

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

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WMU Graduation Ceremony 2016

On Saturday, October 29, maritime leaders and experts of tomorrow from over 50 countries graduated from the World Maritime University in the Class of 2016. WMU has equipped these graduates to contribute to safe, environmentally sound, energy efficient and secure shipping on clean oceans. They will now return to their home countries to utilize the education and training they have received at WMU and contribute to the effective implementation of the goals and objectives of IMO as well the United Nations Sustainable Development Goals.

Mr. Kitack Lim, the first International Maritime Organization (IMO) Secretary-General and WMU Chancellor to hold a MSc degree from WMU, conferred degrees on two PhD candidates, 114 graduates from the Malmö MSc programme - 35 of whom were women - several students from the MSc programmes in Shanghai and Dalian, China, as well as a number of postgraduate diploma students who completed their studies by distance learning. In total, 238 students graduated from the Class of 2016. This brings the total number of WMU graduates to 4,359 from 166 countries.

WMU President, Dr. Cleopatra Doumbia-Henry welcomed the guests, including Mr. Efthymios Mitropoulos, Former Secretary-General of IMO and Chancellor Emeritus of WMU. The President thanked the City of Malmö and the Government of Sweden for their continued generosity and support in hosting the University, as well as the many donors for their ongoing commitment to the expansion of WMU and its mission. In addressing the graduates, the President stated, "You have lived and studied among the most uniquely international student body that any university can boast of - the

mini United Nations - making you well qualified to lead the international effort required by our capacity-building mission. You are the innovators of change. Think forward and remember that despite the negativity that we hear or see, this is the best time in history to be alive and to be able to make a contribution to your community, to your country, to our industry, and to the world." She encouraged the graduates to take advantage of the powerful global network of WMU Alumni and to remember WMU as a resource for future collaboration, where the best and brightest from their home countries should be sent to study.

The Guest of Honour at the graduation, Mr. Reinhard Klingen, Director-General, Waterways and Shipping of the Federal Ministry of Transport and Digital Infrastructure, Germany, congratulated the graduates. He stressed Germany's interest in permanent and positive partnerships with the home countries of WMU students and promised continued support in funding WMU fellowships. As a sign of Germany's strong commitment to WMU's mission, Mr. Klingen announced that next year, Germany will contribute one million euros to the WMU Endowment Fund to help ensure the future financial sustainability of WMU.

In the graduation address, Chancellor Lim recalled his own graduation from the World Maritime University and the sense of responsibility it imparted. "I am inspired to witness a new generation of maritime and ocean leaders who possess a deep understanding of the impact shipping has on every facet of our global economy and society... I am reassured that investing in maritime and ocean higher education is the pathway to establishing a

new generation of future leaders with the skills and in-depth knowledge to contribute to the successful implementation of the UN Sustainable Development Goals." Further, the Chancellor remarked on the role WMU plays as a cornerstone of support for IMO's mission. He urged IMO member States and the shipping industry stakeholders to follow the lead of Germany's Federal Ministry of Transport and Digital Infrastructure and to engage with the University and support the Endowment Fund to secure the future of WMU.

Before the conferring of degrees on the graduates, Mr. Lim conferred the degree of Doctor of Science in Maritime Affairs, *honoris causa*, on Mr. Koji Sekimizu, former IMO Secretary-General and Chancellor Emeritus of WMU. During his tenure as IMO Secretary-General, Mr. Sekimizu demonstrated great dedication to the University and commissioned a Study on the Financial Sustainability of the University that led to the establishment of the WMU Endowment Fund.

Additional honorary awards included Honorary Fellow to Ms. Marjorie Murtagh Cooke for her achievements in raising the standards of safety in the maritime world and for two decades of sharing her expertise with students at WMU as a visiting professor. Honorary Fellow was also awarded to Mr. Karsten Brünings in recognition of his service to WMU since 1983 as a visiting professor, in the specialized area of cargo safety on board ships and in ports. Professor Patrick Alderton was awarded Professor Emeritus in recognition of service to WMU as the first professor of Ports and Shipping Administration (later Port Management) from 1989 until his retirement in 1994 and his subse-

quent substantial publication record.

Mr. Anas Saleh Mohammad Alamoush (Sasakawa Fellow), President of the Student Council, also addressed the gathering. He noted that the Class of 2016, from very different backgrounds, quickly looked past their differences and lived together as one family, sharing knowledge and experience that increased understanding among them.

During the ceremony, the annual student awards were announced. The Chancellor's Medal for Academic Excellence for the MSc in Maritime Affairs 2016 in Malmö was awarded to Mr. Fuad Mardiyv from Azerbaijan; for the Dalian MSc Programme to Mr. Ziyang Zhong from China; and for the Shanghai MSc Programme to Mr. Liyang Zhou from China. The Pierre Léonard Prize for the Best Female Student was awarded to Ms. Mame Diarra Faye from Senegal. Mr.



