duty of MSA, the basic safety factor will be obviously highlighted other than money. Based on natural advantages within the same administration, more advanced developments can be easily achieved.
   A. Shore Based Pilot (SBP) can be expected where VTS is under the command of authority.
   B. The pilot pre-planning measure can also be well implemented with the aid of MSA.
   C. More safety concerns will be considered by pilots in cooperation with shipmaster with the intent to keep the certification and earn more money.

2. Own-budget can provide enough money for improvement and evade the duty to hand in the money to the central government. Money is very critical for a flourishing future. Internal energy initiated from the pressure of contract and expectation of the potential competitors will be transferred to the systematic construction.

A. To comply with the requirement of MSA certification and examination, effective training must be implemented with strong money support. Fixed systematic training principle will also be observed to ensure compliance with the quality-control audit.

B. More advanced equipment will be added when money is available. Of course, this investment can improve the efficiency of pilotage and can bring more money back. It is a win-win situation and can be readily accepted.

C. More money can provide good opportunity to recruit the experienced personnel, which is critical to the development of pilotage, to barrier the competitors in the next contract and to strengthen itself in the process of evaluation.

3. Macro-control means that MSA will not interfere the ordinary operation of pilotage. Meaning of control can only be identified as tariff setting, pilot certification and revoke, quality control (ISM code can be used), internal contract, and evaluation. The pilotage body can implement its development plan freely with a good balance of safety and profit.

Disadvantages

1. Interference

It is hard work to guarantee the separation from the administration under this circumstance. Some interference will come from the internal MSA to pull back the system to government-employed type. So, some legislation or internal discipline work will be done in advance to ensure the legal position of the pilot station manager. It is important that he is not vulnerable to the arrangement of MSA. The effect of the powerful background will be diminished by the fixed strict responsibility rooting policy inside MSA.

2. Natural monopoly

Maybe competition is a good solution. But based on the investigation, it is proved impractical and unacceptable. Some measures should be taken by MSA to goat the pilotage to go faster and get a good balance of safety and profit. Strict evaluation, certification, contracting are all good tools to be used.

3. Working hours

Extra working hours of pilots are always there for more profit and low cost. National legislation with reference to the international conventions should be adopted. Moreover, some administrative codes and principles can be used to protect the pilots and ensure safety of vessels, i.e., the extra-hour complaining discipline.

Measures taken and resolution

In 2006 the Ministry of Communication has taken measures to regulate the pilotage system all over the
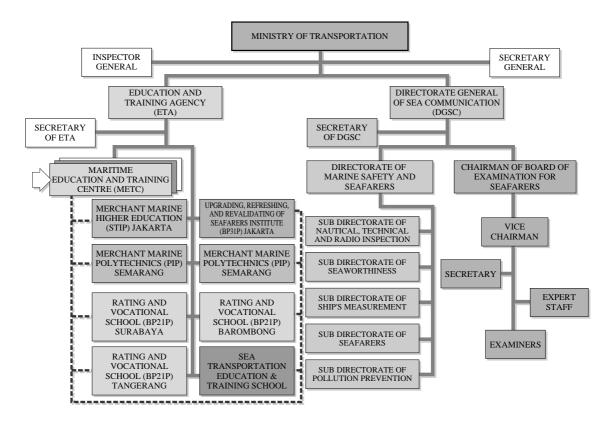
world. The aim of the enforcement is to put different pilotages in china ports under government management. Depending on various situations in different ports and inconsideration of the big profit influences, those measures aren't so deeply drafted. It is the first step to regulate them under government strong control and put more safety management requirements to port authorities. And the second step is now being researched aiming to put more safety factors into the government management structure, maybe separate the management duty from port authorities to MSA. China MSA will be given greater power to control the operation of pilotage. The actual program is being planned. But concerning on the great money originated in the pilotage to those Port authorities, it is anticipated that it will be hard to get the control power from Port authorities.

After all, it is a big task for changing from one to the other. Every change can bring both new advantages and drawbacks. The only parameter to evaluate the change is listed in the beginning of this article. If we can come closer to the aims, it is a good change. Maybe we can never become "perfect," but we can be better.

4. Maritime Education and Training Profile in Indonesia
Fadjar Santoso (Indonesia 1990) and Antoni Arif Priadi (Indonesia 2006)

The world has come to realize the global importance of the shipping industry, but the human resources who operate the ship are also very important. Their contribution ensures the safety, security and efficient shipping as the IMO mandate. The maritime education and training institution, as a place where the seafarers obtain learning both theoretical and practical as required by STCW 1978 (amended in 1995) is one of the institutions responsible for the competency of the seafarers. Indonesia, as one of the countries supplying seafarers, is responsible for the competency of Indonesian seafarers. Through education and training at maritime institutions, the Indonesian government assures the quality of Indonesian seafarers according to the QSS (Quality Standard System) as required by the STCW 1978 (amended in 1995), particularly Regulation I/8 regarding quality standards. In this paper the profile of maritime education and training in Indonesia will be presented, including an overview of maritime education and training institutes under the Education and Training Agency, the vision and mission of each institution and the overall program offered by the each institution.

The maritime education and training is administered by the Education Training Agency (ETA) which is at the same level with the Directorate General of Sea Communication (DGSC) as the Maritime Administration in Indonesia. The ETA and the DGSC are directed by the Ministry of Transportation. The ETA vision is to produce the human resources that demonstrate excellence in both national and international region at the transportation sector. The ETA, in administering the maritime education and training, is technically assisted by the Maritime Education and Training Center (METC).

The METC comprises three segments, as follows:

The first segment is its superior, providing accurate information and advice regarding education and training within the scope of the sub-sector of sea communications.

The second segment is its subordinate, including the coordination of conduct of seafarer training; providing new qualified staff as required by each institution; and conducting cooperative programs such as specialized and integrated training, which are not covered by any of its subordinates when necessary.
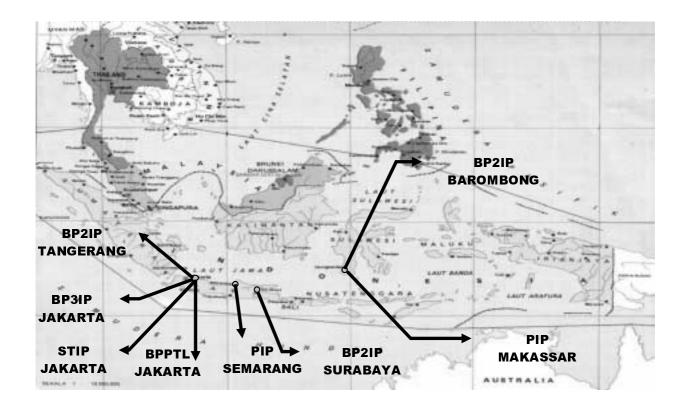
The third segment is the Directorate General of Sea Communications:

- Providing in-service training for the staff to enhance KUP to perform a skillful and professional instructor, assessor or examiner;
- Giving recommendations in the process of program approval;
- Giving technical assistance and administrative assistance when required.

The vision of the METC is to ensure that the professionals in the sub-sector of sea communications are able to promote safety, speed and reliability within the efficient global sea transportation system.

Currently there are eight maritime education and training institutions within the categories of higher education, polytechnic, vocational school, and official education and training. Their locations are spread across the country, as shown on the map below:

The vision, mission and the target of each of those institutions are described as follows:

1. STIP (The Maritime Higher Education) JAKARTA

A. The vision is to become a "maritime center of excellence of international standards"

B. MISSIONS:
- To conduct maritime education to international standards;
- To contribute ideas to the development of national and international maritime sectors;
- To give maritime information to related parties;
- To develop people who have a profound love for maritime.

C. TARGETS:

As an institution of higher education, STIP has four targets:
- To produce graduates who meet the professionalism criteria;
- To produce graduates with good English communication skills;
- To produce graduates with good attitude;
- To produce graduates with global knowledge.

2. BP3IP (The Seafarer Education, Refreshment and Upgrading Institute)

A. The vision is to produce experts who have professional quality in engine and deck merchant marine, usually oriented to customer satisfaction in the year 2005 for compliance with national and international standards in order to fulfill the needs of the merchant marine fleet.

B. Missions:
- Make the best of human capability to produce graduates, so it is always agreed to national and international standards;
- Try to improve human potential from time to time to keep the application of the Quality Management System and Quality Standard System, so the quality of the product could fulfill customer needs;
- Improve the quality and organization of human resources so they are able to work independently to achieve efficiency and effectiveness in carrying out the works that in turn will benefit the fulfillment of prosperity for civitas academic.

C. Targets:
- To implement seafarer education and training according to national and international regulations and constitutions, as well as to maintain and to improve qualified guidance and documents in order to guarantee best services of seafarers maritime education and training to customers;
- To produce experts in deck and engine merchant marine who are able to think scientifically and technologically, be responsible for their respective ranks of competence, and able to accompany to the shipping science and technology as well as navigation based on character, professional acumen and social competence.

3. PIP (The Maritime Polytechnics) SEMARANG

A. The vision is intended to be an excellent qualified maritime educational institution in ASEAN by the year 2010.

B. Missions:
- Providing education and training program to youth in Indonesia to be merchant marine officers and port & shipping management officers who possess national and international standards of

competence;

- Providing education and training program to youth in Indonesia to be merchant marine officers and port & shipping management officers who possess personal qualifications which are gained through mental and moral education;
- Enhancing the quality of teaching learning process through curricula development, increasing the quality and number of facilities for training and education and developing human resources quality;
- Providing graduates who are responsible and able to think logically and scientifically.

C. Target:
- Providing education for senior high school graduates to be merchant marine officers and port & shipping management officers who posses both national and international standards of competence, excellent personality based on Indonesian ideology (Pancasila).

4. PIP (The Maritime Polytechnics) Makassar

A. The vision is the establishment of Makassar Maritime Polytechnic as an excellent center of education and training in merchant marine and port & shipping management, with emphasis on customer satisfaction and trust.

B. Missions:
- To provide education and training for
  a. Merchant marine officers;
  b. Port and shipping management officers who fulfill the national and international standards of competence with particular regard to customer satisfaction;
- To manage and carry out the institutional research;
- To carry out public service.

C. Target:
To provide professionals:
- Merchant marine officers;
- Port and shipping management officers who perform good attitude and are responsible for carrying out their duties on board seagoing ships, and/or port and shipping operations.

5. BP2IP (The Seafarer Education and Training Institute) Surabaya

A. The vision is as an institution able to contribute the professional seafarers based on the national and international standards.

B. Missions:
- To conduct the education and training of marine based on the national and international standards;
- To implement the quality management system consistently throughout the process of training and education;
- To strive to meet the customer expectations.

C. Target:
Based on the above reason, there isn't any doubt Surabaya Merchant Marine School, in serving its dynamic maritime role, always refers to the development of science and marine technology as well

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as the future demands of the global maritime market, based on the national and international standards.

6. BP2IP (The Seafarer Education and Training Institute) Barombong

A. The vision is to conduct the education and training for deck and engine departments at Rating and Vocational levels to support the execution of duties in sea communication sub sector.

B. Mission:

The function of Barombong Rating School is to train seafarers for deck and engine rating and vocational is implemented based on quality standard according to Regulation 1/8 of the international convention on the STCW 1978 and all its amendments, while the quality manual, quality procedures and working instructions are based on ISO 9002.

7. BP2IP (The Seafarer Education and Training Institute) TANGERANG

A. The vision is to produce qualified competence seafarers in accordance with national and international standards.

B. Missions:
- To improve the effectiveness of students competency standards achievement;
- To improve work and trade partnership along with shipping companies, maritime industries, seafarers profession organizations, educational institutes and education and training institutes;
- To optimize the resources for the maintenance and improvement of education and training facilities;
- To develop market networks for graduates regionally and internationally.

8. BPPTL (Sea Transportation Education and Training School)

The vision is to create professionals in sea communication sub sector in supporting safety, speed, reliability in the worldwide national transportation system.

The overall program offered by those institutions is mostly all courses as required by the STCW 1978 as amended 1995. The courses offered fall into two main categories: courses for the Certificate of Competency and courses for the Certificate of Proficiency. The courses in the former range from Class I certificate up to rating certificates, while the courses in the latter range from basic safety training, proficiency survival craft and rescue boat, advanced firefighting and so on. Additionally, some of those institutions also provides and conduct a special course on the demand of customer. The population of Indonesia seafarers who hold the certificate of competence and certificate of proficiency is described in the table below.

Along with those institutions, several private maritime institutions (including academies and vocational schools) are administered cooperatively by the Education and Training Agency, the Ministry Education and the Maritime Administration. Those institutions are also administered through the requirements of Indonesian QSS.

NO.	DECK DEPARTMENT	SUB TOTAL	ENGINE DEPARTMENT	SUB TOTAL
1	Deck Officer Class _ I		Engineer Officer Class _ I	
2	Deck Officer Class _ II		Engineer Officer Class _ II	
3	Deck Officer Class _ III		Engineer Officer Class _ III	
4	Deck Officer Class _ IV		Engineer Officer Class _ IV	
5	Deck Officer Class _ V		Engineer Officer Class _ V	
6	Deck Rating		Engine Rating	
TOTAL			TOTAL	
GRAND TOTAL		certificates		

NO.	NAMES OF CERTIFICATE	SUB TOTAL
1	Radar Simulator	
2	ARPA Simulator	
3	ROC for the GMDSS	
4	GOC for the GMDSS	
5	Tanker Familiarization Course	
6	Oil Tanker Training	
7	Chemical Tanker Training	
8	Gas Tanker Training	
9	Crowd Management	
10	Crisis Management	
11	Basic Safety Training	
12	Advanced Fire Fighting	
13	Survival Craft and Rescue Boats	
14	Medical Emergency First Aid	
15	Medical Care	
16	Ship Security Officers	
17	Company Security Officers	
18	Port Facility Security Officers	

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5. On-Board Training in Japanese Maritime Education and Training (MET) System
Naoki Saito (Japan 2004)

1. Introduction

The Japanese shipping business is booming in the background of a growing Chinese economy in recent years. Shipping companies need qualified seafarers, given the increasing numbers of ships in operation. On the other hand, the number of Japanese seafarers continues to decrease. Moreover, Japanese-flagged ships have diminished in number since the Plaza Accord (1985). Nowadays, the human element is ever-more important to safe, secure and efficient shipping from the perspective of a multinational crew. Although on-board training is a traditional part of MET, it is necessary not only for skills and knowledge but also for acquiring the mindset of a seafarer. The purpose of this paper is to introduce current on-board training in Japan and to provide a blueprint for future assignments.

2. Ship's Officers Training Institutes (SOTI)

The Japanese MET system has SOTI as follows:

- Grade 3 Maritime Officer (N, E) (Goal: Officers on ocean-going vessels)

	Annual students capacity	Seagoing experience
University (2)	160	1 year (Total training hours: 1,500 hrs)
College (5)	200	
Technical college (1)	30	

- Grade 4 Maritime Officer (N, E) (Goal: Officers and ratings for coastal vessels)

	Annual students capacity	Seagoing experience
Polytechnic college (2)	200	9 months
Polytechnic school (5)	180	(Total training hours: 1,100 hrs)

Seagoing experience is provided by training ships belonging to the National Institute for Sea Training (NIST), a specialized institute for on-board training.

