



Celebrating Three Decades of Achievement

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On July 4, 1983, the World Maritime University was formally inaugurated in Malmö, Sweden. Three decades later, the University, IMO and the international maritime community have marked the University's achievements and developments in a year of celebration.

WMU's annual International Day was an extra-special event, with over 250 people gathered at the Henrik Smith Residence on July 6 to celebrate world culture, dance, food, and song, in the warmth of a Swedish summer day. The event was opened by the WMU choir singing the WMU song and "We are the World", followed by a display of national costumes. Students offered performances ranging from traditional folk dance to more contemporary forms that even included a glimpse of Gangnam

Style. Naturally, a wide variety of national dishes was available at the festivities, which embraced students, staff, Malmö host families, and guests.

A formal celebration was held at IMO on Wednesday, July 10, reflecting on 30 years of service to the global maritime community, as well as giving IMO and WMU the chance to thank the generous donors whose support made the University a reality. The event included speeches from the current and former WMU Chancellors, and a highlight was the reading by the Secretary-General of IMO, Mr Koji Sekimizu, of a goodwill message from Dr Sasakawa:

"For 30 years, WMU has performed, and delivered, at the very highest level. It has achieved everything its founders could ever have

into an institution of truly world class, with an international presence and a global outreach."

The Chancellor also delivered a message of goodwill from WMU's Founding Chancellor Emeritus, Dr C.P. Srivastava.

Subsequent speakers at the event were Mr William A. O'Neil, Chancellor Emeritus and Secretary-General Emeritus; Mr Efthimios E. Mitropoulos, Chancellor Emeritus and Secretary-General Emeritus; Dr Wendy Watson-Wright, Assistant Director General, United Nations Educational, Scientific and Cultural Organization (UNESCO) and Executive Secretary, UNESCO Intergovernmental Oceanographic Commission; Mrs Nancy Kariithu, Director General of the Kenya Maritime Authority, Chairman of IMO's Technical Co-



Formal Celebration at IMO on July 10th



operation Committee and Member of the WMU Board of Governors; Mr. Cong Peiwu, Minister at the Embassy of the People's Republic of China in London; Dr Takeshi Nakazawa, Secretary to the International Association of Maritime Universities (IAMU) and former Nippon Foundation Professorial Chair-holder at WMU; Mr Torben Skaanild, Secretary General/CEO of BIMCO and Chairman, WMU Executive Board; and Dr Björn Kjerfve, President, WMU. The formal part of the celebration was followed by a reception attended by over 250 people, including more than 35 London-based graduates, many of whom work at IMO or are a member of a national delegation.

Two important academic conferences were held during the year. The International Conference on Ship Recycling, hosted by WMU and delivered in cooperation with the International Maritime Organization, took place in Malmö from April 7-9. It was the largest event on the topic of ship recycling to take place in Scandinavia and brought together 250 participants from 56 countries.

The Northern European Shipping CSR Symposium was held on November 12 in Denmark, funded by The Nippon Foundation, and hosted in cooperation with the Japanese International Transport Institute (JITI), the Baltic and International Maritime Council (BIMCO), the Danish Shipowners' Association (DSA) and WMU. The event highlighted the importance and benefits of CSR as a part of business strategy for shipping companies. The opening addresses were given by Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, and Mr. Koji Sekimizu, Secretary-General of IMO.

The final event of the anniversary year was WMU's 30th Graduation, on November 24. WMU's Chancellor, Mr. Koji Sekimizu, conferred postgraduate degrees on the World Maritime University's Class of 2013, bringing the total number of WMU graduates to 3,663 from 165 countries.

The Guests of Honour were H.E. Catharina Elmsäter-Svärd, Sweden's Minister of Infrastructure, and Admiral Robert J. Papp, Jr., Commandant of the United States Coast Guard. Ms Elmsäter-Svärd remarked upon the key role that mariners play in global trade, and

that WMU represents "true diversity of the kind that is rare to find." She noted that WMU was initially hosted in Malmö based on the Government of Sweden's belief in developing and empowering people through education, research, and technology, and that Sweden continues to support the University based on those beliefs and the work of WMU over the past 30 years. In his address to the graduates, Admiral Papp maintained that he and the graduates share the responsibility to advocate for maritime governance, and that by adhering to international conventions established by IMO, many nations working together can make a difference in the safety and security of the seas globally. Mr. Sekimizu commented on the number of WMU alumni that are active at IMO in a variety of roles, and emphasized the unique connection between IMO and WMU.



