



Maritime Affairs and CSR

Corporate Social Responsibility

CSR, Credits from Society or Is It More?

by J.A.A.J. (Jan) Franssen

Managing Director of Green Award Foundation

Today, we see that an increasing amount of global players sponsor events or activities that benefit the society that they are working in or company's activities that affect the society in their immediate neighborhood.

When viewing annual reports of these companies, it is often noticed that these sponsored activities are listed in a dedicated paragraph named Corporate Social Responsibility (CSR).

It is without saying that these activities could have a positive effect on the relationship between the company and its environs and can be regarded as a sign of goodwill.

Can this be regarded as a proper implementation of Corporate Social Responsibility as it is described in the ISO 26000 standard?

Sometimes one could get the feeling that CSR is just another hype that is embraced by companies in order to manoeuvre themselves into a better market position. What are the drivers for a company to become socially responsible? Is it ethical responsibility, customer demand, keeping up with competitors or just showing that one tries to do business in a sustainable way? The answer is not easy, although it seems likely that customer demand and industry competitiveness are the main drivers of today.

Perhaps this is too idealistic to some extent,

but shouldn't CSR principles be commonly accepted as a part of our daily business, in other words "business as usual"?

What is CSR?

The ISO standard 26000 describes the concept of CSR and offers voluntary guidance for consideration to find the optimum/suitable effects.

This standard is meant to guide a company to implement CSR principles and is certainly not meant as a standard to be used for certification with compliance requirements. Nonetheless, unfortunately, you will notice that there are some certifiable standards offered as an ISO 26000 spinoff here and there.

The fundamental aspects of CSR lie in the so-called Triple Bottom Line (3BL), the People, Planet and Profit. A good implementation of CSR entails juggling the 3BL and establishing a balance that contributes to society as a whole, in consultation with company stakeholders.

Up to 7 key recommendations can be taken into consideration when determining the best actions to be utilized addressing the 3BL. Actions that are efficient and effective for one company are not necessarily useful for another. All depends very much on the nature of the business, the geographical impact and the stakeholders involved.



A tragic incident

Perhaps we can use a very recent, tragic incident as an example to see how this could be linked to a CSR policy for a company.

In April 2013, the building collapse of a clothing manufacturer resulted in over 1000 workers being killed. The various clothing brands using this manufacturing site are now accused by the public of having focused on "quick profits" as well as having disregarded concerns about safety, environment and labor practices.

These public accusations very much reflect some of the 7 key recommendations in the ISO 26000: Organizational governance, human

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rights, labor practices, the environment, fair operating practices, consumer issues, and community involvement and development.

It is too early to determine who is to be blamed for this tragedy, but certainly if a company were to implement CSR policies, focusing on the 3 key subjects in their evaluation - relevance, significance and influence - then perhaps things would have gone differently.

In their communications with the stakeholders (manufacturers, consumers, local community, etc.) a different approach to the basis of CSR (People, Planet, and Profit) could have led to a healthier situation.

Pertinence to the Maritime Industry

The Hong Kong convention on ship recycling, the type and quality of fuel used for propulsion, innovations on energy conservation, labor employed on board ships, cargo operations, and navigational routes - these are just a few examples of topics to be considered when developing CSR policies, by juggling the 3BL when determining their relevance, significance and link to the stakeholders of the company.

Several of the above mentioned examples are dealt with by international regulations, although this is not at a desirable speed. Therefore, from an ethical point of view, shipping companies, shippers and charterers could decide to go the extra mile in the early implementation of upcoming regulations or to maintain high standard policies on issues that are not regulated.



On the other hand, for ports, the implementation of CSR policies becomes more complex, since they deal with both the "wet" and "dry" sides of the industry along with their direct relationship to society. It is a real "juggling" act, concerning the demands from the local industries, society and shipping companies, with the ports sitting right in the centre of the maritime supply chain. For this reason, the impact the ports can make on the social aspects of the maritime industry is immense, regardless of the complexity of their implementation.

Initiatives from the Maritime Industry

Some organizations promote the best practices in many different forms: providing guidelines and recommendations, promoting the newest technology, regulating air emissions, educating & training for awareness, etc. The certification/incentive scheme of Green Award Foundation and those other social, environmental or safety initiatives are used as tools to motivate the maritime industry to go the extra mile in addressing the aforementioned topics.