3. Specialized institute for on-board training – NIST
Goal

The goal for NIST is to cultivate in the cadets in adaptability, discipline, a sense of responsibility, determination, endurance, a sprit of cooperation and international-mindedness that are indispensable elements for ship's officer.

Objectives

The objectives are;

- To provide on-board training for SOTI's cadets by using five pure training ships
- To carry out research in ship operation, environmental protection and teaching pedagogy for

effective on-board training
- To contribute to maritime society by opening up training ships to the public.

Training ships

NIST has five training ships, comprising two sailing ships and three motor ships.

The number of cadets

NIST offer on-board training to approximately 1,600 cadets per year. The total number of cadets in sixty-two years, 1943 to 2005 amounts to 130,000. Additionally, since 1997, NIST have provided the foreign participants (Bangladesh, Indonesia, the Philippines and Vietnam) of Japanese Official Development Assistance (ODA) Seafarer's Training Scheme with three months' on-board training.
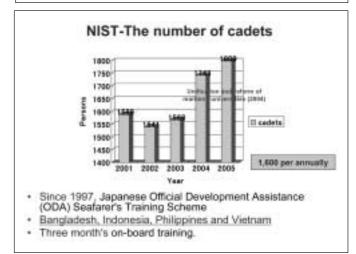
Current important points of on-board training
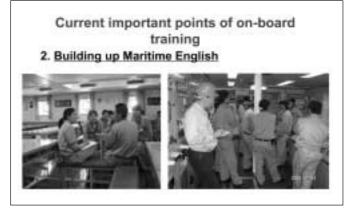
► Substantial basic competence as a seafarer
Ship operation is moving towards automation due to the driving force IT and new technologies. The teaching method of MET is also progressing toward more effective training and cost-efficiency due to computer and simulator utilization. However, basic competency as a seafarer in the twenty-first century is still the same as it was in the previous century because the stage for ships is on the sea forever. Therefore, NIST takes care of both advanced training, like an on-board ship handling simulator, and of traditional training method, which is sail training for substantial basic competency as a seafarer.

► Building up Maritime English
Today a ship's crew is organized by a multinational as a result of the Flags of Convenience (FOC). Communication ability through English is important for the non-native English seafarer. Taking good language fluency into account, NIST has had a Filipino seafarer as an on-board assistant adviser of practical English communication since 2003. We

NIST-Training ships

	Name	Type of ship	Tonnage (tons)	Length (m)	Complement (persons)
	NIPPON MARU (1984)	Sailing ship	2,570	110	190
	KAIWO MARU (1989)	Sailing ship	2,556	110	199
	TAISEI MARU (1981)	Turbine engine	5,886	125	214
	GINGA MARU (2004)	Diesel engine	6,185	116	246
	SEIUN MARU (1997)	Diesel engine	5,890	116	252

NIST-The number of cadets

- Since 1997, Japanese Official Development Assistance (ODA) Seafarer's Training Scheme
- Bangladesh, Indonesia, Philippines and Vietnam
- Three month's on-board training.

Current important points of on-board training
2. Building up Maritime English

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received the evaluation of the maritime English program with assistant adviser by Mr. Clive Cole (WMU) in 2006 to improve the training program. Additionally, we provided on-board training with the mixed cadets from Japan and overseas.

▶ Satisfaction of shipping industry needs

The shipping industry is one of the customers of NIST. It is important that we maintain a good relationship between industry and education by identifying the needs for young seafarers. We had a roundtable meeting with members of the industry to discuss the kinds of training needed for real-world shipping. As a result, we put more emphasis on both navigational safety and occupational safety education and training.

Quality Standard System (QSS)

NIST established QSS, based on STCW convention, in 2004 to improve the quality of training through self-evaluation and third-party evaluation. Although the satisfaction level of training depends on the cadets, this quality level is generally high, particularly by the end of training. At the same time we deal promptly with the dissatisfied factors from cadets, even if it is a trivial matter. We strive continuously to improve our quality for the sake of our cadets and the industry.

4. Future assignments

▶ Continuous improvement of our training

We cannot progress in a manner contrary to technological development and the maritime economic environment, so it is important that we integrate such factors with the traditional on-board training. We strengthen Maritime English training and our teaching pedagogy as an on-board training specialist.

▶ Good relationship with shipping industry

We maintain the relationship with the shipping industry after establishing QSS. Our training has to be consistent with the needs of the industry so that safe, secure and efficient shipping can be ensured. Roundtable meetings with industry are useful not only for the exchange of current information but also the sustainable development of MET.

▶ Institutional development

On-board training has so far been provided by the public sector, where the financing comes from the government. However, it is difficult to maintain the costly training system despite changes in governmental policy and Japanese shipping. Taking the changing situation into account, we try to save costs—particularly given the high oil prices—and take the opportunity to develop staff so they can survive in maritime society.

Reference:

"Annual Report of Sea Training 2005"
National Institute for Sea Training, Japan
http://www.kohkun.go.jp/index_e.html

6. Issues Pertaining to the Straits of Malacca
Krishnan Balakrishnan (Malaysia 1990)

1. Introduction

Geographically, Malaysia has an extensive coastline of almost 4,675 km covering both peninsular Malaysia as well as the east Malaysian states of Sabah and Sarawak in Borneo. The Straits of Malacca, which is a strategically important East-West shipping route, lies along the west coast of peninsular Malaysia. The Straits of Malacca waterway measures approximately 900 km and is strategically important to Malaysia by virtue of its role as a major thoroughfare for international and national shipping. A large proportion of Malaysian trade moves by sea through the Straits of Malacca. This is generally because its major ports located along the Straits, which account for more then 80% of Malaysia's seaborne trade. The littoral states that border the Straits of Malacca are Malaysia, Indonesia and Singapore, and these three countries have a joint responsibility to ensure the safety of navigation and the security of the Straits. The close proximity of the Straits of Malacca to the west coast of peninsular Malaysia has given rise to various contentious issues. From the maritime perspective, these issues range from political, strategic, economic, safety and security, as well as environmental matters. These issues have strongly influenced the current maritime affairs of Malaysia, and it is likely they will do so in the future if no effective solutions are worked out to address them.

2. Significance of Safety and Security

It is therefore not surprising that the safety and security issues are of paramount importance not only for Malaysia but also for the region and foreign countries at the international level, including the main players in the shipping fraternity. Because such the issues and policies relating to the Straits of Malacca are very important, they are high on Malaysia's priority list. Furthermore, the Straits of Malacca has gained international prominence in the wake of the 9/11 tragedy that struck the United States and the unrelenting terrorist threats and activities around the globe. This is further compounded by the long history of piracy attacks in the Straits of Malacca, which has brought the shipping community severe losses, including the deaths of seafaring personnel. Under these circumstances, the maritime security along the Straits of Malacca has become the leading issue for all the concerned parties, particularly the littoral states bordering the Straits of Malacca, foreign countries that are acutely dependent on safe passage via the Straits of Malacca and the shipping community.

3. Shipping via the Straits of Malacca

The shipping traffic along the Straits of Malacca has been increasing rapidly over the years. With the globalization of trade and the rapid growth in international trade, the movement of vessels via the Straits of Malacca is expected to expand even more rapidly in the future. The movement of vessels via the Straits of Malacca is reflected in Table 1. It is evident that if the growth rate of vessels using the Straits continues to expand in the same manner in the future we should expect the shipping traffic to increase to 100,000 vessel movement per year by 2015. This would mean an average of 275 movements per day and approximately twelve movements per hour. Currently, more then 50% of the vessels that move through the Straits are liquid bulk carriers, dry bulk carriers and container vessels. The major risk lies with the

liquid and dry bulk carriers, especially the VLCCs, because a mishap either in terms of safety or security could result in a major disaster. This could lead to the blockage of the Straits and damage to the environment, which would lead to heavy losses for the littoral states and the shipping fraternity. Thus it is imperative that the littoral states should take the lead role in ensuring that the Straits of Malacca is safe and secure for the shipping community.

TABLE 1
MRCC -MARITIME CASUALITIES REPORTED 1995-2005

TYPE OF CASUALITIES				
YEAR	COLLUSION	SUNK	AGROUND	TOTAL
1995	9	23	5	42
1996	4	25	2	35
1997	13	20	4	41
1998	11	15	2	30
1999	11	29	6	48
2000	5	35	6	53
2001	15	39	6	65
2002	11	28	10	56
2003	16	21	1	42
2004	5	3	2	11
2005	8	7	3	20

4. Focus on Safe Passage in the Straits

As far as the littoral states are concerned, the principal focus is now on the safety and security of the Straits of Malacca. Whereas ship safety can be managed through proper navigational aids and facilities supported by the littoral states, the question of security is rather complicated for various reasons. As can be seen from Table 1, the accidents involving ships in the Malacca Straits have declined over the last few years despite the increase in vessel traffic via the Straits. Notwithstanding the expected growth in shipping via the Straits of Malacca, it is possible to control such accidents by installing advanced navigational aids, navigational assistance, better management and control of the Straits. In this respect, the cooperation of the littoral states is of paramount importance. Herein the question also arises as why the littoral states should bear the full burden of the cost of providing shipping aids for the Malacca Straits. The beneficiaries are not only the national and regional shipping lines but also include a large percentage of other foreign international shipping concerns. Taking this into consideration, the littoral states are requesting a wider latitude and spread of sharing the burden of the costs incurred by the littoral states for the services and facilities provided in the Straits of Malacca. Such a move will reduce the cost borne by the littoral states while ensuring that better facilities are provided for the safety and security of the vessels transiting the Straits. This policy, which has Malaysia's support, has received positive response from some of the foreign countries and would be tabled before the international community for endorsement and support. If this proposal is accepted by the world community and implemented soon, it would hasten

the drive to provide better services to safeguard the shipping sector and also protect the Straits and the coastal environments of the littoral states.

TABLE 2
PIRACY INCIDENTS IN THE STRAITS OF MALACCA
1999-2006

YEAR	NO. OF VESSELS	ACTUAL ATTACKS	ATTEMPTED ATTACKS
1999	43,964	0	2
2000	55,935	37	38
2001	59,314	8	9
2002	62,393	13	3
2003	62,334	9	19
2004	63,636	17	20
2005	62,621	10	9
2006			

5. Security Issues related to the Straits of Malacca

Regarding security issues, the focus is mainly on two aspects: piracy and terrorist threats. It is a recognized fact that from time immemorial piracy has been a major concern for shipping in the region of Southeast Asia. Despite modernization and advancement in technology in the maritime sector, piracy continues to be a major problem in this region and, in particular, the Straits of Malacca. It appears that piracy in the Straits of Malacca is well organized. The culprits are well informed about the ship particulars and movements, which enable them to mount attacks on ships plying the Straits. As far as the acts of piracy in the Straits are concerned, there are indications that such acts have shown a declining trend over the last few years, as indicated by Table 2. This shows that the efforts made by littoral states, including Malaysia to prevent piracy are becoming more effective with the passage of time. However, piracy has not been eliminated altogether. As such, the piracy threat remains as serious as ever in the Malacca Straits.

In addition to piracy, the implications of the terrorism-related security issues for Malaysia and its neighbors have been raised by various parties as a result of 9/11 and the subsequent war in Iraq and Afghanistan. Judging by the way these issues have ballooned over the past few years, it is clear that the international community and the shipping fraternity are concerned about the spill-over effects in the Straits of Malacca. This has been fueled in part by the terrorist attacks in Bali and Jakarta and the concern that terrorist elements are active in the region.

As a result of these problems, the Lloyds Joint War Committee declared the Straits of Malacca a "war risk area" in June 2005. This created a perception that the littoral states are unable to safeguard the Straits of Malacca. Invariably, such a move has prodded the littoral states to intensify their efforts to bring the Straits of Malacca crime and security situation under control. Another unexpected development from this declaration is that PMSCs (Private Maritime Security Companies) have taken advantage of the

situation by offering security services for merchant vessels that are transiting the Straits. This scheme is not endorsed by the littoral states. In fact, it has created a lot of concern with regard to the legality of such services and the question of sovereign rights over such activities in the territorial waters of the littoral states. This matter has not yet been resolved, but it is being discussed by the littoral states so that it can be controlled in a proper manner in accordance with the laws of the littoral states. Otherwise, it could become a precedent for other parties to encroach upon the sovereign rights of the littoral states.

Some aspects of these issues that need to be recognized are:

1. The Straits of Malacca shipping lane is critical for international trade, particularly for East-West trade, including regional and domestic trade. Therefore, in economic terms this route is critical for countries like Japan, China, Korea, Taiwan and other ASEAN countries. Safe, secure passage is very important.
2. Politically it has strategic significance for the littoral states as well as for superpowers like the U.S. and its allies for the movement of naval vessels.
3. Littoral states are concerned about their sovereignty over the sea lanes in the Straits of Malacca and wish to safeguard their political and economic interests. Catastrophic damage could result from any attack on large petroleum carriers that could destroy the marine environment in this region or block the sea passage.
4. Concern of other nations in regard to the Law of the Sea Convention, which allows littoral states to extend their territorial limits and the span of control. There is a fear that such moves could affect innocent passage and limit the type of vessels that could use the Straits.
5. Lloyds' declaration of the Straits of Malacca as a war risk area and its impact on shipping and the littoral states.
6. Action by PMSC to provide armed escorts/security services within the Straits that is a major concern for the littoral states.
7. Active cooperation among the littoral states in resolving Straits-related issues is imperative for the present and the future.
8. Common effort to share the burden of cost for the safety and security is vital to manage and control the Straits of Malacca.

6. Conclusion

The Malaysian Government has taken various steps through international forums i.e. IMO and other regional conferences as well as national level initiatives through conferences within Malaysia to address these issues, create awareness and develop suitable policies, plans and strategies to overcome the safety and security issues pertaining to the Straits of Malacca. The action taken in Malaysia through the LIMA Conference in December 2005 and the Fifth MIMA Conference in August 2006 on the issues pertaining to the Straits of Malacca is indicative of the seriousness with which Malaysia is approaching these issues. Malaysia has also set up the Malaysian Maritime Enforcement Agency to prevent unlawful and criminal activities in the Straits of Malacca. This agency has already commenced its operations in peninsular Malaysia, covering the Straits of Malacca. Apart from this Malaysia also works closely with the other littoral states Indonesia, Singapore and Thailand to tackle the issues relating to the Straits of Malacca.

This has led to joint sea patrolling of the Straits, exchange of intelligence information and monitoring the Straits via an "eye in the sky." These measures are taken by the littoral states to prevent any form of criminal activity from occurring in the Straits. The level of cooperation is good, but this can be further strengthened to achieve better results in safeguarding the Straits of Malacca. In this respect it is important to recognize that the safety and security of the Straits is not only the responsibility of the littoral states but also the responsibility of other foreign countries and the shipping community that are beneficiaries of the use of the Straits. The scale of preventive action that needs to be taken is huge and the investment costs are also high. Accordingly, it is imperative that a suitable scheme is developed for sharing the cost of securing a safe and secure sea lane via the Straits of Malacca. Sharing the burden of such cost will spur the littoral states to move more quickly in this direction and maintain control of the Straits.