A highlight of the ceremony was the conferral of the degree of Doctor of Science in Maritime Affairs, *honoris causa*, on Mr. Efthimios Mitropoulos, WMU Chancellor Emeritus and former IMO Secretary-General, for his exceptional service to the University. The Chancellor went on to confer Master of Science degrees on 106 students graduating from the Malmö-based M.Sc. program in Maritime Affairs, and 28 from the distance-learning Postgraduate Diploma in Marine Insurance. The students who graduated earlier in the year from the Shanghai and Dalian programs were represented by the top student in each class.

During the ceremony, the annual student awards for outstanding performance were announced. The Chancellor's Medal for Academic Excellence for the Malmö program was awarded to Analía Viggiano (Sasakawa Fellow) of the Argentine Coast Guard, who

also won the Pierre Léonard Prize for the Best Female Student. The C.P. Srivastava Award for International Fellowship was given to Azusa Fukasawa (Sasakawa Fellow) of Japan's MLIT. Alina Prylipko of Ukraine won the Lloyd's Maritime Academy Dissertation Prize, while the Informa Law Dissertation Prize was awarded to Denis Mulwa from Kenya.

The evening before graduation, the City of Malmö marked WMU's anniversary by hosting a gala dinner in the Old City Hall. The event was attended by over 250 guests including dignitaries from around the globe, and awards were presented to people who had made a major contribution to the University over the last three decades. Four Honorary Fellows were created for distinguished and outstanding service to WMU:

- Vice-Admiral Eisuke Kudo, Japan Coast Guard (Ret.), Special Adviser, Ocean Policy Research Foundation
- Ilmar Reepalu, Former Chairman of the Malmö City Executive Board and Lord Mayor of Malmö
- Nils Yngvesson, Former Chairman of the Malmö City Executive Board and Former Member of the Malmö City Council
- Michael Grey, international maritime writer and journalist.

Professor Magnus Addico of Ghana, President of the African Maritime Advisory Center and until 2012, Secretary-General of the Maritime Organisation for West and Central Africa (MOWCA), received the 2013 Outstanding Alumnus Award, and Dr. Peter Muirhead and Dr. P.K. Mukherjee were both appointed Professor Emeritus.





Share the Future: Award Ceremony for Sasakawa Fellows

Lyndell Lundahl

Student Services Officer
World Maritime University

The beautiful Fridhemsborg mansion was once again this year the impressive venue for the annual award ceremony for graduating Sasakawa Fellows. Friday, November 22, 2013, saw the 23 graduands, first-year Sasakawa students, University faculty, staff and distinguished guests gather for the traditional ceremony.

Representing The Nippon Foundation/Ocean Policy Research Foundation were Mitsuyuki Unno, Executive Director of The Nippon Foundation; Eisuke Kudo, Special Advisor of the OPRF; Shinichi Ichikawa, Section Chief of the Maritime Affairs Division of the Maritime Technology Department of OPRF; and Tomoyuki Hashimoto, Manager, Maritime Safety & Education Team, Maritime Affairs Department of The Nippon Foundation. The Ceremony was also attended by the Mayor of Malmö, Mr Kent Andersson and his wife, and leading the University faculty and staff was President Björn Kjerfve.

Mr Unno addressed the graduands, encouraging them in their new role as Sasakawa Fellows.



The network they now joined epitomizes The Nippon Foundation's core goal of social innovation to achieve mutual support. Sharing experiences, knowledge and support will enable new Fellows to work as agents of change in their home countries and in the maritime industry. Continuing help and involvement from the Foundation was pledged to its new "family members".

Responding on behalf of the students, Amr Moneer Ibrahim from Egypt noted some of the differences between the graduands: a lawyer from the Solomon Islands, a Coast Guard Officer from Argentina, a university lecturer from Egypt. What they now had in common – thanks to the support received from the Foundation – was a wealth of experience from the World Maritime University, a network of friends and colleagues all over the world and a "family base" as Sasakawa Fellows to help and support each other in the future. It was a responsibility they would gladly shoulder. "We are the latest gear in the Sasakawa

Fellows' train", he said, encouraging his fellow graduands to remain active in the mother network, the Friends of WMU, Japan.

