

8th Heads of Asian Coast Guard Agencies Meeting

Deepak Raj Sharma (India, 2009)



The first ever Heads of Asian Coast Guard Agencies Meeting (HACGAM) in South Asia was conducted on Oct 3, 2012 in New Delhi. HACGAM is an apex level forum facilitating the congregation of all the major Coast Guard Agencies of the Asian region. This initiative was developed initially in 2004 to discuss cooperation among the member organizations to combat piracy in the region. However, the scope of discussions has been expanded to include law enforcement, maritime security, disaster prevention and relief and capacity building. Presently, there are 21 member organizations from 17 countries that are part of the initiative.

Development of HACGAM

The process of cooperation amongst HACGAM was initiated by Japan consequent to the capture of the pirated vessel M.V. Alondra Rainbow by the Indian Coast Guard (ICG) in November 1999. Subsequently, a series of Regional Senior Experts Meetings of Coast Guard Agencies of Asia were held on combating piracy and armed robbery against ships. The 4th such meeting held in Pattaya, Thailand in Feb. 2004 recommended conducting a meeting of the Heads of the Coast Guard Agencies in June 2004. Accordingly, the first HACGAM was held in Tokyo, Japan in June 2004. The initiative consists of 17

countries and one region: Bangladesh, Brunei, Cambodia, China, India, Indonesia, Japan, South Korea, Laos, Malaysia, Myanmar, Pakistan, Philippines, Singapore, Sri Lanka, Thailand, Vietnam and Hong Kong. Furthermore, it was also agreed that the scope of discussions would not only be restricted to piracy issues but could also include all Coast Guard related issues.

Previous Venues

HACGAM is conducted every year and seven such meetings have been conducted to date. The details of the previous meetings are as follows:



Mr. Sasakawa with Dy Director General and senior officials of Indian Coast Guard

	Date	Venue	Co-hosted
1	17-19 June '04	Tokyo (Japan)	The Japan Coast Guard
2	19-23 Mar '06	Putrajaya (Malaysia)	The Malaysian Maritime Enforcement Agency
3	22-24 Oct '07	Singapore	The Singapore Police Coast Guard
4	08-10 Oct '08	Manila (Philippines)	The Philippines Coast Guard
5	27-28 July '09	Bali (Indonesia)	Indonesian Maritime Security Coordination Board
6	13-15 Oct '10	Shanghai (China)	China Maritime Safety Administration
7	25-28 Oct '11	Hanoi (Vietnam)	The Vietnam Marine Police



8th HACGAM in New Delhi

The 8th HACGAM was the first meeting held in the South Asian region being co-hosted by the Indian Coast Guard and Japan Coast Guard under the auspices of The Nippon Foundation, Japan.

While inaugurating the meeting, Shri AK Antony, Hon'ble Defence Minister of India, reiterated the importance of cooperation and collaboration among the maritime agencies in the region to ensure the security and safety of oceans. He further stressed the commitment of the Government of India towards strengthening the Indian Coast Guard in terms of building its capacity for a sustained presence in the Indian Maritime Zones.

In his keynote address, Inspector General

Rajendra Singh, Deputy Director General, Indian Coast Guard, noted that with increasing maritime traffic in Asia, the supporting infrastructure for effective maritime safety, security and an environmentally sensitive regime could evolve through a cooperative approach between the maritime agencies. He highlighted the emergence of the Indian Coast Guard as a significant contributor in regional cooperation initiatives in the region.

Mr. Yohei Sasakawa, Chairman of The Nippon Foundation, in his remarks reiterated the support extended by The Nippon Foundation to HACGAM towards building partnerships among the Coast Guard Agencies of Asia. He highlighted that the practical contribution of The Nippon Foundation will further bolster maritime

human resource programs in collaboration with universities and research institutions around the world. He also felt confident that with closer cooperation, we will be able to bequeath safe and bountiful seas to the next generation.

The meeting was also attended by representatives of the Ministry of Defense, in addition to the diplomatic staff from the Embassies/Missions of the participating countries.

The 8th HACGAM was significant as it adopted a Mission Statement that clearly described the mission of HACGAM for the first time since the institution of a forum. Further, it also specifically laid down the five pillars of cooperation related to the urgent and common issues that the HACGAM member countries now face, namely, search and rescue, environmental protection, countermeasures against massive natural disasters, preventing & controlling unlawful acts at sea and capacity building, which serves as a base for addressing these four areas. These pillars will focus on cooperation, and be dealt with strategically and proactively among the HACGAM members' agencies under the framework of HACGAM.

The importance of the 10th anniversary of the Heads of Asian Coast Guard Agencies Meeting in two years' time in 2014 was also mentioned, and all were called upon to focus on concrete efforts to achieve their aims in the identified fields of cooperation.

