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and all humankind are brothers and sisters.

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The Japan Field Study Trip 2014

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1. Introduction

The privileged beneficiaries of the Sasakawa Fellowship of the WMU Class of 2014 had the opportunity to visit Japan at the invitation of OPRF/The Nippon Foundation from May 11-18, 2014. This annual event sees some students of succeeding classes of WMU visit Japan to learn more about Japanese society, maritime industry and to personally meet Dr. Yohei Sasakawa.

This year twenty-two students from sixteen countries were on the trip. They were accompanied by two members of the WMU faculty - Ms. Momoko Kitada and myself. I took the opportunity to accompany the class since this was the first such opportunity after my appointment to a Nippon Foundation Chair at WMU as Associate Professor.

2. The trip

Prior to the group's arrival, there had been communication between the Section Chief of the Maritime Affairs Division (Maritime Technology Department) of the Ocean Policy Research Foundation, Mr. Shinichi Ichikawa, and the Registrar of WMU, Ms. Sue Jackson, which ensured a smooth process with respect to travel arrangements, visa acquisition, and notification of the intended schedule for the trip.

The WMU group arrived at Narita Airport in Tokyo on Sunday, May 11, and we were met by

Mr. Ichikawa and Ms. Miyoko Wada. Despite the relatively long flight and a rather tight schedule in the week prior to our arrival in Japan, all members of the group responded with alertness and eagerness to the very cordial welcome given by Mr. Ichikawa and Ms. Wada. Transfer by bus from the airport to the hotel was followed by an orientation session. Due to the fact that it was a rather clear day, many in the group had their first opportunity to see the famed Fuji-san. On arrival at the hotel, the WMU group was fully briefed about the intended schedule and expectations from the hosting organizations by the trip organizers (including Mr. Eisuke Kudo, Mr. Eiji Sakai, and Mr. Ichikawa from OPRF, Mr. Hidetsugu Wada from the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), and the tour guide Ms. Wada).

Monday, May 12



The WMU group visited MLIT of Japan. They were welcomed by the Director-General of the Maritime Bureau of the Ministry, Mr. Toshiya Morishige. His welcome statements were followed by an in-depth presentation on Japanese Maritime Policy given by Mr. Akira Fukaishi. An insightful and beneficial question and answer session followed. The discussion of questions, which the students had sent in prior to the meeting, was very helpful in clarifying issues for them.

After the meeting and lunch, the students went on a bus tour of Tokyo. The two accompanying faculty members had to honor an earlier appointment and could not join them on this trip, but subsequent reports I have received indicate that it went very well.

What followed was the highlight of the trip: a visit to The Nippon Foundation. The interaction with Dr. Sasakawa was, as always, particularly meaningful to the students, and they pledged their commitment to the ideals

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that saw them become beneficiaries of the Sasakawa Fellowship, which were further clarified and upheld by Dr. Sasakawa in his remarks. Of particular import was the stress he put on the need for global recognition of the shared resource mankind has in the oceans of the world and the associated necessity that we all become committed to protecting this resource.

The day ended with a welcome reception at the Kasumigaseki Building. The WMU group was formally welcomed by a group of key contributors to the Japanese maritime industry and by many friends of WMU! It was an excellent evening, affording many opportunities for the students to network – meeting old friends, making new ones and establishing many professional and social relationships.



Tuesday, May 13

The first visit was paid to the Research Institute of Maritime Engineering (RIME), where the group was met by Mr. Minoru Kitahara, among others. The WMU group was introduced to the functions and governance framework of the establishment and shown around the testing facilities of RIME.



The group next visited Mitsubishi Kakoki Kaisha, Ltd. (Kawasaki Works). The cutting-edge technology used here in the manufacture of SJ purifiers for ship engines in particular, was of significant interest to the group, and all were very impressed with the level of automation.



Wednesday, May 14

The group transferred by air from Tokyo (Haneda Airport) to Okayama, and interesting pictures of the transit over Mount Fuji were captured by some members. Upon arrival, the group visited the Nakashima Propeller Company and the Mizushima Industrial Complex. This was an excellent opportunity for the students to see large-scale propellers – a part of the ship that is often hidden from view – and to see the critical manufacturing process that yields the efficient end-result for ship propulsion. The Director of the Nakashima Propeller Company, Mr. Yasuhiro Kawai and his staff were very welcoming and shared their knowledge with the group during a presentation and tour of the facilities.



The propeller factory visit was followed by a comprehensive boat tour of the industrial complex and associated port area of Mizushima.