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7. Maritime Affairs in Malaysia
Mohd Fairoz Bin Rozali (Malaysia 2006)

1.0 Overview of Malaysia as a Maritime Nation

Malaysia as a Maritime Nation
Aiming for the development of Malaysia as a maritime nation is capable of enhancing shipping and port capacity, optimizing human resources, ensuring the safety of ships and navigation, and providing efficient ancillary services.

Profile:
Geographically, Malaysia is a maritime nation almost entirely surrounded by water. In fact, its sea area is significantly greater that its total land area. Malaysia's maritime zone comprises its internal waters, territorial sea and exclusive economic zone. Additionally, its vast continental shelf provides an important source of seabed resources, particularly oil and gas. This is hugely important as oil and gas now provide the main driving force of our economy.

Location: Southeastern Asia, peninsula bordering Thailand and the northern one-third of the island of Borneo, bordering Indonesia, Brunei and the South China Sea, south of Vietnam

Consisting of: 13 states – Johor, Kedah, Kelantan, Melaka, Negeri Sembilan, Pahang, Perak, Perlis, Pulau Pinang, Sabah, Sarawak, Selangor, and Terengganu; and one federal territory (Wilayah Persekutuan) with three components, city of Kuala Lumpur, Labuan and Putrajaya

Coastline: 4,675 km – (Peninsular Malaysia 2,068 km, East Malaysia 2,607 km)

Geographic Location: Strategic location along Strait of Malacca and southern South China Sea

2.0 Maritime Related Policy of Malaysia

2.1 Introduction
Maritime industry is one of the most important industries for Malaysia economy. In fact, Malaysia's huge external trade is almost entirely transacted by water. Statistically, approximately 95% of Malaysia's imports and exports are through seaborne transit. In monetary terms, this amounts to more than RM660 billion (US$170 billion) annually, which is a large sum of money by any standard. Indeed, this represents almost the entire livelihood of Malaysia's economy. Therefore, regarding the effective regulation of the shipping industry, it is imperative that Malaysia do so effectively and efficiently. Shipping services in Malaysia must continue to be safe and secure and at the same time, do not harm the marine environment.

It should be noted that Malaysia does not represent the main registry of international shipping but we do have a fleet of competitive size. According to the statistics released by Lloyd's Register of

Shipping in 2005, Malaysia ranked number 18 in terms of ship tonnage, with slightly more than 6 million gross tons. More significantly, Malaysia is among the leaders in the oil tanker and LNG sectors.

Additionally, with the geographical location of the Straits of Malacca, the busiest strait in the world (situated between Malaysia, Indonesia and Singapore) with 25% of world trade and 50% of the world's oil trade passageways, are stronger reasons for Malaysia to be proactive. It is important that Malaysia take steps ahead of the required actions to ensure the continued safety and security in the use of the Straits. Apart from that, Malaysia, being a Council Member since 2005, having given the paramount task and responsibilities to Marine Department Malaysia *(MARDEP)* as a focal point to ensure that the nation work proactively in advance of any possibility of serving as a maritime nation in conjunction with the technical development of the IMO effort.

2.1 Governmental Bodies, Associations and Agency Industries Involved

2.1.1 Government Sector
(i) Ministry of Transportation (MOT)
- Formulate policies relating to shipping and maritime safety, as well as the development and operation of sea transportation, ports and shipping;
- Plan, coordinate and monitor projects relating to ports and maritime related to various agencies under the Ministry portfolio;
- Study, review and prepare new laws relating to ports and shipping, and ratify international conventions under the International Maritime Organization and bodies related thereto.
- Coordinate inter-sector maritime activities toward the creation of integrated ocean management.

(ii) Marine Department Malaysia
Profile:
The Marine Department was established with the objective of ensuring a safe maritime transportation system and the protection of the marine environment in the development of a quality maritime industry. Generally, the Department implements the following functions:

a. Government policies involving merchant shipping, which are formulated from time to time;
b. Ensures the safety of maritime transportation and navigation;
c. Enforces the laws on maritime shipping and other related laws;
d. Encourages the development of a quality maritime transportation industry in keeping with the government policy designed to establish Malaysia as a maritime nation.

(iii) University of Technology, Malaysia (UTM)
UTM, through Department of Marine, Faculty of has been recognized as one of the public academic institutions that contribute to the technical development of maritime industries in Malaysia.

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2.1.2 Private Sector
(i) Maritime Institute of Malaysia (MIMA)
Profile

The Institute takes a comprehensive approach in dealing with maritime issues. Its role is to deal with national, regional and global maritime matters affecting Malaysia. MIMA is therefore expected to contribute toward a meaningful, comprehensive and cogent national maritime policy for Malaysia.

A key task of the Institute is to complement the efforts of the various government agencies involved in the maritime sector by mobilizing expertise to assist and support them in the planning and implementation of national maritime policy. The Institute's role will be both advisory and consultative. MIMA will provide advice and second opinions to government agencies and other relevant organizations. The Institute also has the task of promoting the free exchange of ideas on all maritime matters.

(ii) Malaysian Ship Owner's Association (MASA)
Profile

MASA participated in dialogues and meetings with the government and private sectors on trade and shipping matters, including: the Economic Planning Unit of the Prime Minister's Department; Ministry of International Trade and Industry; the Ministry of Transport; Ministry of Finance; Ministry of Human Resources; Ministry of Science, Technology and Environment; the various Malaysian port authorities and operators; and marine departments, for the sake of discussing matters of mutual interest.

MASA is a founding member association of the Federation of ASEAN Ship Owners' Associations (FASA), and plays an active part in the regional activities and projects. The Association is also a member of the Asian Shipowners' Forum (ASF).

The members collectively own 589 vessels with a combined gross tonnage of 6.60 million tons representing approximately 70% of the national total.

(iii) Malaysian Maritime Institute (IKMAL)
Profile

The Institute Kelautan Malaysia (IKMAL) is a maritime professional body for all those engaged in or associated with the maritime industry in Malaysia. IKMAL was established in 1985 with the objective of enhancing the development of the science and practice of the maritime profession as well as encouraging the pursuit of excellence in all spheres relating to the maritime industry.

Its activities include conducting maritime conferences, seminars and forums. IKMAL also publishes the biannual *Journal of Maritime Malaysia* and provides advisory services to members and the industry on maritime matters. Additionally, it offers an avenue for networking and liaison with government agencies and maritime organizations within and outside the country.

The membership includes master mariners, deck officers, marine engineers, radio officers, marine pilots, marine lecturers, marine surveyors, port and shipping executives, marine executives,

maritime lawyers and other maritime professionals. Its corporate membership includes shipping companies, port authorities, port and terminal operators, forwarding and logistics companies, marine engineering and services companies, maritime training institutions, maritime services and consultancy companies and other maritime-based companies.

2.2 Maritime-Related Policy Body

2.2.1 Who in the government deals with maritime issues?
- Collectively, all advice and opinions of a maritime nature are integrated through seminars, discussions, meetings, bilateral agreements and other means of communication by the Ministry of Transportation, which acts as a meeting point between government and industries.
- The Marine Department as a delegation/representative attending the IMO meetings will deliberate on Malaysian concerns and interests during the meeting.
- After meetings, the results and findings will be prepared and delivered to the Ministry of Transportation for deliberation involving interested parties (government and private sectors) and final decisions by the Minister of Transportation.

2.3 Quality Shipping
- Sub-standard shipping due to:
  - Crew's incompetence
  - Non-compliance of the international conventions of the national laws
- As a flag state, the *MARDEP* plays an important role in promoting the quality of shipping in its fleet under the Malaysian flag, which should satisfy following criteria:
  - Ratification of the relevant international conventions;
  - Legislation of national laws to cater for the above conventions;
  - Capacity and ability to enforce the maritime legislation;
  - Having a quality management system to inspect and audit the performance of the Malaysian ship owners and their ships, as well as the classification societies.
- Benefits are mutual, so ship owners will not suffer losses due to delays and unscheduled repairs and the flag states will receive recognition as good-quality states be able to attract foreign ship owners to register their ships in Malaysia
- Mechanism to achieve:
  - Effective and efficient Flag State inspection as an improvement to Quality Shipping
    - Special internal audit to the ship and company due to ship detain in foreign port
    - ISM auditing
    - ISO certification
    - Classification Society Annual Auditing System
    - Reviewing and enhance the registration process towards quality and safer ships
  - Port State Control inspection
  - Systematic training internally

2.4 Paramount Issues for Awareness

If this were an ideal world where member states, owners and operators ensure that their ships are safe to ply the world's waters, catastrophic events would never occur. It is widely agreed that from the mid-nineteenth century onward a number of international maritime "agreements" were adopted and reached a point where more regulations would not contribute to the further increase of safety at sea and environmental protection, but more efficient implementation through verification, monitoring and evaluation are required so that those regimes serve the highest purpose of safety.

If the member states were consistent and effectively performed their functions and non-functional components through three perspectives (flag state, coastal state and port state), disasters such as those of the *Prestige* and *Erika* resulted from structural failures, operational of sub-standard ships and high detention rates under PSC, Tokyo and others MOU's would never occur. The manner in which each member state implements the applicable rules and regulations varies from one country to the next through legislation and practices. Therefore, the paramount issues is relatively focusing on how the Flag State Administration (FSA) performing their functions.
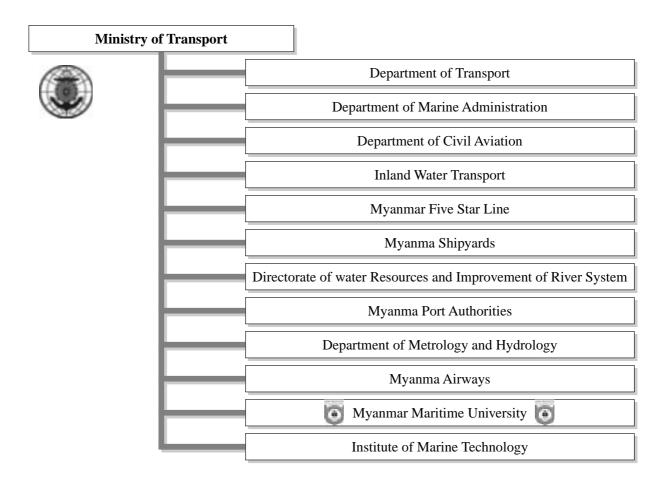
8. Overview of Maritime Affairs in Myanmar
Kyaw Zeya (Myanmar 1996) and Wai Lynn Htut (Myanmar 2004)

1. Myanmar Maritime Policy

▶ To confirm that national ships meet the safety standards, safe practices and standard of competence required of marine personnel

▶ To promote the development of human resources, manpower planning and the optimum utilization of such manpower in the maritime sector

▶ To improve the safety record of Myanmar registered vessels

▶ To improve the specific obligation to save lives in distress at sea and the protection of the marine environment
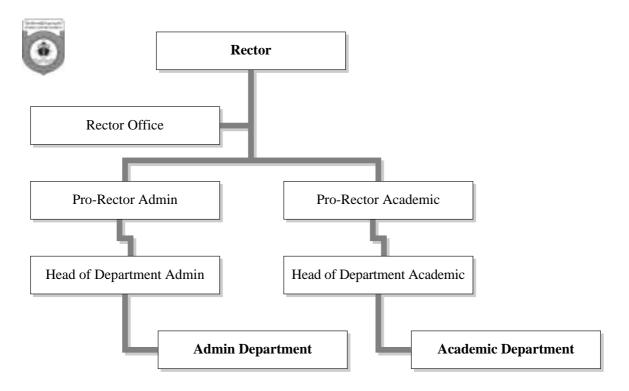
2. Organization of the Ministry of Transport

Ministry of Transport

- Department of Transport
- Department of Marine Administration
- Department of Civil Aviation
- Inland Water Transport
- Myanmar Five Star Line
- Myanma Shipyards
- Directorate of water Resources and Improvement of River System
- Myanma Port Authorities
- Department of Metrology and Hydrology
- Myanma Airways
- Myanmar Maritime University
- Institute of Marine Technology

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3. Maritime Education and Training Seafarers

3.1 Organization of Myanmar Maritime University

3.2 Degrees Offered at Myanmar Maritime University
- B.E (Naval Architecture)
- B.E (Marine Engineering)
- B.E (Port and Harbor Engineering)
- B.E (River and Coastal Engineering)
- B.E (Marine Electrical Systems and Electronics)
- B.Sc (Hons) (Nautical Science)
- Dip S. M (Postgraduate Diploma in Shipping Management)
- Dip P. M (Postgraduate Diploma in Port Management)

3.3 Training for Qualified Trainers
- Yangon Technological University (YTU)
- Defense Service Technological Academy (DSTA)
- Nihon University (Japan)
- Saitama University (Japan)
- Nagaoka University (Japan)
- Ritsumeikan University (Japan)
- Osaka University (Japan)
- Kobe University (Japan)
- Tokyo University of Marine Science and Technology (Japan)

- Shanghai Maritime University (China)
- Dalian Maritime University (China)
- Hohai University (China)
- World Maritime University (Sweden)

3.4 2006-2007 ACADEMIC YEAR

Sr.	SPECIALIZED MAJOR CLASS	1ST YEAR	NA	ME	PH	RC	EE	NS	TOTAL	JOINING DATE	SEA TRAINING (SEA SERVICE)	GRADUATION
1	FIFTH YEAR (S)		19	57	13	1	5	54	149	1.8.2002	2006	Aug. 2007
2	FIFTH YEAR (J)		22	86	12	2	12	63	197	2.12.2002	2006	Dec. 2007
3	FOURTH YEAR		34	151	12	1	12	89	299	1.12.2003	2007	Dec. 2008
4	THIRD YEAR		30	141	15	1	8	105	300	1.12.2004	2009	Dec. 2009
5	SECOND YEAR		31	123	62	1	26	117	360	1.12.2005	2010	Dec. 2010
6	FIRST YEAR	470	-	-	-	-	-	-	470	4.12.2006	2011	Dec. 2011
	GRAND TOTAL	470	136	558	114	6	63	428	1,775			

RC: River & Coastal

EE: Electrical

NS: Nautical Science

3.5 Certified Deck Officer Pursuant to STCW

- Master   619
- Chief Mate   1180
- O.O.W*   3562
- Master (NCV**)   84
- Chief Mate (NCV**)   436

O.O.W.* Officer in charge of navigational watch

NCV* Near Coastal Voyages

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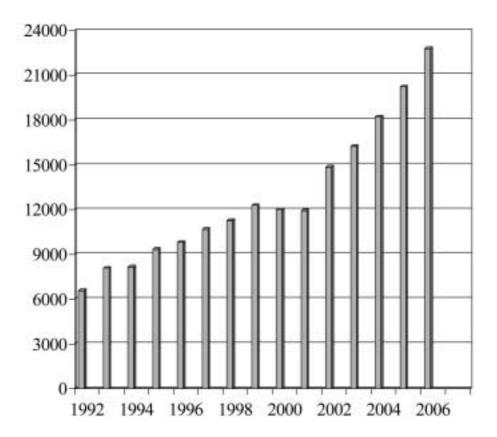
3.6 Certified Engineering Officer pursuant to STCW

- Chief Engineer   551
- Second Engineer   1267
- O.E.W.*   4169
- Electrical Engineer   1181
- Junior Engineer   2617

