

## Ports in an Era of Dramatic Maritime Change

Michael Grey

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This document is a special contribution aimed at WMU Fellows for the 30-year anniversary of WMU.

Ports might be considered among the most immediate indicators of trade fluctuations, with increasing and decreasing trade and commodity volumes, with the reality of economics reflected in the cargo flows crossing quaysides, in the changing nature of the goods and quantities shipped, their origins and destinations.

It was a well-known economic journalist who said that he liked to drive down to his nearby port once a month and park on a hill overlooking the car terminals, the occupancy of which he said gave him a very accurate and immediate overview of economic activity in the nation. And while one might suggest that it probably more likely depended on whether a couple of enormous car carriers had been delivering their loads, it could still be a reasonable assessment. In some respects, he was grasping a real truth about the way in which a port's activity can be a reliable indicator of the health of the economy. But ports now find themselves in a fast-changing maritime world, subject to a number of serious pressures.

### Ports as an investment opportunity

Ports, which might have been operating for centuries without attracting great degrees of

financial attention, are now courted by major investors and even sovereign wealth funds with money to burn. But it is worth noting that ports and their terminals are primarily service providers, serving that great service industry of shipping, the ultimate example - so the economic textbooks like to tell us - of derived demand, and subject to extraordinary volatility.

In many parts of the world, we see another phase of privatisation is coming along. But if shipping activity is also notorious for its wild cycles, steep peaks and troughs and lumpy investment patterns, surely the ports which service shipping must also be subject to the same sort of pressures on demand. There is a need to maintain a sense of perspective and for investors to realise that ports represent long-term prospects, not just short-term gain.

### Ports as reflectors of shipping health

If ports are barometers of economic activity, and those who run them a bit like expert meteorologists, able to detect an incoming storm from the smallest pressure change, they will certainly be aware that there are some real challenges facing the sector today. Indeed, in almost a blink of an eye, and just a few years, we have gone from a situation where port customers - the shipowners - have moved from a situation of strong demand to one of over-supply in virtually every shipping sector. No port can be insulated

from this situation, which will only be resolved by strengthening demand from increased world trade, itself a slow process, or alternatively, sea carriers more accurately matching their enthusiasm for new building to the realities of demand for shipping services.

People running ports face many additional challenges in these financially febrile times, when any form of stability is long gone, and the future, as everyone from the inner counsels of the IMF to the economists of OPEC would privately agree, is completely unpredictable.

As shipowners are squeezed by their inability to gain a decent return on their investments because of a slump in demand, their self-inflicted over-capacity and rising operating costs, (chiefly from the price of bunkers and environmental regulations), ports will be similarly challenged. Ports and terminals moreover will be asked to cope with the current enthusiasm of shipowners for bigger and bigger units, as the beguiling temptations of scale economics kicks in.



Ro-ro traffic at Tilbury

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## Facing unprecedented scale economics

As they examine dredging schemes and expensive proposals for huge new quays to accommodate 18000 TEU containerships and 400,000 dwt bulk carriers now emerging from shipyards, and the probable effects of new commercial liaisons like the P3 scheme being proposed by three of the world's biggest containership operators, port managers might be forgiven for asking themselves who these huge ships actually benefit, other than their owners.

And it is not just ports at the top end of the size register which are faced with these dilemmas. Right up and down the size scale, the lure of larger ships is proving compelling. Little ports, which traditionally made a reasonable living from little ships, are finding themselves forced out of the market, because the ships they depended upon are not being built any more, as operators of every sort and size of ship scale up.

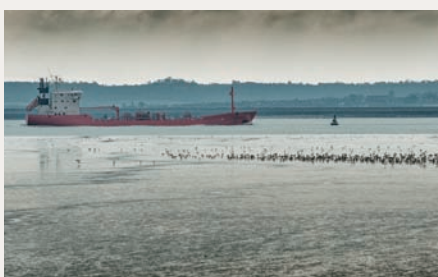


Large containerships are regular customers in the Thames

## The costs of environmental pressure

The environmental pressures themselves are piling up on port operators. The cost and timescale of port expansion schemes, dredging projects and the construction of new facilities are greatly increased by the need to seek detailed environmental consent, and in some parts of the world, to "compensate" the environment for that lost to new developments.