Minjung Lee from the Republic of Korea received the Lloyd's Maritime Academy Dissertation Prize, and the Lloyd's Maritime Academy Distance Learning Prize was awarded to Mr. Arne Lippens from Belgium. The C P Srivastava Award for

International Fellowship was awarded to Mr. Djoro Hyacinthe Gnepa from Côte d'Ivoire.

Maia Brindley Nilsson
Communication Officer, WMU

The PhD Journey

Anete Logina (Latvia, 2009)

In 2009 I graduated from the MSc Programme at WMU, yet soon after this great achievement I decided to aim even higher. Where there is a will, there is a way! In 2012 I won the competition for the INTERTANKO Fellowship for PhD studies at WMU and, thus, a new, exciting journey could start.

The title of my PhD dissertation was ultimately as follows: "Criminal procedures and sanctions against seafarers after large-scale ship-source oil pollution accidents: a human rights perspective". Development of the dissertation on such a challenging topic, in which different fields of law (penal law, law of the sea, and human rights law) meet, was excellent experience. I went through a wide range of emotions during this process – excitement, disappointment, anger, happiness – everything was there, and this "everything" was very valuable. I believe that, as a result, I have become stronger, wiser, more knowledgeable and skilled than I was before.

Of course, the journey is more important than the destination. Nevertheless, reaching the end was heart-warming as well. I successfully defended my PhD dissertation on the 10th of October last year and, consequently, joined the Graduation Class of 2016 on the 29th of that month.

The full text of my PhD dissertation is available online:

http://commons.wmu.se/all_dissertations/508/

An abstract is given below.

ABSTRACT

The international maritime community is highly concerned about the unfair application of criminal procedures and sanctions against seafarers, particularly after large-scale ship-source oil pollution accidents, because such unfairness may cause severe negative consequences for individual seafarers and the shipping sector in broader terms. A lot of work has already been done towards the elimination of this respective unfairness. Yet, unfair practice continues. This dissertation attempts to give new ideas as to how to facilitate the fair application of criminal



procedures and sanctions against seafarers after large-scale ship-source oil pollution accidents.

The dissertation starts with the clear definition and comprehensive explanation of the standard of fair criminal procedures and sanctions against seafarers. The offered standard is: relevant human rights.

It continues with the analysis of whether or not those rules of UNCLOS and MARPOL which can be linked to criminal procedures and sanctions applicable against seafarers after large-scale ship-source oil pollution accidents are clear and comply with human rights. As a result, several deficient rules of UNCLOS and MARPOL are identified and corresponding recommendations on how to interpret these rules are given. Many of these recommendations are innovative because, when addressing the issue of unfair application of criminal procedures and sanctions against seafarers after large-scale ship-source oil pollution accidents, the international maritime community, so far, has predominantly focused on criticising particular EU and national laws and practices, instead of looking critically at the relevant rules of UNCLOS and MARPOL as well.

After analysing the relevant legal norms of UNCLOS and MARPOL, the dissertation turns to the long-standing discussion on the qualities of EU Directive 2005/35 on ship-source pollution, particularly to the controversy of whether the Directive conflicts with the MARPOL exceptions from liability, or not. The dissertation, *inter alia*, makes an original conclusion that the root cause of the controversy is the failure of the drafters of

MARPOL to agree on the issue as to when, if ever, State Parties to MARPOL may adopt more stringent standards than MARPOL.

Some insight into relevant national laws and practices is provided by the dissertation, through the case study of four large-scale ship-source oil pollution accidents: the Erika, Prestige, Tasman Spirit and Hebei Spirit accidents. The case study shows that after all four accidents, seafarers were exposed to unfair criminal procedures and sanctions.

After this unfortunate finding, the dissertation analyses whether IMO/ILO Guidelines on Fair Treatment of Seafarers are capable of bringing considerable positive change in practice. A conclusion is reached that the Guidelines, *per se*, are not capable of bringing such change; however, some rules of the Guidelines are a good basis for further, more substantial development.

The dissertation ends with the revisiting of all research questions and providing user-friendly lists of main recommendations related to these questions. At the very end, a couple of overall conclusions and recommendations, which, at times, reach even further than only large-scale ship-source oil pollution offences, are given. One such recommendation is to develop three new IMO instruments: one binding (the International Convention for the Unification of Certain Rules Relating to Penal Liability in the Maritime Domain) and two non-binding (the Sanctioning Guidelines for Offences in the Maritime Domain and the Guidelines on Penal Proceedings Which Involve Seafarers).

Congratulations and Good Luck

Awards Ceremony for WMU Sasakawa Fellows



Lyndell Lundahl
Assistant Registrar, WMU

The week before Graduation is busy. Last-minute grades are recorded. Family and friends of students who are graduating start arriving and walk through the WMU building with wide eyes. The parties start! And with the building of excitement, twin tensions also emerge: the end of some things and the beginning of many others.