O.E.W.* Officer in charge of engineering watch

3.7 Myanmar Seafarers Working on Vessels of Foreign Flags

3.7

Institution / Address	1). MYANMAR MARITIME UNIVERSITY
	     Thilawar Campus, Thanhlyin Township, Yangon
	2). INSTITUTE OF MARINE TECHNOLOGY
	     Bayint Naung Road, Kamayut, Yangon

Simulator Type / Manufacturer	1). Ship Handling Simulator (SHS) / TRANSAS MARINE 2). Ship Handling Simulator (SHS) / TRANSAS MARINE
Type of Training Course	1). B.Sc (Hons) Nautical Science Degree Course B.E Marine Engineering Degree Course 2). All types of training courses required by the STCW Convention
Candidates	1). Seafarers, pilots and students 2). Seafarers and pilots
Onboard Training	About 3,000 cadets and ordinary seamen are trained onboard training on foreign-flag vessels on international trade, as well as coastal ships plying Myanmar waters
Number of seafarers trained	Trained 300 cadets from IMT each year (150 nautical cadets and 150 engineering cadets)

3.8 Recognition of Certificates (Reg; I/10 of STCW Convention)

Names of parties recognized with Myanmar certificates	Liberia, Singapore, Korea, Mongolia, Cyprus, Panama, Indonesia, Malaysia, Germany, Malta, Belize, Hong Kong, Antigua and Barbuda, Vanuatu, Marshall Islands, United Kingdom, Bahamas
Name of parties whose certificates are recognized by Myanmar	Liberia, Singapore, Korea, Cyprus, Panama, Indonesia, Malaysia, Germany, Malta, Belize, Hong Kong, Antigua and Barbuda, Vanuatu, Marshall Islands, United Kingdom, Bahamas

4. International Maritime Conventions and Protocols Acceded

Convention	Signature	Effective
STCW 78/95	04/05/1988	04/08/1988
MARPOL 73/78	04/05/1988	04/08/1988
COLREG 72	11/11/1987	11/11/1987
LL 66	11/11/1987	11/02/1988
SOLAS 74/78	11/11/1987	11/02/1988
TONNAGE 69	04/05/1988	04/08/1988
SUA 88/ Protocol 88	19/09/2003	12/2003

5. Maritime Security Policies in Myanmar

- ▶ To prevent terrorist or criminal activities occurring
- ▶ To identify the potential for criminal or terrorist activities occurring
- ▶ To detect, deter or minimize terrorist or criminal activities
- ▶ To react when terrorist or criminal activities are encountered

9. Recent Developments in the Philippine Maritime Industry
Sonia B. Malaluan (Philippines 1998)

I. BACKGROUND - MARINA AND ITS MANDATES

The Philippines, as an archipelago, recognizes the vital role of shipping in the economic development of the country. It is therefore a declared policy of the Philippine government to accelerate the integrated development of the maritime industry of the Philippines to attain the objectives of increased production and productivity in the various islands and regions of the archipelago through the provision of effective sea linkage; the provision of economical, safe, adequate and efficient shipment of raw materials, products, commodities and people; the competitive position of Philippine flag vessels in the carriage of foreign trade; and the generation of more new job opportunities.

The above are the main objectives for creation the Maritime Industry Authority (MARINA) in 1974. The Authority has jurisdiction over the development, promotion and regulation of all enterprises engaged in the business of designing, constructing, manufacturing, acquiring, operating, supplying, repairing and/or maintaining vessels or the component parts thereof, and of managing and/or operating shipping lines, shipyards, dry docks, marine railways, marine repair ships, shipping and freight forwarding agencies and similar enterprises.
Basically, the Authority deals with four (4) major maritime sectors: Maritime Manpower; Overseas Shipping; Domestic Shipping; and Shipbuilding & Ship Repair.

II. CURRENT SITUATION

The Philippines with its long maritime and seafaring tradition has continuously been providing the national and international shipping industry with highly professional, competent seafarers. Their seafaring skills and experience are on par with or even exceed the minimum standards set forth by the Amendments to the 1978 Convention as adopted by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 1995).

MARINA has continued to actively participate in the implementation of more stringent rules for maritime schools and the monitoring of their compliance with international standards. Training standards for the accreditation and assessment maritime training centers are also implemented through the Maritime Training Council (MTC). Additionally, a procedure for National Pooling of Cadets for Shipboard Training for Domestic Trade was adopted as a means to continuously sustain the country's image as the number-one provider of competent shipboard labor.

The Philippines has, by a wide margin, captured the biggest chunk of the seafaring industry as the topmost supplier of seafarers, registering on a worldwide scale of approximately 632,260 seafarers representing 28.5% of the total population onboard international vessels.

Regarding overseas shipping, MARINA's efforts are directed toward the enhancement of the competitive position of Philippine flag vessels in the carriage of foreign trade and the strengthening of the

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maritime administration and promotion of the integrity of the Philippine registry. An executive order for approval by the President of the Republic was drafted for the promotion and expansion of the Philippine Ship Registry. The continuing decline in the number of Philippine flagged-ships, from 400 in 1989 to 167 as of today—mainly because the law authorizing bareboat charter of vessels—will end in 2009. The proposed program is designed to open the Philippine flag registry to foreign players in the global shipping industry.

MARINA's plans and programs are geared toward the continuous enhancement of maritime safety in the design/construction of ships and in their operations. The most recent was under the IMO-ASEAN project on the "Development of Guidelines for Maritime Administration Seeking to Implement Audit-Based Systems and Procedures to Enhance Ship survey/Inspections." MARINA has also adopted a Ship Safety Inspection System (SSIS) so as to foster the systematic, uniform and effective conduct of ship safety inspection of all registered domestic ships. Other plans include activities supporting the global concern to protect the marine environment through the implementation of MARPOL Convention 73/78.

III. THE NEW DOMESTIC SHIPPING DEVELOPMENT ACT

In May 2004 a new law, Republic Act No. 9295, was approved by President Gloria Macapagal Aroyo. This is the known as the "Domestic Shipping Development Act of 2004," or the Act Promoting the Development of the Philippine Domestic Shipping, Shipbuilding, Ship Repair and Ship Breaking, Ordaining Reforms in Government Policies toward Shipping in the Philippines and for Other Purposes.

The main component of the new law is the provision of incentives to both the domestic shipping and Shipbuilding and Ship Repair Industry. The purchase of ships is exempted from VAT (Value-Added Tax), including the purchase of engines and spare parts, lifesaving equipment, safety and rescue equipment, communication and navigational equipment of such ships, provided the age of the ship is not beyond fifteen years for passenger/cargo ships, ten years for tankers and five years for high speed passenger crafts.

Another important feature of the new law is the fully deregulated operations in the domestic trade, authorizing ship operators to establish their own domestic shipping rate, and the liberalized rules and regulations for operation in missionary routes. The term "missionary routes" refers to those involving areas that have no regular shipping services or no shipping services whatsoever.

RA 9295 also provides for the immediate preparation and implementation of the Mandatory Ship Retirement Program for all unclassified ships that fail to meet the classification standards of a government recognized/accredited classification society. This includes the phasing out of wooden-hulled vessels in the domestic water transport, which represent 70% of the total sea transport facilities in the country, particularly in remote rural areas.

RA 9295 further provides for the MARINA to evaluate and determine the progressive capability of MARINA-registered shipyards to build and construct new vessels for the domestic trade. The shipbuilding, ship repair and shipbuilding industry is also entitled to the same incentives as those of

domestic shipping.

Resulting from the implementation of the new domestic shipping development act and in keeping with the program of Her Excellency Gloria Macapagal Arroyo on the establishment of the Strong Republic Nautical Highway (SRNH), provide continuous transport service from parts of Luzon Island to the other islands in the south, including Visayas and Mindanao.

MARINA, in coordination with the other government agencies, has identified several routes within the SRNH. A total of fourteen shipping routes/links were initially identified in 2003. In 2006, thirteen additional routes have been identified, giving a total of twenty-seven routes to be provided with shipping services.

Through the initiatives and programs of the MARINA, twelve of the twenty-seven routes are now provided with shipping services, RORO service in particular. There are about twenty-eight ships now operating in the different identified routes. Approximately fifteen identified routes are now left with no shipping service. For an initial service of oneship per route, fifteen new ships are necessary to provide such services.

Moreover, the implementation of the Shipping Development Act will result to the gradual phase-out of wooden-hulled vessels. The Japan International Cooperation Agency (JICA) is conducting a study on the alternative materials to replace wood. The phase-out of wooden-hulled vessels will be implemented within the next five years.

IV. PROBLEMS AND CHALLENGES

1. The basic and main problem in the development/expansion of the domestic shipping industry through acquisition of new and additional ships is the lack of available ship financing programs. As of now, there are loan facilities under the Development Bank of the Philippines (DBP) but there is limited availability under the program due to the stringent requirements of banks, not to mention the high interest rates and preference for more attractive non-RORO projects like tanker/container ships.

2. Another problem is the scarcity of secondhand RORO ships in the international market. Almost 100% of the operating RORO ships in the country now are second hand ships.

3. The third problem lies on the capability of the local shipyards to construct ships for use in domestic trade. The Philippine shipyard also needs major improvements and development to meet the country's demand for shipping services.

V. CONCLUSION

To address the current concerns of the shipping industry, MARINA has directed its efforts toward the establishment of a single maritime financing institution, i.e., the Maritime Equity Corporation, and the promotion and encouragement of foreign investments into the industry. For shipping operations, joint venture and tie ups with local shipping operator is also promoted. On the other hand, MARINA is

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assessing the progressive capabilities of the local shipyards, and a vessel retirement program is envisioned as a means to provide a necessary boost in the shipbuilding sector.

All of the ongoing and future programs of the MARINA, as a strong, dynamic, proactive, responsive, MARITIME ADMINISTRATION are geared toward the attainment of Agency's vision to link the islands of the Philippines toward national unity through the accelerated integration of the Philippine maritime industry, which will provide, safe, secure, viable, reliable, efficient, competitive, adequate, affordable and environmentally conscious water transportation.

10. Philippines Coast Guard Communications System Capability Enhancement on Maritime Safety and Security

Jerry A. Nibre (Philippines 2003)

BACKGROUND

The nation of the Philippines is an archipelago with approximately 7,107 islands and a total land area of nearly 300,000 square kilometers. Under the United Nations Convention on the Law of the Sea, the Philippines has the rightful claim to twelve nautical miles of Territorial Sea, twenty-four nautical miles of contiguous zone, and two hundred nautical miles of exclusive economic zone. The country therefore controls 2,200,000 square kilometers of maritime territory, of which 266,000 square kilometers is coastal and 1,934,000 square kilometers is oceanic.

The Philippine Coast Guard (PCG), an agency operating under the Department of Transportation and Communications (DOTC), is the primary agency tasked with safeguarding this vast maritime territory by conducting maritime search and rescue, maritime security, marine environmental protection and maritime safety administration.

In the early 1990s the DOTC embarked on a major maritime communication infrastructure expansion in order to improve the maritime mobile services nationwide and provide adequate, effective and stable radio communication arrangements for ship-to-shore operation, such as distress and safety, port operation and ship movement, and public correspondence.

While phase I (Manila Coast Station) of the Maritime Communication Project (MCP) was completed and made operational in 1996, phase II was not pursued as this system would be technologically overtaken by the Global Maritime Distress and Safety System (GMDSS) under the 1974 SOLAS Convention as amended. While the maritime authorities were proved correct in asserting that part of the MCP would be rendered obsolete in the face of GMDSS implementation, unfortunately the Philippine GMDSS program collapsed even before it could take off. Thus the Philippines failed to fulfill its international obligation with regard to GMDSS shore-based facilities.

PCG COMMUNICATIONS SYSTEM CAPABILITY ENHANCEMENT ON MARITIME SAFETY AND SECURITY

OBJECTIVE

In consonance with the national policy of establishing an effective and efficient disaster management system in the Philippines for search-and-rescue response, security and counter-terrorism at sea, the **PCG Communications System Capability Enhancement on Maritime Safety and Security Project** was undertaken. The project's objective is to improve the internal communications system of the PCG and enhance search and rescue and counter-terrorism operations in the Philippines by procuring and upgrading communications equipment.

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THE SYSTEMS

1. VSAT Communications System

The VSAT system will be installed as a trunk-link communications system connecting the Operation Center aboard the Coast Guard Weapons, Electronics and Information System Service (CGWEISS) to the nine Coast Guard districts. The Operation Center will function as VSAT HUB Station to control and manage the entire system (fixed VSAT stations and transportable VSAT). Please see Figure 1.

2. Microwave Communications System

The system will use 7.5 GHz as the backbone of the trunk link system. The system will interconnect the Operation Center with Headquarters, PCG, Taguig Transmitting Station (TSS), Balagtas Receiving Station (BRS), Sangley Point and Headquarters, CGD National Capital Region-Central Luzon (CGD NCR-CL). See Figure 2.

A provision for a Repeater Station between the Operation Center and TSS was also included in the design in the event future developments in the Bonifacio Development Area result to radio-path obstruction between the two points.

3. VHF/HF Radio System

The VHF/HF system will be installed as a spur link connecting CGDs National Capital Region-Central Luzon, Central Eastern Visayas, and Southwestern Mindanao to their sub-operating units (coast guard station/detachments). See Figures 3-5.

The system incorporates voice encryptor or similar system to ensure confidentiality in respect to sensitive security operations.

4. Rehabilitation of Manila Coast Station

The Manila Coast Station (MCS) is the common name of Phase I of the Maritime Communication Project. The MCS is composed of the Operation Center aboard the Coast Guard Weapons, Electronics and Information System Service (CGWEISS), Taguig Transmitting Station (TSS) and Balagtas Receiving Station.

The project will provide the required equipment, such as new transceiver and consoles, to make Manila Coast Station GMDSS compliant system (NAVTEX broadcasting, DSC function, NBDP function).

Additionally, the MCS will also be enhanced as back-up/redundancy system in the event the VSAT system fails.

EXPECTED BENEFITS

The Philippine Coast Guard and the country as a whole are expected to gain the following from this project:

1. Fulfillment of international commitment. With the establishment of GMDSS shore-based facilities, the

Philippines would at last fulfill its obligation under the 1974 SOLAS Convention as amended.

2. Stable, secure and dedicated coast guard communications system. The current PCG communications system is being provided by private service provider and could therefore be susceptible to unauthorized access. With encryption and other security features as part of the new system, the chances of unauthorized access would be significantly reduced.

3. Faster dissemination of information to PCG units. The PCG is still using communications equipment inherited from the Philippine Navy as an alternate system for reaching other units that could not be serviced by private service providers. These equipments are now antiquated and such more susceptible to atmospheric disturbances resulting in delays in the dissemination of information. The project will provide new equipment to ensure clarity and the timely dissemination of information.

4. Enhanced command and control. Command and control will also be firmly established because the system is reliable; therefore, units will have no reason for not communicating with their commanders.

5. Prompt response to reports of vessels in distress. The Manila MRCC without the GMDSS infrastructure would formerly receive alerts for vessels in distress through fax messages from other MRCCs in the Pacific Region. With the installation of the new system, this would no longer be the case.

6. Enhanced safety and security monitoring within the territorial water. The installation of this PCG communications system will usher in a new dimension in the monitoring of vessels transiting within territorial waters.