Using Green Award as an example, the main objective of the foundation is to create a network of ship managers/owners and other maritime related organizations to gain international recognition and a marketplace for quality tonnage for extra clean and extra safe vessels. The certification scheme ensures that both the ship manager and the ships are audited/surveyed in order to verify the link between the management system and the

implementation. To do so the ships are applied for individually by the ship managers and every ship is surveyed by the in-house trained exclusive Green Award surveyors. Besides running the certification scheme, Green Award also creates a network of Incentive Providers, who reward certified ships with either financial or operational incentives. From ports, pilot organizations, ship routing companies, training organizations, manufacturers, to banks, there are diverse forms of organizations granting incentives.

At Green Award, we aim to work with other initiatives that strive for similar goals by finding synergies to create a win-win situation. Green Award works closely with quality shipping promoters such as Rightship and Equasis, both of which provide extra recognition to Green Award certified ships. Green Award also belongs to the core working group and closely collaborates with the ESI system run by the IAPH/WPCI (World Ports Climate Initiative), in which the system is integrated into the Green Award requirements and shipping companies and ships are granted scores for participation and a high ESI index. Besides these, many industry representatives such as IACS, BIMCO, OCIMF, SIGTTO, INTERTANKO, INTERCARGO, CDI, P&I, HELMEPA, etc., act as governing bodies to the foundation, where each member shares its expertise in implementing the best practices.

Conclusion

Considering the broad involvement of the maritime industry in social aspects, it is inevitable for the entire industry to not only consider the shipping side, but also the whole supply chain; to re-think the true essence of social responsibility. Again, is CSR merely credits from society? Can it not be embedded into our daily business routine? Whether you are a manufacturer, shipper, charterer, ship owner/manager, port, certification body, service provider, and last but certainly not least, a simple end-user, you can make a difference by feeling responsible for that one thing happening on the other side of the world. Green Award believes that with the certification scheme, a network of incentive providers, and synergizing with other organizations, a true industry-wide social responsibility is achieved.





A challenging role for a person of the MET family at WMU

Takeshi Nakazawa,
Secretary,
International Association of Maritime Universities

MET family and graduates at IMO

New Life in Tokyo

As some of you may know from the WMU website, I have newly assumed the role of the Secretary of the International Association of Maritime Universities (IAMU) since November 2012, which is more or less a special contract as I still have a professorship at WMU. This means that I will have opportunities to provide lectures and to be involved in other academic activities at the university, though the total workload for WMU is reduced to two months per year.

In the middle of December 2012, I moved back to Japan from Malmö, where I stayed for more than 10 years, and found a small apartment in fashionable Kichijoji, which is in the west part of Tokyo. Since my office is located in the center of Tokyo, I spend about an hour and a half commuting in jam-packed trains to work every weekday. Although I have not yet gotten used to these conditions, I feel that I have gradually adapted to my new life in Tokyo.

What Is the IAMU

I imagine that readers of this newsletter may not be very familiar with the IAMU, so I will give you a brief description of the association.

The IAMU was founded by seven leading maritime universities from five countries in November 1999, with a shared recognition of the significance of maritime education and training in the rapid globalization of international shipping. The founding members recognized the importance of establishing a global network of advanced maritime universities to deal with several issues on maritime education and training, in particular at higher educational institutions. Since then, the number of member universities/academies/faculties, so-called institutions, has increased with the development of the association to 56 member institutions from 31 countries as of the beginning of 2013.

Governance of the association is performed by consensus agreed upon by the International Executive Board, consisting of around 10 selected member institutions, and is represented by the Chairman of the association, under the basic philosophy of IAMU activities, "Work together". The activities of the association, including research projects proposed and coordinated by the academic staff at member institutions, are supported by The Nippon Foundation, based on its long-term

policy of both network development and capacity building for the global maritime community. In addition, many of the member institutions have made agreements among themselves to exchange academic staff as well as students in their undergraduate and postgraduate programmes.

The association is also a non-governmental international organization that has been granted consultative status with the International Maritime Organization. Therefore, the association has continually sent at least one delegate to meetings at IMO in order for member institutions to update current hot topics discussed there.