The 23 graduands received their certificates to great applause. The ceremony was particularly significant as the 23 new Fellows brought the total number of WMU graduates directly sponsored by The Nippon Foundation to 510. It was agreed we should look forward to the next 500!

A Japanese-style buffet dinner followed, allowing the graduands the opportunity to meet and chat with the distinguished guests, their junior student colleagues and WMU faculty and staff members. The friendly atmosphere was punctuated by the clinking of glasses as the graduands were congratulated and wished good luck, and by the ubiquitous "one more! one more!" as cameras flashed to record the moment.

Another successful group of Sasakawa Fellows, another graduation. New opportunities to share the future.

The Role of Corporate Social Responsibility (CSR) in the International Shipping Sector



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The maritime shipping sector is facing growing social and environmental regulations and advocacy pressures that are transforming technologies and shifting business practices. The emerging sustainability compliance landscape includes both public regulation and private voluntary initiatives.

The objective of this research is to improve understanding of the implications of the rise of voluntary corporate social responsibility (CSR) collaborations and initiatives in the shipping industry, both in terms of the issues addressed by these initiatives and the interaction between voluntary and regulatory mechanisms aimed at improving social and environmental performance. A further objective is to receive industry feedback on a draft CSR Framework for the international shipping industry, as a guide to companies and industry associations interested in engaging in CSR activities.

Managing sustainability pressures is an increasingly critical strategic challenge for ensuring growth and value across all business sectors. The shipping industry faces new demands for greater transparency and accountability on issues such as global climate change, energy efficiency, waste management, worker safety, security, ocean and coastal health, and local community impacts and benefits. Given its global nature, the international shipping sector also faces unique challenges in managing its sustainability risks and performance. These challenges include a high level of fragmentation within the industry itself, and a frequent lack of coordination in regulations within and across international, regional, and national policy levels.

The rise of voluntary CSR collaborations, initiatives and standards is resulting in an even more hybridized regulatory regime. However, the emergence of CSR activities in the shipping sector is also presenting opportunities to access benefits provided by new practices and strategies. These can include reduced business transaction costs, improvements in efficiency and risk management, attraction and retention of employees, access to new capital and markets, and enhanced brand reputation.

This research further considers current and emerging social and environmental impacts and opportunities for the shipping sector as increasingly identified and included in CSR frameworks and green rating schemes being adopted by companies,

customers, investors and other stakeholders. Shipping industry representatives were asked, in particular, for feedback and advice on the draft CSR framework for their sector.

Based on an evaluation of the coverage and interaction between public regulation and voluntary initiatives on sustainability issues in the broader maritime sector, together with interviews with shipping industry representatives, this report provides an overview of current CSR activity in the sector, a review of industry perceptions of CSR, and an examination of the role it could play in addressing new competitive challenges in the shipping sector.

The following seven key findings are identified:

1. There is a need for more proactive management to deal with increased complexity in both public regulation and private self-regulation through voluntary measures and standards.
2. There is a need for more collaboration to maintain business value and competitiveness.
3. Failure to achieve an optimum level of convergence and coherence will lead to greater confusion, inefficiency and disparity in performance across the sector.
4. The CSR framework developed through this research is comprehensive and valuable.
5. Common CSR metrics and systems are desirable.
6. Guidance on stakeholder engagement is worthwhile.
7. There is a need for better understanding of emerging CSR priorities among shipping industry customers and investors.

In order to better position the maritime sector to anticipate sustainability pressures, and the attendant risk exposure, the following three actions are recommended.

1. Establish a global Centre of Excellence on CSR in Shipping through collaboration between industry and all associated stakeholders, including relevant international organizations, such as IMO. The Centre of Excellence could provide a network for connecting industry, government and academics as well as customers and investors on CSR issues and opportunities. This institutional arrangement could also function as a research and capacity building hub, coordinating and disseminating information that advances both theory and practice.
2. Utilizing the CSR framework developed through this research, develop a core guide

or toolkit for CSR implementation that includes performance metrics and best practice in stakeholder engagement.

