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2015



WMU Alumni Conference



May Soe Aung
Department of Marine
Administration, Myanmar
(WMU, 2009)

At the beginning of 2015, there was a great ceremony in our beautiful golden land, Myanmar. The first WMU Regional Alumni Conference was held and jointly organized by the Department of Marine Administration (DMA) and the World Maritime University (WMU) at Sule Shangri-La Hotel in Yangon on January 27-28. The conference focused on Maritime Education and Training: Catalyst of Industry Growth, reflecting the 2015 World Maritime Day theme, "Maritime Education and Training."

There were 12 key speakers, and the opening remarks were given by the Minister of Transport, the International Maritime Organization, The Nippon Foundation and the World Maritime University. There were

five sessions during the first day of the Conference. The first three were presentations from IMO, The Nippon Foundation, WMU faculty and alumni, and focused on the following topics:

- Administrative oversight for quality in MET
- Education as a tool for industry growth
- New priorities for MET

The fourth session encompassed alumni presentations, and the last one was a panel discussion which focused on "The evolution and relevance of Maritime Education for the global Maritime Community."

Moreover, a Memorandum of Understanding was signed to facilitate maritime education, environmental management, and expand educational opportunities at WMU for students from Myanmar between DMA and WMU, with the aim of promoting the role of Myanmar in the world maritime sector. To create a network, the MoU also targets the design of e-learning and learning management systems (LMS), educational exchange, and implementing IMO regulations in Myanmar's

shipping industry by sharing experience and technologies within the maritime cluster. One of the main objectives of this MoU is to advance the delivery of WMU's e-education, to encourage outreach programs for alumni and MET institutions in a global context, especially for the Myanmar shipping industry.

On the evening of the first day, a gala dinner was held at the Vintage Luxury Yacht Hotel in Yangon. It was really great to meet all of you after such a long time. We had great fun happily singing the "WMU School" song together with the alumni as well as professors from WMU. It was so nice to finally catch up and spend some quality time together. It was an absolutely wonderful evening.

The last day of the Conference, there was one session of alumni presentations, and two workshops focused on "Knowledge Sharing in Maritime Clusters and Tools for the Implementation of the STCW Convention as Amended."

The event brought together over 160 attendees, including WMU alumni from the Asia and Oceania region (Bangladesh, Brunei,

Cambodia, Indonesia, Japan, Korea, Laos, Malaysia, Maldives, Mongolia, Myanmar, Philippines, Singapore, Sri Lanka, Thailand and Vietnam), as well as local and regional industry representatives.

Since WMU was founded, the University has attained an outstanding reputation as a global centre of excellence for postgraduate maritime education, research and capacity building. By the end of 2015, the University will have well over 4,000 graduates, working in 165 countries around the world to achieve the highest standards in safety, security, the protection of the marine environment, and efficient and effective management. At present there are 46 WMU graduates in Myanmar, working in various maritime sectors.

Nowadays, the seafaring business has been playing an important role in the economic

development of Myanmar, which is one of the major seafarer supplying countries in the world. Seafaring has been an attractive job for Myanmar over the past four decades, because salaries are higher than regular land-based jobs. Currently, more than 60,000 Myanmar seafarers are serving on national-flag as well as foreign-flag vessels under the Department of Marine Administration, Ministry of Transport.

Upholding IMO's motto, "Safe, secure and efficient shipping on clean oceans," depends upon all seafarers serving across the world competently and professionally. It enables linkages in the field of maritime affairs, broadly defined to include maritime education, safety, security, navigational technologies, as well as environmental management, and to expand educational opportunities for Myanmar students.

Acting WMU President Neil Bellefontaine said, "WMU alumni comprise a unique and powerful global network that is strengthened by the relationships fostered between graduates. Through the initiative and support of Myanmar, this regional alumni conference is focused on Asia and Oceania. It is intended that future alumni conferences will be held with partner countries in other regions as well, to further encourage invaluable relationship-building among graduates."

In conclusion, we believe that this conference will be an important educational and network-building event to get opportunities and share knowledge not only among alumni but also maritime clusters around the world.

"World Maritime University's first Alumni Conference a win-win for hosting region and attending alumni"



Lisa Froholdt
Assistant Professor
World Maritime University

WMU Alumni Conference

By the close of 2015, there will be nearly 4,000 WMU alumni. Regardless of the year that a student has graduated, there is a unique bond between WMU and its graduates. The experience of studying at IMO's apex institution for maritime postgraduate education and research supports maritime capacity building worldwide.