Mr. Sasakawa and his Fellows Bring Security to the Asian Coast

Sachiko Yamane (Japan, 2011)



Left-right: Mr. Kumar, Mr. Sasakawa, Ms. Windari, Ms. Yamane, Mr. Dabi, and Mr. Shimizu

Just before the commencement of the 8th Heads of Asian Coast Guard Agencies Meeting (HACGAM), we five graduates from 1997 to 2011, Retno Windari Portwito (Indonesia 2001), VADM Lino Hambala Dabi (Philippines 1997), Tomoya SHIMIZU (Japan 2004), K.R.Deepak KUMAR (India 2010), Sachiko YAMANE (Japan 2011), had the opportunity to meet with Mr. Sasakawa. Unfortunately, Deepak Raj SHARMA (India 2009), who played a major role in the 8th HACGAM, was too busy to join us. Although we had less than 15 minutes to meet at that particular time, we could talk about our current positions as well as the specific tasks assigned to us. For me, it was the first time meeting other Fellows in another country after graduating,

and I was a little nervous. However, they were all so kind, and felt like brothers and sisters. This interaction with the Fellows reminded me of life at WMU.

As a matter of course, we were in India to attend HACGAM, whose members consist of Coast Guard Agencies in Asia. We all share some common issues which can be solved through cooperation among the Agencies. As the joint statement of HACGAM clearly states, all of the participants agree to work together to tackle the five pillars, which are unlawful acts at sea, search and rescue, protection of the marine environment, preparedness for natural disasters and capacity building. I hope the Fellows' relationship will continue to facilitate cooperation among the

Coast Guard Agencies and lead to the achievement of our common goals. For the time being, I'm just doing daily tasks unrelated to such large scale issues, but in the future, I would like to concentrate on them.

Lastly, I would like to thank all the people who offered me such a great opportunity to attend the 8th HACGAM and share a wonderful time with my brothers and sisters from Asian countries. At present, I'm working at JCG HQ, so I had another chance to meet Mr. Sharma today, who was visiting us on business. I hope I have more chances to meet other Fellows coming to Tokyo! If so, please don't forget to contact me in advance so I don't miss the chance to meet with...

Kindling Friendship through the Gathering Orientation!!



Due to significant changes in the WMU curriculum and the period of attendance since 2010, the time when students attending the university can get together with new students for friendly exchanges has been reduced significantly from five to two months. As a result, communication among Sasakawa Fellowship students had started to wane. To address this situation, we have established a venue where Fellowship students can get together for exchanges and conversation, and for the second year running we held the "Gathering Orientation with Sasakawa Fellowship 2012 & 2013" to provide students with a clear understanding of the Sasakawa Fellowship System and the Sasakawa Fellow Network organized by the Ocean Policy Research Foundation (OPRF).

This year, in September 2012, 23 recipients of the WMU Sasakawa Fellowship (Class of 2013) from 19 countries commenced their studies at WMU. It was indeed a joy to see students from five new countries, Argentina, Eritrea, Guatemala, Solomon Islands, and Uganda, join the family of countries from which the Sasakawa Fellowship students hail.

The Gathering Orientation with the 23 new students and the existing student body (Class of 2012) was held on Wednesday, October 3, 2012 at WMU in Malmö, Sweden.

The orientation started with an address from Mr. Eisuke Kudo, Special Adviser of OPRF. Mr. Kudo gave a hearty welcome to the new students and expressed the hope that they felt proud to be recipients of the Sasakawa Fellowship. He then explained that the objectives of the Gathering Orientation were to promote mutual understanding among students of the Sasakawa Fellowship, to plan for the effective formation of a Sasakawa Fellows Network, and to ensure that students firmly understood the organization and management of the Sasakawa Fellowship System. He continued his presentation by stating that he hoped all of the new students would maintain a sense of gratitude as recipients of the fellowship and would take the time to express their gratitude in the form of a letter addressed to the Mr. Yohei

Sasakawa, Chairman of The Nippon Foundation, in which they shared with him their latest news. Mr. Kudo concluded his speech by expressing his heartfelt appreciation for the overwhelming support of the WMU Secretariat in preparing for the orientation meeting.

Next, Mr. Shinichi Ichikawa, a staff member of OPRF, took the podium to explain some information that he felt the students should know as recipients of WMU fellowships. The main points were that The Nippon Foundation promotes various projects using profits obtained from motorboat races (a form of public gambling in Japan), the WMU Sasakawa Fellowship is funded by grants from The Nippon Foundation, which is the donor organization, and OPRF is appointed as a business administrator for The Nippon Foundation. Mr. Ichikawa also spoke of the activities of the Sasakawa Fellows Network after graduation and activities of the Friends of WMU, Japan Secretariat, which supports the WMU network activities.

After this, as a new trial activity for the orientation meeting, senior students gave accounts of their experience of the 2012 Sasakawa Fellowship, with one student representative from each of the four Specialization courses relaying his or her experiences and impressions, both positive and negative. The representatives also shared information about field studies conducted during the academic year and gave words of encouragement to the new students for their studies over the following 14 months. Although it was not possible to arrange a lot of time to explain the courses, we were very impressed that the new students not only showed a keen interest and listened carefully to the speeches, but also took notes.