3. Develop a global portfolio of pilot projects that test the business case for CSR in shipping. Disseminate information regarding each project or case study while systematically identifying key steps to building different models for CSR in the shipping sector that can be relevant to different components of the industry but particularly to small-to-medium sized enterprises (SMEs).

Acknowledgements

The Researchers would like to thank The Nippon Foundation and the University of British Columbia for funding this project. We are grateful to our Research Assistants Asha John, Jonathon Gamu, and Dr. Yoshinobu Takei for their contribution, as well as to Julie Wagemakers, Deputy Director of the Liu Institute and the staff at the Institute for their coordinating support. Finally, we would like to recognize and thank Dr. Peter Dauvergne, Director of the Liu Institute; Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation; Mr. Tadayuki Uemura and Mr. Noriaki Usui at the Japan International Transport Institute (JITI); and Dr. Hans Hansen, Head of Organization and Management Studies at the Copenhagen Business School (CBS).

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Prepared for

The Northern European Symposium on CSR in Shipping
Copenhagen, Denmark, November 12, 2013

Convened by

The Nippon Foundation (NF), the Japanese International Transport Institute (JITI), the Baltic and International Maritime Council (BIMCO), the World Maritime University (WMU) and the Danish Shipowners' Association (DSA)

Marine Pollution Prevention Program on HNS in Manila

Roben Navarro De Guzman (Philippines, 2009)

The recently concluded “Japan Association of Marine Safety (JAMS) Marine Pollution Prevention Program on Hazardous and Noxious Substances (HNS)” jointly hosted by JAMS and the Philippine Coast Guard (PCG) became a venue for the fellowship of four WMU graduates, each successful in his chosen field of specialization: Commo Joel S Garcia PCG, Al-Haj Commander, Marine Environmental Protection Command (WMU 1996); Commander Roben N de Guzman PCG, Deputy Chief of Coast Guard Staff for MEP, CG-9 (Philippines, 2009); Mohd Fairuz Bin Rozali, Principal Assistant Director, Marine Environment Protection Unit, Safety of Navigation Division in Malaysia (Malaysia, 2006); and Nguyen Hai Nam (Vietnam, 2002).

The Prevention Program, held at the Diamond Hotel on November 19-20, 2013, is an extension of the three-year JAMS program since 2010,

under the auspices of The Nippon Foundation, wherein the PCG is one of the recipients of said initiative. Moreover, JAMS has continuously supported other ASEAN countries to realize capacity building for marine environmental protection and disaster prevention since 1990, by holding workshops that promote the development of HNS contingency plans and training for personnel engaged in HNS control at the scene of the incident. The organization also hopes that these programs will contribute to the preservation of the marine environment in the region and in the establishment of a network among ASEAN countries.

The WMU graduates shared their experiences after graduation and were very glad to hear their respective prolific endeavors towards success. They also shared their views regarding the workshop and its contribution to the development of HNS capacity and capability building in their respective coun-



tries. It is such a rare opportunity for WMU graduates to get together in a collective effort towards country development and the establishment of a network among ASEAN countries.

Being a World Maritime University graduate is a privilege and honor to a maritime officer, in that WMU is the center of excellence for maritime post-graduate education and research.

WMU Graduates at the 28th IMO Assembly

Tomoyuki Nakazono (Japan, 2005)



WMU graduates, including Sasakawa Fellows, met at the 28th IMO Assembly, which was held from November 25 to December 4, 2013, in London. More than 1,100 delegates, including ministers and high-level officers from the ministries in charge of maritime issues from 159 member states, and others from related bodies attended.

During these two weeks, issues that had been discussed by all IMO Committees in the past two years were placed on the agenda, and, through

intensive discussions in two designated committees, were finally adopted at the plenary meeting held on the last day of the Assembly.

The adopted issues include resolutions such as the IMO Instrument Implementation Code (III Code); Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004; Prevention and suppression of piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea; and others,

which will be essential instruments for the maritime field in the coming years. This being the 30th anniversary since WMU was established, continuous support towards the University was agreed upon for the next two years.

A lot of WMU graduates and Sasakawa Fellows took part in this Assembly as delegates of their countries and played significant roles for their nations and the world maritime society, taking advantage of their knowledge and experiences. Not only is this Assembly the supreme stage for world maritime conventions, it also provides graduates with valuable opportunities to get together, exchange information and reconfirm relationships and networking among them.