It is good that ports should operate in a sustainable fashion, and that the wealth of the world should be husbanded. But before we demand that all ships transfer to shore power when they arrive in port, and all the cranes and straddle carriers are electrified, and that world trade is replaced by locally sourced goods, we should just consider more carefully what might be the benefits and what the cost. Economic rationale cannot be ignored, and the pace of these developments must also be reasonable.



Ships and nature – bird life in the Thames Estuary

## Ports and the community

Not long ago, a port was considered to be wholly beneficial to the community and to the hinterland it served. Ports, many of which were the whole *raison d'être* of the towns and cities in which they were located, were providers – often the biggest providers – of direct and indirect employment. Nobody would have questioned their rationale for a second.

Today, people running ports have to be quite circumspect and can no longer take for granted the goodwill of the community, or that of the local or national government. Partly it is a factor of ignorance, with the port largely invisible, along with the general depopulation of the port workforce, which once could have been relied on to form a large and vocal constituency of support.

So when there is a proposal for a new terminal, or a dredging scheme to enable bigger ships to use the port, it is more than likely that there will be more voices against the development than are raised in its favour. In many ports around the world, their managers will be very familiar with the coalition of different and often hostile interests that have to be convinced, before they are able to progress.



Shared waters – cruise ship and commuter craft in the heart of London

## Ports under threat

It is also worth remembering that local agendas might well have very different priorities to that of port management, which may have nothing to do with ships, cargo handling or port related industry, and everything to do with property development schemes to free up the land for more valuable developments than that of cargo handling.

There is no shortage of examples, from Auckland to Oakland, Sydney to Southampton, where determined action by developers and their allies has brought port development to a standstill, and even closed down whole useful lengths of waterfront. In today's over-sensitive environmental climate, it is not that difficult to object to the noise, smell, dust, traffic and light of a working port, and to successfully agitate for its closure. The well-educated port manager will be wholly alert to all the contemporary issues of land use regulations, planning guidelines and prevailing government policies. It will be essential knowledge.

So when port managers see enterprising schemes for privatisation or changes of ownership or prescriptive new policy statements on national or regional port use and development, they should perhaps be instantly suspicious, asking some very fundamental questions about who might be benefiting from this initiative. There are important questions to be asked. Six model questions might be:

1. Is it necessary?
2. What is its purpose?
3. Will it make things better – or worse?
4. How much will it cost to implement?
5. Will it stifle initiative or common sense?
6. Is it supportive of best practice?

## Ports and society

There is no doubt about it, ports these days need all the friends they can get. The wise port management works hard, not merely to avoid alienating its local population, but to actively gain its support. It is important and worthwhile to convince people outside the dock walls of the societal benefit of what goes on within the port, and why they can identify strongly with their port on their doorstep.

This is why the annual European Sea Ports Organisation Award, which recognises the societal integration between ports and their surrounding populations, is so valuable. This has been an absolutely brilliant competition, generating some clever ideas that bring all manner of benefits. It would stand "exporting" to other regions, as these problems are largely universal.

All ports are different, in everything from their size, geography, to their mode of management and governance, and the competition demonstrates the tremendous variety within the port industry. But in the sheer ingenuity of those entries in the ESPO Award competition, there are so many brilliant ideas that people can steal and borrow from – all of them designed to bring port and population together, and who knows, some ideas which any port can incorporate into its societal integration plans. Ports are important, but it is necessary for port management to be in a position to quantify this importance in an era of profound maritime change, to those who may not be presently convinced.



Short sea ships are important for a greener future



# Global Leadership for Maritime Women - Ready for Change



**Momoko Kitada**  
Lecturer,  
World Maritime University

2014 is a special year for women in the maritime sector, signaling to everyone all over the world that women can contribute to achieving sustainable development in shipping. It is timely to discuss this issue, with the approach of 2015, which will celebrate the 20th anniversary of the Beijing Declaration of 1995. What has been done for gender equality since then, and how can it be assessed in terms of the progress of the integration of women in the maritime sector?

IMO's Technical Co-Operation Committee launched the initiative, "Strategy on the Integration of Women in the Maritime Sector" (IWMS) in 1988. In addition, the UN's Millennium Development Goal (MDG) 3: "Promote gender equality and empower women" has been well demonstrated through IMO as well as WMU, supporting the capacity-building activities of IMO for 30 years.