In the afternoon, the group proceeded to Sanoyasu Shipbuilding Corporation. They were delighted to be afforded the opportunity to go onboard an almost complete woodchip carrier, whose owner had expressed a willingness for the WMU group to visit all parts of this new ship. This was greatly welcomed by many, given the opportunity for a comprehensive exposure to the inner workings of a ship.



Thursday, May 15

After transferring to Akashi in Hyogo Prefecture on the famed Japanese “bullet train,” the group went by bus to Osaka Martis on Awaji Island via the Akashi-Kaikyo Bridge (the longest suspension bridge in the world). At the Osaka-Wan VTS Centre they were introduced to the operations of the Centre, which regulates traffic in the busy Akashi Strait, and to the wider operational context of the Japan Coast Guard. Of particular note was the humor of the Section Chief, Mr. Nobuo Saitoh, during a good presentation of the administrative layout and functions of the Centre.



The group then proceeded to the Hyogo Earthquake Engineering Research Centre (E-Defense). Group members were impressed with the scale of the operation here, using a three-dimensional, full-scale earthquake testing facility, with the world's largest shaking table. The significant work being done by Japan to respond to the threat of a potentially hostile environment was appreciated by all.



Friday, May 16

Given that many of the students from WMU are studying in the MET specialization, the next visit to the Marine Technical College in Kobe, Ashiya was very beneficial. The students, as with the previous visits, received a presentation about the operations of the Institution and then were given a tour of the facilities.



The visit to the Kobe Port was just as beneficial. Again the group was given a comprehensive tour, and the resourcefulness of the Japanese people was evident, this time in the presence of the reclaimed Port and Rokko islands, which were shown to the group during a boat tour. Given the level of port security required by current international legislation, I would like to particularly note the profound gesture of the Port of Kobe (and the private Container Terminal, Kamigumi Co., Ltd.) in welcoming the group to all parts of the port and allowing for the taking of pictures for the academic benefit of the students.



Saturday, May 17

This day was reserved for something less technical – visits to some of the symbols of the religious underpinnings of traditional, as well as contemporary Japanese society. These included a visit to the Heian Jingu Shinto Shrine and to the Kodaiji Buddhist Temple. At this second site, many of the students took the opportunity to participate in a session of Zen Transcenden-



tal Meditation.

Subsequently, the group visited and took a walk through the historic and beautiful premises of the Kiyomizu-dera Temple.

Later in the evening, the WMU group was joined in a farewell reception by many of our very cordial hosts. It was an evening filled with gaiety and a fun time of sharing ideas with old and new-found friends!



Sunday, May 18

The WMU students and one accompanying faculty member departed as scheduled from Kansai International Airport, and after a safe flight, all arrived safely back home, bringing to an end this year's official WMU Sasakawa Fellowship Class of 2014 Field Study Trip to Japan.

3. Conclusion

Japan has a lot to teach the world! To name just a few, the nation has a very rich historic culture that is still intricately woven into the fabric of contemporary Japanese society. A constant awareness of the sometimes hostile natural environment in which the Japanese live, together with this rich culture, has created a resourcefulness and ability to adapt that the rest of the global community can learn from. I believe that this lesson was not lost on the WMU group, particularly the students, as it applies to the maritime industry specifically and to the wider Japanese society.

Beyond that – as was pointed out very clearly by Dr. Sasakawa – all humans have a lot in common, and the responsibility of protecting our heritage of the oceans is our common responsibility. Japan (as evidenced by the work of The Nippon Foundation) believes in this. This value-system was reinforced in the students during the visit, and I am certain that

Japan's example will be a worthy resource for all of them to draw from when they arrive back in their own local contexts.

The hosting arrangements (accommodation, transport, meals) were excellent. The feedback has been positive – as expected – and I believe that the feedback survey will reflect this. I will only suggest that the few recommendations given in those student responses be taken into account for the organization of the next trip.

It remains for me, in this report, to say thank you to the organizers of this trip. Primarily, I would like to thank the staff of OPRF. I express sincere gratitude to Mr. Shinichi and Mr. Kudo. Their significant work paid off in the delivery of an excellent trip, and I highly commend them. Many thanks, too, to Ms. Wada, whose truly excellent tour guiding and translating skills made our trip even more meaningful.