When the orientation and presentations were over, everyone moved to the second floor of the WMU building where a reception was held. In addition to the Sasakawa Fellowship students, many other people were in attendance, including Mr. Neil Bellefontaine, Vice President of WMU, as well as professors, lecturers, staff, and other friends and guests of WMU. This reception

provided a venue between existing students and incoming students to engage in meaningful mutual exchanges. As a result, it proved to be a very happy reception where the sounds of laughter continually reverberated in every corner of the room. Furthermore, the reception provided an excellent opportunity not only for students to get to know one another but also for new students to engage in conversation with people related to the university. Anete Logina, who is currently studying at WMU as a Ph.D. Candidate, also attended the reception. She is from Latvia and is a Sasakawa Fellow who graduated from WMU in 2009 with a Master of Science degree. She plans to stay at WMU for two or three more years. We look forward to catching up with her next year.

As the time to bring the reception to a close approached, Jenette Tifuh Mujingni Cho from Cameroon came forward to give the closing speech as the representative of the Class of 2012 Sasakawa Fellowship students. She commented that when she had just arrived at WMU in October of last year she was worried that 14 months' study would be more like 14 years for her. However, she felt that the time passed very quickly and could not believe that it was already time for the Gathering Orientation for a new group of incoming students. She also stated that she would never forget her time at WMU. In addition, she stressed that studying at WMU was not only the acquisition of knowledge but also the acquisition of an enduring Sasakawa Fellows Network from countries all over the world. She encouraged new students to work hard at their studies. In the future she said that she intends to maintain the WMU Sasakawa Fellows Network and looks forward to meeting them again in the future in the global arena at a venue like the IMO Conference or other events. As she concluded her speech, she expressed her deep appreciation for The Nippon Foundation and OPRF. With these words, the Gathering Orientation 2012 drew to a successful close.

Friends of WMU, Japan Secretariat
OPRF



Our Responsibility

– 100 years after



Future of Cleaner Ships

Koichi Yoshida

Chairman,
IMO Air Pollution and Energy Efficiency Working Group

Ships and shipping have, since their origins thousands of years ago, been supporting trade and economies and the well-being of mankind, and will certainly also support their future growth. World fleet sizes are increasing in proportion to the growth of the economy, because ships are carrying more than 95% of materials, products and goods in world trade. Ships are the most energy efficient transportation media in comparison with any other land or air based ones. The second IMO GHG study report (MEPC 59/4/7 and MEPC 59/INF.10) estimated that global shipping activities in the year 2050 will become at least three to four times bigger than those of today.

Ships have a close relationship to their environment (water and air) from the time of their construction, through their operation, until decommission and recycling, as shown in Figure 1. Ships may emit NO_x, SO_x and greenhouse gases (GHG), particles and black carbon, as well as ozone depleting substances and volatile organic compounds (VOC) in the air. Ships may dump oil and chemical substances, sewage, garbage and waste, including cargo wash water, as well as ballast water in the oceans. Ships may carry living beings which adhere to their outer shells. The anti-fouling system of ships may dissolve in the surrounding water, and ships may radiate noise into the water.

The marine environment has borne pollution from ships over our long history. However, this environment is a finite world. Noting the increase of ships and shipping activities up until today and into the future, the effects of ships on the environment are not negligible and can no longer be ignored. Future ships need to be friendlier to the environment than those of today.

We have taken measures to reduce and minimize the impact of ships and shipping on the environment in each subject shown in Figure 1 individually and separately by developing and implementing various international treaties, such as MARPOL Annex I to VI, the Anti-Fouling System Convention, the Ballast Water Management Convention and Hong Kong Ship Recycle Convention. IMO has worked hard to establish these international treaties.

However, a measure to reduce one negative impact on the environment may cause the increase of another. For example, having a ballast water treatment system onboard may reduce the cargo capacity of the ship and require more power to operate the system. This then could result in an increase of emissions of NO_x, SO_x and GHG.

Therefore, from now on, we must think about and take measures that include all environmental subjects simultaneously, in order to create a friendly relationship between shipping and the environment.

The design of ships from now on must reflect this change as well. We should not insist on today's ship designs and systems (e.g., a slow-speed, heavy-oil diesel engine with a single propeller astern) or shipping business as usual, but look at a wide range of available technologies and future possibilities (e.g., hydrogen fuel, use of renewable energy, no-engine-room ship with full electric propulsion, etc).

Additional maritime infrastructures, such as natural or hydrogen gas fuel supply stations for ships, electric power connection at the pier, port reception facilities to receive shipboard garbage, waste and cargo residue, need to be established to support environmentally friendly ships. And global ocean broadband communication services will support more economical operation of ships. These infrastructures should offer, in the future, more business opportunities.