To further promote connections among the global network of WMU alumni, the first WMU Regional Alumni Conference was offered in partnership with the Myanmar Department of Marine Administration on January 27-28, 2015, in Yangon, Myanmar. The Conference provided a unique opportunity for alumni to update their knowledge on key and contemporary Maritime Education and Training issues, to exchange experiences, and to strengthen the WMU alumni network.

The Alumni Conference in Myanmar

This event was open to all WMU graduates from the Asia and Oceania region, particularly from Bangladesh, Brunei, Cambodia, Indonesia, Japan, Korea, Laos, Malaysia, Maldives, Myanmar, Philippines, Singapore, Sri Lanka, Thailand and Vietnam. Local and regional industry representatives were also invited to attend. WMU alumni were invited to contribute

presentations and perspectives from their experiences in industry, agencies, and education.

The overall theme of the conference was "WMU Regional Alumni Conference – Maritime Education and Training: Catalyst of Industry Growth", which was a theme that was aligned with the 2015 World Maritime Day theme: "Maritime education and training". There were predominantly MET lecturers present at the conference, including Head of MET Specialization, Dr. Michael Manuel, Associate Professor Clive Cole, lecturer, Mr. Johan Bolmsten, Dr. Momoko Kitada, Dr. Lisa L. Froholdt, Dr. Peter Muirhead and Secretary of the International Association of Maritime Universities, Dr. Takeshi Nakazawa. This list of MET lecturers included formerly, currently and newly employed faculty members of WMU.

Other speakers included:

- H.E. U Nyan Tun Aung, Minister, Ministry of Transport, Myanmar
- Neil Bellefontaine, President (Acting), World Maritime University
- Mitsuyuki Unno, Executive Director, The Nippon Foundation
- Maung Maung Oo, Director General, Department of Marine Administration, Myanmar
- Birgit Sølling Olsen, Deputy Director-General, Danish Maritime Authority
- Max Mejia, Administrator of the Maritime Industry Authority in the Philippines

Also invited were two IMO staff members, Senior Deputy Director, Mrs. Pamela Tansey and IMO Regional Coordinator, Mrs. Josephine Uanza from the Regional Coordinator for the IMO Regional Presence for Technical Coopera-

tion in East Asia. The presence of IMO at the WMU alumni conference demonstrated the cooperation between IMO and WMU.

Conference evaluation

Overall, the conference was a success. There were 166 participants, including 88 from the region. The conference strengthened capacity building by allowing the local region the opportunity to showcase its own developments and expertise. Further outputs included:

- An MoU between WMU and the local Myanmar Department of Marine Administration.

An evaluation form was drawn up by Assistant Professor Dr. Momoko Kitada for all participants. There were 11 responses to the questionnaire. Overall, the responses were positive, although the networking opportunity is weighted stronger than the output of the sessions.

In conclusion, three randomly selected citations:

1. "The networking established when we were in WMU has been strengthened. I certainly believe that this conference was a good venue for our updating (as alumni)."
2. "Chance to hear from the MET experts, panel discussion, networking, participants from various countries, meeting WMU/IMLI friends."
3. "The commitment of the Department of Marine Administration and WMU for the Alumni Conference is impressive."

The overall reception of the conference was positive, and as part of WMU's cultural capital, there is recognition that alumni conferences should be a future activity in the palette of WMU offerings.

The IMO's Front Line of Ship Navigation

Recent Developments in e-Navigation

Li Wenhua (China, 2002)

According to estimates, by the end of the next decade, a hyper-connected world will need to respond to the needs of some eight billion people. Most demands will be met in some form using maritime transport, but to solve the problem of energy saving and emission reduction, the best way is e-navigation.

After nearly 10 years in development, e-navigation has made great progress. In the e-navigation development agenda, one of the most important things is a Strategy Implementation Plan (SIP).

Based on the SIP, international organizations and research groups focus their attention on the six pillars of e-navigation: E-navigation Technical Architecture, MSPs, Position Fixing Technology, Communication Technology, Data Modeling and E-navigation Test-bed.

The International Maritime Organization (IMO), International Association of Lighthouse Authorities (IALA), and some IMO member states are designing Common Shore-based System Architecture which will be released as a recommendation in the near future. A Ship-based System Architecture is also in the works.