The WMU group was informed early on in the trip that it had unfortunately missed the popular cherry-blossom season. Though that was regrettable, they really did have an excellent and filled schedule, which immersed them in many delightful scenes and the culture of Japan. Perhaps more importantly, there was significant engagement with technical practices, policies and procedures that should serve all the group members well in their professional quest to be worthy maritime ambassadors to their own local communities as well as to the global community. By all accounts the trip met all expectations and gave the students an important entrance into the community of Sasakawa Fellows.

I unreservedly applaud all parties for the excellent arrangements and hosting of this year's trip.

Domo arigato gozaimashita!



Communication and Culture Matters

IMLA-IMEC leads the way



Clive Cole
Associate Professor
World Maritime University

Thirsty Work at a “no-tie” event!

Two hundred & fifty litres of bottled water! Yes, 250. The IMLA-IMEC conference from July 7-11, 2014, proved to be thirsty work! Of course, when 54 Maritime English teachers and experts from 23 countries worldwide get together to present their achievements, share experiences and exchange ideas, it's hardly likely to be a muted event!

It was also a “no-tie” event! Normally, IMECs are held in October, but Local Organising Committee Chair, Wim van Leunen, convinced the Steering Committee that July was a much warmer and lighter time of the year to spend a few days on his treasured Dutch island of Terschelling in a relaxed but productive “holiday” atmosphere. He had warned us, however, that even if it was supposedly “summer” in the Netherlands there was the risk it would not have arrived on time, or we had already missed it! His fears were unfounded, and the warm, dry weather made sure that even the speakers at the Opening Ceremony removed their ties - never to be seen again!

The Beginnings

The International Maritime Lecturers Association came into being at Plymouth (UK) in 1977 as a direct response to developments at IMO concerning maritime education & training and the pending STCW convention adopted in 1978. It was also the year that IMO published its Standard Marine Navigational Vocabulary, with the intention of becoming “an acceptable ‘language’”, using the English tongue, for the interchange of intelligence between individuals of all maritime nations... increasingly evident under modern conditions at sea”. As a lecturers’ association, IMLA reacted by addressing the need for effective communication training, firstly at its conference in Amsterdam in 1980, and then more specifically at the first Workshop on Maritime English in Hamburg, West Germany, the following year.

Today, some three decades and 26 gatherings later, IMLA’s International Maritime English Conference continues to be as relevant as ever, as witnessed in Terschelling. While IMEC’s slogan is Communication and Culture matters, IMO more than ever emphasises, through its legal framework, the importance of effective communication. The STCW Code Part A, for example, has multiple mandatory references. So it was pleasing that Maritime Institute Willem Barentsz provided the



perfect environment for a successful conference, ideally suited to marinate the Maritime English Lecturer.

A Resounding Success

Indeed, IMEC 26 was a resounding success, with 23 papers presented, 3 workshops delivered, 2 keynote addresses and Opening and Closing speeches given, and a social programme that had a “salty”, well-marinated taste.

From the very outset the right tone was set. What a joy it was to have “Mr. STCW”, Milhar Fuazudeen, Head of IMO’s Maritime Training and Human Element Section, Maritime Safety Division, on board. In his keynote address, he stressed the benefit to seafarers of “good mentors ashore”, Maritime English teachers included, and recognised the need “to actively encourage higher levels of English language competency”, the key to success being spoken fluency and proficiency in Maritime English. He concluded with the revision of the Model Course 3.17, encouraging the Maritime English community at large to seize the opportunity “to make it fit for purpose for some years to come”. Mr. Fuazudeen was present at most sessions during the first three days and participated in many discussions; his contributions were highly appreciated.

Sibrand Hassing, Director, Nautical Operations Europe at Holland America Line, gave the second keynote speech, posing the question “Is English necessary on board cruise ships?” stating that for safety and security reasons the question could not be considered “open door”. He went on to argue that English was an absolute necessity not only for communication between the crew but also with passengers and other non-safety personnel. He listed more effective verbal competences and, interestingly, writing techniques as skills for improvement.

The first day(s) focused on the revision of IMO Model Course 3.17 English. Later in the week the subjects of presented materials varied widely from the SeaTALK project to trainer training and incorporating fiction literature to Maritime Linguistics and Computational English as innovative communication tools. Q&A sessions were actively

undertaken, and the admirable chairpersons frequently had to put an end to the discussions to allow the next presenter sufficient time.