Membership criteria for maritime institutions are to offer both undergraduate and post graduate courses in the field of maritime education and training as well as maritime transport, which are defined by the association's Basic Agreement. If the maritime institution you belong to or know well meets the criteria and the institution is interested in becoming a member, you can check the following information:

URL: www.iamu-edu.org

E-mail: nakazawa@iamu-edu.org

You are always welcome to join our global network.

WMU's Commitment to IAMU's Activities

The World Maritime University was one of the seven founding members when the IAMU began in 1999. The former President of WMU, Dr. Karl Laubstein, took the chairmanship of the IAMU from 2005 to 2006. In October 2005, WMU hosted the 6th Annual General Assembly at Malmö Börshus with some hundred participants from the international maritime community as well as maritime

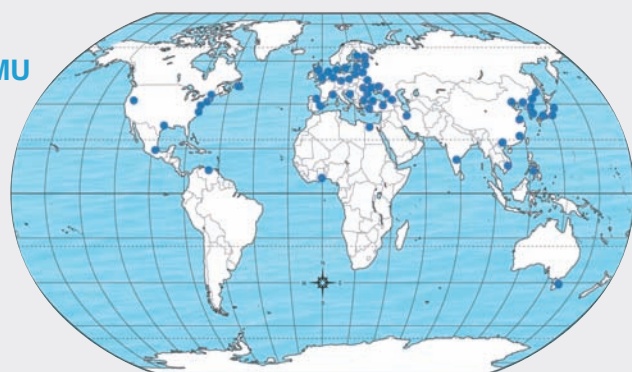
universities. Since 2010 the present President of WMU, Dr. Björn Kjerfve, has undertaken the role of the head of Academic Program Review Committee, which is responsible for all academic related activities, such as research and publications. Having recognized such devoted contributions, WMU has been appointed as a special member of the association since 2012.

A Challenging Role

In April 2013, the International Executive Board meeting was held in Bucharest, Romania, and was chaired by Dr. Cornel Panait, the Vice-president of Constanta Maritime University, which will be the hosting university of the Annual General Assembly in October 2013. Several items, especially on the basic policy of the IAMU and nomination of new IEB members from April 2014, were discussed and agreed upon as a mutual consensus of the IEB. The IEB also agreed that the IAMU should promote external relations with the shipping industry in order to listen to voices from the industry to improve the quality of MET offered at member institutions.

From April 29 to May 6, I participated in the STW sub-committee meeting at the headquarters of IMO, where I met the MET students of 2013 accompanied by Professor Cole, one of the MET family at WMU. I also met many WMU graduates and academic staff of IAMU member institutions who participated in the meeting as national delegates from their own countries. I recognized once again the importance of a global network established by WMU graduates and IAMU member institutions. As a person who belongs to both WMU and the IAMU, it is really a challenging role.

Worldwide Networking of IAMU



Maritime Information from Sasakawa Fellows

Introduction of Japan's Efforts on Ship Recycling Issues through SHIPREC 2013



On April 7, 2013, I could fortunately come back to Malmö just four months after graduation to attend the International Conference on Ship Recycling (SHIPREC 2013) hosted by WMU, as one of the presenters. This fruitful and honorable opportunity was kindly provided by Prof. Raphael Baumler, the conference organizer, who supervised my dissertation on ship recycling at WMU last year. Taking this opportunity, I would like to extend my sincere appreciation for his kind invitation and have the highest respect for his excellent arrangement and coordination of the conference.

With regards to the features and comprehensive review of the conference, they can be seen on the WMU official web site. Thus, in this article, the essence of my presentation will be specifically and briefly introduced. The title was "Japan's efforts on ship recycling issues," and the contents were mostly based on my dissertation. When you see this title, most of you might wonder why Japan is relevant to ship recycling. Ship recycling issues are to be addressed through a ship's entire lifetime, consisting of shipbuilding, shipping and recycling phases. Since Japan is a key player in both the shipbuilding and shipping industries, which are closely linked to the ship recycling industry, Japan is considered to be highly responsible for addressing the issues related to the recycling phase.