In order to realize cleaner shipping and oceans, it is of upmost importance to establish world-wide cooperation, because this cannot be achieved by regional sectors (geographical, industrial or political) and there are no boundaries on the earth's oceans. Every stakeholder, government, industry and organization should take every step, through open-minded dialog and cooperation, to achieve recognition and understanding of each other and reach a consensus towards coexistence with cleaner oceans, as shown in Figure 2. IMO is a unique platform to establish and enhance this kind of cooperation.

The World Maritime University is one of the best opportunities to develop ties for worldwide friendship. Friendship is what I value most from my 32 years' experience of activities at IMO, and it has been the best way for me, when chairing various IMO meetings, to establish a consensus towards safer shipping and cleaner oceans. I have seen many WMU graduates, as delegates of their countries, working actively in cooperation in various IMO meetings, and hope new and future graduates of WMU will follow.

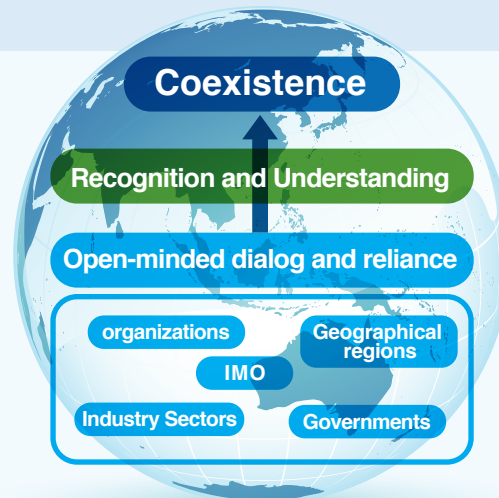
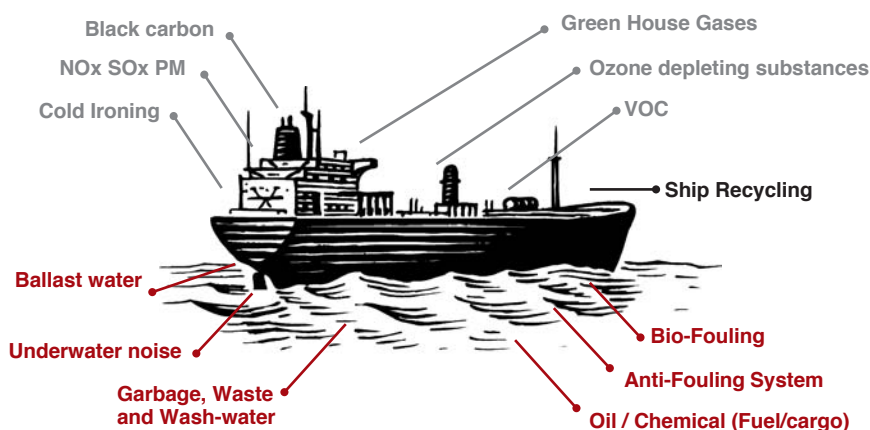


Figure 2

Ship and environment

Figure 1



for Maritime Safety

the TITANIC –



Training in the Behavioral Sciences; a Must for Maritime Safety

Carolyn Graham (Jamaica, 2008)

This year, World Maritime Day was celebrated under the theme “IMO: 100 years after the Titanic.” The rationale for such a theme was to focus on the International Maritime Organization’s (IMO) roots and *raison d’être*, i.e. safety of life at sea. The Titanic disaster gave rise to the international maritime safety regime in the form of the International Convention for the Safety of Life at Sea (SOLAS). This Convention, having undergone a number of revisions, is the standard bearer for maritime safety in terms of ship construction, navigation and operation, taking into consideration advancement in ship construction and technological development. SOLAS is supported by other standards of technical training and marine pollution prevention to ensure a comprehensive set of rules to enhance maritime safety and marine environmental protection.

Nevertheless, what has been increasingly made clear is that accidents continue and many of these are now being either totally or partially attributed to human error. More so now that technological advancements have minimized many of the technical sources of maritime casualties.

It was uncanny that as IMO prepared to celebrate almost 100 years of an international maritime safety regime, the Costa Concordia disaster occurred. Although an official casualty investigation report has not been released, noting the salient points from media reports, it is not unreasonable to expect that human error will feature prominently in the causes.

This unfortunate incident served as a reminder of human frailties and how in the face of the most advanced technology, highest standards and strictest rules, human idiosyncrasies exist which may undermine

these pillars of maritime safety.

What can the industry do to mitigate against the human in all of us? The answer lies in maritime education and training in the behavioral sciences. The revised STCW Convention (the Manila Amendments) has sought to address some of these tendencies, but are maritime training institutions keeping pace with the need to fully address the gamut of soft skills necessary? One could also ask, are the Manila amendments sufficient to address issues of perception, cognition, communication, culture and the many other areas that affect human performance. These aspects of the behavioral sciences have become urgent if a comprehensive approach is to be taken to the training of seafarers to further enhance maritime safety.