The social programme had been carefully designed to give a salty taste, with a boat trip to the seal banks of Terschelling, the exhilarating beach launching of both modern and ancient lifeboats by the Royal Dutch Lifeboat Association and the possibility to enjoy freshly caught raw herring! There was also the possibility to visit the National Maritime Simulator Centre’s simulators. And not least, these events were a wonderful opportunity to socialise with WMU graduates Ruan Wei, MET (N)-1999, Hyun Wook Doo, MSEP-2005, and Yutaka Emi, MET-2007; the “old school tie” was not, of course, visible, but faces and personalities are never forgotten!

Final Comments

So after 26 events, are we still on the right course? I believe we are! Certainly we’re in a good position to anticipate and influence constructively the changes that may affect the crucial subject we teach in our roles as mentors and managers. Here, IMLA’s International Maritime English Conference is in a strong position to continue playing a leading role, particularly as demonstrated through its imminent revision of the IMO Model Course 3.17.

However, the bottom line is that the standard of Maritime English proficiency among seafarers and related personnel in the shipping industry has a direct impact upon safety at sea, in ports, on the state of our oceans and the efficiency of the whole international seaborne business. So, effective communication has to be our catch phrase – as the STCW Code insists!

Finally, and perhaps just as important, language communication is not just an industrial tool but also an emotional & social matter: It strengthens friendships among people speaking different tongues and enjoying diverse cultures. And in the context of IMEC26 that’s essentially what we did. We learned, we shared and we enjoyed... while drinking plenty of water! So WELCOME ABOARD!!

Associate Professor Clive Cole has been employed at World Maritime University since 1984. Internationally recognized within his field of expertise, Prof. Cole has authored and delivered over forty papers on Maritime English/MET & related subjects. He is the Honorary Secretary of the International Maritime Lecturers’ Association (IMLA), Focal Point for IMLA at the International Maritime Organization (IMO), and has headed IMLA’s delegation at IMO’s Maritime Safety Committee and STW/HTW Sub-committee meetings. Since 2002, he has been the Vice-Chairman of IMLA’s International Maritime English Conference, is currently the Acting Chair and has served as IMEC Papers Committee Chairman on six occasions. Among many other responsibilities at WMU, he is the Director of the English & Study Skills Program and member of the faculty specialising within MET.

A History Woven by Ships



Hideaki Uematsu

ex-Secretary of
International Association of Maritime Universities (IAMU)

I. Lucrative Trade with a Neighboring Country and Bustling Coastal Transport



1. Ken-Min Sen

For Japan in the 14th and 15th centuries, trade with China was a lucrative source of income. Records show that the vessels trading with China were of about 1,000 koku (150 tons) capacity. The crew numbered about 100 men, and passengers were carried. The cargoes from Japan consisted usually of copper, sulfur, fans and lacquerware, with a large number of swords, halberds and other weapons, which the Japanese were supreme at making. There were larger vessels, but they kept to the coast, being unmanageable on the high seas. Widespread domestic warfare in those days furthered, rather than hindered, domestic trade. The feudal commanders needed to improve transport facilities to move about large numbers of men and quantities of supplies. All this promoted the sale and transport of commodities in general. The size of ship mostly used for coastal transport was 500-1,000 koku (75-150 tons).

However, from around the year 1600, the newly centralized feudal power no longer tolerated these conditions.

In 1635, the Tokugawa Shogunate, Japan's last feudal military regime, prohibited the building of any ship of more than 75 tons, which was the size required to be able to sail overseas, although 3 years later it exempted ships for transport use from this prohibition.

Then in 1639, Japanese were prohibited from going abroad, and those residing overseas from coming home. As for foreign trade, only ships from Holland and China were allowed, and only in the port of Nagasaki at the western end of Japan. In this way, peace and order were maintained domestically for over 220 years, during which coastal ship services, together with highways, led to the easy flow of goods and helped to open up nationwide markets for

merchandise. But the type, size and efficiency of ships had to remain rather modest.



2. Bezai Sen

II. Sudden Opening of Japan Forced by Western Power

In July 1853, four American warships appeared off the coast of a small village 50km to the south of Edo (Tokyo) and demanded that the Shogunate accept U.S. President's document in that area. The size of the flagship "Susquehanna" fully loaded displaced 3,824 tons (2,450 bm tons), compared to the size of Japanese wooden sailing ships of approximately 30 meters in length. Never before had the Japanese seen ships steaming with smoke, and they were shocked by the number and size of the guns on board. The Shogunate decided they could not help but accept the document at the area.