Japan is taking into account three principles to address ship recycling issues: multi-stakeholders' involvement, national and international cooperation, and short-term and medium-/long-term efforts. Major stakeholders such as class societies, governments, shipbuilding and ship machinery industries, and other industries are engaging cooperatively in the ship recycling field. As short-term efforts before the entry into force of the Hong Kong Convention, Japan is

going to: prepare for the national enforcement by developing a system to develop and manage Inventory of Hazardous Materials (IHMs) and by conducting trial development of IHMs for existing and new ships; support existing ship recycling yards with the intention of international cooperation; and develop a new ship recycling method with various enhanced technologies. Furthermore, Japan is making medium- and long-term efforts based on the "3R" concept of reduce, reuse and recycle, like other industries in Japan. It is hoped that all these efforts will effectively facilitate reform in the ship recycling industry.

Following my recent experiences with ship recycling, my company (Japan Ship Technology Research Association) and the Maritime Bureau, MLIT (Ministry of Land, Infrastructure, Transport and Tourism), have recently given me the great opportunity to join international discussions on ship recycling at IMO. I hope my involvement in this field as part of Japan's efforts will contribute to the early entry into force of the Hong Kong Convention and the subsequent achievement of safer and greener ship recycling all over the world.

WMU Minds in Jamaica towards Caribbean Development

Carolyn Graham (Jamaica, 2008)



Recently, in Jamaica, it was a pleasure to meet the Secretary General of the International Maritime Organization (IMO), Mr. Koji Sekimizu, who is also Chancellor of the World Maritime University (WMU).

Mr. Sekimizu was part of an IMO delegation attending an IMO Senior Marine Administrators' (SMA) meeting and High Level Symposium (HLS) of Ministers of Transport in the Caribbean from February 19-22. The meetings were hosted by the Maritime Authority of Jamaica to look at international maritime developments and their institutionalization in the Caribbean region.

At a welcome reception hosted by Jamaica's Minister of Transport, Works and Housing,

Dr. Hon. Omar Davies, Mr. Sekimizu and I spoke briefly, but fondly, of my time at WMU and the field trip to Japan in 2007, as well as the staff of the OPRF and the administrators of the Sasakawa Fellowship.

Mr. Sekimizu spent a day in the capital of Jamaica, Kingston, where he met government ministers and Jamaican graduates of the WMU. He then went on to Montego Bay, known as the second capital, where the meeting was held. There he met other graduates from Jamaica and the Wider Caribbean Region, who were all holding senior positions in their respective organizations and making valuable contributions to the maritime industry.

Among other things, the meeting discussed

the following issues of critical importance to Caribbean States:

- Voluntary IMO Member State Audit Scheme (VIMSAS). This scheme which will become mandatory in the near future, was instituted by IMO to ensure that States are giving full and complete effect to the provisions of its major Conventions.

- Environmental issues in the Caribbean region, such as giving full and complete effect to the MARPOL Convention. Of note is that on May 1, 2011 the Special Area Status for the Wider Caribbean Region came into effect for MARPOL Annex V – Garbage – which sets standards for disposal of ship-generated garbage towards the prevention of pollution from this source.

- Other international issues of concern such as Piracy; Ballast Water Management, and, although not an IMO convention, the International Labour Organization's Maritime Labour Convention (MLC) 2006, commonly called the Seafarers' Bill of Rights, which is now seen as the 4th Pillar (complementing the IMO's 3 major Conventions) in the international maritime regulatory regime.

Mr. Sekimizu addressed the group on "The Institutionalization of the Voluntary IMO Member State Audit Scheme (VIMSAS)". Three countries in the region so far, including Jamaica, have been audited, and others at the meeting have indicated their intentions to do so. Participants from some 20 countries across the Caribbean Region attended the meeting.

Maritime Law of Wrecks



Rajesh Mittal
(India, 2011)

1. A wreck, in simple terms, is defined as the remains of a ship that has been wrecked. The causes of shipwreck typically include poor design of ships, construction material, improperly stowed cargo, fire, bad weather, error in navigation, and other human errors leading to collisions and groundings. Over a period of time this definition has been improved but still remains complex. In legal terms, wrecks may be of two types - wreccum maris (material washed ashore after a shipwreck) and adventurae maris (material still at sea)¹. For example, a closer scrutiny of the Indian Merchant Shipping Act, 1958 reveals that the term 'vessel', under the Act includes any ship, boat, sailing vessel or other description of vessel used in navigation [Part I, Sec.3 (55)] and the definition of wreck under the Act [Part I, Sec.3 (58)] as that which has been abandoned without hope or intention of recovery. Thus the two definitions put together make abandonment a prerequisite for a vessel to be

treated as a wreck. Similarly, the use of terms such as 'sea', 'tidal waters', 'coast', 'shores' to denote the territorial limits wherein a wreck can be situated seems to add an altogether different dimension. The usage of different terminologies may create confusion while adjudicating cases and may afford enough latitude to the parties involved to manipulate the case in their favor. This is a puzzle with serious outcomes, as was recently witnessed in the incident leading to the capsizing of the vessel MV Maria along the southern coast of India near the Port of Cochin, close to an international shipping channel.