One event that reflects both of these is the Awards Ceremony held by The Nippon Foundation for its sponsored students, marking the end of their studies and the beginning of their new role as Sasakawa Fellows. This year's Ceremony was held on Friday, October 28, 2016 at WMU – in the Sasakawa Auditorium! – followed by a reception in the World Bistro, beautifully transformed for the occasion from student cafeteria into an elegant reception area.

In the Class of 2016 there were 21 graduating Nippon Foundation-funded students. They came from Bangladesh, Benin, Cambodia, Egypt, Indonesia, Japan, Jordan, Kenya, Morocco, Peru, the Philippines, Sudan, Thailand and Vietnam; the list reflecting the breadth of philanthropy practiced by this remarkable Foundation. Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, gave the main address to the students, noting that graduation from WMU was just one stop on the journey each maritime professional was making. What the Foundation now hoped for was to see each new Sasakawa Fellow becoming internationally-renowned and an active participant on the global stage, leading in fields related to the ocean. He hoped that the new Fellows, sensitive to

changes in the world, would move beyond existing research towards the challenge of applying themselves to emerging sciences and policies. Perhaps the world's perception of the ocean could be made more positive?

Mr. Unno then delighted the new Fellows – and the audience – by congratulating each student in their home language. A remarkable feat!

University President, Dr. Cleopatra Doumbia-Henry also gave a memorable address, and Mr. Eisuke Kudo, Advisor to the Sasakawa Peace Foundation, was as ever warmly hospitable in his welcome remarks. We were also honoured that former IMO Secretary-General and WMU Chancellor Mr. Koji Sekimizu attended the event. Mr. Sekimizu was to receive an honorary doctorate from the University at the Graduation Ceremony the following day.

With certificates given to the new Fellows and all speeches made, the distinguished guests, Fellows, their families, friends and WMU staff then proceeded to the Bistro for the reception. What a generous, Japan-inspired buffet we were treated to! The Bistro was filled with talk and laughter and amazingly, became a reunion of old friends. A number of senior Fellows were present at the Awards Ceremony: Kyaw Zeya (Myanmar 1996), now Adjunct Professor at WMU; Anete Logina (Latvia 2009), who was to be conferred with the degree of Doctor of Philosophy in Maritime Affairs the following day; Wai Lynn Htut (Myanmar 2004), who was at WMU to see his son receive his MSc; Jenette Mujingni



(Cameroon 2012), who has just entered WMU's PhD programme as the first recipient of a PhD fellowship donated by Copenhagen Malmö Port; Safaa Al Fayyadh (Iraq 2010), currently enrolled in the WMU PhD programme; and Hiep Duy Khuong (Vietnam, 2009), who was in Scandinavia on business. These reunions were furthered the following day by the attendance of Kosal Thun Leng (Cambodia, 2009) and Dothy (Indonesia 2001) who were both in Sweden and able to attend the Graduation Ceremony.

Mr. John Paul Palattao from the Philippines was chosen to represent the Class of 2016 Fellows in thanking The Nippon Foundation. He addressed the gathering, noting the generosity of the Foundation and the opportunities afforded each Sasakawa Fellow, firstly as WMU students and then later as Fellows taking their place in the world. He assured the Foundation that each Fellow was sensitive to their future responsibilities and pledged always to fulfil the expectations of the Foundation. The network of Fellows was both a resource and a commitment; the new Fellows would be proud to take their places beside the many WMU graduates who preceded them in that very special union.

With many raising their glasses, the evening ended; the end of a party, the beginning of new careers as Sasakawa Fellows. And for 21 students from 14 countries across the world, the next day would bring the end of their time as WMU students, and the beginning of a new life as WMU graduates.

Congratulations!



Senior WMU Sasakawa Fellows were also present

Some Thoughts on Training Using Sailing Ships



Mitsushi Kojima
Auditor
Marine Rescue Japan

In Japan, every July we hold the two-week long Marine Festival centered around Marine Day. While many events are held to promote awareness of marine affairs during this Festival, the live drills to set the sails on the tall ships Nippon Maru and Kaiwo Maru have become particularly important. The main events of the 2014 Marine Festival were held at Maizuru Port, which was once a naval port and at present serves as the 8th Regional Headquarters of the Japan Coast Guard and the Maizuru District Headquarters of the Japan Maritime Self-Defense Force.

On the midsummer afternoon of Saturday, July 26, 2014, the training ship Kaiwo Maru was berthed at the wharf in Maizuru Port. Although the temperature exceeded 35 °C, and the midsummer sun shone unrelentingly, fortunately, the humidity was low, and a brisk sea breeze could be felt from time to time. Many visitors, including grandparents and grandchildren, young couples, elementary and middle school children, and fans of sailing ships swarmed the wharf, waiting for the start of the Sail Drills.

Approximately 100 young cadets dressed in training wear and yellow caps appeared on deck. Following the command to commence the drill, they began by setting the yard (a horizontal boom for setting the sail), taking into account the direction of the wind. Amid the piercing sounds of the instructor's sharp whistle and the cries of cadets to "Seno-Washoi! ("Heave-ho!")", the yard slowly turned and eventually stopped.