Changes to the Maritime Industry

Sopun Maneechot (Thailand, 2012)

The whole world marked the 100th anniversary of the Titanic, and the catastrophe continues to leave a strong impression in our hearts and minds. Many lost loved ones, and many myths and facts have developed over the years since the ship sank on April 15, 1912. Some of the stories are true, while others have simply been derived from the imagination of the numerous people who have become somewhat obsessed with the history of the ship. In part, some of the tales regarding the Titanic can be contributed to the tales told by the 705 survivors. However, what is most important today is how can mankind prevent another horrible occurrence like this. The best way is by implementing various measures for the betterment of maritime safety standards in an environmentally friendly atmosphere.

Accidents due to technical failures alone are rare, but a large proportion of accidents are due to the human element – either through human error in the course of operations or by failing to deal effectively with incidents once they arise. Therefore, a significant part of

maritime safety is training personnel on board and disseminating knowledge with hands-on learning experience. Training and collaborative activities between any two countries’ navy and marine personnel should be conducted in order to prepare for an unexpected incident. Training courses should encompass in detail topics in basic first aid and damage control while at sea. This would allow every maritime partnership to adhere to one regulation. Personnel should also be trained to understand and comprehend security concerns while at sea.

By addressing human and organizational factors, accident rates could be minimized and maritime businesses could take advantage of the substantial commercial, economic and environmental benefits that this would bring. In addition, a training course could be offered to passengers onboard ship, especially families with toddlers and children. This would allow them to assist one another in a time of crisis. All passengers should be trained in CPR in order to help others

onboard. One rule that must be abided by is that the commander of the ship must always follow the given speed limit when sailing at sea. For example, reports from surviving crew members indicate that the Titanic had been ordered to proceed through the waters of the Atlantic Ocean faster than safety allowed. The regulations should never be neglected because speeding often results in unfortunate accidents.

Although 100 years have passed, it is never too late to change and create a safer maritime industry. Disasters in the marine field cannot fully be eliminated but can be minimized if related agencies offer a helping hand. The tragic sinking of the Titanic and the history of both those who survived and those who were lost will forever be remembered with nostalgia and sadness. This disaster has made its mark in history as an event that has forever transformed the lives of passengers and the rules and regulations in the maritime industry.