16 MSPs have been proposed, but at present, all are at the concept stage. The next step includes service architecture design, operation function design, software quality requirements, deployment manage policies, etc.

On Position Fixing Technology, three solutions were submitted. An integrated PNT system, a shore-based position fixing system, and a variety of GNSS augmentation systems and techniques, which are regarded as the best ways to solve GNSS vulnerability.

Concerning Communication Technology, international research groups are focusing on AIS technique, VHF Data Exchange System (VDDES) and NAVDATA technique. The modernization of the Global Maritime Dis-

stress and Safety System (GMDSS) is also a popular issue.

IALA is designing a Common Maritime Data Structure (CMDS), and planning to produce a series of product specifications on the basis of the S100 framework, comprising features, exchange, portrayal, interaction, metadata, product specification and requirements.

Several countries and regions in the world have built or are building e-navigation test-bed projects: ACCSEAS, MONALISA, EFFICIENTSEA, IONO, MARISS, and so on. Increased efficiencies and reduced costs are some examples where e-navigation will contribute to the global economy.

The First Step toward Safer and More Efficient Shipping via e-Navigation - The Latest on the Progress of IMO -

Yasuhiro Urano (Japan, 2012)

Due to the remarkable technological development of recent decades, current navigational equipment and systems tend to be highly dependent on information technologies and have more and more integrated functions. These kinds of changes can sometimes cause an increase of complexity in operation and a consequential decrease in usability for crews.

Furthermore, the collection, integration, analysis and distribution of electronic data through these sophisticated equipment and systems are mostly controlled and managed by a variety of installed software. If this software doesn't work properly, there is a possibility that the data processed or generated could lead to incorrect provision and exchange of safety related information among ship-to-shore, shore-to-ship or ship-to-ship.

Considering these aspects, along with the development of the e-Navigation Strategy Implementation Plan (SIP), IMO has addressed the development of a non-mandatory guidance to provide navigational

equipment/system manufacturers with a practical framework and methodology to design and develop user-friendly and trustworthy navigational equipment and systems for the purpose of achieving e-navigation. As a result of extensive and thorough discussions at IMO over several years, the Maritime Safety Committee finally approved the Guidelines for Software Quality Assurance (SQA) and Human Centred Design (HCD) for e-navigation at its 95th Session (MSC 95) held from June 3-12, 2015 (approved Guidelines to be published as an MSC Circular: NCSR 2/23, Annex 4). Since these guidelines are very generic (even though the title includes "e-navigation" as its purpose), they will also help the design and development of a much wider variety of equipment and systems than e-navigation specific ones.

On the other hand, in order to efficiently and effectively achieve the e-navigation SIP, MSC 95 has also approved five prioritized new planned outputs for the development of e-navigation related standards and guidelines,

which will be addressed at the Sub-Committee on Navigation, Communication and Search and Rescue (NCSR). The scopes of these outputs are: (1) standardized modes of operation (S-mode); (2) harmonization of bridge design and display information; (3) standardized and harmonized electronic ship reporting and automated collection of onboard data for reporting; (4) built in integrity testing (BIIT) for navigation equipment; and (5) harmonized display of navigation information received via communication equipment (approved outputs: MSC 95/19/8, Annex 1-5).

With these new design and development tools and specific goals to be achieved, IMO, Member States and maritime industries are now going to make the transition from the conceptual development of e-navigation to the actual introduction stage. This is definitely the first step toward the realization of safer and more efficient shipping via e-navigation that we all have desired for a decade since the start of discussions.

From Observers to Delegates: Sasakawa Fellows at HTW-2

Mulbah K. Yorgbor, Jr.
(Liberia, 2014)

Less than four months after graduating from the World Maritime University, Sasakawa Fellows are already representing their respective countries at international meetings. The scene was the Second Session of the Human Element, Training and Watchkeeping Sub-Committee (HTW-2) which ran from February 2-6, 2015, in London.

Two fellows from the Maritime Education and Training (MET) Specialization, Yusuke Mori and Mulbah K. Yorgbor, Jr., formed part of the Japanese and Liberian delegations respectively, while Abul Kalam Azad Sellakkannu from the Maritime Safety and Environmental Administration (MSEA) Specialization represented India.

As part of their MSc program, current Sasakawa Fellowship students also attended HTW-2 as Observers. There are currently three Fellowship students in the MET Specialization, Class of 2015 - Hla Ohn Mar Htay (Myanmar), Christine Pauline Diciano (Philippines) and Alejandro Raxon Herrera (Guatemala). Dr. Momoko Kitada, lecturer in the MET Specialization accompanied the students on their field study trip to IMO.