Next came the operations to set the sail. The voice of the Captain giving the overall commands blared from a loudspeaker, "Due to strong winds today, there is a chance of a runaway if all the sails are set. The temperature is also high and there is a danger of heat exhaustion if we continue operations for a long time. Therefore, we will not set the sails for the top two yards."

The top of the mast towers 50 meters above the water surface. Even limiting the setting of the sails to the fourth yard from the bottom, the height of that yard easily exceeded 30 meters.

Aiming for a height equivalent to about a 10-story building, the cadets slowly climbed up the rope ladder to the mast without stopping, looking quite audacious and impressive. Once they reached the height of the yard, they immediately moved in a horizontal direction and undid the sail ties to let the sail unfurl. Those on deck then pulled on a rope that passed through the lower end of the sail, tightening it, and allowing it to billow as it filled with wind. The entire



operation took about an hour. While we wanted visitors to enjoy this majestic sight of the Kaiwo Maru as long as possible, our schedule was tight. After a short time, the trainees started to put everything back to its original position, stowing the sails in reverse order. After completing their duties, they formed a line on deck, and received a robust round of applause from the audience on the wharf.

Even today many large sailing ships are still in service around the world as can be seen in the calendar series "Sailing Ships of the World" published by the Japan Maritime Public Relations Center. These ships actively take part in goodwill call to various countries and in various maritime events. However, it can be said that Japan is the only country that fully utilizes its sailing ships for onboard training⁽¹⁾. When I used to work for the Maritime Academy Foundation, I was often asked questions like "I understand the attraction of sailing ships very well. Today, however, when the era of tall ships has long passed, why do you need the onboard training by sailing ships?" (See note ⁽²⁾ regarding the relationship between the Foundation and the Kaiwo Maru).

Although this question really reflects the current status, I always answered these kinds of questions in the following way:

"We have two objectives in our use of sailing ships for training. The first is for our trainees to learn teamwork through onboard training. Both the Nippon Maru and Kaiwo Maru have 36 sails respectively, and setting and stowing the sails and moving the yards are all done by cadets themselves. This requires everyone to unite as one, call out to each other, and synchronize timing. If any of these elements is missing, the trainees' mission cannot be accomplished. I cannot think of a more suitable environment than this for learning the importance of teamwork firsthand. Countries such as Russia and Poland also utilize sailing ships. However, these ships are used only for familiarization training in the initial stage of onboard training.

"The second reason is to convey to trainees a sense of the power of the wind and the power of waves caused by the wind. This experience instills in them a sense of awe regarding the power of nature. We never know what kind of adverse weather we may encounter at sea. No matter how much information can provide us by IT, it is ultimately humans who must decide whether to continue a voyage or turn back. Therefore, it is essential for us to have a sense of awe regarding the power of nature. In this context, practical training aboard sailing ships plays a vital role even today."

Unlike training overseas, in Japan it is customary to use sailing ships not only in the initial stage but also in the middle and/or final stages of the 12 months of onboard training. Having onboard training on sailing ships after acquiring fundamental knowledge of ships enables cadets to acquire an adequate understanding of the impact of natural phenomena on ships.

With the wide use of simulators for training purposes today, interest in the training of seafarers seems to be moving in the direction of how to provide training to students who cannot obtain onboard training. In countries that either do not have training ships or cannot provide training entirely on training ships for 12 months, there is no choice but to place students on merchant ships. Therefore, I believe the need for training ships that can provide onboard training to a large number of students will further increase in the future worldwide.

Sailing ships certainly have a romantic image. However, the value of using sailing ships for training goes far beyond its romantic aspect. Moreover, the experience they offer cannot be substituted by simulators. To borrow the words of the Duke of Wellington⁽³⁾, we can perhaps say, "The battle of the Japanese merchant marine will be won on the decks of the Nippon Maru and Kaiwo Maru." I sincerely hope that both ships will continue to provide this valuable experience to trainees in the future.

(1) While there are examples of countries like Russia and Poland incorporating practical training on sailing ships in their training programs, their use of such ships is limited to familiarization training in the early stages, and sailing ships are not used for the same objectives as in Japan, other than for the initial familiarization training. (This does not apply to the coast guards and navies of those countries.)

(2) Both the original Nippon Maru and Kaiwo Maru ships were built in the early Showa Period (1926 – 1989), and were decommissioned after serving as training sailing ships for a little over 50 years. While construction of the ship that replaced the original Nippon Maru was fully funded by the government, the ship that replaced the original Kaiwo Maru, due to fiscal reasons, was built with public donations, a grant from the Japan Shipbuilding Industry Foundation, a

governmental subsidy, and bank loans.

The fundraising was undertaken by the "Renshushen Kyoiku Koenkai," an association for supporting training ship education, and the association leased the ship after its completion to the then-named National Institute for Sea Training. The Maritime Academy Foundation took over this work and remains in charge at present.