WMU hosted the 1st International Conference on "Empowerment of Professional Women in the Maritime World" in 2008, and there had been strong demands from the participants of the 1st follow-up Conference to analyze the progress of IMO's initiative on the integration of women. WMU, as IMO's apex institution for maritime learning, has been historically working on education and capacity-building in different regions of the world. In the last 30 years, WMU has produced 3,663 graduates from 165 countries around the world. Of this figure, 2,835 graduated from the Malmö-based Master of Science

program, of which 421 were females from 78 countries. Furthermore, there are currently six women out of the 19 doctoral candidates enrolled at WMU, and in 2011 the first woman was awarded a doctoral degree by WMU.

The 2nd International Conference on Maritime Women: Global Leadership (MWGL) was hosted by WMU, in co-operation with IMO as a principal donor, and held in Malmö, Sweden, from March 31 - April 1, 2014. Thanks to generous sponsors, including The Nippon Foundation as well as shipowners, the MWGL conference brought together 265 participants from 74 countries to strengthen women's position in the maritime sector. Including invited speakers, a total of 59 session speakers, chairs and keynote speakers, as well as 17 poster presenters, made presentations at the Conference. Most of the papers were research-based and selected from the call for papers, which attracted 53 abstracts from all over the world; all were reviewed by the Scientific Committee, which consisted of 8 external and 5 internal members.

Although the Conference showcased the global link between international organizations, such as IMO, ILO, ITF, WISTA and WMU, it also highlighted individual women and men who have been working in the maritime sector, with excellent knowledge of the challenges and achievements of maritime women at local levels. This includes quite a few WMU alumni, including Sasakawa Fellows. Dr. Victoria Radchenko, who studied at WMU in 2001, presented her paper, "Is there a helm for women in the maritime sector? Case study from Ukraine," which analyzed the situation of professional maritime women in Ukraine. The MWGL Conference highlighted women's leadership by showcasing the success and achievement of women leaders across different maritime sectors (e.g. government, port, seafaring, education), as well as different regions.

At the conclusion of the MWGL Conference, a declaration (<http://wmu.se/docs/maritime-women-global-leadership-declaration>) was adopted. It states that education and research are keys to enhancing opportunities for women and achieving sustainable development in shipping. Another outcome of the MWGL Conference is a selection of papers which will be published as a book, the project being fully sponsored by IMO. This Conference-based book will be available by the graduation of the current WMU MSc students.

This 2-day Conference was successfully received, promising that WMU will host the 3rd International Conference on Maritime Women in the future. It was evident from the evaluation online survey from participants that almost all the respondents (99%) felt that the MWGL Conference provided information about the progress of the Integration of Women in the Maritime Sector (IWMS) across different sectors as well as in different regions. The Conference provided an effective platform for networking among the participants, and everyone realized the importance of education and research, as well as other key issues such as policy and employment, leadership, and sustainability in shipping.

As a member of the MWGL Organizing Committee, it was amazing to meet all the inspiring women leaders from around the world through this Conference. I was also one of the session speakers and presented part of my study on context-based leadership in the case of women seafarers. During the Conference, I was proud to acknowledge Ms. Nancy Karigithu (Kenya Maritime Authority) as my role model, and I gained new knowledge from the participants, which will definitely help me to develop my future career as a professional maritime woman.



# The Development and Use of Marine Resources, and Japanese Efforts



**Keisuke Sakamoto**

Director of Ocean Development Strategy Office,  
Ocean Development and Environment Policy Division  
Maritime Bureau, MLIT

## (1) New Global Developments

In the future, the world's demand for energy is expected to expand, accompanying increases in world population and the economic growth of emerging nations and developing countries. Meanwhile, in recent years, the price of a barrel of crude oil has continued to be high at around \$100. As a result, in regions where development did not take place because conditions were bad when the price of crude oil was low and the costs for drilling and exploiting and purifying viscous oil were high, it has now become profitable to do so. Development has also been taking place due to advances in technology, with the proportion of exploitation of offshore oil & natural gas increasing yearly.

In Brazil especially, at great offshore depths called "pre-salt", many oil & natural gas projects are currently progressing. The vast undersea oil & gas layers 100-300km off the southeastern coast of Brazil are in areas excavated below 1500m, at a depth of 5000-7000m. "Pre-salt" refers to the fact that they are older than the rock salt layer above them, which shuts them in, acting as a lid. Currently, development is proceeding in the relevant regions, with much investment in drillships and FPSO (Floating Production, Storage and Offloading) taking place.