New Members of WMU Sasakawa Fellowship,

 <p>Argentina S13025 (MSEA)</p>	<p>Analía Soledad VIGGIANO Lieutenant Junior Grade, International Affairs Office, Argentine Coast Guard</p> <p>As a member of the Argentine Coast Guard, I wish to study and analyze international conventions, their implementation and constant updates, in order to apply this knowledge in my country, focusing on the safety and security of navigation and environmental issues. Studying at WMU is a great opportunity to create a cooperative network among several countries and different sectors of the maritime industry, which will grow not only during my studies but also after graduation.</p>	 <p>Guatemala S13023 (SPM)</p>	<p>Juan Francisco SANTOS SOLORZANO Chief of the Hydrographic and Oceanographic Department, Maritime Affairs Directorship, Ministry of Defense</p> <p>Being part of WMU Alumni is a unique opportunity, which we must seize, to obtain the technical expertise and experiences needed to create and implement new ideas and projects of interest in the Maritime Area of my country, which is my professional and moral duty. I would also like to share and interact with students coming from all over the world so we can benefit from each other's experiences.</p>
 <p>Bangladesh S13015 (SPM)</p>	<p>Md. Nazrul ISLAM Executive Engineer (Mechanical), Mechanical Department Chittagong Port Authority</p> <p>I hope my knowledge & skills in maritime affairs, especially in shipping & port management will be enriched many times over from this fabulous opportunity to study at WMU. The knowledge and skills gained will help me contribute to the efficient operation and development of Chittagong Port. I would like to participate in government policy formulation and implementation to establish the ideal deep sea port of the nation.</p>	 <p>India S13056 (MLP)</p>	<p>Rajesh Pankajaksha WARRIER Commandant (JG), Coast Guard Headquarters, Indian Coast Guard</p> <p>Enrollment at WMU provides a rare opportunity to appreciate the world maritime scenario from a better position. The knowledge acquired from WMU will help in implementing various international legislations in the maritime zones. Therefore, my aim will be to utilize this opportunity and gain maximum knowledge so that my organization will benefit from it.</p>
 <p>Cameroon S13010 (MLP)</p>	<p>Amaazee Eugene Thomas NGONG First Assistant Unit Head, Legal Affairs Unit, Transport Department-Ministry Cameroon</p> <p>My Resolution as far as this year is concerned regarding my studies and OPRF is to ensure that I make a great contribution via research, attaining knowledge and skills that will be of maximum benefit to my home nation and future OPRF generations. My intention to write a dissertation goes a long way towards strengthening this resolution.</p>	 <p>Indonesia S13009(MSEA)</p>	<p>Efa Roshida Dwi ADITIRTA Surveyor, Statutory Division, PT. Biro Klasifikasi Indonesia</p> <p>By studying at WMU, I want to enhance my knowledge and insight in International Maritime Conventions and update the latest and forthcoming issues in the maritime world, then apply this knowledge to improve the implementation of Statutory Regulations in my country. I am also looking forward to creating future cooperation among Friends of WMU.</p>
 <p>Egypt S13054 (MET)</p>	<p>Amr Moncer IBRAHIM Lecturer/Instructor, Marine Simulators Systems Department, Arab Academy for Science and Technology and Maritime Transport</p> <p>Working with high-tech equipment made me think that if solid equipment needs regular updating to cope with the industry, then more importantly the people working with this equipment must be updated as well. That's why I decided to go ahead with my academic career plan starting with a master's degree in education and training. I could not find a more respected, knowledgeable or trusted organization than WMU.</p>	 <p>Japan S13013 (MSEA)</p>	<p>Azusa FUKASAWA Tonnage Inspector, Onomichi Maritime Branch Office, Ministry of Land, Infrastructure, Transport and Tourism</p> <p>I will try my best to gain knowledge and to improve my English abilities to be able to discuss with confidence the international issues at the forefront of the maritime environmental field. Furthermore, I hope to build good relationships with those who will eventually become leaders in their countries, so I want to make a hundred friends and have lunch with them someday at the top of Mt. Fuji.</p>
 <p>Eritrea S13014 (MSEA)</p>	<p>Jenay Ghebregherghish GHEBREMARIAM Mechanical Engineer, Head of Safety, Security and Pollution Prevention Unit, Department of Maritime Transport, Ministry of Transport and Communications</p> <p>Attending WMU will help me acquire the versatility needed to reach my full potential as a maritime expert. Upon graduating, my aspiration is to delve deeper into research that can help my country to fully utilize modern technological innovations and achieve the highest practicable standards in maritime transport. I will also get involved in the Sasakawa Fellows' Network and hope to make a lot of essential contacts.</p>	 <p>Japan S13020 (MLP)</p>	<p>Yasunori OKAMOTO Educational and Training Division, Administration Department, Japan Coast Guard</p> <p>Studying at WMU will be a big step. I'll gain maritime expertise through many interesting lectures. In addition to studying, establishing good connections with my peers and sharing knowledge throughout the program will contribute to an enriching experience. The human network through WMU is very valuable and it's meaningful for my future within my organization and my international society.</p>
 <p>Ghana S13011 (MSEA)</p>	<p>Timothy Kwami AYEKPLE Graduate Assistant, Nautical Studies Department, Regional Maritime University, Accra, Ghana</p> <p>I have great expectations towards acquiring up-to-date knowledge in the field of Maritime Safety and Environmental Administration here at WMU with the Sasakawa Fellowship award. I am therefore dedicating my time to the optimal use of this Fellowship in my studies so that I can contribute positively to my organization, country and the world.</p>	 <p>Kenya S13017 (MET)</p>	<p>Syovata Fiona MBANDI Human Resources Officer-Performance Management, Human Resources, Kenya Ports Authority</p> <p>By attending WMU, I have great expectations to gain knowledge and expertise in Maritime Education and Teaching and offer these programs to my organization back home. As an international student, I hope to interact, share experiences and form new friends, as well as continuing to boost the alumni network by contributing articles in the newsletter.</p>

Class of 2013

The Following 23 new Sasakawa Fellowship Students in the class of 2013 have joined the WMU Academic Program late September, 2012. These students are experts in their own right and expected to excel in their chosen maritime courses under the stringent supervision of the best experts in the world in the maritime field. Upon the completion of their courses, their new knowledge and skills shall contribute further to enhance their countries' maritime community.



KYAW WANNA

Assistant Manager, Traffic Department,
Myanmar Port Authority, Ministry of Transport

I would like to study port competition and management of deep seaports because the Dawel Deep Seaport Project is being carried out in Myanmar. After its completion, Myanmar can become the hub for maritime transport in the ASEAN region. As a WMU graduate, I have decided to put serious efforts into capacity building of human resources development.

Myanmar

S13016 (SPM)



Hussein WANZU

Transport Officer, Transport Regulation,
Ministry of Works and Transport

On completion of my post-graduate training, I intend to play a role in streamlining my country's legislation on marine transport. I will embark on improving maritime safety, especially through public sensitization programs, as many lives are lost on our Inland Water Transport vessels. Mitigating maritime pollution as a result of oil mining is another task I hope to embark on.

