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March
2013



Graduation Eve: OPRF Award Ceremony

A crisp, clear winter's night in Malmö and Graduation Eve: the annual reception hosted by the Ocean Policy Research Foundation (OPRF) to honour its graduating fellows felt particularly auspicious for the students, distinguished guests and University staff gathering at the beautiful Fridhemsborg mansion on December 1, 2012.

Amongst the distinguished guests were WMU's Chancellor and IMO Secretary-General, Mr Koji Sekimizu; The Nippon Foundation's Executive, Director Mr Mitsuyuki Unno; the Mayor of Malmö, Mr Kent Andersson; the OPRF's Executive Director, Mr Shuhei Okazaki; and its Special Advisor, Mr Eisuke Kudo. University staff were led by President Björn Kjerfve and the OPRF hosts were particularly pleased to welcome WMU alumni and Sasakawa Fellows Admiral Ramon Liwag (retired) and Admiral Edmund Tan, past and current Commandants of the Philippine Coast

Guard, who were to receive the distinction of Outstanding Alumnus at the Graduation Ceremony the following day.

The centre of attention was, of course, the 27 graduands who were to be awarded their degrees of Master of Science. Mr Okazaki congratulated them warmly, noting that their academic success was matched by the invaluable networking and cooperation that hallmarks each class of WMU graduates: the "heart to heart" connection. He pledged the continued support of the OPRF in the years to come, noting that the OPRF would always be there for its Fellows when help was needed. Certificates marking the admission to the rank of Sasakawa Fellow were then awarded to the graduands.

Ms Nadiya Isikova from the Ukraine responded on behalf of the new Fellows. She thanked the OPRF for its support throughout their study period in Malmö and for making it possible to see and experience

so much, so far away from home. She thanked the OPRF in particular for the opportunity to visit Japan, which had shown the Fellows the "best traditions of hospitality, wisdom and hard work". She, too, pledged future commitment from the Fellows to the OPRF and finished by wishing her fellow graduands all the best in their professional and personal development.

The Japanese-style buffet dinner that followed was greatly enjoyed by everyone, as was the opportunity for the graduating Fellows to meet and chat with the distinguished guests, their junior student colleagues and WMU staff members. Admirals Liwag and Tan were particularly popular guests, providing a source of inspiration to up-and-coming maritime professionals and living proof once again that WMU graduates are particularly well-placed for professional success.

The happy evening ended with promises to meet again the following day at the Graduation Ceremony: 27 new OPRF Fellows to receive their degrees, and 23 aspiring junior OPRF colleagues to witness their success and dream of their own.



Lyndell Lundahl
Student Services Officer
World Maritime University



Academic Success for the Class of 2012



On Sunday, December 2, WMU's Chancellor and IMO Secretary-General, Mr. Koji Sekimizu, conferred postgraduate degrees on the World Maritime University's Class of 2012. The Guest of Honour was Carl Johan Hagman, CEO of Stena AB Shipping, who spoke to the graduates about the global importance of shipping and the contribution they will make, adding that he encounters WMU graduates on a daily basis in his work with Stena AB Shipping.

Speeches were delivered by WMU's Chancellor and by the President, Dr. Björn Kjerfve, before the conferring of two Honorary Doctorates, awarded in recognition of exceptional service to the international maritime community. The recipients were H.E. Binali Yıldırım, Minister of Transport, Maritime Affairs and Communication, Republic of Turkey, and Alberto Aleman Zubieta, Administrator/CEO (ret.) of the Panama Canal Authority.

The program continued with the appointment of two Honorary Fellows, in recognition of their distinguished and outstanding service to WMU. The awards were made to Chris Wortham, Manager of Maritime Safety Engineering for Inmarsat, and Chris Horrocks CBE, formerly Secretary General, of the International Shipping Federation and International Chamber of Shipping.

Three awards of Outstanding Alumnus were also presented, the first time such a distinction has been awarded. The recipients were H.E. Binali Yıldırım, Admiral Ramon C. Liwag, the previous Commandant of the Philippine Coast Guard and Admiral Edmund C. Tan, the current Commandant.

The first member of the Class of 2012 to receive his degree was Woo, Jong Kyun of

South Korea who received his Ph.D. He was followed by 101 graduates of the Malmö-based M.Sc. in Maritime Affairs, and 24 graduates of the distance-learning Postgraduate Diploma in Marine Insurance.