In addition to this, Nigeria and Libya are well known as the oil producing countries of Africa, but in recent years, Western African nations such as Ghana and Angola, and Eastern African nations such as Mozambique are becoming

potential oil producers.

With respect to natural gas, investment in FLNG (Floating Liquefied Natural Gas), which is FPSO for liquefied natural gas, has been planned for the oceans off southeastern Asia and Australia.

Furthermore, increasing activity in Europe aims to introduce offshore wind turbines in various countries around the world, with the offshore wind turbine introduction target for principal countries expected to reach around 80GW by the year 2020.

## (2) Japanese Efforts

Japanese shipbuilding companies began making mobile offshore drilling units and the like for offshore oil production in the 1970s and into the 1980s. They then started to specialize in building merchant vessels, and discontinued producing mobile offshore production units. However, after entering the 2000s, the construction of offshore support vessels and mobile offshore production units gradually started to take place. From 2012, Japanese shipyard groups have successively been advancing their entry into Brazilian shipyards through the capital and human resources. Japanese shipbuilding companies have also been receiving orders for offshore structures from various countries.

Machinery and equipment from many Japanese companies are also used in offshore structures, including the famous "HAMANAKA" mooring chains, boilers, burners, electric generators, steam turbines, compressors, pumps, heat exchangers, sensors, control systems, marine hoses, fenders, valves, winches, thrusters, LNG tanks, fresh-water generators, air-conditioning plants, provision refrigeration plants, etc.

Japanese maritime companies are also taking part in planning the leasing of drillships and FPSO units, as well as the operation of offshore support vessels and shuttle tankers.

In order to assist these Japanese enterprises in



Floating Offshore Wind Farm Project  
Photo by Ministry of Economy, Trade and Industry

enhancing their various businesses, the Japanese government is also providing financial assistance to their technological development, bilateral meetings between governments, and dialogue operated by public and private sectors.

People with advanced technical skills need to be developed to design these offshore support vessels, drillships and mobile offshore production units. In addition, even more sailors need to be trained in order to cope with the increase in demand for transport for LNG carriers, which have undergone the shale revolution. Given that engineering skills, operation skills and work experience on tankers, etc., are a prerequisite, analysis is underway concerning policies for their development.

Furthermore, as Japan has little shallow water around its coast, the potential for the introduction of floating offshore wind turbines is extremely good compared to bottom-fixed offshore wind turbines. Preliminary calculations indicate that the potential for floating offshore wind turbines is roughly double that of land-based wind turbines and bottom-fixed offshore wind turbines combined.

Accordingly, the Japanese government is carrying out demonstrations of floating offshore wind turbines, with Japanese shipbuilding companies participating in the planning. Furthermore, it is developing specific guidelines for the safety of floating offshore wind turbines concerning issues unique to floating structures such as drift, turnover and sinking, in order to be able to operate offshore wind farms safely in the harsh environments that these farms face on the ocean.



Offshore Support Vessel  
Photo by Japan Marine United Corporation

# A Brighter Future for Tema Port



**Nana Esi Quansah-Söderberg**  
(Ghana, 2008)

## OUTLINE

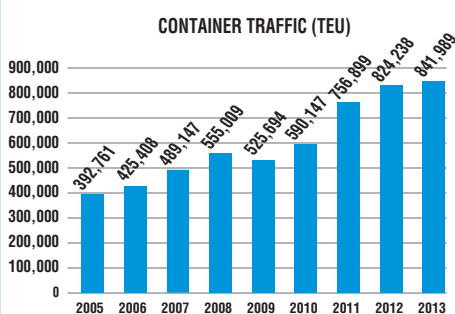
The Port of Tema has been my workplace since 2002, when I ended my national service and began to work as a permanent employee. Thanks to Mr. Yohei Sasakawa and The Nippon Foundation, I was able to enhance my contribution to the port through further training in Maritime Affairs and Port Management at the World Maritime University in Malmö, Sweden.

It has been a pleasure to see Tema Port evolve in so many ways to become the hub of the sub-region and continuously facilitate the safe movement of cargo to and from all areas of Ghana, the landlocked countries of Burkina Faso, Mali and Niger.