CONCLUSION

The PCG Communications System Capability Enhancement on Maritime Safety and Security is the last major undertaking in the PCG capability enhancement program. The other two are the assets acquisition and manpower resources build-up, both of which have been pursued in accordance with the PCG's fifteen-year development plan.

Based on the plan, the PCG managed to modernize its fleet with the delivery of numerous multipurpose vessels (i.e. search and rescue, and combating oil spills) from Australia and Japan, greatly enhancing PCG's capability to respond to maritime incidents anywhere in its territorial water. Additionally, several monitoring, control and surveillance craft (MCS) are manned and operated by PCG in cooperation with the Bureau of Fisheries and Aquatic Resources (BFAR). Recruitment and continuous education and re-training of PCG personnel is pursued vigorously in order to cope with the personnel demand of these new assets.

Contrastingly, the PCG's communication-capability enhancement, while included in the fifteen-year PCG development plan, has been delayed due to funding requirements. However, with the recent changes in PCG leadership the PCG Communications System Capability Enhancement on Maritime Safety and Security has become the priority. The project will see its completion sometime in June 2008. The completion of this project would not only provide the PCG with a secure and dependable communications system but foremost among its benefits is the expected goodwill and recognition of the international maritime community that the Philippines is fully committed to fulfilling its obligation and thus makes its waters safer and cleaner.

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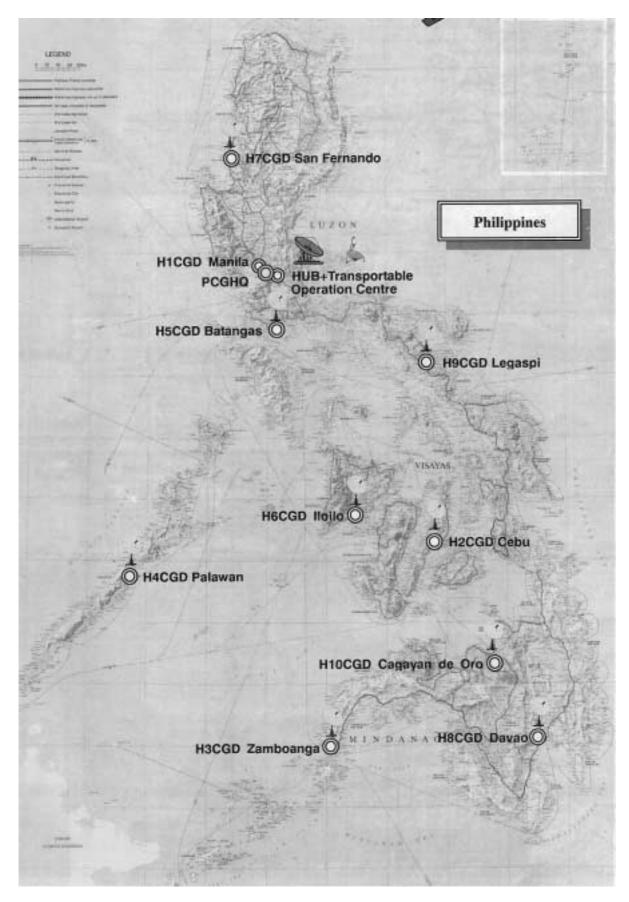
Figure 1. VSAT Communications System
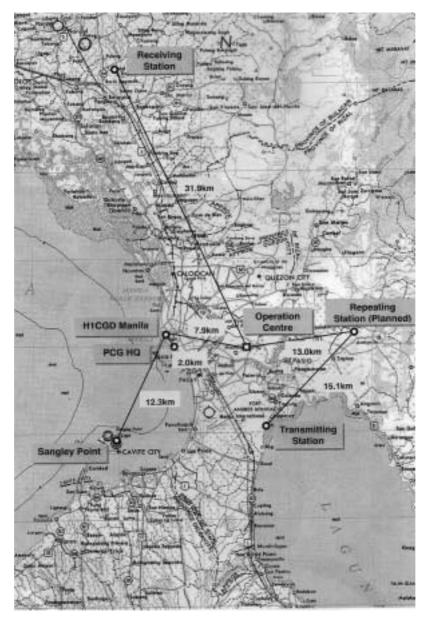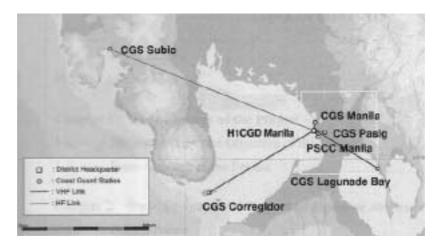
Figure 2. Microwave Communications System in Manila

Figure 3. (VHF/HF Radio System-CGD National Capital Region-Central Luzon)
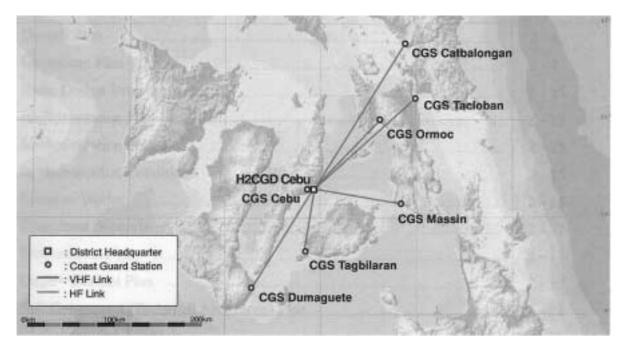
Figure 4. (VHF/HF Radio System-CGD Central Eastern Visayas)
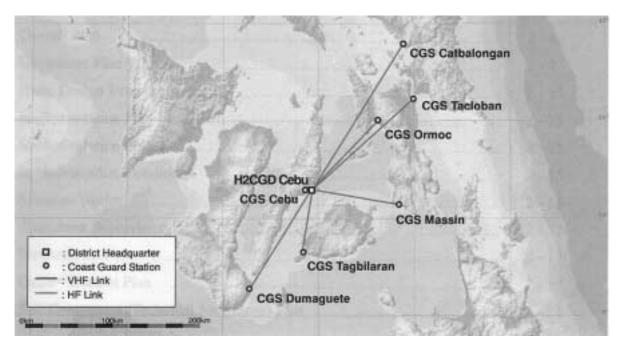
Figure 5. (VHF/HF Radio system-CGD Southwestern Mindanao)

11. Improvement of the National Maritime Administration and Improvement of the National Maritime Legislation and Implementing International Convention in Vietnam to Meet Requirements of Integration into the World Economy Process
Vu The Quang (Vietnam 2000)

I. INTRODUCTION

1. Location and Geographic Features of Vietnam

Vietnam is located in the center of the Southeast Asia region. Vietnam has an area of 331,688 square kilometers and a population of over 78,6 million (1999). The country is bordered by China to the north, Laos and Cambodia to the west, and the East Sea and Pacific Ocean to the Southeast.

Vietnam has a large network of inland waterways totaling about 41,900 km, of which 11,400 km is suitable for waterborne transportation. The network extends to almost all populated areas and industrial zones, particularly the Red River Delta in the north and Cuu Long River Delta in the south.

Vietnam's coastline is 3,260 kilometers long and its territorial waters are as large as one million square kilometers. It has been awarded a series of large seaports such as those at Hai Phong, Da Nang, and Saigon. Offshore from Vietnam's mainland are thousands of islands and islets lying scattered from north to south.

The major natural resources of Vietnam are petroleum, natural gases, coal, tin and phosphates. The principal crops are rice, sugar, coffee and cassava.

The characteristics of Vietnam's geographic location, as well as the consumer demand of the high population have led to the development of inland water transport and seaborne transport. Its long coast and large territory of sea areas, which cover potential natural resources offshore and in the continental shelf, have also led to the development of various fields of the maritime sectors.
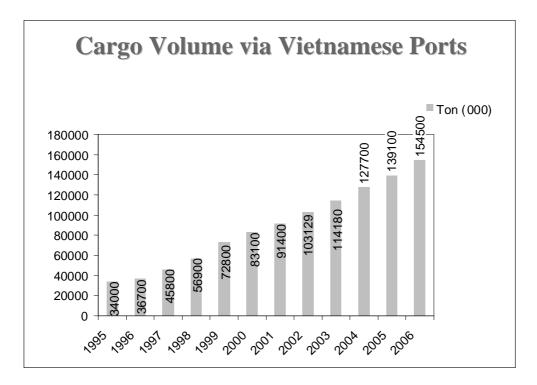
Moreover, lying on the rim of the Pacific Ocean, Vietnam holds an important geographic position not only for the seaborne traffic in the region but also for activities relating to search and rescue at sea, protection of the marine environment and fighting against unlawful acts on the high seas.

2. The Commercial Port System

Vietnam has more than 100 sea ports of variety types are located along rivers and the coast from the north to the south of the country. They form a very important chain to contribute to the comprehensive infrastructure of transportation in the whole country. Many of these ports are classified as being capable of handling seagoing vessels up to 50,000 DWT. Among them, Saigon and Haiphong are the largest ports, each normally handling over ten million tons of cargoes per year. They are also the main points of transshipment of goods to the northern and southern parts of the country. Others such as Danang, Quangninh Vungtau and Cantho are now denominated as the major seaports in the country.

The infrastructure of the port system includes several hundred berths with a total length of more than twenty-five kilometers, over a million square kilometers of warehouse and over two million square kilometers of cargo shed, etc.

The total amount of cargo handled by Vietnamese ports has in recent years increased year by year: 91.1 million tons in 2001; 103.1 million tons in 2002; 114.1 million tons in 2003; 127.7 million tons in 2004; 139.1 million tons in 2005 and 154.5 million tons in 2006.

Cargo Volume via Vietnamese Ports

Ton (000)

Year	Ton (000)
1995	34000
1996	36700
1997	45800
1998	56900
1999	72800
2000	83100
2001	91400
2002	103129
2003	114180
2004	127700
2005	139100
2006	154500

3. National Merchant Fleet

Given its 3,260 kilometers of coastline and 11,400 kilometers of inland waterway, Vietnam has a natural advantage for the development of transportation by waterway. However, the development of Vietnamese mercantile fleet is currently insufficient.

At the end of August 2003, Vietnamese mercantile fleet had 1,107 seagoing ships having a total

capacity of 3,447,474 DWT or 2,294,016 GT, including 720 bulk cargo ships with a total capacity of 1,940,504 DWT, twenty-two container ships with a total capacity of 208,668 DWT, eighty tankers with total capacity of 718,474 DWT and 285 service ships and others with total capacity of 579,828 DWT.
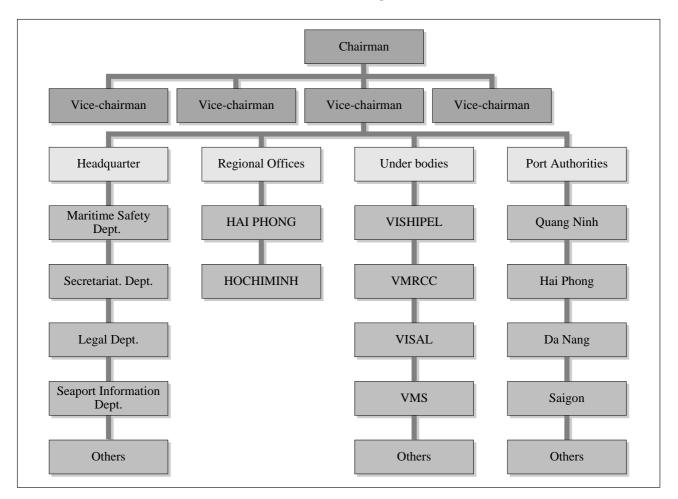
Total volume of cargo which carried by the merchant fleet are 19.4 million tons in 2001; 23.7 million tons in 2002; 29.7 million tons in 2003; 37 million tons in 2004; 42.6 million tons in 2005 and 49.5 million tons in 2006.

II. CURRENT MARITIME ADMINISTRATION

State management bodies are responsible for maritime administration is Vietnam Maritime Administration (VINAMARINE).

1. Vinamarine

VINAMRINE is the authority of state maritime administration in the whole country. On behalf of Minister of Transport and being responsible to the Prime Minister, the Chairman of the Bureau exercises the functions of the state administration over the maritime sector throughout the country, including all state-run maritime units (belonging both to central and local authorities) and non state-run maritime enterprises, organizations and individuals (foreign organizations and individuals functioning in the territory of Vietnam are also included). Organization chart of VINAMARINE see Figure 3.

VINAMARINE (Figure 3)

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VINAMARINE'S DUTIES AND POWERS
- TO WORK OUT STRAEGIES FOR MARITIME DEVELOPMENT, MASTER PLAN,TO MAKE OUT DRAFT LAWS, SHIPPING POLICIES AND REGULATIONS, TULES OF MANAGEMENT AND LEGAL NORMS;
- ON MARITIME ACTIVITIES;
- TO ISSUE PERMISSION TO SHIPS AND BOATS TO TERRITORIAL WATERS OF VIETNAM;
- TO HOLD EXAMP AND ISSUE CERITICATE OF COMPETANCY TO SEAFARER;
- TO ISSUE CERTIFICATE OF TREGISTRY TO SEA-GOING VESSELS;
- TO PROMULGATE THE STATUTES OF PORTS AS WELL AS THEIR OPENING FOR NAVIGATION;
- TO JOIN BILATERAL MARITIME AGREEMENTS AND CONVENTIONS;
- TO CONTROL OVER MARITIME SERVICES;
- TO CARRY OUT SEARCH AND RESCUE ACTIVITIES VIA THE FSI AND PSC;
- TO SUPERVICE MARITIME SAFETY RELATED ISSUES, CONDUCT MARITME SAFETY INSPECTION ON SHIP;
- TO CONDUCT INVESTIGATION AND SETTLE VIOLATIONS REGARDING SHIPPING ACTIVITIES.

(Detailed Organization Chart shall be referred to in Annex)

To produce a better understanding of the maritime safety administration system in Vietnam, the major agencies, which fall under the direct control of VINAMARINE, will also be examined in the following sections:

2. Province's Maritime Administration

There are twenty-three provinces under the Maritime Administration, namely the port authorities located thought the country, each acting as the local maritime administration in the area for which it is responsible maritime area. The port authority system is a part of the national maritime administration as provided in Article 66 of the Vietnamese Maritime Code, whereby "the port authority is the body carrying out the state administration on maritime at seaports and port water areas."

When conducting maritime safety inspection and investigating maritime casualties and accidents, the port authorities have a permanent link to VINAMARINE for assistance and advice. This ensures that actions taken by port authorities are considered carefully, particularly in cases of detention of ships.

3. Vietnam Maritime Safety Agency (VMS)

The Vietnam Maritime Safety Agency (VMS) has responsibility not only for conventional aid to navigation services but also carries out maintenance of the lighthouse and light beacon system in the whole the country. At present, maritime safety services are carried out by Maritime Safety Company No. 1 in the North and Maritime Safety Company No. 2 in the south of Vietnam.

4. Vietnam Maritime Search and Rescue Co-ordination Center (VMRCC)

Under the control of VINAMARINE, VMRCC commands directly and coordinates search and rescue activities at sea of forces and units which belong to the Vietnam maritime industry. Additionally, it is

responsible for coordinating internal and external forces in order to search for and rescue vessels in distress at sea.