As usual, a highlight of the ceremony was the presentation of the annual student awards. The Chancellor's Medal for Academic Excellence was awarded to Sotiris Vlastaris of Greece, while the Pierre Léonard Prize for the Best Female Student was awarded to Sasakawa Fellow Jenette Tifuh Mujingni Epse Cho of Cameroon. A second Sasakawa Fellow's achievements were recognised when Nadiya Isikova of Ukraine received the Lloyd's Maritime Academy Dissertation Prize. The Informa Law Dissertation Prize was awarded to Dinson Baack Vasquez of Chile, and the C. P. Srivastava Award for International Fellowship was awarded to Philippa Armah of Ghana.

This graduation ceremony brings the number of WMU graduates to 3,477 from 164 countries. The alumni are making a significant impact on the global maritime sector, and are taking on leadership roles worldwide. They hold positions such as ministers of transport, directors of shipping companies and ports, and heads of maritime academics and many graduates represent their home countries at international forums and organizations such as IMO.

The WMU web site has links to photos of the occasion, a video of the Chancellor's speech and local TV coverage of the day: <http://wmu.se/news/wmu-graduation-2012>

Susan Jackson
Associate Registrar
WMU

All life originated from the ocean, and in our everyday life we rely heavily on the ocean. We in the maritime industry and companies involved in the maritime industry must ensure that we pass on the blessings of the ocean to the next generation through our own dedicated efforts. Such efforts on our part will not only enhance the status of our industry but will also attract young, talented personnel. In the next few newsletters, We would like to focus on maritime affairs and CSR. We welcome contributions from our readers.

Secretariat



Expectations for Corporate Activities in an IT Age

Chieko Gemma
ARTISTA Ltd.

Introduction

A company is generally an entity that strives to be an ongoing enterprise by generating profit. Customers enable a company to generate profit. Therefore, companies value their customers.

In today's world where IT has developed at a rapid pace, ordinary citizens have come to the fore as a dominant influence through their use of social networking services (SNS) as a powerful tool. Although these citizens may not be direct customers of the maritime industry, they stay abreast of worldwide events through television and the internet and they talk about world issues with the same familiarity as if they were talking about their next door neighbors. For example, when images of sea birds covered in black petroleum from an oil spill are broadcast following a shipping accident, people around the world are sure to know the name of the ship that was the culprit overnight. Or, if they hear about ballast water, essential for a ship's operation, causing destruction to a habitat endemic to certain living creatures, they will be interested in knowing whether or not measures are being taken to address the matter. Even though these citizens may not be the direct customers of a business, business reacts sensitively to how these people react.

This is because these ordinary citizens may very well be shareholders in the maritime industry and, as a presence with the potential to influence share prices through SNS, they are likely to have the power to change corporate value very quickly. Companies have learned that earning a good reputation by responding diligently to values embraced by their stakeholders and others they come into contact with in the course of their business activities enables their ongoing existence. Therefore, it makes sense for companies to actively engage in CSR as their social obligation.

In its basic form, however, it is difficult for companies to see the merit in implementing CSR in the context of profit-based business activities. Therefore, establishing motivation to promote CSR activities is essential. In psychology, two kinds of drive are said to be effective for impelling action: extrinsic motivation and intrinsic motivation. Extrinsic motivation is the type of drive where the advantage in implementing an action is recognizable, while intrinsic motivation is the type where some further initiative or motivation is added to an action. In the following proposals, the author suggests examples (1) and (2) as extrinsic motivation, and example (3) as intrinsic motivation.

Three proposals for promoting CSR activities

(1) Establishment of an investment index

Currently the US stock index DJSI (the Dow Jones Sustainability Index) prepares an index known as the SRI (socially responsible investing) and makes it public as an investment reference index for investors in regard to the position of individual companies on CSR activities.

In the same manner, the maritime industries should establish indices (specifications and standards/maneuvering and operational techniques, etc., that all ships should comply with) and evaluate and rate the activities of enterprises involved in the maritime industry in IMO member countries (ship owners/transport operators/companies dispatching ship crews, etc.). These indices should not only be developed for direct economic merits such as port charges, flag state inspections or insurance premiums but also to share indices.

(2) Introduction of existing management systems (ISO14000 or ISO26000)

The maritime industry should promote the introduction of existing management systems such as ISO14000 and ISO26000 among maritime business operators to make companies publish their CSR missions as a means of automatically disseminating management resources.

This initiative does not require preparation of a new system such as in (1) above, and is simple and easy because the existing framework for standards can be used as is.

(3) From Win-Win to Win-Win + 1 (Examples in Japan)

For a business to continue to exist in the future, it is vital for it not only to earn profit in the short term but also to secure ongoing profit in the future. However, it is surprisingly difficult for many companies to imagine profit beyond that which is short term. Therefore, to facilitate this long-term view, the Japanese concept of "three approaches are good" should be introduced as intrinsic motivation.