Tema Port, the larger of the two seaports in Ghana, is located 28km east of Accra, the capital city. The port spans an enclosed water area of 1.7 million sq. metres and a total land area of 3.9 million sq. metres. It comprises fourteen berths, with draughts ranging from 8.0–11.5 metres. The two deepest berths of 11.5 metres are part of our dedicated container terminal, operated by the Meridian Port Services (MPS). The other berths include multi-purpose berths, liquid and dry bulk berths, an oil jetty and a private berth operated by the Volta Aluminium Company.

The port was opened in 1962 and continues to upgrade its infrastructure and services. Today services comprise vessel handling, stevedoring, shore handling – receipt, storage and delivery. Ancillary services include bunkering, waste reception, security and safety. With the growth of the Ghanaian economy, cargo traffic is increasing. From 2011 to 2012, container traffic in TEUs increased by 8.9% from 756,899 to 824,238 TEUs. Subsequently, in 2013, total cargo traffic increased by 6.4%.

## Port Performance



## BUSINESS UNITS

### Inland Clearance Depot



Golden Jubilee Terminal (GJT) is an inland clearance depot (ICD) located on the western end of the Port of Tema. The facility covers an area of 97,412 square metres and comprises a container freight station, state warehouse, carpark, an open area for stripping/un-stuffing and storage of containers, banking services and offices for customs. This facility is flanked by four privately operated ICD's.

### Fishing Harbour



Attached to Tema port is a fishing harbour with draughts up to 7 metres, capable of receiving both industrial trawlers and other, more artisanal vessels. It comprises an inner harbour, an outer harbour and a canoe basin. The inner fishing harbour begins with a 63-metre wide entrance. It has a total quay length of 467 metres, comprising jetties and wharfs with draughts ranging between 3.5 and 4.0 metres. The outer fishing harbour also comprises a 122-metre entrance with 486 metres of quay length, and draughts ranging between 5.0 to 7.0 metres. The canoe basin is shielded by approximately 5.2 hectares of protected waters and equipped with a wooden jetty for motorboats,

a fish preparation shed and a gear storage facility.

Services provided around the fishing harbour include a fish market, fuel dispensing stations to cater for the fishers' outboard motors, several private cold store facilities, a private fish processing company and banks.

### Dry-dock

With a 100,000 dwt capacity, a privately run dry-dock facility is available at Tema Port. It is 277.4 metres long with an average draught of 8 metres, depending on the tide. The facility provides dry-docking, ship repair, general engineering, metal locking and steel fabrication services.

## OUTLOOK

The immediate outlook is to expand the capacity of the port through improved equipment position and automated operational and management processes. Hinterland accessibility is being improved through the restructuring and expansion of the current road network and the establishment of efficient rail linkage between the port and the hinterland. A modern training facility will be developed to train the operational staff and employees of terminal operators in the port.

Processes have already begun for the expansion of the infrastructural facilities of the port. These include:

- New Container Terminals
- New Food & Fruit Terminals
- New Ro-Ro Terminal
- New Trans-shipment Terminals
- New Break/Dry/Liquid Bulk Terminals



Current Port Layout



Proposed Port Layout



# Authority and Jurisdiction at Sea



**Hassan Mrisho Kheri**  
(Tanzania, 2008)

A navy is the organized maritime military of a nation. It includes not only ships and personnel, but also air and missile forces, ship yards and shore-based buildings, along with fleet maintenance. The Tanzania Navy is a fighting service designated to defend the state against aggression at sea and was established on Dec 6, 1971, with the assistance of the People's Republic of China.

The aim of this article is to highlight some of the fundamentals undergone by the Tanzania Naval Force or by any other naval force worldwide. In doing so, two terms (authority and jurisdiction) should be explained clearly, so that the readers can all be on the same track.

“Authority” is the government’s legal power to act. The Tanzania Naval Force has a specific statutory basis of authority before taking law enforcement action. The fundamental source of navy enforcement authority for the Boarding Officer includes maritime law enforcement, customs, as well as protection and security of vessels and harbors.

“Jurisdiction” is the government’s legal right to exercise authority over its persons, vessels, and territory. Due diligence should be taken to avoid embarrassment while exercising jurisdiction, especially during boarding, search, seizure and arrest on any foreign ship. Maritime intelligence should be used while enforcing the right of a warship to board a vessel suspected of universal

crimes such as engaging in the slave trade, illegal trafficking, piracy, and unauthorized broadcasts.