Just like last year, the period leading up to the 29th Assembly in 2015 will have a number of meetings and discussions at IMO, with numerous efforts by the participants towards safer ships and cleaner oceans. The relationships and networking of the graduates reconfirmed at this Assembly are expected to be important elements towards those efforts.

Field Trip to London, IMO

Yusuke Mori (Japan, 2014)



On Feb. 16, 18 Maritime Education and Training specialized students left Copenhagen Airport for London on our first field trip with Professor Michael Manuel as leader. The objective of the field trip was to attend the first session of the IMO sub-committee on Human Element, Training and Watchkeeping (HTW1) (restructured from STW) as observers, held from Feb. 17-21, and in addition, to visit the

Nautical Institute in London. At the HTW subcommittee, the following topics were mainly discussed:

1. the training requirements for officers and crew on board ships using gases or low flash-point fuels.
2. the training requirements in line with the Polar Code.
3. Validation of IMO model courses.

Meanwhile, 2 working groups and 2 drafting groups were established for further discussions. We mainly observed plenary sessions and had an opportunity to meet the Secretary-general, Mr. Koji Sekimizu, on Wednesday. At IMO, a lot of WMU graduates participated as delegates of their countries. On the last day of HTW1, we took a picture with Mr. Sugomori (Japan, 2010), Mr. Saito (Japan, 2004), Prof. Hikima and Prof. Nakazawa. At the Nautical Institute, we were given an explanation about the history, objectives, services and benefits of the Institute towards its members. Through the experience at the IMO sub-committee, we learnt the processes and strategies of each delegate. We could listen to and get involved in a ‘real’ debate at IMO, and we understood that leadership and the personalities of individuals influence debates and discussions at the committee. I am sure that all of us now have as an objective to return to IMO in the near future as a delegate of our country, fully equipped with skills and knowledge obtained at WMU.

Colombo Port Expansion Project, New Gateway for Sri Lanka



Manjula Hettiarachchie
(Sri Lanka, 2012)

The Colombo Port Expansion Project of Sri Lanka, which is the first stage of the Colombo Harbour Expansion Project, was declared open on August 5, 2013. Sri Lanka is an island situated in close proximity to major shipping routes connecting south Asia, the Far East and the Pacific with Europe and the Americas. Therefore, this nature of infrastructure development will immensely help Sri Lanka to fortify its geographical advantage by being the hub port in the region, which is close to the fast-growing economies of the Indian sub-continent and to Southeast Asia.

The port, built in partnership between the Sri Lankan government and China Merchant Holdings International, is designed to handle the biggest Triple-E Class vessels carrying 18,000 container units and will be the only port

in South Asia with a deep water terminal for mega container ships. The first container terminal, out of three to be done under phase one of the Colombo Port Expansion Project, was built by the private sector as a Public Private Partnership under a Build, Operate, and Transfer basis. Each one has 1200m length, 18m depth, and a capacity of 2.4m TEU per annum facilities to accommodate 3 berths alongside the quay.

This has increased the handling capacity of containers at the Harbour to 12 million TEU's in the Port of Colombo. The new terminal was built after reclaiming around 600 hectares from the sea. It has a depth sufficient to anchor even the largest vessel in the world. The length of the main breakwater and secondary breakwater is 6.8 kilometers. The turning basin is 260 hectares. About 4000 ships call at the Colombo Harbour



annually. That number will rise to 8,000-10,000 following the expansion. The Colombo Port Expansion Project was launched in 2008 with the view of attracting and accommodating mega container carriers for distribution and serving as a hub port. The harbour, with its 18m depth, a two-way access channel of 20m depth and a 46m high new Port Control Tower, is equipped with modern technology. In addition to the above advancements, a well-developed road network and access to container operator services will help immensely to attract new ships.

Maritime Labour Convention 2006 - Bangladesh Perspective

Khalid Mahmud (Bangladesh, 2007)



Whilst decent working and living conditions on board ships is the demand and right of all seafarers, MLC 2006 is well accepted by mariners as a satisfactory mechanism for the Maritime Labour Standard. Hence, would it be possible for Bangladesh to accelerate its ratification of MLC 2006? Although the scope of the Maritime Labour Convention 2006 is treated as suitable to Bangladeshi seafarers, a field par excellence of seafarers and Administration decided to analyze its legal framework.