Under ordinary circumstances, a business is said to be a "win-win relationship" between a buyer and seller. In this case, we make the assumption that stakeholders common to both parties exist, and this gives rise to the logic of the majority rules. Therefore, despite a business

being based on a relationship between two parties, the vested interests of three parties come into play.

In many cases, the interests of the buyer and the stakeholder are the same, and the buyer naturally tends to inhibit immediate profit. On the other hand, paying attention to these interests will give the business a good reputation and encourage forward thinking that will lead to subsequent profit. This will naturally make the seller focus on the buyer's needs, and facilitate engaging in needs-oriented business activities.

The development of a hull that is less apt to cause oil spillage during an accident and the development of equipment to treat ballast water merely mean further costs for the maritime business. However, a company's "good reputation" spreads to cargo owners involved in the maritime industry and paves the way for the company to become a public organ of society without compulsion. The use of something like "reputation" as external psychological pressure and the organization's ability to imagine activities that will lead to subsequent profit are the key to automatic activation of CSR.

In Japan, this way of thinking was considered to be the foundation of business success from around the 12th century. The idea of securing subsequent profit by becoming an organ of society and, in so doing, supporting continuation of the company is somewhat unique in a business society preoccupied with short-term gains.

Conclusion

It is clear that the earth's resources are finite and that their use must be regulated. Nevertheless, people long for material wealth. To resolve these conflicting issues, companies must become public organs that assume social responsibilities.

The image of our earth today with limited resources and made smaller by IT is not unlike that of Japan, a country with almost no resources and a small land area. From this perspective, I believe that traditional wisdom nurtured in Japan may serve as a reference in promoting self-regulated economic development based on market economy functions and at the same time lead the world to further prosperity.



A Significant Step towards the Enhancement of the Safety of Fishing Vessels

~ New agreement adopted after 35 years ~

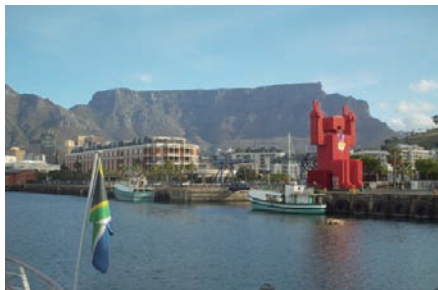


Kunihiko KITABAYASHI

Japan Ship Technology Research Association
(as of writing this article)

Introduction

A diplomatic conference on the safety of fishing vessels was held in Cape Town, the Republic of South Africa, last October. At the conference, “the agreement on implementation of the Torremolinos Protocol of 1993 relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels” was adopted after extensive discussion. It was my great honor to participate as a member of the Japanese delegation, and I would like to offer a summary of the conference.



International framework for the safety of fishing vessels

As you may know, internationally uniform requirements for the safety of merchant ships, such as ship structure, machinery, life-saving appliances, etc, are established as the SOLAS (Safety of Life at Sea) Convention. Although some parts of the requirements, for example, on navigational equipment, are also applied to fishing vessels, there is no comprehensive international rule for the safety of fishing vessels, since their operation is significantly different from that of merchant ships, which makes it difficult to develop unified regulations. Therefore, it is left to each flag State to establish regulations on their safety.

On the other hand, it is also well recognized that fishing vessel accidents have been occurring frequently because of their severe operating conditions. Consequently, the necessity of establishing international regulations has long been pointed out.

In view of this, the first international convention, called “1977 Torremolinos International Convention for the Safety of Fishing Vessels” was adopted in 1977, in Torremolinos, Spain, with a structure quite similar to that of the SOLAS Convention. However, due to a lack of contracting States, it was never entered into force.

Since then, in order to facilitate the entry into force of the original 1977 Convention, it was partly modified and re-established as the “1993 Protocol”, but this has not been entered into force, either.

However, the necessity of an international convention was even more evident, as accidents on fishing vessels continued to occur. In order to resolve the situation, IMO started a review of the 1993 Protocol to facilitate its entry into force. After extensive discussion for several years, the draft revision of the 1993 Protocol was almost agreed upon, and it was decided to hold a diplomatic conference to adopt the revision of the 1993 Protocol as a new agreement in October, 2012. The Republic of South Africa offered to host the conference in Cape Town.

One of the technical problems concerning the Protocol is that ship length is employed as the threshold for the application of technical regulations. As you may know, gross tonnage is commonly used as the threshold in the SOLAS Convention. This may result in significant differences in the applied requirements. For example, if we consider two fishing vessels which have the same gross tonnage, the length of “slender” shaped vessels is larger than those of normal size, therefore more stringent requirements may be applied. To solve this problem, the requirement of “equivalence between length and gross tonnage (GT)” was introduced in the new agreement, as follows:

24 meters = 300 GT
45 meters = 950 GT
60 meters = 2,000 GT
75 meters = 3,000 GT

This requirement gave significant momentum towards the development of a new agreement.