(3) The Duke of Wellington (1769-1852). British soldier and statesman who defeated Napoleon at the battle of Waterloo in 1815. Of the victory, he is said to have remarked, "The battle of Waterloo was won on the playing fields of Eton." Here he was alluding to the difference in basic training of officers in Britain and France, which was the determining factor in who became the victor and loser in that battle.

Port EDI System to Move Myanmar Ports from Paper to Pixels by 2017

Kyaw Wanna (Myanmar, 2013)

Trade relies on transportation, and the latter relies on port development, as more than 80% of cargoes are transported by maritime transportation. Therefore, one important part of the economical reform of Myanmar's transport sector is to develop the ports. Myanmar's ports still have to rely on paper documents in order to record the passage of ships and transport of goods. This creates a bottleneck, which is why the Myanmar Port Authority (MPA) has been developing the Port Electronic Data Interchange (EDI) Project. Using this system - which is an electronic system for port clearance procedures - will alleviate problems with applications for arrival/departure, and allocations, billing, and statistics management by the Port Authority. It is in fact challenging for the Myanmar Port Industry to achieve such a development.

The Port EDI system would not only help vessels save time in these application procedures, but also in invoicing, logistics and terminal management.

Over the past ten years, booming trade has caused the number of vessels and cargo throughput to double, which calls for efficient management. For that purpose, the Myanmar Port Authority asks port administrators, shipping companies and private firms to all use the EDI system.

The Port EDI system will lay the groundwork for Myanmar to join the ASEAN Single Window Initiative, connecting the National Single Window to global economic integration. Myanmar aims to join the Asean Economic Community by 2018.

With the aid of 1,720,000,000 yen from JICA, Myanmar's economic growth is accelerating, by



modernizing cargo handling systems and operations at Yangon Port, Myanmar's major cargo port. The Exchange of Notes between the Republic of the Union of Myanmar and the Government of Japan was signed on March 19, 2015, and the Grant Agreement between MPA, on behalf of the Ministry of Transport of the Government of the Republic of the Union of Myanmar, and the JICA Myanmar Office, on behalf of JICA, was signed on March 26, 2015.

To develop the project, Mitsubishi Research Institute (MRI) was appointed as the consultant and the Hitachi Solution Co, Ltd. has been selected as the developer for the Port EDI system. Starting development in October 2015, the Myanmar Port EDI System has business functions for port-related procedures, berth allocation, invoice issuing, statistics management, terminal operation, logistics monitoring and linking with external systems.

Currently, the basic design stage has been

concluded among MPA officials, members of Hitachi Solutions, and consultants of Mitsubishi Research Institute. Several meetings have been held among the three parties in order to launch the system at the beginning of October 2017.

After the system's implementation, we can expect great improvements on shipment procedures, port services and performance. In addition, the superior in charge will get access to reports (berth maps, cargo information, etc.) in a timely fashion.

There are three Sasakawa Fellows working at the Myanmar Port Authority, and all are key players in the development of the Port EDI project.

I am happy to be able to inform you of all this and meet one of the main objectives of the Sasakawa Fellowship program: to share the latest international maritime information and to actively discuss the situation of each country.

Colliding Worlds

Ahmed Shihan (Maldives, 2005)

The world is a small place. Once upon a time this sentence used to have a different meaning with different implications. However, in contemporary times, with globalization and better communication technology, the world has truly become a smaller place. Each of us lives in a world with some parts of it shared with some people, while other parts of our world are shared with others. Yet, every now and then, we find these different parts of our world coming together. I have just experienced such a collision of two worlds.

More than a decade ago, while a director at the Maldives Ports Authority, I was most fortunate to become a Sasakawa Fellow and achieve my MSc qualification at WMU. Though my specialization was Port Management, environmental issues were already well integrated in the academic content as well as in some regulations. In many countries around the world legislation was either being drafted or already enforced regarding the protection of the environment. MARPOL had been astutely tuned in to serve this purpose. In short, the environment was already important.

As the years progressed, my career diverged from a maritime environment at the port to a policy environment in the government. Currently, one of my responsibilities is being a member of the board of directors at the state owned Waste Management Corporation (WaMCo) of Maldives. The management of waste in the country is at an infant stage. Already the

capital city of Malé is producing waste that is beyond the capacity of the processing facilities currently available, and new methods are being sought. However, any new technology introduced must adhere to strict environmental regulations and guidelines already enacted.

It is in this role that I was fortunate again to visit Japan in July 2016, nearly twelve years after my first trip there as a Sasakawa Fellow. The main purpose was to study Japan's waste handling technology and its impact on the environment, and to see if anything could be applicable to Maldives. Japan handles waste in a remarkably efficient way, utilizing a 3R concept: Reduce, Reuse, Recycle. As it happens, Maldives also initiated the 3R concept in 2015.