5. Vietnam Ship Communication and Electronic Company (VISHIPPEL)

VISHIPPEL, under VINAMARINE, is responsible for operating and maintaining the communications system, includes five international registered coastal radio stations and two national radio stations. Those seven stations are keeping watch around the clock for search and rescue, medical assistance, weather forecasts at sea, commercial services and so on.

III. CURRENT MARITIME LEGISLATION

In Vietnam, the maritime legislation and the law making process have been developed. The government has paid special attention so far to revise and to update its law in order to follow up international developments and to facilitate the shipping industry.

1. The Vietnamese Maritime Code

For many years, the Vietnamese Maritime Industry operated under the control of the ordinances, decrees, rules and regulations produced by the government and departmental administrations concerned.

During the 1980s, under the demand of developing the country's economy, especially in the maritime sector, the Maritime Code of Vietnam was produced. Then it was approved by the Vietnamese National Assembly on 30 June 1990, and revised on June 14, 2005. It has been in force since January 1, 2006. The Vietnamese Maritime Code consists of 18 chapters, namely:

Chapter I:	General Provisions
Chapter II:	Seagoing Ships
Chapter III:	Ship's Crew
Chapter IV:	Sea-port
Chapter V:	Contract of Carriage of Goods by Sea
Chapter VI:	Contract of Carriage of Passengers and Their Luggage by Sea
Chapter VII:	Charter Parties
Chapter VIII:	Ship's Agency and Maritime Broking
Chapter IX:	Maritime Pilotage
Chapter X:	Maritime Towage Service
Chapter XI:	Maritime Salvage
Chapter XII:	Recover of Property from the Sea
Chapter XIII:	Collision
Chapter XIV:	General Average
Chapter XV:	Limitation of Civil Liability for Maritime Claims
Chapter XVI:	Contract of Marine Insurance
Chapter XVII:	Settlement of Maritime Disputes
Chapter XVIII:	Implementation Provisions

The goals of the code are to control and facilitate all maritime activities within Vietnamese territory

and other operations connected with international seaborne trade. The principle of the Code is generally based on the application of common international practices, as well as the basic national practices, in order to ensure balance between national interests and others, including individual interests and foreign interests.

2. Subsidiary Legislation

Following this code, the subsidiary legislation also be produced and approved by the Government. There are five decrees and eighteen decisions was promulgated so far, including very important legal documents such as: Decree No. 71/2006/ND-CP of the Government dated July 25, 2006 on Management of sea-port and maritime channels and Decree No. 62/2006/ND-CP of the Government dated June 21, 2006 on the Sanction Against Administrative Violations in the Maritime Field.

3. Implementation of International Convention

Vietnam has become to a member of United Nations (UN) in 1977 and a member of IMO in 1984. So far, in the maritime field, the government has ratified eighteen major UN and IMO's conventions:

1. United Nations Convention on the Law of the Sea (UNCLOS), 1982: 25 July 1994
2. International Convention for the Safety of Life at Sea (SOLAS), 1974 and Protocol 1978: 18 December 1990 and ratified protocol in 12 October 1992
3. International Convention for the Prevention of Pollution from Ships (MARPOL), 1973 as Modified by Protocol 1978 (Annex I and II): 29 May 1991
4. International Convention on Load lines (LOAD LINES), 1966: 18 December 1990
5. International Convention on Tonnage Measurement of Ships, 1969
6. TONNAGE 1969: 18 December 1990
7. International Convention on Standard of Training, Certification and Watchkeeping for Seafarers, 1978 as amended in 1995. (STCW 78/95): 18 December 1990
8. Convention on the International Regulation for Prevention Collisions at Sea, 1972, (COLREG 72): 18 December 1990
9. International Convention on Maritime Search and Rescue (SAR), 1979: 1999
10. Tokyo Memorandum of Understanding (Tokyo MOU),1994: 1999

Given the purpose of integrating with the international maritime transportation and improving safety for ships, the Vietnamese Government has signed a Bilateral Maritime Transport Agreement with some countries such as: Thailand in 1979, Cuba in 1983, Indonesia in 1991, China, Philippines, Malaysia, Singapore and Ukraine in 1992, Federal Russia and Germany in 1993, Romania in 1994, South Korea and Poland in 1995 and France in 2000. The government is also applying international rules and regulations, such as Hamber Rules 1968, York-Antwerp Rules, 1974, Athens 1974 and ILO Conventions throughout the shipping industry of Vietnam.

VINAMARINE has in recent years been conducting the implementation of the "Flag State Implementation" (FSI) and "Port State Control" (PSC), as a member of Tokyo MOU, through its port authorities throughout the country.

IV. WEAKNESSES OF MARITIME LEGISLATION

Despite the fact that the government and the national maritime administration have made some progress in efficiency in this field already and the Vietnamese Maritime Code was amended and promulgated on July 2005. It aims to promote not only the national economy but also to ensure equal international economic cooperation, especially in meeting the requirements of the WTO's agreements.

As mentioned before, so far the government and the maritime administration have enacted much subsidiary legislation relating to maritime affairs. However, there is an absence of detailed provisions, procedures, or clear guidelines in certain matters. The gaps in subsidiary legislation are listed as follows:

- The functions, roles and power of maritime administrations;
- Regulations and rules relating to defined state management functions between the maritime and inland waterways sectors;
- Regulations and rules relating to defined state management functions between the maritime and inland waterways sectors;
- Regulations, provisions and guidelines related to operation in the coastal and inland waterway regions;
- Regulations and rules relating to organization and operation of pilotage;
- Regulations and rules relating to maritime inspection and investigation;
- Regulations and rules relating to conditions of maritime services;
- Regulations and rules relating to conditions for the sale and purchase of ships;
- Regulations and rules relating to arrest of ships;
- Regulations and rule relating to marine pollution prevention;
- Regulations relating to prevention and preparedness of pollution of the sea by oil.

Therefore, the government needs to consider these matters carefully and take positive steps to improve the situation related to maritime subsidiary legislation.

Regarding the implementation of ratified international conventions, especially the IMO conventions and the WTO's agreements, Vietnam is a unitary state in which the major institutions of government—legislative, executive and judiciary—have power in all matters over the whole area and all persons in the territory of the state; all power belongs to the main government. Therefore, all the international conventions, which are ratified by the government, are automatically entered into force in Vietnam. The legislation process is merely a process of translating them into national official language, of promulgation and of the order of application. Subsequently they are applied to all bodies concerned such as departmental administration, ports, shipping companies, ships and shipbuilding companies. Regard to implementation of ratified international conventions, especially IMO conventions, Vietnam is a unitary state in which the major institutions of government, legislative, executive and judiciary have power in all matters over the whole area and all persons in the territory of the state; all power belongs to the main government. Therefore, all the international conventions, which are ratified by the government, are automatically entered into force in Vietnam. The legislation process is merely a process of translating them into national official language, of promulgation and of the order of application. Afterwards, they are applied to all bodies concerned such as departmental administration, ports, shipping companies, ships and shipbuilding companies. So far, all the ratified Conventions are being applied step-by-step in the national

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maritime industry. Some other conventions such as the International Convention on Search and Rescue (SAR), 1979 and the International Convention on Arrest of Ships, 1999 are being considered by MOT as well as VINAMARINE for ratification. However, the application of the above-ratified Conventions is not complete in shipping operation, especially in the field of maritime environmental protection.

V. PROPOSALS TO IMPROVE MARITIME LEGISLATION AND IMPLEMENT INTERNATIONAL CONVENTIONS IN VIETNAM

To establish a clear and efficient maritime legislation in Vietnam, the subjects below need to be revised and amended:

1. Improving Maritime Legislation

In order to update and create comprehensive maritime subsidiary legislation in Vietnam, the rules and regulations must be revised and amended in accordance with international conventions and acceptable national requirements. They should be promulgated by appropriate authorities, depending on the importance and necessary levels required. In this connection the author believes that the main rules and regulations which are listed below need to be revised and amended:

- The functions, roles and power of maritime administrations;
- Regulations and rules relating to defined state management functions between the maritime and inland waterways sectors;
- Regulations and rules relating to defined state management functions between the maritime and inland waterways sectors;
- Regulations, provisions and guidelines related to operation in coastal and inland waterway regions;
- Regulations and rules relating to organization and operation of pilotage;
- Regulations and rules relating to maritime inspection and investigation;
- Regulations and rules relating to conditions of maritime services;
- Regulations and rules relating to conditions regarding the sale and purchase of ships;
- Regulations and rules relating to arrest of ships;
- Regulations and rules relating to marine pollution prevention;
- Regulations relating to prevention and preparedness of pollution of the sea by oil.

2. Promotion of the Implementation of International Conventions

The author believes that in order to promote the implementation of international conventions, the proposals below need to be adopted:

A) The Vietnam Maritime Administration should promote familiarization and implementation of international conventions by publishing and distributing guidelines to all relevant bodies in the maritime industry.

B) Executive orders and instructions to officials concerned should be prepared. Meetings and familiarization courses should be held for full understanding and uniform implementation in the whole country.

C) The Vietnam Maritime Administration should promulgate regulations, which apply to safety and pollution prevention requirements of relevant international conventions such as SOLAS74/78 and

MARPOL. It should regulate and supervise the application of such requirements throughout the whole maritime industry.

D)　The Vietnam Maritime Administration should speed up the implementation of PSC by establishing PSC procedure in accordance with Tokyo MOU requirements; it should recruit PSC inspectors with necessary technical skills for the exercise of PSC and FSI duties.

E)　The prevention, combating, and control of oil pollution at sea should be improved by:

①　Establishing the Contingency Plan for Response to Oil Pollution at sea that should follow Section II of IMO Manual: "Contingency Planning,"

②　Ratifying related Conventions such as the OPRC, 1990, INTERVENTION, 1969, CLC69 and FUN92,

③　Co-operating in the sub-region or region, i.e. with ASEAN countries and China in this field.

F)　A national contingency plan for search and rescue at sea should be formulated, including:

①　A list of all available resources, especially facilities of the Navy, Air Force, Vietnam Marine Police and the communication network of coastal radio stations,

②　Cooperation in the region, especially with ASEAN countries and China,

③　Following up IMO's guidelines, such as the MERSAR manual and SAR manual.

It is the author's aim, in all the above proposals, to suggest improvement to maritime legislation and implementing international conventions in Vietnam.

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Closing Session

- **Closing Remarks**

  Eisuke Kudo, Executive Director, Ocean Policy Research Foundation

Closing Remarks

Eisuke Kudo,
Executive Director, Ocean Policy Research Foundation

As a closing address, I'd like to give a speech in my own way.

When Mr. Sasakawa was about to leave the hotel two days ago, he said, "Because of your unique characteristics, I assume you are forcing the participants to do a lot of work late into the evening. Those poor participants!" This is what he said to me. At the same time, I was told to give you all his regards for this network meeting.

Today, I'd like to express my gratitude for your ardent and animated discussion during this four-day meeting. We have been able to have such lively discussions because you have all followed the high-level education at the World Maritime University and have built strong bonds of friendship and mutual trust amongst yourselves.

As you know, this is the first time the Secretariat has held this sort of network meeting outside Japan. Moreover, during the early stages of preparation we were very deliberate about whom we should invite to this network meeting from each country.

When I saw the scene of a happy reunion of old friends from the same university on the day we first gathered in Bangkok, and the scene of non-Sasakawa WMU graduates from Thailand who had gathered in the lobby in groups of two or three, I felt the purpose of the WMU establishment had bloomed into a splendid flower.

I am very satisfied that mutual agreement on the next step has been formed at the end of the meeting, despite such variation between the circumstances of each country and each participant. In the exchange of information on maritime affairs in each country during the meeting, I've learned you all have been endeavoring toward nation-building with hope and faith.

After returning to Japan, I plan to visit Mr. Sasakawa and bring the report that has just been made by all of you.

The Secretariat plans to publish the proceedings of this network meeting though it is thought that it will take approximately six months. Within this process, we might ask each one of you for a bit more cooperation.

The current related budget of WMU program has been maintained and not decreased because the Sasakawa Fellows' activities are seen as remarkable, even though the situation in the profits from motorboat racing has not yet recovered. In that sense, we hope that you will start thinking about sending Mr. Sasakawa a letter on occasion from this time on.

I wish to express my sincere gratitude to all the group members who have created such an excellent report. Ms. Sue Jackson's participation with this network meeting has given us a sense of security and has honored the Sasakawa Fellows' Network. We really appreciate it. Thank you very much.

Last, but not least, I'd like to express my gratitude to all the Thai Sasakawa Fellows. This network meeting could not have succeeded without the great cooperation of the Thai Fellows. Thank you very much.

In closing, I wish all of you here much success in your careers and activities.

Thank you for your attention.

Appendix

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Special Lecture
Transport Logistics Trend in 2007

Chula Sukmanop, Ph.D.,
Senior Expert in Policy and Planning,
Head of Multimodal Transport Development Group,
Office of the Permanent Secretary,
Ministry of Transport, Thailand

Logistics management has been a major point of discussion in regard to the country's competitiveness in global trade. Because transport is the main element in a logistics chain, in recent decades governments in many countries have paid considerable attention to transport logistics so that their transportation systems would influence the overall performance of logistics system.

Looking at global logistics today, four distinctive trends can be seen: Globalization, Increase in high-tech and high-value goods, fast-cycle logistics and Growth of Internet and E-commerce.

With globalization, goods and services can reach the consumers farther, faster, deeper and cheaper than ever before. It has been projected that there will not be a slow-down in the growth of global trade, but what we are seeing is blurring of domestic markets. From McKinsey and Company, today approximately 20 to 30 percent of goods cross borders before consumption. By 2025, 80% of goods traded will be produced in countries different than where they are consumed.

With such forecasted growth, air transport operators are seeing this growth as the value of goods in air cargo because truck and rail are limited by geographic borders, and ocean transport is limited by time. FedEx has viewed that air cargo/air express industry will become the leading facilitator of transcontinental trade, especially in high-tech, high value goods. People all over the world need things fast. As the economy has become increasingly global, it also has become more fast-paced, fast-cycle logistics. The most vibrant parts of the economy thrive on fast delivery. Small and medium-sized companies, like large ones, depend on the delivery of just-in-time inventory to help them compete faster and more efficiently. A benefit of fast cycle logistics is that as inventory is reduced, thus so are carrying costs. Suppliers on different continents, thousands of miles away, can restock the shelves in the neighborhood store in just a few days. Fast-cycle logistics will continue to be an important, growing macro-trend in productivity improvements and profitability.

It can also be seen that global trade and transport networks rely on information and communications technology. Recently there have been developments of information interchange and management systems. In transportation, cargo and vehicle tracking systems, terminal operations management and port community systems have become common. With such growth, traditional "information silos" with limited access to information to few personnel and duplication of effort relating

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* Chula Sukmanop, Ph.D., Senior Expert in Policy and Planning, Head of Multimodal Transport Development Group, Office of the Permanent Secretary, Ministry of Transport, Thailand

to management of information in the firm is being replaced by "e-business models" to allow higher customer satisfaction, lower costs of management, competitive agility, accelerated time to market and higher employee and efficiency. E-Trade and Amazon.com are among the trendsetters.

With the above trends, we are quickly becoming a "one world marketplace." Mix world trade with rapid communications and add in new ways of looking at things—such as shared research, pooled resources and supply chain management—and it becomes a whole new ball game. The freedom to easily access goods from the one world marketplace will be normal day-to-day transactions for tomorrow's consumers.