3. Kuro Fune

The following year, a new squadron of seven ships arrived, resulting in the Japan-U.S. Treaty of Peace and Amity, which was followed, in 1858, by treaties of commerce with America, Holland, Russia, Britain and France. Three Japanese ports were opened for trading with these countries. The treaties had a variety of effects which finally led to the Tokugawa Shogunate being overthrown by feudal lords troops in 1867, returning the reign of the government to the Emperor.

Prior to its fall, the Shogunate had abolished the ban on building large vessels in October 1853, and the ban on going abroad in 1862. Nationwide, the building and purchasing of vessels were suddenly started nation-wide, mainly for national defense, and by 1867 the

number of western-type vessels - steam-powered ships and sailing ships - reached 138 (about 17,000 tons), of which 44 were owned by the Shogunate and 94 by feudal lords.

III. Attaining the Rank of No. 3 in the World in Shipping in only Half a Century

During the first transitional years, Japan had no steam-powered vessels in the private sector, and deep-sea services were all monopolized by foreign vessels. But from 1870, private capital began to set up shipping companies, initially for coastal services, making use of ships owned by former feudal lords, often under the encouragement of the government. International liner services were also gradually inaugurated, often obtaining the government's "Order to open XXX line".

In addition, the Shipbuilding Encouragement Act (1896-1919) quickened the modernization and expansion of the shipbuilding industry, subsidizing the cost of steel in relation to British market prices.



4. Suwa Maru

In the meantime, World War I allowed Japanese shipping the opportunity to deploy large numbers of tramp vessels on third-country trade routes. In 1916, the tonnage of Japanese flag ships reached the No. 3 position behind Great Britain and the United States, although the gap was still very large. The shipbuilding industry expanded sharply, launching 610,000 gross tons in 1919, including ships exported to the United States.

IV. Total Collapse of Japanese Fleets (World War II, 1941 - 45)

* Japanese death rate: Seamen 43% (63,331 Persons) (Navy 16%, Army 20%)

* Lost merchant ships: 2,567 (8,433,389 gross tons - Loss ratio of fleet: 80.6%)

Concerning the outcome of this war, no further explanation - beyond these figures - is necessary.

V. Rebuilding of Fleet: for People's Existence (Nutrition), and for Economic Development

1947–80: “Planned Shipbuilding” system. This scheme, established by the government for long-term investment in plants and equipment, together with cooperative financing by private banks, used public money to build ships one by one through the Japan Development Bank (JDB). The following table shows how many percentage of JDB loans were given to the shipping industry during the 30 years after the end of the war. In the initial 20 years, electricity and shipping were the most important industries to be promoted, followed by iron & steel, fertilizing and machinery.

Allotment of JDB finance: (%)

	1951–55	56–60	61–65	66–70	71–75	76–80
Energy	45.3	58.7	25.8	15.0	7.7	24.4
Electricity	(38.8)	(39.0)	(16.6)	(7.4)	(---)	(17.7)
Coal	(6.5)	(9.7)	(8.5)	(3.4)	(---)	(---)
Shipping	25.3	27.3	30.3	35.5	17.7	7.7

Due to the structure of the Japanese national economy, shipping was required to burden the import of foodstuffs, then raw materials, and the export of finished goods, earning or saving foreign currency at the same time. The minimum tonnage necessary to fulfill those national requirements was calculated continuously, and industrial policy measures to secure the necessary volume of ship construction were undertaken as an important part of the rebuilding and then development efforts of the national economy.

Thus, in 1956, the launching tonnage of Japanese shipbuilders caught up to Great Britain's, which had been the world's number one for a long time, and in 1970, the tonnage of Japanese flag ships reached No. 2 in the world, next only to Liberia's.

Nowadays, Japanese fleets only account for approximately 1.8% on a ship's flag basis,

but on a nationality of owner basis, they are still ranked number two (about 14%) in this globalized shipping arena.



5. Nissho Maru

- 1-3: Photo by The Museum of Maritime Science (MMS)
 3: Kuro Fune means Black Ship. i.e. Western ships often painted with tar, that came to Japan
 4: Photo by NYK Maritime Museum: Built 1914 by Mitsubishi Shipbuilding Yard, Nagasaki, for NYK Line. Plied between Europe and Japan.
 5: Photo by MMS-Ueno Library: Built in 1962, 132,334 DWT, Largest Oil Tanker in those days

Building a Container Terminal in Oman

Fernando Bustamante (Mexico, 2004)