During this visit, I was honoured to meet with Mr. Kudo and Mr. Ichikawa of the Sasakawa Peace Foundation, and then later joined by a WMU colleague of my senior year, Ms. Yakabe, for dinner. The evening was a most memorable one; in recent years, I honestly cannot recall enjoying an evening more. I remember thinking how wonderful it felt to find friends from the past while on a trip that came about from such a different area. The world is truly a small place.

However, whether we are involved in the maritime field or waste management policy, environmental issues are so similar and so real. Regulation alone won't suffice. Everyone's attitude towards protecting the environment is just as important today as it was twelve years ago.



The 17th AGA of IAMU in Hai Phong, Vietnam

Felicity Viola Ankoma-Sey (Ghana, 2001)



The 17th Annual General Assembly of International Association of Maritime Universities (IAMU) started in earnest on the 26th of October, 2016, with an opening ceremony at the Vietnam Maritime University. A summary of the theme was the need for highly trained seafaring officers for the technologically advanced large ships of today, and the progressively automated ships of the future. This had been a clarion call from Dr. Yohei Sakakawa and other industry experts in the recent past. It was noted that education of seafaring officers, which was previously vocational based, was transitioning into much broader education, with many maritime universities offering degrees equivalent to degrees in the various fields of maritime transport studies, and further providing nodes for career diversions when a seafarer opted to

retire from sailing. It was also noted in this regard that the various universities had their unique curricula. The AGA explored the possibility for IAMU member Maritime Universities to run common curricula, with the aim of producing standardized, international seafarers capable of working harmoniously anywhere in the world.

Some interesting points raised during the deliberations were as follows:

1. Different institutions had different foci for their graduates, bringing in limitations to having common curricula for all maritime institutions.
2. An IAMU standard curriculum could be produced to be a model guide and be adopted by maritime institutions.
3. The common base for all seafaring programmes must continue to be the STCW requirement, which makes seafarers technically

competent.

4. A benefit to derive from common curricula was equivalent units between institutions, which would enable students to engage in exchange programmes.

5. Degrees for seafaring officers should also provide a preparation for those seafarers who wish to transition to shore-based careers beyond their service at sea.

The AGA offered the opportunity for networking and collaborations amongst participants. It was a great opportunity to reunite with Friends of WMU Sasakawa Fellow and WMU graduates. With top class professional conference organization, awesome sights, and nice food, Vietnam was a great place to be. Thanks to our Vietnamese hosts, who were so friendly and full of sunshine, and thanks to all who contributed to the success story.

The 32nd ASEAN Maritime Transport Working Group Meeting in Bohol, Philippines

Jean Pia (Philippines, 2003)

The Philippines hosted the 32nd ASEAN Maritime Transport Working Group Meeting (MTWG) on the island of Panglao, Bohol, Philippines from October 18-20, 2016. Composed of ten nations, the delegates from the Association of Southeast Asian Nations (ASEAN) flocked to the island to deliberate on the agenda of enhanced connectivity and interdependence on the opening of the maritime highways within the region. Picking up from the requirements set during the 41st Senior Transport Officials Meeting (STOM), the 21st ASEAN Transport Ministers (ATM) Meeting, and other ASEAN coordinating bodies, follow-through actions on some agenda items include: the establishment of a single shipping market, current arrangements for Standards of Training, Certification and Watch-keeping for Seafarers (STCW) on near coastal voyages, implementation of the Master Plan and Feasibility Study on the establishment of the ASEAN RO-RO (roll-on/roll-off) Shipping Network and Short Sea Shipping, enhancement of maritime safety for the establishment of efficient shipping routes, formulation and implementation of ASEAN Oil Spill Response Action Plan, sustainable ports development, maritime transport agreement with India, ASEAN-Japan Cruise Promotion Strategy, Implementation of the Electronic Data Interchange in ASEAN



ports, Development Study for Inland Improvement with Cambodia, Lao PDR, Myanmar and Viet Nam (CLMV) and Thailand, improvement of the linkage in the Mekong Region and the approval of the MTWG Work Plan.

The meeting was chaired by the Maritime Industry Authority (MARINA) Administrator, Marcial Q.C. Amaro III, Ph.D., and co-chaired by Mr. Benjamin Wong, Deputy Director of the Singapore Maritime Ports Authority (MPA). The Philippines shall host two more MTWG meetings in April and September/October of 2017, within an interval of six months.

Along with the delegates from the ten ASEAN Member States were staff members of the ASEAN Secretariat, Observers from the Federation of ASEAN Shipowners' Association (FASA), the International Maritime Organization

(IMO), as well as Global Initiative for South East Asia (GISEA) and dialogue partners from China, India, Japan, and the Republic of Korea. Other groups, such as the ASEAN Port Association (APA), FASA, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), IMO, and the IMO-Global Initiative for Southeast Asia (GISEA), coordinated and came up with strategic plans, policies, and best practice systems.