Discussion at the diplomatic conference

The diplomatic conference was held with 58 participating States and many international organizations. There were two major issues which were extensively discussed at the diplomatic conference: application range and conditions of entry into force of this agreement.

Regarding the former, it was decided that the agreement applies to all fishing vessels of 24 meters or longer, but also that vessels operating within the Exclusive Economic Zone (EEZ) or Common Fishing Zone established by treaties among the contracting States may be exempted.

Concerning the latter, it consists of the number of contracting States and their fishing vessels, which should be considered as a package.

If the minimum number of contracting States/fishing vessels is small, the agreement may enter into force sooner, but it may not cover a wide range of global fishing vessels. After extensive discussion lasting until midnight, the conference finally agreed to the conditions of 22 contracting States and 3,600 vessels of the contracting States which operate on the high seas.

The content of this agreement is as follows. It is quite similar to that of the SOLAS Convention.

● table1

Chapter	Application
1 General requirements	24 meters (300GT) or over
2 Structure	24 meters (300GT) or over
3 Stability	24 meters (300GT) or over
4 Machinery and electricity	45 meters (950GT) or over
5 Fire protection – Part B	60 meters (2,000 GT) or over
5 Fire protection – Part C	45 meters (950GT) or over and less than 60 meters (2,000GT)
6 Protection of seafarers	24 meters (300GT) or over
7 Life saving appliances	45 meters (950GT) or over
8 Training	24 meters (300GT) or over
9 Radio communication	45 meters (950GT) or over
10 Navigation	24 meters (300GT) or over

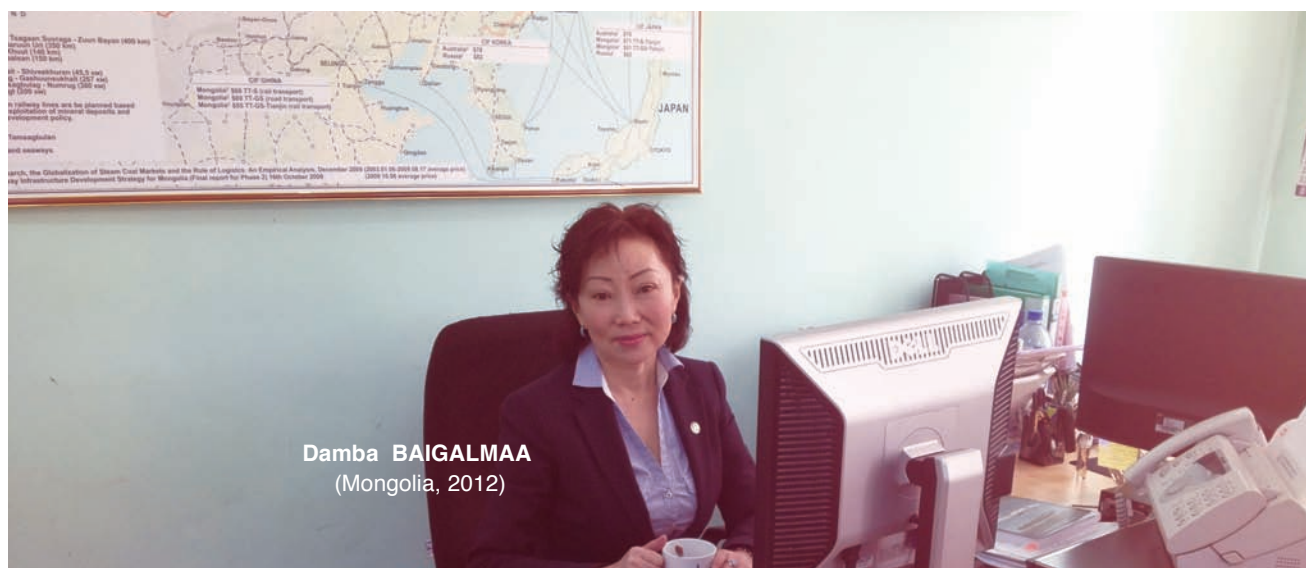
As shown above, the diplomatic conference was successfully adjourned with great results, that is, the adoption of a new agreement. To thank the host country, the agreement was named “The Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977”.

I cannot express how grateful I am for the great hospitality provided by the host Government of the Republic of South Africa, in terms of the impressive reception, transportation arrangements, etc.