After considering all available safety measures, the following three matters should be established while performing jurisdiction:

First, the location of the vessels should be within the territorial boundaries of the country.

Second, there should be a substantive law that applies to jurisdictional waters, which requires or prohibits specific actions, and

Third, the action should be taken against either foreign vessels or persons, or against domestic vessels and persons, or stateless vessels. (Stateless and assimilated to stateless vessels are universally recognized as falling under the complete and total jurisdiction of the warship’s nation.)

As a general rule, entering another state’s territory without permission is a violation of that state’s sovereignty. The sovereign nation has exclusive jurisdiction over everything within its borders (including lakes and rivers), as per UNCLOS 82.

In preserving their national jurisdiction, naval forces act as the “Arresting Officer” in hot pursuit of any foreign flagged vessel that flees beyond normal jurisdiction limits after a violation of the coastal state’s law has been committed. However, there is immunity that is recognized globally, where international maritime law is concerned. This includes warships, military aircraft and other governmental vessels or aircraft on non-commercial service. The only permissible action toward these sovereign immune vessels that are engaged in activities that would otherwise be punishable violations of national or international law is requiring those vessels to leave the nation’s borders or territorial seas as soon as possible. This guidance does not restrict

the inherent right of self-defense.

It was a great challenge to a country like Tanzania, which has a long maritime history, to not be able to prosecute pirates due to flaws in its legal system. Proper measures have been taken to rectify this, and according to the Minister of Justice and Constitutional Affairs, offenses relating to piracy will now be prosecuted in local courts, following a recent settlement of legal frameworks that will facilitate fair prosecution. Before that, prosecution was only administered in Kenya and the Seychelles, which have already ratified international conventions covering a bilateral agreement that Tanzania has yet to enter.

Sea borders are measured from the average low-tide mark (baseline). The further out you go, the more rights ships have and the fewer rights the coastal state has. Within the contiguous zone, a coastal state has some jurisdiction; less than in its territorial seas, but still adequate. The coastal state may exercise necessary control to prevent the infringement of its fiscal, migration, sanitation, or customs laws within its territory/territorial seas, and may impose punishment upon the infringement of those laws.

Within the exclusive economic zone, coastal states have the right to explore, exploit, conserve and manage fishing and other resources below the surface.

The exclusive economic zone can extend all the way out to 350 nautical miles for continental shelf resources. The high seas are open to all states, whether coastal or landlocked. On the high seas, ships can do just about anything, but are still subject to the jurisdiction of the flag state of that vessel.

# A Delightful Evening with a Great Man

**Hettiarachchige Don Prasad Manjula Hettiarachchie**  
(Sri Lanka, 2012)



Most of the Sasakawa Fellows in Sri Lanka were stunned in the early morning of April 30, 2014, when they received an email from OPRF, announcing Mr. Sasakawa's visit to Sri Lanka on May 3! We hardly had any time to reschedule our work plans, but somehow we managed to contact most of the Sasakawa Fellows to attend this grand occasion.

During his short stay in Sri Lanka, Mr. Sasakawa met the Head of State H.E. President Mahinda Rajapaksa, along with several ministers and senior members of the government. After

their discussions, Mr. Sasakawa went to the Cedar Room at the Cinnamon Grand Hotel, Colombo, for a cocktail party with other officials from The Nippon Foundation. The reception was full of invitees from various organizations and communities connected with Mr. Sasakawa and his Foundation. Among them were representatives from the Nippon Skilled Volunteers Association, the Japan Sri Lanka Technical & Cultural Association, the Sasakawa Trust – Sri Lanka, and the Japanese Language Educational Association of Sri Lanka (Sasakawa Center).

Immediately after his arrival, Mr. Sasakawa was kind enough to spend some of his precious time with Sasakawa Fellows, and his greetings and addresses were very sincere. During the discussion, he wanted to make sure that we received the Friends of WMU Newsletter in time. He was happy to note our career advancements after graduation and gave his blessings for our future endeavors. While addressing the gathering, Mr. Sasakawa highly praised current developments in the country, after a war which lasted for three decades, and was impressed with the tidiness of the capital of Sri Lanka.