As shown in the photo above, graduates of the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI), who were mostly funded by The Nippon Foundation and the Sasakawa Fellowship, attended the meeting as representatives of their respective countries or forming part of the Philippine Secretariat (Organizing Committee).

Dr. Sasakawa Visits Indonesia

“A Magnet for Sasakawa Fellows in Indonesia”

Syafiuddin (Indonesia, 2016)

December 15, 2016, became a special day for me, as I had the opportunity to meet and have a short conversation with Dr. Sasakawa.

His presence was a “magnet” for all us Indonesian Sasakawa Fellows, particularly the Jakarta chapter. When we heard about his plan to visit Jakarta and to have lunch with us, we coordinated and adjusted our plans since his agenda was very tight.

Dr. Sasakawa didn't only invite Sasakawa Fellows, but as is customary, there were also representatives from other entities, such as API, University for Peace, and the Indonesian Institute of Science. Therefore, we only had a very short time to re-introduce ourselves to him. Following this, Dr. Sasakawa gave a short speech, mainly covering his agenda and his experiences in Indonesia.

Dr. Sasakawa emphasized that one of his main goals was to discuss and try to eliminate the negative stigma associated with leprosy patients in Indonesia, by providing knowledge and understanding to the community. He



stressed that leprosy is curable, and if the sufferer has recovered, the condition is not different from other diseases such as malaria, dengue, etc.

It is not caused by a curse, as many of the superstitious believe, and if treated early there will be no deformity, making early detection very important. Therefore, there should be no discrimination whatsoever against those who

suffer from this disease and their families.

After the speech, we had some very good news. Dr. Sasakawa said that he was planning to visit Indonesia twice in 2017, and he was looking forward to having a wonderful time with us - his Indonesian family.

Terima kasih and (dōmo) arigatō gozaimashita!

Visit of an MTC and WMU Professor

Jose Romualdo Q. Denzon
(Philippines, 2011)

It was the morning of August 24 when my cellphone received a message saying “Good morning. Professor Toshio Hikima will be arriving on September 8. Are you aware of this?” The wonderful news came from my good friend Armando Espiritu, a student of Professor Hikima at the World Maritime University in the late 90's. The news of Hikima-sensei's visit was finally confirmed by the professor himself in an email to me on August 30.

In retrospect, Hikima-sensei, as we respectfully call him, was my professor in Marine Electricity at the Marine Technical College in Ashiya City, Japan. I was his student in 1994 under the JICA Bilateral Scholarship Program. Being younger then, I was eager to learn new skills and acquire cutting-edge information from my studies. Japan is known to be a technological giant and a nation leading in scientific research. My studies, therefore, played a vital role in acquiring invaluable information in the realm of modern technology. Subsequently, in 2010, I was accepted for a WMU Master's Degree program under the Sasakawa Peace Foundation.



At the Maritime Industry Authority (MARINA), Manila, Philippines

Left to right: Me, Capt. Alfredo Vidal, Jr. (Deputy Administrator for Operations), Dr. Marcial Q. C. Amaro III (Administrator), Prof. Toshio Hikima, Capt. Masashi Sugomori and Capt. Eleazar G. Diaz (Executive Director, MARINA STCW Office)

Now that one of my beloved professors would be coming over to visit us, it was necessary that he be accorded the respect and beneficence that he deserves. On September 8 at around 1600 hours, we picked up Hikima-sensei and Capt. Sugomori at their hotel, and together we proceeded to the MARINA office. Right after the meeting with the MARINA officials, we headed towards the Coast Guard where a testimonial dinner in honor of Admiral Cecil Chen (s01) was being held. Admiral Chen

announced Hikima-sensei as his special guest. After exchanging some pleasantries, we left the reception hall and decided to move to a karaoke bar. There we enjoyed singing, drinking and conversing with each other before we called it a day. Certainly, the visit of Hikima-sensei and Capt. Sugomori was a memorable one. It definitely is something that I will treasure for a lifetime, and I look forward to their next visit – Ja mata (see you again), Hikima-sensei!

WISTA PERSONALITY OF THE YEAR 2016

Analia Soledad Viggiano (Argentina, 2013)

Hello, dear Sasakawa Fellows! I have the pleasure to inform all of you that on November 9, 2016, at the Women's International Shipping and Trading Association (WISTA) International Conference and Annual General Meeting, I was awarded as "WISTA PERSONALITY OF THE YEAR 2016".

WISTA is a prestigious international organization that, through an international network, promotes gender equality, following the IMO goals of empowering women towards leadership in the maritime industry.

Prior to each Annual Conference, representatives of each national WISTA - in my case WISTA Argentina - select a candidate to participate in the final selection of WISTA INTERNATIONAL Personality of the Year. This award honors an individual in the maritime community for their professional excellence and outstanding achievements, representing a role model for female maritime professionals.