WMU grads at the conference

Many WMU grads participated in the conference. Among them was Ms. Yasuko Suzuki (Japan, 2003), who is currently working at the Fisheries Agency and was also a member of the Japanese delegation and greatly contributed to the results.

Current Situation of Mongolia Maritime Administration



Mongolia is a land-locked, North-east Asian country bordering Russia and China. The United Nations Development Program in Geneva, with the support and cooperation of UNCTAD, has analyzed economic development issues and given a definition of land- locking. Due to their territorial position, Land-locked Developing Countries, not having direct access to the oceans, are isolated from world markets. Transit costs, which are added to all products, impose serious constraints on their overall social and economical development. In addition, this influences their trade competitiveness, which is very dependent on international transportation costs, especially when it comes to developing countries. When transportation costs are added to the manufacturing costs, products lose their lower price competitiveness. Higher transit costs make imports expensive and exports uncompetitive, thereby limiting economic growth and undermining a country's welfare. (Government of Mongolia, UNCTAD, 2007).

Although the status of Mongolia's geographic strategy has changed dramatically since the 1990s, as it has become an open country connected to the rest of the world, it is still very dependent on Russia for energy resources, gasoline and fuel, and on China for consumer goods and food items such as rice, fruit and some varieties of vegetables. In order to export national goods and import from other countries, Mongolia needs to develop maritime-related businesses.

Mongolia has been a member of the International Maritime Organization since 1996. However, the Mongolia Maritime Administration (MMA) was only launched in 2003 officially, within the structure of the Government Implementing Agency of the Auto Transportation Department, which

functioned under the Ministry of Infrastructure. The main objective of its establishment was to develop the maritime sector, and steps were initiated into 3 divisions: shipping, fishing, and ship registration. However, the country's geographical position is not convenient for either fishing or shipping activities, as it is not easy to maintain fishing quotas from another country's territorial waters. Secondly, starting a business in the shipping industry without direct access to the sea or national shipping and crew is extremely complicated.

Thus, the Ministry of Infrastructure established the MMA in the capital, Ulaanbaatar, and set up an operations office in Singapore. The first vessels, which sail under Mongolia's flag, were registered in March of 2003. Since then around 1600 ships have been navigated under the national flag, and today around 250 ships are actively registered.

It is no secret that some international organizations are suspicious in regards to our registration.

"We know of fishing vessels that carry up to 12 different flags on board, and they re-flag their ship at sea," Dr. Claude Martin, Director-General of WWF, told the BBC. "If landlocked countries sell flags of convenience, they couldn't care less what's going on at sea. It is one of the most unregulated, uncontrolled businesses that is going on." (BBC, 2005)

Under the Mongolia ship registration rule, Mongolia cannot register warships, passenger or fishing ships. Only merchant ships are entitled to navigate under the flag of the country. Developing a marine sector in a land-locked country is the hardest task laid on the MMA. A lack of experience, well-trained human resources, and little support from local and international

communities aren't helping the situation. Nonetheless, the MMA is working on strengthening the maritime sector in Mongolia. In order to decrease detentions by Port State Control the Administration is endeavoring to cooperate closely with IACS members.

For port operation procedures, negotiations are under way in some ports in Far-East Russia and Tianjin Port in China. After official agreements are established Mongolia will have access to the ocean. However, it is still early to see the results, as each country has totally different approaches to the subject and different legal frameworks concerning the issue.

According to a UNESCAP report:

The period of 2011-2013 will be peak years for the construction of new railroads and roads that will improve the quality of existing roads to match the minimum requirements for the Network of Asian Highways and Trans-Asian Railways. In addition they will open new export gateways to access the sea at new ports in China and Russia. (UNESCAP, 2011.)

The Prime Minister of Mongolia, during his official visit to Russia in December 2010, came to an agreement to establish a new transit tariff for the railway, which is no less favorable as tariffs applied in China for Mongolian exports. This will provide additional power to gain access to the seas through Far-East Russia's Seaports.

A new Government is now ruling the country, as a result of the 2012 election, and the MMA is now functioning under the Ministry of Road and Transport. However, the policy which has been formulated for the last decade will still be in force, and I, as a fresh student from WMU, will do my best to contribute to the development of marine issues in my land-locked country.

Feature Issues on JICA Training

1) Port Management



We, Thi Anh Tuyet MAI (Vietnam, 2008) and Edward Sylvester MABULA (Tanzania, 2003) were invited by JICA (Japan International Cooperation Agency) for a training course entitled “Strategic Port Management”, which ran from October 8 to November 17, 2012, in Yokohama. There were 17 participants from 17 countries in this program. It was fortunate for us to meet other participants from different nations, and moreover, two other WMU graduates: Mr. Rogerio Pinto (Cape Verde, 2002) and Capt. Mohamed Moustafa Abbas Elkolla (Egypt, 2008). We rekindled flaring memories of studying at Malmö.