The new global trend also leads to even more effort in liberalization of the market, such as reduction of global trade barriers such as WTO, FTA, regional integration. While technology adoption has boosted productivity and reduced costs (IT, lean and other process improvement), it can be forecasted that logistics will become a part of the production process and the future situation of logistics will be fierce global competition, growing cross-border trade, quality and adding value in transport most important but focus on costs, outsourcing and sourcing from the best supplier.

Regarding the macro-economic landscape, the United States will continue to be a growth engine because it remains the largest export market for the world. And the U.S. maintains positive growth and productivity differential versus other developed nations. Following the United States is China. China's economy is rapidly expanding in an environment some analysts called "extended cycle." China continues to have a strong import demand for commodities and intermediate goods. Together, the U.S. and China are defining the current industrial up-cycle. In other words, growth will continue to be led by capital goods and the industrial sectors. The economy of the European Union is growing slowly after having been stagnant for part of 2002 and 2003. A key factor driving the return to growth is increased global trade. Clearly manufacturing is booming in Asia. We see movement in and out of the area as raw materials and components are imported to the region for assembly and value-added processes and finished goods are then exported from the region throughout the world. The trend we see is that many Asian exports are funneled through China before being exported to the rest of the world.

China is changing the economic landscape of the entire world. China is importing goods from around the world. China is seeing strong domestic demand, as it has the largest retail market in all of Asia. High-tech, high-value goods are particularly in high-demand. As the Chinese government continues to lift restrictions and with China's accession into the WTO, we see an increased amount of trade and foreign investment. China is a dominant force in global commodity price movement. Impact of Chinese demand determines global market price for iron ore, wheat, steel, and copper. It also influences the global market prices for aluminum, corn, zinc, sugar, lead, tin and cotton.

Turning to transportation issue, with the global competition in transport services, the shippers' expectations are higher. They are now in the position to demand competitive costs, continuity of offer, flexible delivery time, regular frequencies, liability of service and environmental footprint. Shippers are also facing new challenges in security (anti-terrorism) having economic impact on U.S. supply chains due

to higher shipping costs, increased travel times, increased inventories, border delays, and other changes as a direct result of the 9-11 terror tragedy. Moreoever, shippers needs to avoid distortions of competition and avoid heavy burden on industry. This includes duties to the environment, such as the reduction of emissions along with improved efficiency. However, the supply in the current market falls short of the demand and challenges facing shippers. There are still problems of high costs for combined transport, delivery time too long, infrastructure not harmonised, national operating rules different, diluted responsibilities, too much different documents.

How will Thailand cope with the trends?

Ministry of Transport and other economic ministries are making effort in ensuring freight system reliability. The attempts will cover every mode of transport: road, rail, water, air and pipelines. As far as Ministry of Transport is concerned, there are 3 development modalities: Infrastructure, Services and Transport Facilitation.

Transportation infrastructure is an asset to contain costs and make products more competitive. The Ministry has plans to develop both domestic and international transport infrastructure network. As for international transport, several plans and projects have been progressed for regional development of transport infrastructure connecting with neighboring countries. Special attention has been given to the Greater Mekong Subregion (GMS) because Thailand, which is in the heart of GMS, and GMS is located at the heart of the Asia continent and its opportunity is anchored by its easy connection to other sub-regions such as East Asia, South Asia and Australia, as well as PRC and India, the first- and second-largest markets of the world comprising more than two billion people. This advantage has opened up opportunities for the logistic-related businesses and providers for the economic activities between GMS and other regions. The concept of the corridors focusing on development of economic activities along specific geographic spaces has become a key development pattern. Three major routes have been identified as the economic corridors, namely the North-South, the East-West and the Southern corridors, which are scheduled to complete their construction on 2007 (NSEC and Eastern part of EWEC) and 2010 (Western Part of EWEC and SEC), respectively. Along the corridor development, there are many investment potentials and production bases offer to the member countries of the corridor as well as the foreign investors.

Thailand also recognizes that the transport requirements born out of globalization were putting pressure on the transport systems in the region as well as the need to move containers inland. It has fully supported UNESCAP and its member countries in adopting a responsive strategy and launched the Asian Land Transport Infrastructure Development (ALTID) project in 1992. The project had three main components: the Trans-Asian Railway, the Asian Highway and Transport facilitation. The objective was to identify rail and road linkages of international importance through the (i) efficient use of existing infrastructure, (ii) development of efficient interfaces between modes, especially the maritime sector and (iii) improvement of operation with particular attention to facilitation at border points.

For the development of transport services, the Ministry intends to remove barriers to competition in transport market. The structure of transport sector will be re-organized to clearly define the functions of

all government agencies and private sectors involved in transportation whether their main roles are policy makers, regulators or operators. The reorganization will be performed under Draft Transport Administration Act. It is projected that the Act of Parliament will come into force during 2007.

For transport facilitation, the mechanisms to be employed are to (i) streamline, simplify, harmonize documentation, procedures, inspections at national level and between neighboring countries, and (ii) coordinate and cooperate among all relevant authorities and business sector. The priority for actions will be on the cross border movement of goods and people with those GMS countries.

Field Study Tour
(Laem Chabang Port & Kerry Siam Seaport Limited)

Chollaros Surangsi
(Thailand 2005)

WMU Sasakawa Fellows' Network Meeting in the Asian Region was held in Thailand from February 13 to 18, 2007. In addition to meeting in Bangkok, Sasakawa fellows took fieldtrip to Leam Chabang Port and Kerry Siam Seaport in Chonburi Province.

Laem Chabang Port

Mr. Eisuke Kudo paid a courtesy visit to Mr. Prakorb Prachonpachanuk, Deputy Managing Director of Laem Chabang Port.

After a warm welcome speech by Mr. Prakorb Prachonpachanuk, Deputy Managing Director of Laem Chabang Port, Ms. Siriporn Chonwanit Chief of Foreign Affair Unit of Laem Chabang Port gave a presentation on Laem Chabang Port, which can be summarized as follows:

Laem Chabang Port (LCP) is Thailand's premier deep-sea commercial port, under the management of the Port Authority of Thailand (PAT), located on the eastern shore of the upper Gulf of Thailand, approximately 110 km south of Bangkok. LCP is one of the most modern and advanced ports in Southeast Asia, and has positioned itself as the most efficient gateway to Thailand and the greater Indochina region.

LCP began operations in 1991 with the goal of upgrading the basic infrastructure necessary for the economic development of Thailand, and was designed to serve as an integral part of the Eastern Seaboard project. The congested conditions at Bangkok Port, plus the port's inability to serve large ocean-going container ships, made LCP a natural development in Thailand's economic expansion. LCP has grown is capacity and utilization over a decade of operation, emerging as a key port in the international shipping network.

LCP covers an area of over a thousand hectares and provides a comprehensive range of services, including cargo handling, warehousing, and cargo distribution under railway and highway networks system leading to all parts of Thailand. Port services include pilotage and towage, supply of fresh water, power supply, telecommunications, sewage treatment, garbage collection and disposal. In addition to the above services, ship repair and maintenance services provided by floating dock yard with capacity approximately 140,000 DWT under the management of private sector, are also available at the northern portion of LCP.

In 2006, the total LCP throughput was 4.123 million TEUs.

The LCP visit ended with 30 minutes bird's-eye view for the port on the twenty-first floor of the observation tower.

Pakarang Restaurant

Before visiting Kerry Siam Seaport, Sasakawa fellows had lunch together at a seafood restaurant near the beach in Leam Chabang Municipal. We all enjoyed traditional fabulous Thai food and beautiful ocean views.

Kerry Siam Seaport

As arriving Kerry Siam Seaport, Sasakawa fellows were warmly welcome by Ms. Sirirat Srerattanamongkon, ICD. Manager.

The field trip in Kerry Siam Seaport focused on the new service of Inland Container Depot (ICD) and was divided into two parts: port sightseeing and a company presentation.

Kerry Siam Seaport (**KSSP**) is situated at the centre of the Laem Chabang – Eastern Seaboard Gateway of Thailand, **KSSP**, the operator of a world class multi-purpose deep seaport with a 14.5-meter MSL depth of water, the existing 745 meters of berth line is capable of berthing four ocean-going vessels. Supported by eighty thousand square meters of warehouse space, top notch handling equipment and IT systems, **KSSP** can serve all shipping needs, with fast cargo handling and ship turn around time.

The location of **KSSP** is superbly strategic. The port of Laem Chabang is expanding beyond 3.5 million TEUs and **KSSP** is there—just seven kilometers from the container berths—to serve customers around the world. Excellent rail, road and inland water transport connections to ensure the shipments get moved to and from points of delivery within two days in Thailand and five sailing days to other major parts of Asia.

Bonded warehouses, transit depots, bulk and conventional warehouses, an independent inland container depot, logistic centers, container and open yard storage, container freight depots, etc., are combined and made available in one place to fulfill service needs.

Another two berths—one conventional and one container, providing an additional 460 meters of berth line—will become fully operational in 2006. Together with the existing four berths, the fully developed terminal will be capable of handling up to seven vessels (maximum size 100,000 dwt) in 2006. The container berth will handle deep sea and short sea business as well as inland shipping services from Bangkok Port.

Nong Mon Market

On the way back for Bangkok, we stopped by Nong Mon market where various Thai products are sold in small booths along the street. Sasakawa alumni had a good chance to discover an aspect of Thai culture, which is highlighted in foods of exotic flavors.

The field trip ended successfully. Sasakawa fellows acquired the background knowledge of port and its related activities but also the importance of logistics in today's businesses.

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Words of Encouragement

Yohei Sasakawa
Chairman of The Nippon Foundation

February 15, 2007

It is a genuine pleasure to meet all of you today, though regrettably my schedule is so full that I do not have as much time as I would like in which to enjoy your company. Please accept my apologies in this regard.

I visited the World Maritime University (WMU) this past January. Dr. Karl Laubstein, the president of the University, told me of the plan to expand the WMU campus, and accordingly he sought my advice on how to secure cooperation from the mayor of Malmo. I told the president they should be proud of what they have achieved—since I could clearly see the steady educational results of WMU—and that we would like to continue supporting them as a partner.

This January and February I had various opportunities to meet and talk with WMU Sasakawa graduates in the Philippines and Sri Lanka. Moreover, last night one of the Indonesian Sasakawa Fellows came all the way to meet me in Jakarta, despite the traffic difficulties caused by unabated heavy rains. Actually, I am very grateful for the chance to meet and talk to you in this way, and I am certain that in the future there will be more such opportunities.

Because you have all had the opportunity of studying at WMU (and accordingly have a shared outlook on the world), your environment allows you to move forward together into the future, regardless of national boundaries. I have asked you to form this network because I want to move forward with you as well. I hope we will all stay in touch throughout the coming years, and that we will develop and grow as a family.

I have received many letters from WMU Sasakawa graduates, but though I would like to reply to each of them the pressures of time and responsibility make it very difficult to do so. However, it is a great satisfaction to receive such correspondence, particularly from those telling me of a marriage or of the birth of a child. Some Fellows have left the maritime industry after graduation and joined companies in other fields. However, that does not matter at all. They will forever be members of "Friends of WMU, Japan." So, please do not hesitate to get in touch.

I am a layman as far as maritime affairs are concerned. However, I believe there are insights that only laymen can offer. So, with your indulgence I will discuss two things today.

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Ocean Policy Research Foundation

One is that we have entered an era in which it is becoming nearly impossible to solve problems in separate specialized areas, such as vessels, sailors and environments. I mentioned this in my address at the Annual General Assembly of the International Association of Maritime Universities (IAMU) held in Dalian last year, and I believe you have already read it. (The address was distributed together with the December 2006 issue of the "Friends of WMU, Japan" newsletter.) Therefore, you should address problems in your own fields from a more comprehensive point of view while doing your best within your respective sectors.

The second suggestion is about what I plan to propose at the "Symposium on the Enhancement of Safety in Navigation and the Environmental Protection of the Malacca and Singapore Straits," which is to be co-held in Malaysia in mid-March with research institutes from the three countries along the straits. In my opinion, we have entered an era in which individual users should bear proportionate shares of the costs involved in ensuring the safety of navigation and environmental protection of the straits. In fact, at last year's Davos Forum it was proposed that shipping firms integrate the notion of Corporate Social Responsibility (CSR) into their business operations with respect to the seas they use. Personally, it is a pleasure for me to do marine-related work, and I gladly share that experience and perspective with you.

My schedule is so tight that I will have to fly back to Japan tonight, although I have just arrived at the airport. I wish I could be allowed to speak to you more. However, I am going to meet another group of people after this. I am very sorry. In closing, I would like to wish all of you good health and every success in the future. Thank you very much.

Participants List of "WMU Sasakawa Fellows' Network Meeting in the Asian Region"

(Order of graduation year)

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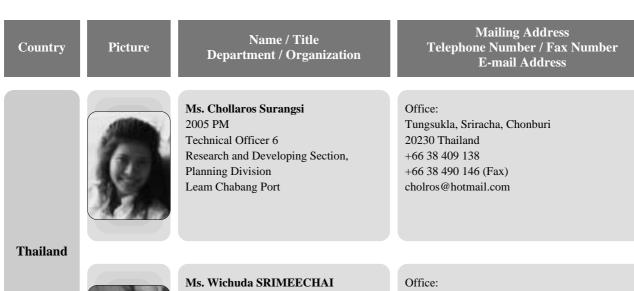
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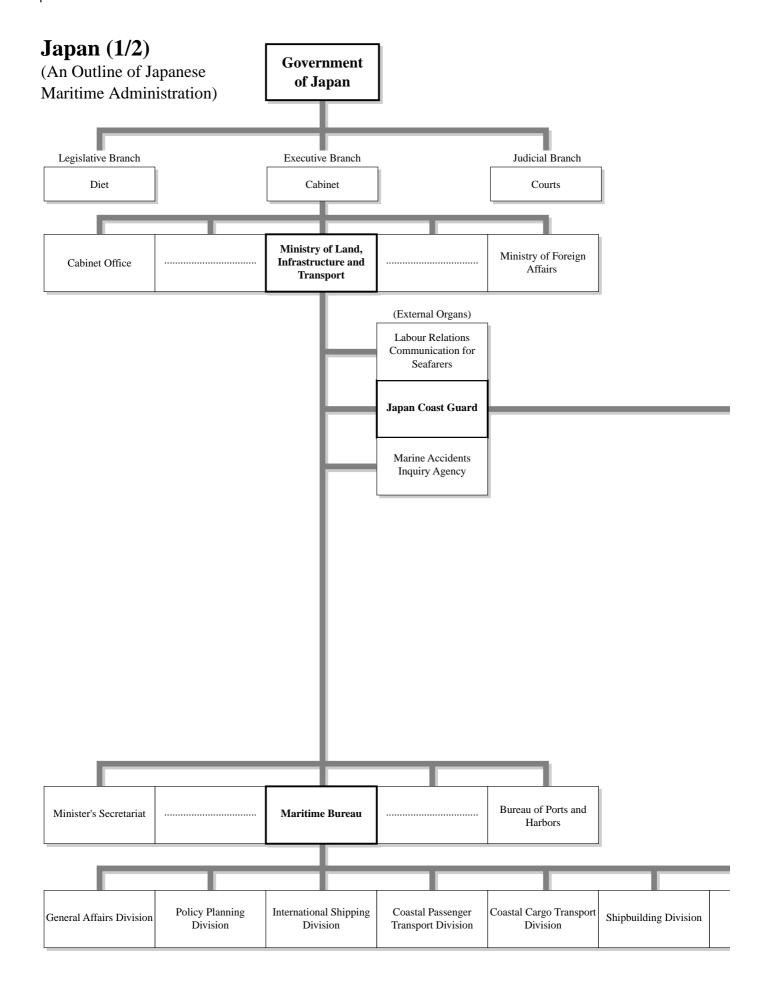
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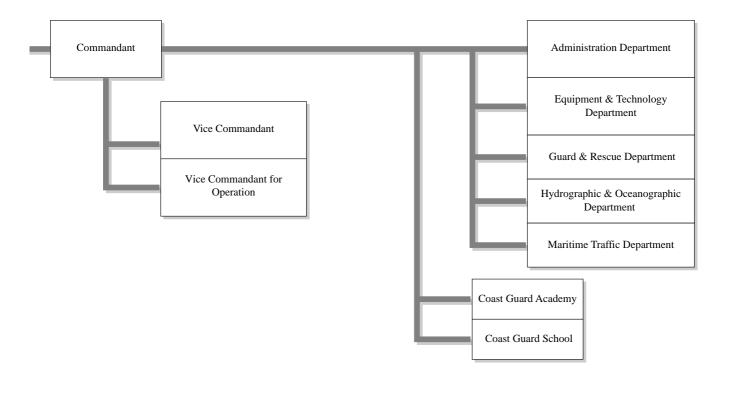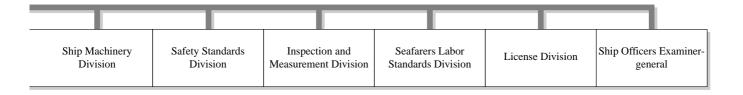
Chart of Maritime Authorities in Each Country