This photo was taken after the gathering. From left to right are Samantha Gunawardhane (2013), Prasad Manjula (2012), Sarath Kumara (2007), G.A. Talagala (1995), Mr. Sasakawa, Hashim Fahim (2012), Gamini Wijenayake (2012), Ranil Jayantha (2015), Ajith Rathnayake (2013), Yamuna Wettasinghe (1999), and M.H.S. Rusniya (2010).

It was a memorable day for all Sri Lankan WMU Fellows as we were able to spend some time with Mr. Sasakawa, an event that will last forever in our memories. We are eagerly awaiting another occasion to see Mr. Sasakawa, as well as any of our dear Sasakawa Fellows, or representatives of The Nippon Foundation, whenever you come for a visit, no matter how short.

## The Ship Machinery & Equipment Seminar in Yangon

**Yoshiharu Shigeiri**

General Manager, Business Affairs Department  
Japan Ship Machinery & Equipment Association (JSMEA)



The Japanese government and Non-Government Organizations have actively focused on cooperation with regards to infrastructure projects since a few years ago, such as the development of water transportation and shipbuilding facilities in the Republic of the Union of Myanmar.

As a part of these activities, the Japan Ship Machinery & Equipment Association (JSMEA) held the Ship Machinery & Equipment Seminar in Myanmar on February 14, 2014.

JSMEA was established in June 1966 to help develop the ship machinery and equipment industry and others concerned with ships, and to contribute to Japan's economic growth. Today, JSMEA is made up of 240 regular and 62

supporting members. There are various ship machinery and equipment makers in Japan that manufacture a wide range of products, from large engines to small parts and components. Almost all Japanese major players are affiliated with JSMEA.

This year marked the 2nd Ship Machinery & Equipment Seminar, after the inaugural one was held last March. Many people concerned in maritime affairs in Myanmar participated in the event, along with the press. I attended the seminar as an emcee from JSMEA's staff.

Eight JSMEA member companies gave presentations on their excellent products and high-level technology to about 80 Myanmar participants from the Ministry of Transport of Myanmar, the Inland Water Transport Public Corporation, the

Myanmar Maritime University, the Myanmar Mercantile Marine College, ship owners (including fishing boat owners), shipyards, and so on. This was followed by a frank exchange of views between Japan and Myanmar, during which I noticed my good friend, Mr. Myat Moe (1997), in the large audience.

As soon as the last presentation ended, I ran up to Moe and embraced him, full of nostalgia. It was 18 years ago when we first met at the Henrik Smith Hostel in Malmö. After that, I met him only once in 2001 at the "World Maritime University - The Conference of Japanese Sasakawa Fellowship Students in Tokyo". We couldn't believe that so much time had passed, and it seemed as if we'd never parted.

Following the seminar, a reception was held, and Moe kindly introduced me to the other Sasakawa scholarship students, Mr. Htay Win (1998), Mr. Myo Nyein Aye (2007), Mr. Aung Thein Win (2009), Ms. Nang Arm Seng (2007), and Ms. Nyein Ei Phyu (2011). We had a good time chatting while enjoying our meal with all the participants. They all seemed to be playing an active role in their country's further development.

I hope to meet them again some time in the future.





### Tha Zin Aye Linn (Myanmar, 2012)

My first baby, who was born on December 23, 2013, is a Christmas treasure and the most beautiful gift from God. We named him Gabriel, which means "Strength from God," and in Myanmar his name means "Dignity and Longevity." We are so lucky because there are only a few sons born to those people we know in my generation. Our lives revolve around him, and our love is so strong that I don't know how we got on without him. It's completely overwhelming. When he gives me his sweet smile with

those two little dimples, I forget about everything else. He's such a perfect baby in every way (little cheeks, lips, lovely eyes), and I am truly blessed!

We believe that parents are the first teachers of children, and we will try to be great role models to guide him on the right path.

I would like to share my joy with all WMU Sasakawa Fellows and Friends and wish for them the same happiness and love with their families.



### Jabeth Sena Jephath Aleman Dacanay (Philippines, 2003)

Babies most likely get annoyed when too many 'strangers' take turns cuddling them -- but not our Rome. I was so proud of how our son behaved during his christening on February 2, 2014, at the National Shrine of Our Lady of Lourdes in Quezon City. It was an intimate gathering of family members and friends. Rome must have felt our deep love for him on that day.