During this golden opportunity, we got a warm and friendly welcome from the OPRF staff and a few Japanese Sasakawa Fellows, Yutaka Emi (2007) and Yasuko Suzuki (2003), with wonderful Japanese hospitality: “Powdered green tea”, “Shabu Shabu cuisine”, “Tokyo Tower” and more.

Preparing Ports for Change

Edward Sylvester MABULA
(Tanzania, 2003)

Sea trade is becoming increasingly competitive with ports strategizing to win more markets and cargo in order to stay in business. The ongoing dramatic increase in size of container ships in sea trade is one of the challenges which force ports to adjust in order to accommodate bigger ships and enjoy the entailing economies of scale. In this respect, therefore, it is imperative for ports to change the way they operate, the way they are managed, as well as to equip them with modern and state-of-the-art container handling equipment to cope with this rapidly changing technology in the shipping industry.

The topics in the training course were all relevant. From history of development in Japan to infrastructure development and economic growth, from institutional arrangement for port operation and management to trade forecasting and policy simulation, from investment strategies for ports to social environment assessment and IT application, from port finance to port security, the training course was surely more than what I expected.

However, given the differences in economies, cultures and traditions between Japan and our developing countries, it is not easy to apply ALL that we learned and acquired, but the concept and ideas are very much relevant and can be benchmarked.

We also visited a number of ports to physically see for ourselves how they operate, and were given presentations regarding their activities. Among the ports we visited were Yokohama, Nagoya, Osaka, Oita, Hakata, Sendai, Shiogama, Ishinomaki, and Tobishima Container Berth Co., Ltd. We learned a lot from the ports and saw the first Automated Guided Vehicle (AGV) terminal in Japan. The port visits were extremely fruitful.

Then, training met adventure. Just to cool down our nerves with the tight training schedules, we also visited a number of tourist attractions such as Sankei en Garden, the three UNESCO World Heritage temples at Kyoto, Osaka's Aquarium Kaiyukan, the observatory deck at Cosmo Towers' 56th floor, and the Toyota Commemorative Museum of Industry and Technology in Nagoya. We also visited Nissan Motor Kyushu Co., Ltd, Nippon Steel and Sumitomo Metal Corporation and Mitsui Engineering and Ship building in Oita. At all these places, we were able to see how Japan

had so quickly achieved their industrial revolution and development from the Edo era through Meiji to reach this far. All the tours were very informative and interesting indeed.

Concluding the training, we realized that a port's success should not be measured by cargo handling volume or profitability alone, but more importantly, ports should be engines of regional development, should be secure and environmentally sustainable and financially self-sustaining. If ports are to remain competitive on a global scale, sustainability needs to become a cornerstone of business models. Thus, port development is a process which takes a long time to be realized; hence ports should continue to plan to create capacity ahead of demand. Ports need to strive to use equipment and technologies which can sustain the environment and need to cooperate (PPP) to achieve efficiency and to be able to service the economies better.

From traveling on bullet trains and ‘horse’ and ‘donkey’ trains to flying high in planes, from traveling on ‘group’ tickets to eating with ‘meal cards’, the training was full of fun and surprises. This is due to the fact that training in Japan entails meeting the best people in the business, people who have maintained the highest level of discipline to take their country this far.

From the Hub of Knowledge to the Port Hub

Thi Anh Tuyet MAI
(Vietnam, 2008)

In Sea Port Management, all around the world, people are using mountains of paper and words to talk about HUBS and SPOKES. It is true that HUB ports play a very important role in the national economic development and international integration of countries which have the ability to develop a

HUB port. However, after experiencing the Strategic Port Management program, we realize that a HUB of knowledge is something that should concern us even more.

If we look at the statistics of the number of programs and participants from the time JICA started the training programs, we can understand why JICA has made Japan the HUB of knowledge, not only for “Port” issues, but also other subjects ranging from education, health, infrastructure, energy, trade and finance, agriculture, rural

development, gender mainstreaming and environmental protection. Mutual benefits are the keystone of JICA. The participants from different countries or economies sent to Japan to absorb knowledge have a deep understanding of current, crucial problems in seaport management and operations in their country. Therefore, each program is like a United Nations where we are provided the real stories, information, and views of what is really happening in each nation or economy.