IMO Headquarters in London is always a great place to be. You meet people from countries that you may have only read about in books or seen on TV. I didn't think I would meet someone from Fiji or the Cook Islands in my lifetime, but the gatherings at IMO make those very seemingly impossible things come true. More than that, the environment is also academically and professionally charged. You could literally get enlightened just by sitting in plenary even without a person saying a word - yes, it's that charged! From lawyers to captains to engineers to policymakers - just so many people to interact with and learn from.

For current Fellowship Students and Fellows present, it was a reunion outside Malmö. Yusuke and I did presentations together in class,

and he even presented at IMO during one of our break sessions. A brilliant performance! I am hoping to see him and other Fellows at HTW-3 and more international meetings. Truly, the Sasakawa Fellows' Network is growing bigger and better.

The picture sums up the mood at IMO, especially with Mr. Toshio Hikima, Rector of the Marine Technical College, which we visited in May 2014 as part of the Japan Field Study Trip organized by the OPRF for Sasakawa Fellowship Students. Masashi Sugomori from the Maritime Affairs Bureau of the Japanese Ministry of Land, Infrastructure and Transport and Tourism (MLIT), and also a Sasakawa Fellow, attended HTW-2 as a Japanese delegate.

How to Cope with Stress as a Seafarer



Le Nam Tran
(Vietnam, 2009)

Everyone has to face stress in life, but for seafarers in their working environment, stress levels seem much more intense. To improve this situation, suitable stress management skills should be applied by shipping companies.

A good performance plan is beneficial to reduce stress. Operational procedures manuals; Safety Management System policy manuals; establishing safeguards against all identified risks; emergency response plan manuals, etc., help shipping company employees manage various events and overcome difficulties.

Keeping a stress diary is very important. Daily reports are required for ships (whether at sea or in port) to analyze, manage and settle outstanding issues. Notable incidents should be particularly reported in detail. Appropriate and useful guidelines for seafarers on how to avoid and react to similar kinds of incidents help them to reduce stress considerably.

Providing a better physical work environment, training, suitable manning, reasonable work schedule, Health Protection, Welfare and Social Security Protection, etc.,



improve seafarers' emotionally-oriented skills of imagery, physical technique and rational positive thinking. The Maritime Labour Convention, 2006, is a good effort from ILO to protect seafarers' interests. Although it is a challenge for shipowners in poor shipping markets nowadays in terms of cost, it is an essential element for seafarers to reduce the pressure of their risky jobs and depression due to living far from home. Shipowners should strictly comply with it. Shipping companies should especially pay attention to education and training. The seafaring occupation requires a high level of knowledge, skill, experience and responsibility. Today, with the development of

science and technology, ships are equipped with more modern and sophisticated equipment. Seafarers need to be very highly trained in order to be confident and capable enough to navigate vessels safely and deal with the dangers in the maritime working environment. In addition, companies should apply a reward and punishment system and high personal discipline to motivate seafarers.

The above mentioned ways are just some suggestions I have learned from the Vinalines Shipping Company, where I work. For me, they are very effective methods of stress management in shipping operations.



The Evolution of a Seafarer Training Center

Matthias J. Ewarmai
(Micronesia, 1990)

When the FSM Fisheries and Maritime Institute (FMI) was established in September of 1999, there were no facilities, resources, or personnel to operate it. Since then, the Government of the Federated States of Micronesia (FSM) provided the initial budget to hire personnel and procure resource materials and supplies necessary to start the school. Some older facilities established by the US Government for a Loran C station were chosen as the location of the training center. Fortunately, there were courses already developed under the purview of the Maritime Program of the Secretariat of the Pacific Community (SPC), which had been distributed to training centers within its member countries. These courses became the ones offered at the training center, and were in line with the standards and requirements of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended. They include short basic and advanced safety courses, courses for watchkeeping deck and engine ratings, and courses for Class 6 to Class 3 Master/Engineer levels.

Substantial repairs to the facilities were necessary as the roofs of the main buildings were leaking profusely, and the interior of certain buildings needed to be refitted and upgraded in order to adapt to the needs of personnel and training requirements. By September of 2000, FMI opened its doors to its first batch of cadets. The repairs to the roof, however, were still on-going, and were completed in 2001.