Uganda

S13026 (MSEA)



Ma. Soterania Mosqueda SINEL

Attorney/Officer-In-Charge, Hearing and Adjudication Division,
Department of Transportation and Communications,
Maritime Industry Authority

My main task in the field of maritime law is to hear and adjudicate maritime related cases and assist in evaluating whether ships are compliant to operate in domestic shipping or not. Therefore, it is my desire to learn more about international maritime law and policy, to effectively utilize the knowledge that I will gain from WMU in order to help my country to become more proactive, especially in maritime related incidents.

Philippines

S13057 (MLP)



Igor PISHENIN

Deputy Head of Inspectorate,
Inspectorate of Training and Certification of Seafarers of Ukraine

I want to expand my knowledge on the development, management and improvement of the system of education, training and certification of seafarers, as well as learn strategies from IMO and leading institutions on safety at sea. After graduation, I will go back to Ukraine, to help implement this knowledge in a national system. I will assist the marine community in this area.

Ukraine

S13021 (MET)



Eric Jeriel TEINIU

Legal Officer, Solomon Islands Maritime Safety Administration (SIMSA),
Ministry of Infrastructure Development (MID)

This scholarship represents a timely opportunity for me to upgrade or improve my legal maritime skills, knowledge and/or expertise. Also, more significantly, from a national point of view, there is no qualified Legal Maritime Lawyer in the Solomon Islands at present. In recent years, we have had to bring in a legal maritime specialist from outside and this has cost the government dearly. Hence, an extra bonus for my country.

Solomon Islands

S13024 (MLP)



Thanh Tien DAO

Surveyor, Offshore Department,
Vietnam Register (VR)

Being a WMU student specializing in Maritime Safety and Environment Administration, my goal is to gain useful enhanced knowledge in the Maritime field during my studies at WMU. Currently, in Vietnam, there are many problems in the maritime field, especially unsafe shipping and a polluted marine environment. When I return I will contribute my acquired knowledge to improving Maritime Safety and Environment Administration in my home country.

Vietnam

S13012 (MSEA)



Wanniarachi Kankanamalage Samantha GUNAWARDHANE

Head of Health Safety & Environment,
Planning & Development, Ceylon Petroleum Corporation

Sri Lanka is situated along the main east-west shipping route, and the importance of having a comprehensive Maritime Safety and an Environmental Administration system is quite evident. Furthermore, I believe that I can contribute effectively towards this with respect to the petroleum industry, to develop the socio-economic status of my country by gaining invaluable knowledge through this field of study at WMU.

Sri Lanka

S13053(MSEA)



Hiep Duy KHUONG

Port Engineer, Port Planning & Project,
Vietnam National Shipping Lines – CMB

Vietnam enjoys its geo-political advantage as a gateway to connect Asian economies with the neighboring countries of Laos, Cambodia and Thailand. However, port facilities and inland transport systems are poorly equipped, preventing the growth in capacity of port clearance and increasing logistics costs. Pursuing an advanced education on SPM at WMU provides me with academic and practical knowledge to find solutions to these problems in years to come.

Vietnam

S13055(SPM)



Ajith Rathnayake WANNIARACHCHIGE

Assistant Manager, Department of Business Development
Ceylon Shipping Corporation Ltd.

Theoretical and practical knowledge obtained from the education derived at WMU will no doubt enhance my experience in the global maritime industry. As the Sri Lankan government is planning to purchase a crude oil tanker to assist in oil transportation to my country, I intend to do my best to achieve the government requirements, discharging my duties with greater efficiency.

Sri Lanka

S13022(SPM)



Thang Dinh NGUYEN

Secretary of General Director, Office of Company,
Haiphong Port

I want to take this opportunity to not only enrich my knowledge, learn new methods of management, but also widen my friendships internationally. The knowledge obtained from the SPM course at WMU will surely help me contribute dynamically to the development of my company and my country. I hope that the contributions of WMU students will make the oceans safer, cleaner and more peaceful.

Vietnam

S13018 (SPM)



Panhathai NITILATTHI

Assistant Chief of Research and Development Section,
Planning and Policy Department, Port Authority of Thailand

The Port Authority of Thailand needs to become modern, more efficient and environmentally friendly to be able to live up to international standards and achieve an up-to-date logistics system. However, PAT faces major obstacles that prevent it from reaching its goals. After graduating I will fill these gaps with the knowledge acquired in the entire field of port management and maritime transport from WMU and push for real changes under sustainable development.

Thailand

S13019 (SPM)

Major List

MLP (Maritime Law and Policy)

MSEA (Maritime Safety and Environmental Administration)

SPM (Shipping and Port Management)

MET (Maritime Education and Training)



Grand Reunion of WMU Graduates in Manila

Fedelyn A. Santos
(Philippines, 2008)

Assistant Professor Max Q. Mejia, Jr. of the World Maritime University coordinated with the Philippine Coast Guard for a reunion of all Filipino WMU Alumni to which the Commandant, PCG, Vice Admiral Edmund C. Tan, himself an alumnus, willingly obliged. Time and date per request of Prof. Mejia were set on October 5, 2012, at 7pm at the Bay Leaf Hotel in Intramuros, the old walled city of Manila. Invitations were sent to the four government agencies where all students come from: the Philippine Coast Guard, MARINA, National Maritime Polytechnic, and the Philippine Merchant Marine Academy. The heads of the other three agencies were also invited as guests.