The world is developing so fast, and

people around the globe can move from one area to another easily for work, studies or to live. Japan now has become one of the big Hubs of Knowledge of the world for participants from developing countries. The important things that we have learned from the program are not only knowledge about “Strategic Port Management” but also “Mutual Understanding” and “Respect for the Differences between Cultures”. I, myself, still hope in my mind that, through the Hub of Knowledge in Japan, a Port Hub in Viet Nam, Van Phong Port, may come true in the near future.



2) Hydrography

Survey of Japanese Technology and Culture

MOHD NAZWAN HAFEEZ Bin Hashim
(Malaysia, 2010)

“If the river flows into the ocean, my sincere gratitude flows into the hearts of the Japanese people.”

This avowal instantaneously came to my mind soon after I received an offer letter from Japan to partake in the Group Training Course on Hydrography for Charting, Disaster Prevention and Environmental Protection (Internationally Accredited Category B for Hydrographic Survey). After the Sasakawa Fellows' Japan Field Study Trip in September 2009, the generosity of the Japanese Government continued when I was selected to undergo the aforementioned program here, but this time around it was relatively longer, for a period of six months.

This training course was jointly hosted by the Japan International Cooperation Agency (JICA) and Japan Hydrographic and Oceanographic Department, Japan Coast Guard (JCG). The program began on June 5, 2012 and wrapped up on December 1, 2012. Altogether there were ten participants from seven different countries engaged in this training, from Malaysia, Indonesia, the Philippines, Cambodia, Vietnam, Myanmar and the Seychelles.



On board survey boat for multibeam survey off Miyajima Island waters



Setting up a temporary tide pole at Naoetsu Port

Throughout the course, participants were given in-depth knowledge of hydrographic surveying and techniques required for preparing nautical charts. In addition to sustaining the safe and efficient navigation of vessels, hydrography supports almost every other activity associated with the ocean, including maritime boundary delimitation, resources exploitation, environmental protection, national marine spatial data infrastructures, maritime defense and security, tourism, coastal zone management and of course, marine disaster prevention, such as tsunami preparedness.

Aside from thorough lectures in the classroom, this course also entailed a one-month field training in hydrographic surveying of harbors and coastal areas at Naoetsu Port, followed by training on board survey ships at Suruga Bay and the Seto Inland Sea. During these practical exercises, intensive hands-on practical duties covering the nitty-gritty procedure of hydrographic surveying were carried out, and cutting-edge techniques in this field were introduced. Throughout the course, there were a number of instructors that played a very significant role in guiding and assisting the participants to comprehend all the technicalities. Those instructors were mainly officers from the Japan Coast Guard and Japan Hydrographic Association, specialists from private companies and academicians from local universities.

During my six-month-stay in Japan, I was

fortunate to get the opportunity to reunite with World Maritime University's affiliates. Mr. Eisuke Kudo and Mr. Shinichi Ichikawa from OPRF were very generous in hosting a welcome party for me near Shimbashi Station - one of Japan's oldest railway stations. On that particular occasion, I had a chance to meet up with my former classmate, Mr. Masashi Sugomori; my WMU 2010 batchmate Mr. Shinji Usui; Mr. Sakai and Ms. Shimada from OPRF; and Mr. Hidemasa Tagami from IAMU. Moreover, our Maritime Education and Training Guru, Professor Takeshi Nakazawa was on a business trip in Tokyo and unexpectedly showed up at the party. It was a momentous get-together, and I felt like I was surrounded by my family members.

Spending six months in Japan has taught me a lot of wonderful, valuable things about Japan. State of the art technology, udon and soba, rush-hour trains, courteous citizens, Bon Odori, a long and rich history, *okonomiyaki*, earthquake-proof buildings, stunning landscapes, the arts, the list goes on and on. Moreover, I started to have a high regard for haiku, a very short form of Japanese poetry. During the early period of seasonal change from summer to autumn, I sat in my room and looked out the window, scribbling my first haiku:

*Cicadas, begone!
Falling leaves mark the forlorn;
autumn, at the dawn.*

Mr. Sasakawa's Official Visit to Vietnam

Nguyen Hai Nam (Vietnam, 2002)



On January 28, Mr. Yohei Sasakawa, Chairman of The Nippon Foundation, made an official visit and was presented with Vietnam's Friendship Medal by the country's Vice President in recognition of his contributions since 1992, with nearly USD 28 million donated to Vietnam, including USD 11 million to support the disabled. At the Award Ceremony, the Vice President said that the visit of the Chairman of The Nippon Foundation is vivid evidence of the friendly relationship between Vietnam and Japan.