Japan (1/2)

(An Outline of Japanese
Maritime Administration)

Government of Japan

Legislative Branch

Diet

Executive Branch

Cabinet

Judicial Branch

Courts

Cabinet Office

Ministry of Land, Infrastructure and Transport

Ministry of Foreign Affairs

(External Organs)

Labour Relations Communication for Seafarers

Japan Coast Guard

Marine Accidents Inquiry Agency

Minister's Secretariat

Maritime Bureau

Bureau of Ports and Harbors

General Affairs Division	Policy Planning Division	International Shipping Division	Coastal Passenger Transport Division	Coastal Cargo Transport Division	Shipbuilding Division

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┌─────────────────┐
│   Commandant    │
└─────────────────┘

                    ┌──────────────────────────┐
                    │      Vice Commandant      │
                    ├──────────────────────────┤
                    │  Vice Commandant for      │
                    │       Operation           │
                    └──────────────────────────┘

                                    ┌───────────────────────────────────┐
                                    │     Administration Department       │
                                    ├───────────────────────────────────┤
                                    │     Equipment & Technology          │
                                    │          Department                 │
                                    ├───────────────────────────────────┤
                                    │     Guard & Rescue Department        │
                                    ├───────────────────────────────────┤
                                    │   Hydrographic & Oceanographic      │
                                    │          Department                 │
                                    ├───────────────────────────────────┤
                                    │   Maritime Traffic Department        │
                                    └───────────────────────────────────┘

                        ┌────────────────────────┐
                        │   Coast Guard Academy   │
                        ├────────────────────────┤
                        │   Coast Guard School    │
                        └────────────────────────┘
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Ship Machinery Division	Safety Standards Division	Inspection and Measurement Division	Seafarers Labor Standards Division	License Division	Ship Officers Examiner-general

Japan (2/2)
(National Institute for Sea Training)
Independent Administrative Institutes

National Maritime Research Institute
National Institute of Sea Training
Port and Airport Research Institute
Electronic Navigation Research Institute
Marine Technical Education Agency
Maritime Disaster Prevention Center

Nippon Maru

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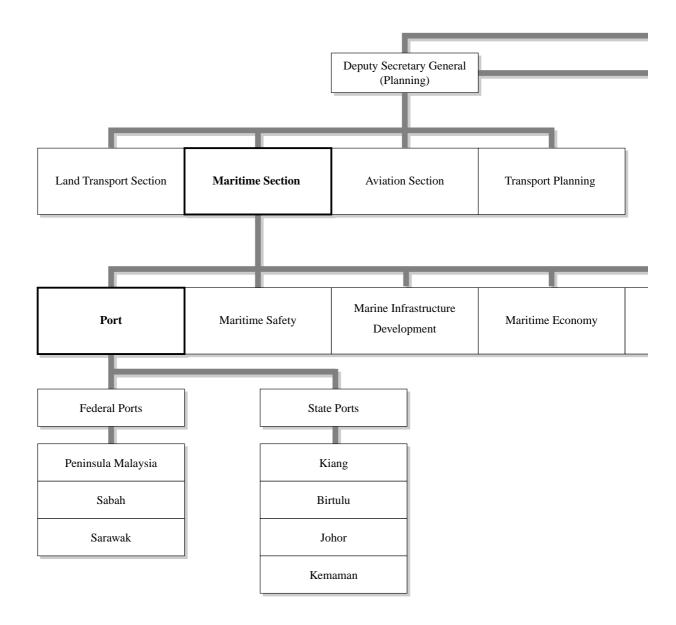
*An Independent Administrative Institute is a newly designed type of leagal body for Japanese governmental organization regulated by the Basic Law on Reforming Government Ministries of 1998.

| Administrative Bureau |
| Practical Training Bureau |
| Ship Management Bureau |
| Safety Promotion Bureau |
| Faculty of Navigation Course Department |
| Faculty of Engineering Course Department |
| Training Ships |

| Kaiwo Maru | Taisei Maru | Ginga Maru | Seiun Maru |
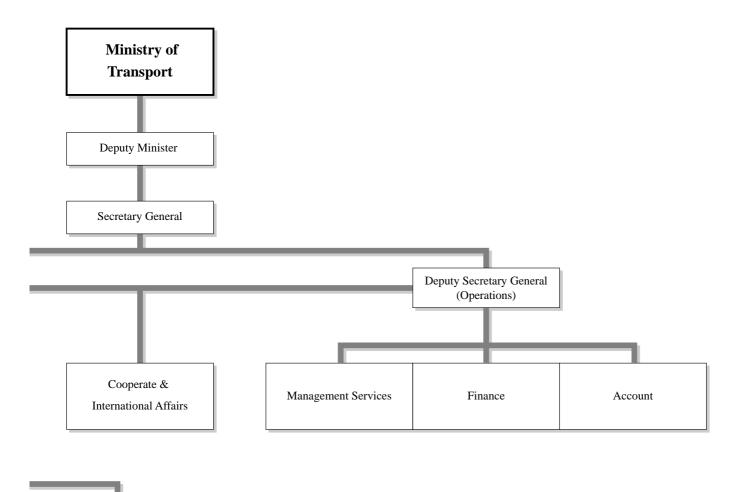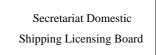
Malaysia
(Ministry of Transport)

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                                    ┌──────────────────────┐
                                    │ Deputy Secretary      │
                                    │ General (Planning)    │
                                    └──────────────────────┘
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| Land Transport Section | **Maritime Section** | Aviation Section | Transport Planning |

| **Port** | Maritime Safety | Marine Infrastructure Development | Maritime Economy |

| Federal Ports | State Ports |

Federal Ports	State Ports
Peninsula Malaysia	Kiang
Sabah	Birtulu
Sarawak	Johor
	Kemaman

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┌─────────────────┐
│   Ministry of   │
│   Transport     │
└─────────────────┘
         │
┌─────────────────┐
│ Deputy Minister │
└─────────────────┘
         │
┌─────────────────┐
│Secretary General│
└─────────────────┘
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Deputy Secretary General
(Operations)

Cooperate &
International Affairs

Management Services

Finance

Account

Secretariat Domestic
Shipping Licensing Board

Philippines (1/2)

(An Outline of Philippine Maritime Administration)

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                        ┌─────────────────────┐
                        │ Department of        │
                        │ Transportation       │
                        │ and                  │
                        │ Communications       │
                        │ (DOTC)               │
                        └─────────────────────┘
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Maritime Industry Authority (MARINA)	Philippine Ports Authority (PPA)	National Telecommunication Commission (NTC)

Office of the AGM for Engineering Services	Office of the WGM for Operations

Facilities Construction & Maintenance Department	Project Development Department	Harbor Maintenance Department	Port Police Department	Commercial Services Department	Port Operations and Services Department

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Office of The President

Department of Labor and Employment (DOLE)

Professional Regulation Commission (PRC)

Commission on Higher Education

Philippine Coast Guard (PCG)

Maritime Training Center

Phil. Overseas Employment Agency

Technical Education & Skills Dev't Authority

Office of The AGM for Finance & Admin. Services

Administrative Services Department

Training center

Controllership Department

Treasury Department

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Philippines (2/2)

(MARINA and Philippine Coast Guard)

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                    ┌─────────────────────┐
                    │  Maritime Industry  │
                    │     Authority       │
                    │    (MARINA)         │
                    └─────────────────────┘
                              │
                    ┌─────────────────────┐
                    │    Administrator     │
                    └─────────────────────┘
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Deputy Administrator		Deputy Administrator		Operating Units

Planning and Policy Office		Domestic Shipping Office		District
Management Information System Office		Ship Regulation and Licensing Office		Stations
Administration and Finance Office		Financing Office		Detachment
Shipyards Regulation Office		Manpower Developing Office		
Overseas Shipping Office				

Maritime Legal Affairs Office		Enforcement Office

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                    ┌─────────────────────┐
                    │  Philippine Coast   │
                    │    Guard (PCG)      │
                    └─────────────────────┘
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Operational Support Units				Administrative Support Units		

CGOF	MEPCOM	ANC	CGIIF
CGAG	NOCOP		
SOG			
CG Fleet			

CGETC	CGWEISS	Maritime General Services

CGOF: Coast Guard Operating Forces

CGAG: Coast Guard Aviation Group

SOG: Special Operations Group

MEPCOM: Marine Environmental Protection Command

NOCOP: National Operation Center for Oil Pollution

ANC: Aids to Navigation Command

CGIIF: Coast Guard Intelligence and Investigation Force

CGETC: Coast Guard Education and Training Command

CGWEISS: Coast Guard Weapons, Electronics, Information System Service

Thailand
(Ministry of Transport)

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                                                            ┌─────────────┐
                                                            │ Ministry of │
                                                            │ Transport   │
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Department of Land Transport	**Marine Department**	Department of Aviation	Office of the Permanent Secretary	Department of Highways

Director General

Finance Division	Office of the Secretary
Technical and Planning Division	Internal Audit Group
Administration System Development Group	

Office of the Secretary

Deputy Director General (Administration)	Deputy Director General (Operation)	Deputy Director General (General Management)
Maritime Promotion Bureau	Survey and Engineering Bureau	Merchant Marine Training Centre
Technical and Planning Division	Ship Standard Bureau	Marine Safety and Environment Bureau
Administration System Development Group	Legal Bureau	Pilot Division
Marine Office 1	Ship Registration Division	International Affairs Division
Marine Office 2	Channel Development and Maintenance Bureau	Marine Office 3
Marine Office 7	Marine Office 4	Marine Office 6
	Marine Office 5	

General Affairs Division
Finance Division
Personnel Division
Planning Division
Legal Division
International Affairs Division
Transport & Communication Economic Division

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Office of Transport and Traffic Policy and Planning	Department of Rural Road	13 State Enterprises

....	Bureau of Planning	....	Bureau of Safety Planning

Land Transport Division	Air Transport Division	**Water Transport Division**	Integrated Transport Division

Port Authority of Thailand

Office of Regional Ports	Office of Secretary to the Board	Office of Audit and Inspection	Public Relations Division

Chiang Saen Port	Chiang Khong Port

Ranong Port

Bangkok Port	Laem Chabang Port

Cargo Operations Department	Harbour Services Department

Administration Branch	Finance and Information Technology Branch

Office of Director General	Personnel Department	Finance and Accounting Department	General Stores Department

Data Processing Department

Special Affairs Branch

Planning and Marketing Department	Engineering Department	Marine Department

Vietnam
(Ministry of Transport)

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Ministry of Transport
├── Civil Aviation Administration of Vietnam
├── Vietnam Road Transport Bureau
├── Vietnam National Maritime Bureau (VINAMARINE)
│   └── Chairman
│       └── Vice Chairman
│           ├── Headquarters
│           ├── Representative Offices
│           └── Organizations Under Control
└── Vietnam River Transport Bureau
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Headquarters
- Administration
- International Coop Dept.
- Investment and Planning Dept.
- Construction Dept.
- Finance and Accounting Dept.
- Legal Dept.
- Maritime Safety Inspection Dept.
- Personnel Dept.
- Science and Technology Dept.
- Register of Ship and Seafarers
- STCW Division
- Project Evaluation Division

Representative Offices
- Hai Phong City
- HoChiMinh City
- Da Nang City
- Liaison Office to IMO

Organizations Under Control
- Vietnam Maritime Cooperation Search & Rescue Center (VMRCC)
- Vietnam Ship Communication & Electronic Co
- Vietnam Maritime Safety (VMS)
- Vietnam Salvage Corp (VISAL)
- Maritime Technical and Training School No. 1
- Maritime Technical and Training School No. 2
- Maritime Construction Advisory Co
- Maritime Project Management Unit No. 1
- Maritime Project Management Unit No. 2
- Pilot Company No. 1
- Pilot Company No. 2
- Pilot Company No. 3
- Cai Lan Port
- Nghe Tinh Port
- Qui Nhon Port
- Nha Trang Port
- Other business units

Minister's Representative in HO CHI MINH City	Vietnam Maritime University	University of Transport in Ho Chi Minh City

Port Authorities
Quang ninh
Hai Phong
Thanh Hoa
Nghe Tinh
Thuan An
Da Nang
Qui Nhon
Nha Trang
Vung Tau
Sai Gon
Dong Thap
My Tho
My Thoi
Can Tho
Kien Giang
Nam Can
Dong Nai

Myanmar
(Ministry of Transport)

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┌─────────────────┐
│   Ministry of   │
│    Transport    │
└─────────────────┘
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        ├──── Department of Transport
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        ├──── Department of Civil Aviation
        │
        ├──── Department of Marine        ──┬── Administration Division
        │     Administration                │
        │                                   ├── Account Division
        ├──── Department of Meteorology     │
        │     and Hydrology                 ├── Legal and Research Division
        │                                   │
        ├──── Directorate of Water          ├── Seamen Employment Control
        │     Resources and Improvement     │   Division
        │     of River System               │
        │                                   ├── Nautical Division
        ├──── Myanmar Airways               │
        │                                   ├── Engineering Division
        ├──── Myanma Five Star Line         │
        │                                   └── Dockyards and P.M.V
        ├──── Myanma Port Authority
        │
        ├──── Inland Water Transport
        │
        ├──── Myanma Shipyards
        │
        ├──── Myanma Maritime University
        │
        └──── Institute of Marine
              Technology
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