Preamble

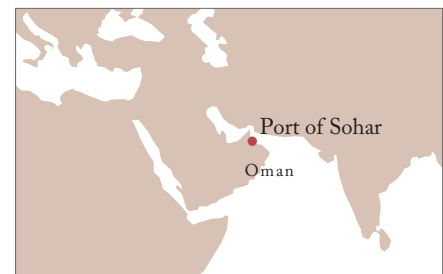
After ending my studies at WMU (MSc Port Management) in 2004 and then at IHE in Delft (MSc Coastal Engineering and Port Development) in 2006, I have been working for Hutchison Port Holdings (HPH) in Mexico in the area of engineering and development. In April 2012, I was assigned as Project Manager for the construction of the new HPH container Terminal C – Phase 1 in the Port of Sohar, Oman.

The project

Oman International Container Terminal (OICT) has been required by the port authority to relocate their operations from Terminal B to Terminal C, which comprises approximately 1,000m of berth and 68ha of yard area. Under Phase 1, the full berth frontage has been developed with provisions for new quay cranes operating on a 30m rail gauge, and the relocation

from Terminal B of the cranes operating on a 24m rail gauge, together with an initial 30ha of container yard formed by concrete RTGC runways and beams with gravel beds in between for stacking full containers. There is also blockwork paving for empty containers and asphalt roads, as well as the necessary buildings (substations, gatehouse, warehouses and offices).

Supervising the construction was challenging, as the contractor had broad international experience but had never worked in Oman before. This caused the formal start-up to take about three months, as it was difficult to bring in foreign labor and engineers and to find appropriate local subcontractors for specific jobs. The civil works were concluded after 14 months, and the terminal is now operational. The main office building will be ready at the end of this year, and Phase 2 yard expansion works are now under tender, showing a good commencement and a promising future for OICT Terminal C.



Living in Oman

I arrived in Oman with my wife and two daughters (then 3 years and 6 months old respectively). Coming from Mexico, a western, mostly Catholic and purely Spanish-speaking country, we were somehow concerned about what we could expect in this traditional Arabic and Muslim country. We were gratefully surprised to find that Omani people are warm and friendly, flexible and respectful with non-Muslim expats, who can enjoy living and traveling quite safely around amazing ancient cities and landscapes, never-ending deserts as well as green areas and highlands with unexpected colorful views. Sohar is a small city with picturesque Arabic architecture, and the residential compound is a perfect place for young children to play and grow in an international environment.



Concluding thoughts

Each project is a unique contribution to one's professional experience, and every place and people in the world deserve an opportunity to share, enjoy and grow. WMU has been a successful promoter of multicultural interrelations, teaching worldwide professionals to work under a respectful and productive environment.



Visit to Tokyo on June 4th, 2014

Lianjun Li
(China, 1990)

I, Lianjun Li (GMA 90), visited Tokyo in June 2014. It was very nice to be here again, but unfortunately, I was not able to go visit OPRF. To update my personal information, I am a partner at Reed Smith Richards Butler, one of the leading international law firms in the world. I came to Tokyo to attend a meeting of the London Maritime Arbitrators Association Liaison Committee (Asia Pacific). LMAA is a leading association for maritime

arbitrators, and its Arbitration Terms have been widely adopted by the shipping industry.

I have been working in shipping law since graduating from the World Maritime University in 1990. I joined an international law firm in 1993, and since then, I have been working as a shipping lawyer in Hong Kong. I am a qualified lawyer in the Hong Kong Special Administrative Region of P.R. China and England and Wales. I joined my current firm in 2002. Reed Smith is a global law firm with nearly 1,800 lawyers in 25 offices throughout the United States, Europe, Asia and the Middle East and is a pre-eminent advisor to industries including shipping, financial services,

life sciences, health care, advertising, technology, media, energy trade and commodities, real estate, manufacturing, and education.

I hope that I can keep contact with the Fellows and graduates of WMU and OPRF. I also wish to visit OPRF when I am next in Tokyo in order to express my sincere thanks to Mr. Sasakawa and OPRF for their kind support when I was studying at WMU some 24 years ago.

You are most welcome to contact me when you are next in Hong Kong,

Lianjun Li

Email: lianjun.li@reedsmith.com



Lives in Peril: Seafarers' Health and Safety at Risk

Carolyn Graham
(Jamaica, 2008)

Seafaring remains among the most dangerous types of work. "Lives in Peril: profit or safety in the global maritime industry" is a recent publication by Walters and Bailey (2013) that gets to the core of occupational health and safety on board. It concludes that there is a need for political and administrative will to address this neglect. In 2003, the International Labour Organization's (ILO) "Global Strategy on Occupational Health and Safety" also recognized a need for political and administrative will to actively develop, implement and enforce global occupational

health and safety standards. Then Director-General of the ILO, Juan Somavia, reiterated the principle that "decent work must be safe work." Additionally, research covering almost 20 years at the Seafarers International Research Centre (SIRC), has revealed that seafarers, as an occupational group, are in dire need of arrangements to safeguard their health and safety.