Consequently, a National Technical Committee was formed by the Bangladesh Government in 2008, with me as the member-secretary. We took eight months to prepare an analogy between MLC 2006 and the Bangladesh Merchant Shipping Ordinance 1983. Meanwhile, Dr. Sajid Hussain

(Commandant) and I were assigned as MLC consultants by the ILO, undertaking a study report on the comprehensive gap analysis between these two legal regimes.

Notwithstanding the fact that the stakeholders had differing perceptions of MLC 2006 implementation, we conducted direct interviews of different groups, and statistical data were prepared by questionnaire. Two workshops were conducted in 2012 with expert representation from ILO, where MLC inspectors, Classification Societies, seafarers, unions, as well as employers and agencies participated. As a whole, we the consultants did not find any measurable negative effects of MLC 2006 provisions, nor was there compelling evidence that time was required for standardization, as we mentioned in our final report.

IMO Secretary General H.E. Koji Sekimizu visited the Bangladesh Marine Academy on June 25, 2013, and met with WMU fellows and the Maritime Administration. He addressed the Friends of WMU, Bangladesh, and emphasized the Fellows' contribution to our nation, especially on MLC 2006 implementation. Mr. Sekimizu had a special session with Bangladeshi Sasakawa Fellows. Meanwhile, Captain Naoki Saito, Manager, Class NK (Japan, 2004), visited the DG of the Bangladesh Maritime Administration to promote the preparation of MLC 2006, and arranged a seminar at Chittagong on September 11, 2013.

Finally, the MLC 2006 ratification process was approved by the National Tripartite Consultative Council in August 2013, and the Bangladesh Government approved ratification on January 27, 2014.



Catching Up with Old Friends

Poppy Sartika (Indonesia, 2009)



It has been 5 years since my graduation from WMU in 2009, and quite a while since I had a chance to meet Mr. Yohei Sasakawa on his last visit to Jakarta, Indonesia, in 2010. At that time I was in my 7th month of pregnancy and so excited to see him.

This January, most Sasakawa Fellows in Indonesia received an email from Ms. Chikako Awazu, informing us that Mr. Sasakawa would pay a visit to Jakarta for the grand launching of the Global Appeal to End Stigma and Discrimination Against People Affected by Leprosy, another Nippon Foundation program on human rights. Upon receiving this email, all of a sudden, messages appeared on Facebook, telling other Fellows

about the visit. I am sure that many of us checked our schedules to ensure we would have time to meet Mr. Sasakawa, even those of us who lived in other provinces.

On the day, 8 of us could actually make it, with Mr. Heru Prasetyo as the senior Fellow (1992), followed by Ms. Retno Windari (2001), Ms. Dyah Umiyarti (2004), Mr. Rifanie Komara (2007), Mr. Arizal Hendriawan (2008), Ms. Poppy Sartika (that's me!! 2009), Ms. Amin Nurjannah (2011) and Mr. Gus Rional (2011), most of us coming from the Ministry of Transportation. Mr. Katsuhiko Motoyama of The Nippon Foundation informed us that Mr. Sasakawa was very pleased to spend some time with Sasakawa Fellows, notwith-

standing his tight schedule.

The program started at 18:45, and Mr. Sasakawa was kind enough to spend an hour of his precious time. In his remarks, he stated how very happy he was to meet Sasakawa Fellows in Jakarta, even though not all of the Indonesian Chapter could join, as some were quite far away. He was so excited to hear that most Fellows had good positions in their career. Furthermore, he reminded us that maritime affairs would always remain an important issue in economic development. As the Indonesian shipping industry grows exponentially to accommodate local and world demand, seafarers' competency should be highlighted as a main issue under government frameworks in order to promote secure and safe shipping on cleaner oceans, and Sasakawa Fellows should play a big role under the Ministry of Transportation. He closed the discussion by relaying a warm, happy New Year's greeting to all Fellows from everybody at The Nippon Foundation in Japan.