At about the same time as the school was forming, the Japanese government, through its technical assistance agency, JICA, expressed its wishes to provide technical assistance to any fisheries project for the FSM Government, which then designated FMI. An agreement was signed and Japanese technical personnel were fielded to assist in the development of the school and the offering of programs and services. Training equipment and resources were identified, procured and shipped in from Japan and other locations, and were installed or distributed to each program as necessary for immediate use. Thanks to the Government of Japan and JICA, the training capability for FMI was greatly enhanced by their assistance.

Furthermore, ten years after the first technical assistance program terminated, JICA is now once again offering help to the school. The agency has expressed its intention to provide training equipment and materials, software, state-of-the art equipment to upgrade the school's training boat, all to assist the instructors in the delivery of programs and enhance the training capability of the school. Moreover, The Nippon Foundation, in collaboration with the Sasakawa Peace Foundation, is donating a bridge simulator to FMI for the training of harbor pilots, ship masters and deck officers for the Micronesian sub-region, in the areas of bridge resource management and ship handling in pilotage waters.

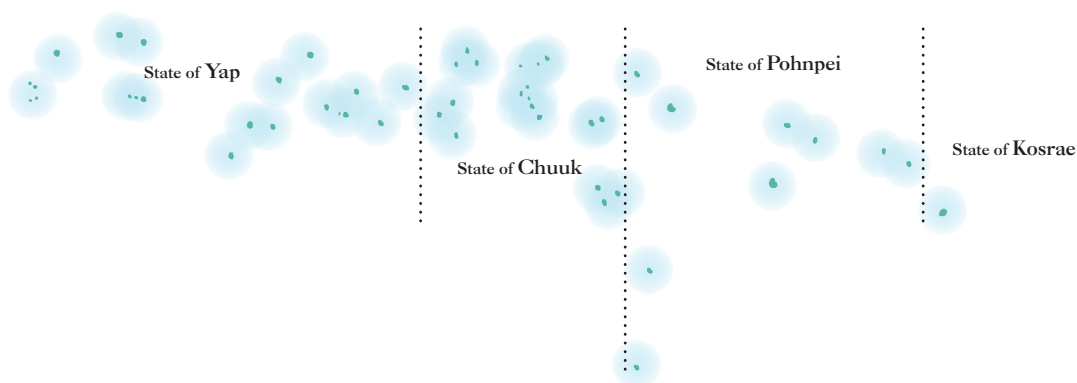
To date, FMI offers three programs, namely, Navigation, Marine Engineering

and Fishing Technology. Training is in basic and advanced safety, watchkeeping deck and engine ratings, and class 6 to class 5 master/marine engineer. All courses in Navigation and Marine Engineering meet the standards of the STCW Convention, except that Classes 6 and 5 are coastal voyages. Cadets in the Fishing Technology program also take the courses in the other two programs in accordance with their preferred minor, including the safety and watchkeeping courses, since they will be employed on board ships.

Since the establishment of the school, there have been 199 graduates from the three programs. Unfortunately, only 48% of them have found jobs, either ashore or afloat. The majority of them have been employed by the government in the fisheries observer's program which ensures sustainable fishing by vessels from distant-water fishing nations within its exclusive economic zone.

I would like to seek the assistance of all those who are employed in shipping companies, or better yet shipowners, to consider the possibility of hiring graduates from the FSM Fisheries and Maritime Institute. It is known that only a few Micronesians have penetrated the international shipping job market in the past and their employment records have long been forgotten. However, we would like to assure shipowners and shipping companies that they work as hard, if not harder than any seafaring nationals around the globe.

Federated States of Micronesia



Memorandum of Understanding (MoU) in Respect to Common Guidelines Concerning the Treatment of Fishermen



Retno Windari
(Indonesia, 2001)

Indonesia and Malaysia are geographically very close, and in fact our roots also come from the same family, or as we call it “serumpun”. Our two countries possess a number of maritime borders; some have been demarcated according to international law, while others are still under bilateral negotiations to be settled. The maritime areas that need to be demarcated include the Malacca Strait segment, the East of Singapore Strait segment, the South China Sea segment, and the Sulawesi Sea segment.