Seafarers' occupational risks result from the nature, organization and structure of seafaring work. Work on board is demanding. In addition to risks of serious occupational diseases, injuries, stress and overall ill-health, suicide figures were found to be high among seafarers for whom such data were available.

The ILO has sought to strengthen previous provisions on health and safety by including

substantial provisions in the MLC. These provisions seeking accountability, enforcement and cooperation should be bolstered by a promotional framework and contribute to bringing seafarers' issues to shore. Seafarers' health and safety is everybody's business. It is said, half the world would starve and the other half would freeze were it not for shipping. Global commerce owes much to the men and women who labour on board. It is hoped that co-opting land based support and so integrating them into general labour issues may assist in more attention given to seafarers' health and safety towards more positive labour market outcomes.

*full text can be found at the Friends of WMU, Japan website at: www.wmu.sof.or.jp

Lecture on Landlocked Countries in Ulaanbaatar, Mongolia

Baigalmaa Damba (Mongolia, 2012)



The International Think Tank for Landlocked Developing Countries (ITT-LLDCs), in cooperation with the Mongolia Maritime Administration, organized a lecture on the "Law of the sea and interests of landlocked developing countries" and presented by the distinguished professor Proshanto K. Mukherjee on June 18, 2014.

The majority of landlocked countries of the world are developing or least developed countries.

The common challenge of these countries is the use of imported consumer goods, which incur extra transportation costs, impairing purchasing capability and gradually affecting the quality of life of ordinary people.

As mentioned by Ms. Heidi Schroderus-Fox from the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLS):

According to the World Bank's Doing Business Report 2014, the number of days that landlocked developing countries take to import has decreased from 57 in 2006 to 47 in 2014 and the number of days to export have reduced from 48 to 42 days over the same period. Although this is a major achievement, the number of days taken by landlocked developing countries to import and export is still almost double that of transit countries, 22 days to export and 27 days to import.

The Professor's lecture is a good guide for the interested parties to achieve "favorable conditions of the landlocked countries which are mentioned in International agreements and conventions, including the UNCLOS", in order to find ways towards further development. There are no ready examples of the "favorable conditions" to implement yet, and the landlocked countries are still dependent on their neighbors when transport must pass through their countries.



Nang Lon Lon Nyo (Myanmar, 2012)

First, let me say hello to all my dear Sasakawa Fellows around the world and share some great news. Of course, it is about my marriage to a good guy named Phyo. My husband is a Captain in the military, and works in Pyin Oo Lwin, a city that is a bit far from Yangon, where I live.

We had our wedding reception on June 8, 2014. The celebration became complete with the contribution of some Myanmar Sasakawa Fellows and others from Indonesia and Vietnam, who

were my close friends at WMU. My friend from Indonesia was also my bridesmaid, which will make this wedding an even more fantastic memory for the rest of my life. Everyone's blessing is also incredible and very delightful.

Furthermore, I was ecstatic to receive a congratulatory message from Dr. Sasakawa and Mr. Kudo, who were so kind to remember me. I thank all my Sasakawa friends around the world for blessing this wonderful change in my life.



Nguyen Khoi Tran (Vietnam, 2007)

I am very delighted to share wonderful news with my Sasakawa friends. My daughter was born on May 20, 2014. Her name is Nguyen Lan Anh, Tran. "Nguyen" is my wife's family name, "Lan" means orchid and "Anh" means brightness. My wife and I are very busy, and it's sometimes stressful taking care of the baby.

Everything is new and strange for us. Nevertheless, we are very happy to see her grow day by day. After two months, she is 65 centimeters long and weighs 5.5 kilograms.

I am in the final phase of my PhD research. I am trying my best to complete it by the end of the year. I plan to attend the WMU graduation ceremony in November and hope to meet other Fellows, as well as people from The Nippon Foundation.