Severo Romulo "Rome" Dacanay Bacorro, our second son, was born on October 30, 2013. He is not only a

blessing and a bundle of joy to my husband, Edward A. Bacorro, the Group Insurance and Claims Manager of Magsaysay Corporation's Transport Logistics Group, and our eight-year old, Edward Justice, a third grader at the Ateneo de Manila Grade School, but also a lucky charm to the family. I was recently appointed by Philippine President Benigno Simeon C. Aquino III as the Deputy Executive Director of the STCW Office of MARINA a few months after his birth.



### Rusniya Sowme Fathima Mohamed Haris (Sri Lanka, 2010)

I am so delighted to be able to share my wonderful news with Sasakawa Friends all over the world. My second baby, Muhammed Raa'id, was born on January 2, 2014, one of the most memorable days of our life. We were especially grateful because we lost our first baby two years ago, which made us depressed for so long.

This baby's arrival means so much to me, even with all the responsibilities I now have towards my family and as a mother. Now he is almost 5 months old and he is growing day by day, which gives us such joy. Each step excites us, and he is so cute. Our main goal is to look after him as best we

can and help make him a good citizen in society.

This photo was taken at his naming ceremony 40 days after his birth, which is according to our tradition. Unfortunately, my husband could not attend, because he is working in Dubai and only had 10 days' leave for the delivery.

I am still on maternity leave and will go back to work next week. It will make me a little sad, as I am now spending the whole day with him. We met Mr. Sasakawa and his staff in Colombo on May 3, and we had a nice time with him and some Sasakawa Friends. Thank you very much, Mr. Sasakawa, for arranging that gathering for us.



## Former WMU Board of Governors Dr. Hara to be decorated

Dr. Kiyoshi Hara, former university president of the Kobe Merchant Marine University (currently the Kobe University Faculty of Maritime Sciences), received The Order of the Sacred Treasure, Gold and Silver Star this spring. The order is conferred upon persons who have rendered great service over many years working in public education research. Dr. Hara was

also one of the advocates of the founding of the International Association of Maritime Universities, the second IAMU president and first honorary Fellow, and also was active as a member of the WMU Board of Governors during the period April 2005 - April 2010. He also assists in the WMU Japan Field Study Trip every year.

## Directory of the WMU Sasakawa Fellows

On two previous occasions we updated and published the Directory of the WMU Sasakawa Fellows. Around October this year we again intend to publish a new directory that will include all WMU Sasakawa Fellows from the class of 1989 to the class of 2015.

We therefore ask all Sasakawa Fellows to promptly update their

personal information in the Fellows' Directory at the WMU Japan website at (<http://www.wmu.sof.or.jp>) as soon as possible.

If you have any questions, please contact the Secretariat by email at: [wmu-japan@sof.or.jp](mailto:wmu-japan@sof.or.jp)

Friends of WMU, Japan Secretariat OPRF



## Editor's note

Almost one and a half years have passed since I started to work for the Japan Ship Technology Research Association (JSTRA) and serve as an editor of this newsletter. Soon after the start of my career at JSTRA, a number of issues came over to me like a big wave, such as bio-fouling, NOx/SOx emission control, ship recycling, e-Navigation, review and modernization of GMDSS, and life-saving appliances. Although the workload is a bit heavy, I feel really privileged to build up a great deal of international experience at a high pace by working through these issues.

Taking this opportunity, I will briefly introduce my company and its close relevance to The Nippon Foundation. Thanks to the Foundation's substantial support, JSTRA can address a wide range of research topics relevant to the discussions at

IMO (my tasks are still "partial" ones) and take an important role in coordinating national decisions through collaboration between industry, academia and government. It would not be an exaggeration to say that most of the Japanese proposals and contributions to the IMO Committees/Sub-Committees are partly or sometimes fully based on JSTRA's research results (for further information about JSTRA, please see its official website: <http://www.jstra.jp/english/>).

So please let me emphasize that you can (sometimes discreetly) see remarkable contributions by The Nippon Foundation to maritime safety, security and environmental issues, while the Foundation's Sasakawa Fellowship is building and expanding strong relationships among maritime specialists across borders.



Yasuhiro Urano

Chief Researcher/Manager of Regulations Unit  
Japan Ship Technology Research Association (JSTRA)