Maritime borders are known to have the potential to cause problems, especially if such borders are not well managed by both countries. Special attention must be given to those areas which still need to be demarcated (“overlapping claim areas” or “unresolved areas”), as circumstances there are not conducive for either nation’s fishermen. For many years they have exploited these waterways; however, due to overlapping claims, fishermen who enter some areas are considered as encroaching or even violating the laws of the other country. There are a number of cases where fishermen have been arrested, and where some conflict has occurred between the maritime law enforcement agencies of Indonesia and Malaysia. Such situations have contributed negatively to bilateral relations, which are actually at a high level nowadays.

The leaders of Indonesia and Malaysia have



not taken this matter lightly. The Indonesian President, DR. H. Susilo Bambang Yudhoyono, and the Malaysian Prime Minister, Dato’ Seri Mohd. Najib bin Tun Abdul Razak, have met on a number of occasions and have discussed this problem in particular. Both leaders have mandated to resolve the issue amicably.

The Common Guidelines were established based on a Record of Discussion of the 11th Meeting of the Joint Commission for Bilateral Cooperation (JCBC) between Malaysia and the Republic of Indonesia, in Kuala Lumpur, Malaysia, on October 10-11, 2011.

The objective of the Guidelines is to establish agreed upon activities for dealing with fishery issues between the two countries with particular emphasis on ensuring the wellbeing of fishermen.

The principles laid down in the Common Guidelines are maintaining the good relations between the countries, while every action undertaken by the maritime law enforcement agencies should avoid violence and be carried out without use of force. Any and all actions taken in accordance with the Common Guidelines shall

not in any way prejudice existing bilateral agreements on maritime boundaries, the ongoing bilateral negotiations on delimitation of maritime boundaries between the two countries or any issue of sovereignty, and impartial treatment should be extended to the fishermen in accordance with their fundamental human rights.

Under this MoU, the activities to be carried out consist of two types: Preventive measures and Actions. The preventive measures, among other things, include the dissemination of information to fishermen and other fishery industry stakeholders and coordinated patrols. Actions to be taken upon encroachment include:

a. Inspection and request to leave the area for fishing boats and to desist in using illegal fishing equipment, such as explosives, electrical and chemical fishing gear;

b. The inspection and request to leave the area shall be reported promptly to Focal Points; and

c. Conducting an open and direct communication among the maritime law enforcement agencies of the two countries promptly and expeditiously.

Sub-regional Seminar on the Ratification and Effective Implementation of the Cape Town Agreement of 2012 in East Asia Region

Ore Ovia Toua

(Papua New Guinea, 2014)

The International Maritime Organization’s Integrated Technical Cooperation (IMO – ITCP) organized and funded the weeklong sub-regional seminar in Bali from April 13-17, 2015. The event was hosted by the Director General of Sea Transportation and the Republic of Indonesia. The seminar was comprised of Maritime and Fishery personnel and experts from the various member countries in the East Asia Region, where more than 70% of the global fishing fleet is based. A total of 25 participants attended the seminar, representing the Member Governments of China, Indonesia, Japan, Malaysia, Myanmar, Papua New Guinea, Philippines, Republic of Korea, Russia, Thailand, and Vietnam.

The aim of the seminar was to provide Member Governments with the assistance they may need in implementing the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of the Fishing Vessel, 1977. It is expected that the entry into force and



From left: Ye Myint (Myanmar, 2006), Ore Ovia Toua (Papua New Guinea, 2014), Sandra Rita Allnutt (Brazil, 1999), Rizal Javier Victoria (Philippines, 2010), and Surachet Dejkajornrittha (Thailand, 2007)

implementation of the Agreement will make a significant contribution to the safety of ships, in general, and the safety of fishing vessels, in particular.

The participants from the Member Governments discussed various elements of the Cape Town Agreement, including key presentations from the International Maritime Organization and the Food and Agriculture Organization, highlighting the importance of the fishery sector aligning with the maritime sector. The Cape Town Agreement was a result of a

diplomatic conference on October 9-11, 2012, attended by representatives from 58 States, and held in South Africa under the auspices of IMO. In ratifying the Agreement, Parties agreed to amendments to the provisions of the 1993 Protocol, so that they could come into force as soon as possible thereafter.

The Cape Town Agreement of 2012 will enter into force 12 months after at least 22 States with more than 3,600 fishing vessels of over 24m in length operating on the high seas consent to be bound by it.