Aung Kyaw Moe (Myanmar, 2011)

We are delighted to share our happiness with the 2011 Sasakawa Fellows and other Fellows around the world. I would like to give a special thanks to the Friends of WMU, Japan Secretariat of OPRF, for encouraging me to write. Furthermore, may I express my sincere gratitude to Dr. Sasakawa for allowing me to become a 2011 Sasakawa Fellow.

After graduating from WMU in December 2012, I received the Doctorate ASEAN Scholarship award from the Polymer Science program at Chulalongkorn University, Thailand. While in Bangkok, our new baby came to us at 3:03pm on May 6, 2014, in

Pranangkla hospital.

On behalf of our new baby, Su Sint Sint San (meaning "brilliant person"), our family says "mingalapar" which means, "auspiciousness to all" in the Myanmar language. Before her birth, things were very tense, due to the strange environment, language barrier, and politically unstable events. Eventually, with the kind support of the Dean and Deputy Dean of faculty at the Petroleum and Petrochemical College at Chulalongkorn University, all of our anxieties disappeared as our baby (and her mother) came home, safe and healthy. What many of our friends have wished for us has come true. We now have both male and female kids! The perfect life!!!



Cho Mujingni Jenette Tifuh (Cameroon, 2012)

Born on the 27th of May, 2014, coming 10 years after my older daughter, Daisy, and 7 years after my son, Haris, the new-comer has brought renewed happiness to me in particular and to her siblings, who do not want anyone else to carry her but them. I named her Cho Haizel Atuck, firstly after my dear mother, whom I admire for her industriousness, and secondly, after Captain Catherine Haizel (WMU Sasakawa Fellow, Ghana, 2002) whom I admire for her braveness. These two characteristics, combined in my baby Haizel, will make her able to face life's challenges with ease.

From 3 weeks old until now (10 weeks) she has been smiling at anybody who smiles at her. This is one of my attributes that she has inherited, and I feel very happy whenever she manifests it. She is such a blessing to the entire family. Since I left WMU, I've not had any change in position at my job, but the coming of Haizel, I believe, will bring good luck and prosperity to us. I pray that I'll be able to bring her up in the fear of God, as the Bible says that "the fear of the Lord is the beginning of wisdom."

I feel now that I have more reasons to work harder to give my children the best life that they deserve. I thank Mr. Sasakawa for giving me the opportunity to obtain an MSc at WMU, for the benefit of my family and my country.

Condolences



Mr. Danny Waters (former Rector of WMU)

Captain Donald M. Waters, Rector of the World Maritime University from 1990-1996, passed away in Inverness, Scotland, on June 3, at the age of 85.

The contribution of Captain Waters to WMU began with his appointment to the Board of Governors. In 1990, he was invited to become the Rector of WMU. During his six years as Rector,

over 600 students graduated, expanding the global reach of the University.

In December 2009, at a ceremony held at Albert Hall in Launceston, Tasmania, Captain Waters was admitted to the degree of Doctor of Laws honoris causa for his substantial and unparalleled contribution to maritime education and training.



Mr. Teguh Santoso (Indonesia, 2007)

We are very sad to report that one of our Indonesian Sasakawa Fellows, Mr. Teguh Santoso (2007) succumbed to an illness that he was fighting for about a year, and unfortunately left us on Monday, June 16, 2014, at a hospital in Solo, the small city where he was born

in Central Java, Indonesia. His funeral was held the following day. Teguh's last assignment as a public service officer was at the Indonesian Supreme Auditory Board (BPK-RI). He died at age 41, leaving a wife and a 3-year-old daughter.

Editor's note

A few weeks ago, the network hard disk drive at my office suddenly crashed. My colleague brought it to several repair shops, but it couldn't be fixed due to a bad scratch on the disc. All the data disappeared. Oh my god!!! The hard disk drive was a miller type, and the data was automatically backed-up, but we found out that it didn't work. I had put my complete trust in it, but now I won't ever again, even with a back-up system. Eventually, I had to go back and create some files from the beginning. Someone, please give me back my time!!

Nowadays, a ship's equipment, such as GMDSS, Radar and ECDIS, are

computer based instruments. There is no guarantee that they won't fail, as they are electronic products. Thus regulations require a back-up system in case they do fail. But that doesn't necessarily mean that the back-up system will work every time. That's why, ultimately, seafarers must rely on the human element and human skills.

No matter how much technology has progressed, the human element will always be key in the shipping industry, and therefore, the role of education and training for seafarers will always be very important.

Masashi Sugomori

PSC Office, Maritime Bureau,
Ministry of Land, Infrastructure, Transport and Tourism (MLIT)