2. The law of wrecks is inherently intertwined with the law of salvage. The Brussels Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, 1910, under the aegis of IMO, tried to unify the principles on the law of salvage and was later amended by the Brussels Convention on Salvage of Aircraft, 1938. By April 28, 1989, the new Salvage Convention, 1989 was concluded due to the initiatives of the CMI (Comite Maritime International) and came into force internationally on July 14, 1996. The three main elements enshrined in the salvage regime are 'danger'², 'voluntary act'³, and 'success', for there to be a salvage award⁴.

3. The international maritime law of salvage appears to be fragmented. In some legal systems wrecks are often considered separate from their cargo⁵. The Convention on the Removal of Wrecks, 2007 provides a detailed framework both in terms of necessary statutes and administrative requirements in order to deal with the problems posed by wrecks. More so, it provides States with the right of direct action against insurers. It therefore is opined that the Convention operates as a cohesive instrument and is expected to fill the legal vacuum in international maritime law in order to protect a fragile natural environment.

1. For example, under English law wreccum maris were dealt with under rules relating to things found on land and adventurae maris were dealt with under the Admiralty jurisdiction.

2. See, *The Phantom* (1866) LR 1 A & B 58, P 60, *The Charlotte* (1848) 3 W Rob 68, *The Helenus* (1582) 2 Lloyd's Rep 261.

3. See, *The Sava Star* (1995) 2 Lloyd' Rep 134. *The Neptune* (1824) 1 Hagg 227.

4. See *The Cheerful* (1855) 11 PD 3, *The Melaine v The San Onofre* (1925) AC 246, *The Killeena* (1881) 6 PD 193.

5. *The Lusitania* [1986] QB 384.

Kenya Ports Authority; Development and Challenges



Elsie Bikondo
(Kenya, 2012)



Fiona Mbandi
(Kenya, 2013)

Kenya Ports Authority (KPA) is responsible for managing the port of Mombasa, which is the gateway to East and Central Africa and is one of the busiest ports along the East African coastline. The port handles all the maritime traffic for the Kenyan domestic market and for the landlocked countries of Uganda, Rwanda, Burundi, Eastern Democratic Republic of Congo, Northern Tanzania, Southern Sudan, Somalia and Ethiopia.

KPA has experienced tremendous growth as a result of handling imports and exports of goods. For example KPA handled 20 million tons of cargo in 2011. The trend is envisaged to continue in the future. The growth rate has motivated KPA to embark on elaborate programs aimed at expanding its berthing facilities and also transforming port operations to world class standards.

To this effect, KPA is undertaking the following various programs at the port of Mombasa:

i. Dredging of Kilindini channel to allow berthing of post Panama vessels (15.0 meters for inner channel & 17.5 meters for outer channel)

ii. Construction of berth No. 19, which began in March 2011 ended in 2012 - 2013

iii. Construction of second container terminal to handle the latest generation of container ships with a depth of 15.0 meters. The construction began in March 2012 & will end in February 2016

iv. Expansion and upgrading of the Information and Communication Technology (ICT) systems. 80% of port operations are now computerized, hence reduced average dwell time for containers from 11 to 5.8 days and also increased revenue to 30%

However, in spite of KPA's top agenda to improve efficiency and productivity, the port of Mombasa is experiencing bottlenecks that are detrimental to maritime trade. Areas affecting the port's performance internally are:

i. Dockside congestion and high dwell time

ii. Inadequate integrated rail and road links affecting trade facilitation

iii. Management of port operations

The completion of the above-mentioned projects are envisioned to reduce bottlenecks and consequently enable KPA to efficiently handle huge increases in cargo throughput in



MAP OF KENYA

the future, which will ultimately enhance maritime trade in Kenya and the region as well. Additional future development plans being undertaken by KPA include the construction of a new mega port at Lamu, north of Kenya, and an e-port for enabling access of cargo data through a single interface by stakeholders.