Since it was a rare, intense discussion, none of us remembered to take any pictures. However, thanks to Ms. Natsuko Tominaga, we finally were able to get our one and only picture with Mr. Sasakawa. We hope to have other meetings, not only with Mr. Sasakawa, but also with all The Nippon Foundation staff, Sasakawa Fellows, and other alumni of WMU. Please do not hesitate to contact us if you want to visit Jakarta or Indonesia.

Meeting Again after More Than Three Years...

Sonia B. Malaluan (Philippines, 1998)



It has been more than three years since I was able to attend a get-together of MARINA - WMU Sasakawa Fellows, the last being during the STCW Diplomatic Conference in Manila in June of 2010.

A dinner-meeting was held on January 28, 2014, in Manila, organized by Mr. Kazuo Kotani, JICA Expert on Ship Safety Policy and Maritime Industry Modernization in MARINA, in cooperation with Mr. Masahiro Uesono, former JICA expert in MARINA and now Director, International Affairs Office, Shipbuilding and Ship Machinery Division, Mari-

time Bureau, Ministry of Land, Infrastructure, Transport and Tourism of Japan.

It was attended by the following MARINA - WMU Sasakawa Fellows: Ninfa Martinez (1997), Maria Teresa Mamisao (2006), Rodolfo R. Diawa (2006), Ma. Soterania Siñel (2013), Jabeth Dacanay (2003), Christine San Luis (1999), Rowena Hubilla (2009), Josephine Castillo (2010), Valentino Ferre (1994), Virvic Erese (2011), Zaldy Maquera (1998), Sonia B. Malaluan (1998), Marc Pascua (2012), Rizal Victoria (2010), Jerdini Sibal (2011), Luisito Delos Santos (2008), and Ronaldo Bandalaria (2005).

Our Japanese guests, aside from Mr. Kotani and Mr. Uesono, were Mr. Akihiko Ikeda, Director, Shipbuilding Division, Japan External Trade Organization (JETRO), Singapore, and Mr. Tomonori Okamura, Professor, National Institute for Sea Training, Ship Management Bureau. Mr. Okamura is also a WMU Sasakawa Fellow (Japan, 2002). It was the first time we met Mr. Uesono since he left MARINA in 2010 and also the first meeting of the group with Mr. Kotani.

Mr. Ikeda, together with the other Japanese guests, were in Manila for the Japan Railway Construction and Technology Agency Workshop on Effective Re-utilization of Japanese Domestic Ships in the Philippines.

The Japanese contingent, through Mr. Ikeda, and the MARINA-WMU Sasakawa Fellows, through me, re-affirmed our commitment to support Japan-Philippine cooperation, particularly in the areas of shipping/maritime. The Fellows prepared a small token to express our congratulatory messages and wishes for Mr. Eisuke Kudo. We likewise expressed our sincere appreciation and gratitude to OPRF, JICA, MLIT and JETRO for such a rare opportunity. It was indeed a wonderful evening, which wouldn't be complete without the usual group picture.



Tam Thi Anh Tran
(Vietnam, 2011)

My PhD Thesis Project is funded by the Ministry of Education, Culture, Sports, Science and Technology, through the Japanese Government, namely a Monbukagakusho or MEXT Scholarship. It takes almost one year since starting the application process to receive the scholarship notification. There are two ways to get a MEXT Scholarship, either via a university or embassy recommendation. In my case, it was the latter. I had to submit my

PhD Student Life at Kobe University

application, take a written test, have an interview at the Japanese Embassy in Vietnam, then another interview at Kobe University. The important factor, in my experience, for a PhD candidate to succeed in getting a scholarship is to submit a well-prepared research proposal and a recommendation letter to potential supervisors. It took me several months to find a supervisor with the same research interests and to convince him of my abilities. After passing all these steps, in December 2012, I received the notification of scholarship from the Japanese Embassy.

Since last spring, a normal day for me in Kobe starts with waking up at 7am, running along the HAT Kobe Pier for an hour, and getting to school around 10:00. I usually go back home at 7pm. In

Japan, the laboratory, which includes a group of students, conducts research projects under one professor's supervision. We have 7 students: 5 Japanese, 1 Chinese, and 1 Vietnamese. So, normally we exchange academic information and communicate in Japanese. As for international students, it is optional to conduct research in English. Before coming here, I was advised to be well-prepared for the industrialized working style in Japan. After working at the laboratory, I have learned more about Japanese teamwork and dedication to the job. Every day, under Professor Takebayashi's supervision, I work harder and harder to achieve my goal.