On the second day of Mr. Sasakawa's visit, the WMU Sasakawa Fellows in Vietnam were very happy to have a chance to meet with him. This is the third time Vietnamese Fellows have met Mr. Sasakawa in our country since 2003. But for myself, this is only my second time, as I missed the opportunity to meet with him in 2010 due to a private matter. Twelve Fellows attended the meeting in the two hours before he departed Vietnam. Even though our time together was limited, it was such a special occasion, since we were also with other Fellowship students funded by The Nippon Foundation, such as the Sasakawa Young Leaders Fellowship Fund



(SYLFF), Asia Pacific Intellectual (API) and Building A Better Asia (BABA) Fellows, and especially, members of the Hanoi Disabled People's Association. Mr. Sasakawa expressed his thanks and joy in meeting us. On behalf of the WMU Sasakawa Fellows, Mr. Vu The Quang - Director of the Legal Department of the Vietnam Maritime Administration, MA 2000 - expressed his gratitude to Mr. Sasakawa as well as The Nippon Foundation for their scholarship program and explained how we are using the knowledge gained at WMU to contribute to our organizations as well as to the development of our country. Mr. Quang also expressed our desire to see Mr. Sasakawa annually at least for the next 26 years. The meeting ended with Mr. Sasakawa presenting a special Japanese ball-point pen to everyone. I went back to Ho Chi Minh City with the hopes that I will someday go to Japan to visit Mr. Sasakawa and The Nippon Foundation.

Maritime English Instructors' Training Program (MEITP)

Sarinee Tongbai (Thailand, 2009)

Being granted an opportunity from the Ocean Policy Research Foundation (OPRF) to attend the Maritime English Instructors' Training Program in Bataan, the Philippines, at the Maritime Academy of Asia and the Pacific (MAAP) on November 11-23, 2012, has tremendously helped me to improve my English skills, which I can directly pass on to my students and organization for their improvement at our MMTC. The training program provided the learners with new teaching techniques and classroom management. The theoretical knowledge and the range of exercises will definitely guide my teaching and classroom management efficiently and effectively.

At the training, I was pleased to be with Mr. Yutaka EMI (Japan, 2007) who was practically leading the seminar. I last met him 3 years ago during the Japan Field Study of the WMU 2009 Sasakawa Fellows. He invited all the former Philippine Fellows to join the Reception. We had a great, memorable time together.



The experience I received from the field trip and from MEITP has been extremely rewarding and truly useful toward my contributions to my institution. Now that I have renewed my connection with Mr. Emi, I will definitely keep him posted on my current activities, particularly with the English program at MMTC.

Thank you OPRF for keeping us updated through the Friends of WMU, Japan Newsletter and website at:

<http://www.wmu.sof.or.jp/>



My Little Daughter Says "Hello" to the Friends of WMU

Dao Tien Thanh (Vietnam, 2013)

The early part of 2013 has been a true blessing and joy for us, as our first daughter was born on January 22 in Hanoi, the capital of Vietnam. This is a great happiness that I have desired for a long time, and I would like to share it with all of you, Friends of WMU. My wife and I named her Nhi, which in Vietnamese means "baby", as in our eyes she will always be our baby, even when she becomes an adult.

At the moment, I am very busy studying at WMU

in the second semester, so unfortunately, I was not able to be next to my wife when she delivered the baby, and I still have not had a chance to hold my daughter and kiss her on the cheek. I hope that I will be able to do so as soon as possible. My little family has become bigger with the appearance of our new member, my beloved daughter, and our lives have become happier and more meaningful. She means the world to us, and I am really looking forward to seeing my little angel.

Editor's note

IMO, along with its safety and environmental concerns, is now involved in discussions on "Review and Reform", which focus on the financial sustainability of the organization and plans to reform sub-committees. Under this plan, three sub-committees, DE, SFL and FP will be integrated and divided into two new sub-committees, and NAV and COMSAR will be amalgamated into one. These reforms will make these sub-committees even busier, which has some members expressing concern about the difficulty of maintaining sufficient quality for these specialized meetings. However, it is also expected that the discussions will have deeper and wider viewpoints due to the participation of various experts. The NAV and COMSAR sub-committees will be amalgamated in 2014, hence the COMSAR17 meeting, held in January 2013 was the last COMSAR meeting.

I joined these IMO meetings 3 years ago, and COMSAR17 was my last as manager of the International Office of the Japan Association of Marine Safety.

Starting this April, I will be transferred to JCG HQ, as special assistant to the Director, Info-Communication Division. And one of our Editorial members, Mr. Kunihiro Kitabayashi has been also back to the Ministry of Land, Infrastructure, Transport and Tourism (MLIT).

It has been an amazing experience for me to participate in the safety of global sea transportation, and also meeting with WMU graduates.

Tomoya Shimizu

General Manager of International Office
The Japan Association of Marine Safety (JAMS)

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