These developments will further ensure adequate delivery of quality cost effective services and help KPA maintain its relevance in facilitating maritime trade.

On-site Visit to Fellows' Work Places

Friends of WMU, Japan Secretariat
OPRF



As one of the objectives of the WMU Sasakawa Fellowship Program, our organization, the Ocean Policy Research Foundation (OPRF), considers that it is very significant to strengthen the Sasakawa Fellows' global network; therefore, this time, three representatives from OPRF, Eisuke Kudo, Eiji Sakai, and Shinichi Ichikawa, visited Mombasa, Kenya, Dar es Salaam, Tanzania and Accra, Ghana in order to visit local maritime facilities - some of which had Fellows working there - and we were successful in bringing awareness of the WMU Sasakawa Fellowship Program to a wide range of people in maritime affairs.

Our first stop was in Mombasa, Kenya. Mr. Stephen Mwamure Toya (2002), Mr. Samwel Kipkosgei Kiptoo (2003) and Ms. Elsie Nyabonyi Bikondo (2012) came to our hotel to meet us. All of them work at Kenya Ports Authority (KPA) and communicate frequently with each other.

On the 18th of February, we visited the Kenya Maritime Authority (KMA). KMA was established in 2004 in order to strengthen their maritime administrations. We met with its Director General, Ms. Nancy W. Karigithu, who also serves as a board member for WMU. She recognized the benefits of the Program and she wished this mutually positive relationship would continue in the future.



After leaving KMA, we drove to our next destination, the Mombasa Regional Maritime Rescue Coordination Center (RMRCC) and KPA that share the same premises. At RMRCC, Mr. John Churchill Omondi explained their monitoring system for ships and harbor facilities. At KPA, Mr. Salim J. Chingabwi, the general manager of human resources and administration, gave a welcoming address, and we thanked him for his warm welcome. It was very kind of him to make an arrangement for us to meet Mr. Musa Hassan Musa (2000) who currently holds the position of the managing director at Kenya Ferry Services, Ltd.

Our last meeting for the day was at the Kenya Police. Because as of yet there have been no Fellows from the Kenya Police, we explained to Mr. Stanley K. Lamai about our Fellowship Program and its application process. We asked him to utilize our Program as one of their

personnel development tools.

On the 19th, we met with four Tanzanian Fellows: Ms. Stella Joshua Katondo (2001), Mr. Edward Sylvester Mabula (2003), Ms. Tumaini Shabani Gurumo (2007), and Mr. Hassan Mrisho Kheri (2008) at our hotel in the evening and talked over their network activities.

On the 20th, we visited TPA where Ms. Katondo and Mr. Mabula were working. The Director General, Eng. Madeni Kipande, gave a welcoming address and expressed his appreciation for OPRF supporting capacity-building of maritime affairs in Tanzania.

On the 21st, our first destination was the Dar es Salaam Maritime Institute, where one Tanzanian Sasakawa Fellow, Mr. Yassin Magongo Songoro (2000), works as Ag. Principal. Ms. Gurumo is a lecturer there also. There were students from outside Tanzania as well: from Kenya, Malawi, Zambia, the Caribbean and Uganda. We got a tour of the school, looking at their facilities and classroom sessions.

Afterwards, we visited the Surface and Marine Transport Regulatory Authority (SUMATRA) and talked with the Director General, Mr. Ahmad S. K. Kilima. We explained about the Sasakawa Fellowship Program and its application process and told them about our intention to assist their global leadership development.

And our final visit for the day was the Tanzania People's Defense Force where Mr. Kheri was working. Mr. Maj Gen FA Mohamed, Chief of Operations and Training gave us a very nice welcome speech, and he talked about recent piracy problems and shared his intention to continue capacity-building of



the organization.

That evening, Tanzania Fellows invited us to dinner, which was another great evening for us.

On the 22nd, when we arrived at Accra in the afternoon, one of the Ghanaian Fellows, Ms. Nana Esi Quansah (2008) was waiting for us and took us to Ghana Ports and Harbours Authority, where she works. We were greeted by the General Manager, Administration, Mr. Abraham Mensah and the Marketing & Public Affairs Manager, Mr. Paul Asare Ansah. They explained to us about their Authority and Tema Port. Afterwards, we got an actual tour of their massive port. We were impressed with how busy it was, as the port is one of the two largest in Ghana.