Carolyn Graham
(Jamaica, 2008)

Seafarers are the least resilient in the maritime world to... economic shocks. They are most vulnerable in their remoteness from the law, uncertain of their relationships and status in a multicultural social structure, and all suffer from a lack of regular communication with their families. This marginalization of seafarers as a section of the world working population renders them even more vulnerable to economic exploitation than in the past. (Couper, et. al. 1999 p.3)

Seafaring continues to be what could be described as a precarious occupation. Although some strides have been made in addressing welfare issues, such as the coming into effect of the Maritime Labour Convention (MLC) 2006, the process has been

The Journey Continues

very slow, particularly when compared with other areas of shipping. Since its establishment in 1995, the Seafarers International Research Centre (SIRC), at Cardiff University, has developed an impressive "portfolio" of research into seafarers' lives, particularly as it concerns occupational health and safety. This centre can be described as the "go to" place for research on a wide range of matters affecting various aspects of seafarers' experiences. SIRC continues to bring to the forefront critical areas of concern and to provide quality data to guide policy making on the welfare and occupational health and safety of seafarers.

Another important aspect of SIRC is the training of Doctoral Candidates from various countries around the world. These candidates have been enabled by The Nippon Foundation through four-year fellowships. Nippon Fellows have contributed to the important research coming out of SIRC through their theses, or upon graduation as researchers at SIRC, or in institutions in their home

countries or elsewhere around the world.

I am fortunate to be among the beneficiaries of a Nippon Foundation Fellowship to pursue the doctoral programme at SIRC. As a Sasakawa Fellow, having graduated from the World Maritime University, I am grateful that The Nippon Foundation has again supported my studies to pursue research into seafarers' lives. I am currently in my first year, completing a diploma in social science research methods, and a further three years will see me fully immersed into the PhD programme. My area of interest continues to be seafarers' welfare, particularly working conditions and issues affecting occupational health and safety, which has implications for overall safety at sea.

Reference:

Couper, A. D., Walsh, C. J., Stanberry, B. A. and Boerne, G. L. (1999). *Voyages of abuse: seafarers, human rights and international shipping*. London: Pluto Press.

Directory of the WMU Sasakawa Fellows

On two previous occasions we updated and published the Directory of WMU Sasakawa Fellows. Around August 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: wmujapan@sof.or.jp

Friends of WMU, Japan Secretariat OPRF



Editor's note

As stated in Newsletter No. 45, we gathered Sasakawa Fellows in and around Accra, Ghana, in November 2013 and held a regional conference. At that time I had the opportunity to participate as a facilitator and lecturer presenting a special lecture.

At the conference I briefed participants on the current conditions of maritime education institutions and seamen in Asia and Europe, and we learned that the situation was much the same in Africa. Therefore, we were again able to confirm that the lack of experienced seamen and instructors was a problem shared the world over.

During my time abroad, I also had the opportunity to deepen friendships and hold discussions with students of the MET course, WMU graduates in other courses I taught, and Sasakawa Fellows in a private capacity during my visit to local areas in Asian countries. However, this was my first time to attend a conference of this scale in Africa with 21 people from 10 countries in attendance.

During the conference, participants presented reports on recent activities of

Sasakawa Fellows in various countries in Asia and on requests for the newsletter and, before the conference ended, came to an agreement on a plan for the future of Africa's alumni. I had been somewhat concerned up until then as to whether the opinions of the graduates of 10 countries across vast Africa could be consolidated in an expression of unity, but thanks to the strong bond shared by fellow members of Henrik Smith Hostel and WMU, they managed to concur in the adoption of resolutions. I was truly impressed by their splendid show of unity and felt a deep sense of admiration watching this event unfold.

It was a week during which I felt honored and privileged to be an instructor, and I look forward to holding discussions locally in Africa again with such committed Fellows.

Prof. Toshio Hikima
Marine Technical College



This newsletter is published under a grant from The Nippon Foundation to promote communication among the Sasakawa Fellows of WMU (World Maritime University) and edited by the Ocean Policy Research Foundation in cooperation with Prof. Toshio Hikima,

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