As a part of the SASAKAWA family, I am so grateful to WMU for their financial support while I was a student. I graduated in 2013 with a Master's degree in Maritime Safety and Environmental Administration, and was honored to be awarded the Chancellor's Medal for Academic Excellence and the Pierre

Leonard Prize for the Best Female Student. I feel the emotional support of all of you as a real family, connected worldwide, and I always feel joined to all Sasakawa members.

Being part of the Sasakawa Family and obtaining my Master's degree at WMU allowed me to grow professionally as well as personally, giving me the opportunity to understand the maritime industry from a broad international spectrum, with all that entails. In this regard, as part of my professional growth, in January 2015 I was the first woman in the Argentine Coast Guard to receive the command of a patrol ship. As Captain I had under my command seventeen males, a positive personal experience that proves that it is possible to realize empowerment and leadership roles for women in the maritime industry.



With Maria Belén Espíñeira, WISTA ARGENTINA President

Sasakawa Fellows: Indispensable to the Maritime World

Efa Rosida Dwi Aditirta (Indonesia, 2013)

The perk of being a World Maritime University graduate is you are considered a first-rate maritime expert, which enables you to get involved in many maritime-related activities. Since I joined my team at work right after graduation, there were several roles that I played, such as a speaker in a seminar on safety and environmental issues, a trainer on the introduction and implementation of IMO mandatory instruments, an Indonesian delegate for IMO meetings, among others.

The last IMO meeting I attended was the 97th Session of Maritime Safety Committee (MSC 97) from November 21-25, 2016. During this session, the Committee discussed and decided on several agenda related to ship safety and security, including the implementation of goal-based standards for new ship construction of bulk carriers and oil tankers, the carriage of more than 12 industrial personnel on board vessels engaged in international voyages, as well as the consideration and adoption of amendments to mandatory instruments.

While attending the meeting, I had the great opportunity to be introduced to WMU graduates from all around the world when IMO Secretariat General, Mr. Kitack Lim, asked the alumni of WMU and IMLI to take a picture with him. I was honored to stand with these remarkable maritime experts who all play active roles in the maritime field, particularly at IMO.

I was also amazed at their achievements. As we all know, IMO is where many experts from different countries and backgrounds, with many years' experience and notable knowledge in maritime fields contribute in enhancing and promoting safer, more secure ships, cleaner oceans and efficient shipping. Therefore, being recognized by these experts can be seen as the highest



achievement for someone in the maritime field.

Among the WMU graduates were eight Sasakawa Fellows: Mr. Zhang Renping (China, 1998), Ms. Sandra Allnut (Brazil, 1999), Mr. Xie Hui (China, 2001), Mr. Tomonori Okamura (Japan, 2002), Mr. Sun Jun (China, 2005), Mr. Aji Vasudevan (India, 2010), Mr. Masashi Sugomori (Japan, 2010), and me, Efa R.D. Aditirta (Indonesia, 2013).

Mr. Sun Jun and Ms. Sandra Allnut are currently working at IMO, while Mr. Aji Vasudevan and Mr. Xie Hui chair the III Sub-Committee and CCC Sub-Committee, respectively.

Influenced by this year's IMO slogan, "Shipping: Indispensable to the World", I hope that there will be more and more WMU graduates, especially Sasakawa Fellows who will play important roles in maritime fields so that in the near future, we can create our own slogan, "Sasakawa Fellows: Indispensable to the Maritime World".



Happy Wedding

I met my wife in Hanoi in 2015 during the Tet Holiday at a party of a mutual friend. We didn't talk much then but got in contact later, chatting often about life and our personal hobbies. Since we have quite a few good friends in common, our group often went on trips to many places in Vietnam. Over the course of a year, I realized that we had more than just a lot in common, we had a special affection for each other. Our love story started from the most simple and sincere friendship, resulting in our getting married on November 1, 2016, in Hanoi, after one year of dating. The happy event was even more special because 10 WMU graduates attended and blessed us with so many best wishes.

Dang Thanh Binh (Vietnam, 2012)

Editor's note

Before I began taking on this role in June 2016, I was working for the Embassy of Japan in the UK for three years. During my tour as the Alternate Permanent Representative of Japan to IMO, I met many graduates of WMU there, including the IMO Secretariat, Chairs of Committees and Sub-Committees, and Permanent Representatives. Prior to this, I really did not know a lot about the role and achievements of WMU, although I knew that some of my Japanese colleagues were graduates. Through my experiences as Permanent Representative, I have realized and envied the fact that all of them keep in touch as a kind of IMO mafia! I hope this will continue and be encouraged further in the future. Fortunately, I am still involved in IMO matters and other maritime environmental issues. I have the opportunity to join meetings as a delegate from Japan, namely MEPC, PPR and CCC, as well as other international meetings. I can now see IMO from a different perspective, and I have come to realize that it is one of the most efficient international organizations in terms of making progress on maritime safety and environmental issues. The important role that this great institution plays in this field makes me proud to have engaged with it, and I hope that many of our readers share this same point of view.



Yasufumi Onishi
Japan Ship Technology
Research Association

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