On Saturday the 23rd, even though Regional Maritime University Ghana (RMU) was closed, the dean of Faculty of Maritime Studies, Dr. Michael Ekow Manuel kindly gave us a tour of the campus, assisted by two Sasakawa Fellows, Ms. Catherine Haizel (2002) and Mr. Dallas Eric Laryea (2011). We were impressed



with their establishment, which has a simulation room, on-campus dormitories, and an ocean survival training facility.

Afterwards, on our way back to the hotel, we made a stop at Mr. Laryea's workplace. He used to work at RMU but now is the IMO Regional Coordinator for West and Central Africa.

That evening, we met up with Ghanaian Fellows, Ms. Patience Amoabeng Peprah (1999), Ms. Haizel, Ms. Quansah, and Mr.

Laryea to talk about the possibility for holding a regional meeting in Africa in the near future.

Lastly, although our visit to these three countries was short and limited, it was great to see Sasakawa Fellows' contributions to their countries. We send our sincere appreciation to all those who helped us with this African mission but weren't mentioned in this article. We hereby pledge to continue our efforts to expand and strengthen the WMU Sasakawa Fellows' global network.

About the IMO Regional Coordinator for West and Central Africa

Dallas Eric Laryea (Ghana, 2011)

Introduction

I am Dallas Eric Laryea (Capt.), a Ghanaian and an alumnus of WMU, Class of 2011, specializing in MSc. Maritime Safety and Environmental Administration, as well as a proud Sasakawa Fellow.

On November 1, 2012, I was hired as the IMO Regional Co-ordinator for West and Central Africa (English speaking). Prior to this appointment I had served as a lecturer and later as Acting Head of the Maritime Safety Department at the Regional Maritime University, in Accra, Ghana. I have 11 years of sea service, having risen through the ranks from a deck cadet to a Master.

Hoping to assist countries in various regions to meet their implementation obligations, IMO has established 5 Regional Presence Offices: East and Southern Africa - (Nairobi, Kenya); West and Central Africa (English speaking) - (Accra, Ghana); West and Central Africa (French speaking) - (Abidjan, Cote d'Ivoire); East Asia - (Manila, Philippines); Caribbean - (Port of Spain, Trinidad & Tobago). Their aim is to objectively facilitate IMO's input into

national and regional development policies and to provide active field-level participation in the formulation and execution of IMO's Integrated Technical Co-operation Programme (ITCP).

Background

ITCP helps developing countries improve their ability to comply with international rules and maritime safety and the prevention and control of maritime pollution, giving priority to technical assistance programmes that focus on human resources development and institutional capacity building. In February and May 1999, IMO launched a pilot scheme to promote its regional presence by opening 2 Regional Presence Offices in Kenya and Ghana respectively.

Countries under the Accra Regional Presence Office

There are 9 countries under the Accra-Ghana Regional Presence Office: Cape Verde, Equatorial Guinea, Gambia, Ghana, Guinea Bissau, Liberia, Nigeria, Sao Tome and Principe, and Sierra Leone.



Some Regional Terms of Reference

1. Identify maritime needs and priorities in conjunction with relevant countries for integration into the ITCP.
2. Plan, coordinate and ensure the delivery of IMO's integrated programmes.
3. Promote IMO's technical competence, experience and comparative advantage.
4. Identify potential funding sources.
5. Represent IMO as directed, at national, regional and international meetings and conferences, to advise on relevant aspects of IMO's work.
6. Provide information for inclusion in documents on matters related to technical cooperation for presentation to the Assembly, Council, and Technical Cooperation Committee, etc.

Happy Wedding



Yasuhiro Okamoto (Japan, 2009)

It is my great pleasure to inform my dear friends scattered all over the world of a very precious event in my life. I also sincerely want to thank OPRF who gave me this opportunity. I was fortunate to find the person that I will share everything with, including my entire life.

As some friends already know, we had our wedding ceremony in Okinawa, an island in the south of Japan where the climate is almost always tropical, even on Feb 25, 2013. The ceremony itself was very small, attended only by our families and other relatives and was very warm and cheerful.