Pakistan Establishes Inland Water Transport Authority (IWTA)



Asghar Ali
(Pakistan, 2006)

There have always been deliberations in Pakistan on the idea of utilizing the Indus River's waterways for freight forwarding. Almost 96 percent of the country's freight is dependent on the road network, while less than four percent is transported by rail. Recently, the government has decided to set up an Inland Water Transport Authority (IWTA) to use the waterways. IWTA was first established in 1958 by the former East Pakistan government as the East Pakistan Inland Water Transport Authority for the overall control, management, and development of inland water transport.

All inland navigation will fall under one national authority, working under the Ministry of Water and Power, and a group consisting of officials of WAPDA and the Pakistan Navy will be set up initially. More than 700km of the 1200km between Karachi and Peshawar is already available for cargo transport. Link and irrigation canals in Punjab are also usable to supplement farm-to-market roads. The Pakistan Navy has surveyed 200km of the Indus, while the



private sector has offered to fund all shore equipment, terminals and cargo craft. Provinces are also being encouraged to start their pilot projects, as navigation on canals falls under their jurisdiction under the 18th Amendment, while that on the main rivers remains under the federation.

To create awareness on the subject, a seminar was organized at the Institute of Policy Studies (IPS), in Islamabad in June 2013. "Transport your cargo by river and canal; save money and the environment and earn money through carbon credits" was the unanimous call of navigation experts, surveyors, industrialists, government bodies and lawyers at the seminar, as they explored the potential, progress and strategies of inland water transportation in Pakistan.

The panelists observed that the country's

extensive river and canal network has been used over the centuries for transportation, although there is no cargo movement on the waterways now. This could offer huge savings for a country that is highly dependent on expensive imported fuel, which could then be used for critical power generation.

Low water depth was also an issue, but was proved baseless, as 500 tons of freight only need a depth of five feet, and 1500 tons can be transported in nine feet of water. Other discussions revolved around the policing of waterways, coordinating between the central government and the provinces, and a draft law for an inland water transport authority. It was also brought to light that public and private sectors are already working together to make the project happen as early as possible.



For the Improvement of Safety in Tunisian Ports

Badir Chihebeddine (Tunisia, 2015)

In Tunisia, the Port Authority supervises all operations when ships enter or leave the basins, as well as all movement inside the port. Radio contact is maintained with ships at all times, 24 hours a day, to ensure their safety and prevent accidents. However, radio contact is not enough to organise the traffic, and others tools are required.

In fact, Vessel Traffic Service (VTS) is provided to improve navigational safety and efficiency, safety of life at sea and protection of the marine environment. There are two types of VTS: Port and Coastal, and there is a clear distinction between the two. A Port VTS is a service provided when entering or leaving ports or through waters which restrict the manoeuvring of ships. A Coastal VTS is mainly concerned with vessel traffic passing through a sea area. VTS may range from the provision of simple information messages to ships navigating in certain areas to extensive

management of traffic within a port.

In general, the officers who work in the port authority face many issues. For me, when I started my career in the port of Sfax, there was no VTS station in the harbour office. The government planned to install VTS in other Tunisian ports, except the ports of La Goulette and Rades which are equipped with the only VTS station for the traffic of container and RORO vessels. This VTS takes charge of each ship and continues until it is docking. However, the project of installing VTS stations at other ports was stopped. We know that VTS ensures the safety of navigation in the surrounding area, including the port, the channel, and the roads. The traffic in the port of Sfax is characterized by the movement of commercial vessels, navy vessels, and ferry boats which navigate between Sfax and Kerkennah island. In these areas, vessels

La Goulette VTS tower



navigate in very close proximity to each other, and some also have dimensions that restrict them to deep-water routes and make them susceptible to local tides and meteorological conditions. By its nature vessel management in such areas is safety critical. Thus, VTS is highly needed to provide assistance service that supports bridge teams in their safe navigation of port approaches and other areas that present navigational difficulties.

Dr. Cleopatra Doumbia-Henry Appointed as WMU's New President



On January 14, the International Maritime Organization (IMO) and the World Maritime University (WMU) announced the appointment of a new President to head the University.

Dr. Cleopatra Doumbia-Henry, who has dual Dominican and Swiss nationality, will assume office as WMU President on July 1. She began her career at the University of the West Indies, Barbados, as a lecturer in law and later worked with the Iran-US

Claims Tribunal in The Hague, the Netherlands before joining the International Labour Organization (ILO) in 1986. She served as a senior lawyer of ILO, as well as in other management positions, before being appointed Director of the International Labour Standards Department in 2004.