Considering that the occasion required all graduates to be contacted, a list was compiled by the Secretariat, headed by Capt. Ramon S. Lopez, PCG, and assisted by Cdr. Fedelyn A. Santos, PCG. We realized that since the Philippines sent students to WMU for the first time in 1983, 122 have entered the University. With three deceased, the number is now at 119, not counting this year's graduates. Around ten per cent or less are now in the private sector, while the rest are still serving in government. So, all these were invited for a night of rekindling memories and a warm get-together.

As host, Vadm. Tan asked PCG graduates of other foreign schools like Dalhousie University, International Maritime Law Institute, Wollongong University and Taiwan University to be present as guests. Graduates of the local General Staff Course and Public Safety Officer Executive Course were also invited.

The night arrived with heavy Manila traffic due to a big event at a nearby park and the ongoing registration of candidates for the election at a building within the walled city. However, in spite of all this and a bit of a shower, the graduates arrived in groups with smiles on their faces, in anticipation of reliving fond memories of a place that has indelibly marked all their lives. The Sasakawa Fellows' turnout was great, as they have been active participants and organizers of the event. Vadm. Tan gave his welcome remarks to Prof. Mejia and all the participants. Next to the PCG the other biggest delegation was from MARINA. NMP had two representatives and PMMA was represented by its president, Comm. Richard U. Ritual, PMMA. When the time came for Prof. Mejia to take the mike, he first informed the body that WMU was giving an award for the first time this December to alumni with outstanding achievement. The first awardees are both Filipino graduates and both are PCG officers: the current commandant, Vadm. Tan, and the former commandant Adm. Ramon C. Liwag, PCG (Ret). The second message was an exhortation for the graduates to work up a plan to support WMU in its operations, considering that the Philippines has been a beneficiary for a very long time now. Also worth mentioning is when Vadm. Tan encouraged all the graduates to take time to organize themselves in order to best respond to the challenge that was posed by WMU through Prof. Mejia.

On the lighter side, a roll call was made and members of each class were made to come

forward to be recognized and have a class picture, just like the last time in 2010 at the Sasakawa sponsored after-conference party during the STCW Manila Conference, only this time there was no IMO Secretary General to shake hands with. But seeing each other, especially for classmates, was thrilling, and it showed just how happy they were to share a photo.

Other notable participants were Atty. Viajar, the finance officer of WMU who came with his wife Annabel; Department of Foreign Affairs Assistant Secretary Gilbert Asuque, who is an IMLI graduate; and two former commandants of the PCG, Adm. Carlos and Adm. Liwag. Everyone enjoyed a photo montage of different classes present, as well as a home-made video crafted by one group during their stay at Malmö, depicting the everyday life of a student from the moment he wakes up, to getting ready for school, to going to sleep. It was interesting and fun because it was like seeing oneself going through the motions of a long-gone routine which still felt so familiar and immediate.

Overall it was a fun night, and being able to connect and re-connect with others was awesome. Plus, the opportunity to discuss ongoing projects of the respective agencies and being able to get support for the development of said projects from the other agencies present was just additional icing to an already iced cake. Everyone went away with the thought that there should be more get-togethers like this one, and hopefully it will lead to finally having an organized WMU alumni association in the Philippines.

Editor's note

Two years have passed since I've settled in at my current position. During this short time frame, there have been many significant movements in the IMO regulatory framework. As for marine environment protection, the instrument of energy efficiency of ships was introduced into MARPOL, and the second tier of NOx emission regulations started. In addition, the Ballast Water Management Convention is coming close to entering into force. Regarding safety issues, mandatory protective coating of seawater ballast tanks was introduced into the SOLAS Convention, which has long been recognized as an industrial standards matter, not legal instruments.

Fishing vessels are not the exception. The agreement on the

Torremolinos International Convention for the safety of fishing vessels was adopted in Cape Town, South Africa this October, 35 years after the original Convention was adopted in Torremolinos, Spain. The agreement is expected to come into force soon and enhance the safety of fishing vessels and also of fishermen.

Possibly only a few people could foresee the current situation just 10 years ago. I am really interested in how the situation will change 10 years from now.

Kunihiko Kitabayashi

Japan Ship Technology Research Association (JSTRA)

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Friends of WMU, Japan Secretariat, Ocean Policy Research Foundation

Toranomon 35 Mori Building, 3-4-10 Toranomon, Minato-ku, Tokyo 105-0001 JAPAN

Tel: +81-(0)3-5404-6843 Fax: +81-(0)3-5404-6800 URL: <http://www.sof.or.jp/>