I received many messages from Sasakawa Fellows, thanks to Mr. Emi's great help. I treasure these, and I feel so proud of my time in Malmö, under the big roof

of Henrik Smith Hostel, feeling my everlasting friendship with my dear fellow students grow. Additionally, many friends sent me messages through Facebook, and I want to say thank you again. My friends are so knowledgeable and experienced, so I was blessed with congratulations as well as very useful advice. Right now there is only happiness and good times, but I know that in the future, problems and bad luck will occur. Since I'm new to being a family man, I'd like to count on all you veterans to keep giving me advice on how to avoid and overcome those problems.

Lastly, I'm now working in Tokyo, so if you come by for work or for fun, please tell me. I always look forward to meeting you anytime.



Phung Trong Hieu (Vietnam, 2008)

Finally.

Since I was born in 1977, some people may think I'm still too young to start my own family. Those who think so probably know me as an outgoing, liberal guy. However, over a year ago, quite by accident, I met a woman who changed my life, in a big way. Although I have to admit I do miss the freedom of bachelorhood, at the same time, I feel incredibly happy and thrilled to say that finally... yes,

finally, I have a family of my own. Among my friends in my hometown I'm almost the last one to give up the single life, but I have to say I feel very lucky to have such a wonderful woman take away my freedom. Yes, finally... I'm married, and I am sitting here, writing to all you Fellows about this big event in my life, to share with you my boundless joy. Hope to see you all one day soon.

New Member of the Family



Fumi Yakabe (Japan, 2004)

Our new baby girl arrived on July 21, 2012. The date of her birth is usually the start of the summer holiday in Japan. That gave us two reasons to celebrate such a happy day. We chose the name Kaho, which consists of two Chinese characters: "summer" and "ear of plant". The second character is associated with the history and meaning of the month of July in the lunar calendar and symbolises the harvest and nature's bounty. In a rice-eating culture it actually reminds us of rice ripening in beautiful fields in a natural setting, so I like this character very much.

This photo was taken 1 month after the birth, inside a Shinto shrine near our house. According to the dictionary, Omiyamairi, literally "shrine visit", is a traditional Shinto rite of passage in Japan for newborns, expressing gratitude to the deities for the birth of a baby, as a priest prays for her health and happiness. We all dressed up and enjoyed the first formal going-out for Kaho.

I returned to the National Maritime Research Institute in May and have slowly started joining in some research projects in maritime safety.



Yukinori Matsui (Japan, 2007)

This is Nori from Japan, MLP 2007. I was transferred to the Japan Coast Guard Academy(JCGA) this April. My new task is to make young cadets more international. I'll try hard to help them by sharing my experiences.

Anyway, I have more important news for you all today. Do you remember I previously reported in this newsletter that I had met an angel 3 years ago? Last August, another angel came to make us even

happier! I and Chie, my first angel, named our second angel "Sae". She is soooooo cute and smart like Chie, and I promise I will do everything I can to always make them smile.

Now, on to my next two missions: educate my new angel to be the happiest princess, and, train JCGA cadets to be good officers. I really regret not having selected Maritime Education and Training at WMU!

Editor's note

This year 23 Sasakawa Fellows visited Japan for the Japan Field Study Trip. Among the Fellows were three students of the MET course whom I had previously had the opportunity to meet at the STW44 session hosted by the International Maritime Organization in London. It is very encouraging to see many WMU graduates and Sasakawa Fellowship students play an active role in representing their countries on the international stage in discussions on issues concerning seafarers. When I see them making statements in such a dignified manner, I cannot help but feel a strong sense of confidence in them.

I strongly believe that the ongoing activities and networking of our organization including the publishing of this newsletter and the holding of reunions by the Sasakawa Fellowship students in various countries are definitely producing results.

On the other hand, we will certainly miss the presence of the Japanese

resident professors, who were residents in Malmö since the establishment of WMU in 1983 and contributed significantly to our efforts. They have been transferred and are no longer in Malmö. In the future, therefore, we must redouble our efforts including our dissemination of news and information from Japan.

During their study trip in Japan, the visiting students learned about the Japanese maritime industry and culture as they traveled from Tokyo all the way to Kyushu, and I am sure that they took back many memorable experiences to their home countries.

I happened to accompany the students on their training in Kyoto and when I saw the look of satisfaction on their faces at the farewell party, I felt an even stronger bond and sense of unity with them. This made me feel all the more confident that the Sasakawa network will continue to grow more and more in the future.

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