Dr. Doumbia-Henry is renowned in the maritime community and was heavily involved in the development of the Maritime Labour Convention,

2006. Since the late 1990s, she has led the ILO participation in a number of IMO/ILO interagency collaborations on several issues of common interest, including the Joint IMO/ILO Ad Hoc Expert Working Groups on Fair Treatment of Seafarers and on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers. She has published extensively on a wide range of international law subjects, including: international labour law, international trade law, maritime law, and the law of the sea.

As the seventh WMU president, Dr. Doumbia-Henry will be the first female in the role as well as the first president from a developing country. She will lead the University in its newly expanded mission that includes an oceans agenda "to serve the global maritime community through education, research, and capacity building to ensure safe, secure, and efficient shipping on clean oceans."

Maia Brindley Nilsson
Communications Officer
World Maritime University

Welcoming a New Member to the Family



I'm glad that I can share updates with my dear friends through Friends of WMU.

It's been five years since graduation, which was followed by many other wonderful events, such as my younger brother also entering WMU, my marriage to a beautiful woman, and last August, the birth of our daughter. Until the day I saw her face, I never imagined myself as a father. However, now I truly am one.

At present, she is very active, cries very loudly, and drinks milk very hungrily, even though she was born prematurely. My wife had had no problems, but unexpectedly she began to suffer threatened premature labor. As soon as she was

diagnosed with TPL, she was placed in the hospital and gave birth via Caesarean section just 4 days later.

Even though our daughter was born very small, she has grown day by day. The speed of her growth is amazing. Comparing my growth to hers, I ask myself if I am making enough efforts to develop, to challenge myself, and I cannot answer "Yes". To be a person that my daughter can be proud of, I realized that I have to continue to move forward. Of course I cannot grow at the same rate as my daughter, but I will be happy if I can progress at a hundredth of her speed.

Yasuhiro Okamoto (Japan, 2009)

In Memoriam: Pedro N. TERRY Guillén



On March 1, at the age of 46, our friend Pedro Terry, Sasakawa Fellow and WMU Class of 2002, passed away in Peru. He was a Captain in active service in the Navy of Peru, with a notable naval career of 30 years.

After finishing high school at the Military College "Leoncio Prado" in Lima, he entered the Naval Academy of Peru in March 1985, at only 16 years of age.

During his naval career, Pedro was, among others, Officer onboard Coastguard Ships, Harbour Master of Pisco Port, Head of Department of Maritime Security and Port State Control, Director of International Affairs and Regulations, at the General Directorate of Coastguards and Captaincies, which is the Peruvian Maritime Administration. His last appointment was as Head of Staff of the Coastguard Operations Command. He also performed duties as IMO External Consultant for Latin America, Port State Control Officer, Flag State Inspector, and Safety and Security Surveyor for Ships.

Academically, Pedro was first in his Coastguard Class at the Naval Academy of Peru; post-graduated in Naval Intelligence, Media Sciences, Naval Staff Course, Naval Command & Staff Course, and High Naval Command at the Peruvian Navy; Master's in Maritime and Port Administration at the Merchant Marine Academy of Peru; MBA in Global Energy Management at the University of Calgary; as well as MSc. in Maritime Affairs at the World Maritime University, where he got the Chancellor's Medal for Academic Excellence in the Class of 2002.

Pedro is survived by his wife, Maria Cristina Escalante, and two children, Fernando (15) and Matias (9).

We will always remember Pedro as a skillful Officer, a good person, enthusiastic member of the Scouts, great father and husband, and a great leader. We pray that God keep him in His Glory. Rest in peace.

Jesús A. Menacho Piérola (Peru, 2010)

Editor's note

Almost two and a half years have passed since I started addressing various issues on IMO instruments. During this period, I had many opportunities to meet WMU graduates who work as delegates from member states and officials of the IMO Secretariat at the IMO meetings. That shows their studies and experience at WMU will be of advantage to take important roles in their countries and the international maritime field.

Besides, we can easily keep in touch with each other via

e-mail and social networks such as Facebook. Even daily updates can be shared around the world in a moment by only one finger. It would appear that on-going friendships among WMU graduates are not so difficult nowadays.

Therefore, I really hope that WMU graduates and students will proactively share their professional views on a variety of significant issues in the maritime field, not only daily food and drink, and unite their strong powers to achieve "safer and cleaner oceans" beyond their period of study at WMU.



Yasuhiro Urano
(Japan, 2012)
Japan Ship Technology
Research Association

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