

and all humankind are brothers and sisters.



Teotimo R. Borja Jr. (Philippines, 2005) Focal Point in Singapore Chapter

The Singapore Chapter of the Friends of WMU, Japan was established on April 25, 2012 during "Singapore Maritime Week 2012". This Chapter is initially composed of eight WMU graduates from 1998 to 2006. What makes the Singapore Chapter distinct from other international chapters is that its members are coming from six different countries and are now based in Singapore as working professionals.

The meeting to establish the Chapter was held in the Marina Mandarin Hotel and was attended by the following people: Mr. Kyaw Htut from Temasek Polytechnic (Myanmar, 1998), Mr. Abu Hena Mohammad Mamun from Hong Lam Marine Pte, Ltd (Bangladesh, 2000), Mr. Wai Lynn Htut from Singapore Offshore Marine (Myanmar, 2004), Mr. Duong Hoang Pham from Clarkson Asia Pte, Ltd. (Vietnam, 2005), Mr. living in Singapore who understand the WMU Teotimo R Borja, Jr. from the Philippine Coast Guard (Philippines, 2005), Mr. Altan-Od Bazarragchaa from the Ministry of Road, Transport, Construction and Urban Development (Mongolia, 2006) and Ms. Anh Thu Thi Nguyen from Ship Management (Vietnam, 2006). Mr. Ahmad Irfan from Indo Perdana Lloyd (Indonesia, Fellows expressed their profound thanks for all the 2006) was unable to attend the meeting.

Aside from these members, the meeting was also attended by CDR Tomoya Shimizu (Japan, 2004), the Manager of the International Office of the Japan Association of Marine Safety. In fact, he contacted them each time he went to Singapore on business trips and made great efforts to develop the circumstances to establish the Chapter.

At the meeting, each article of the Chapter's rules was carefully discussed in order. Particularly, ideas about, 1) action policy 2) selection and replacement of the Chairperson and the Focal Point 3) openness towards WMU graduates who are non-Sasakawa Fellows, as well as for those



Fellowship Program, were eagerly discussed. Before closing, Mr. Mamun was approved as the Chairperson and Mr. Borja as the Focal Point.

The occasion became more eventful with the arrival and presence of Mr. Yohei Sasakawa, the Chairman of The Nippon Foundation. The support from his Foundation. Mr. Sasakawa also expressed happiness in meeting the Fellows. He kindly took time for even short conversations with each attendee.

A reception dinner was held at a restaurant in the hotel after the meeting. Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation and Mr. Makoto Washizu, Director of the Japan International Transport Institute (JITI) and many more guests joined the reception to celebrate the establishment of the Chapter. The Nippon Foundation and JITI were the organizers of the Corporate Social Responsibility Seminar held on the following day.

It is really meaningful that Sasakawa Fellows are able to exchange their information under mutual trust in Singapore, which is one of the maritime centers of Asia and currently the biggest hub of the world's maritime distribution. We are always willing to welcome any Sasakawa Fellows and WMU graduates who visit Singapore on business trips or other occasions.

For your reference, please visit the "Friends of WMU, Japan" website at:

http://www.wmu.sof.or.jp/events chapter singapore.htm





On Sunday, the 13th of May, 2012, 27 Sasakawa Fellows together with WMU Registrar Ton Smaal arrived in Osaka, Japan for the Class 2012 Study Trip.

After having met in October 2011 at WMU in Malmö for the first-ever 'Sasakawa Get-together Welcome Reception', in which the Sasakawa Fellows of Classes 2011 and 2012 had the opportunity to mingle and interact with each other in a great environment, we were welcomed by OPRF staff and Miyo, the tour guide, who many of the Sasakawa Fellows will definitely remember, at the ANA Crowne Plaza Hotel in Kobe.

Despite having been traveling for many hours, almost every student participated the same afternoon in the optional daily tour: observing the training ship, 'Ginga Maru' of the National Institute for Sea Training (NIST), Japan. Here we were welcomed by the Captain, Mr. Yoshiharu Sakamoto. The ship provides a well-developed educational environment, including a ship-handling simulator, a lecture theatre and gymnasium for 66 crew members and 180 cadets.

We were able to enjoy the beautiful Rokko Mountain from the deck of the ship at her berth in Kobe Port.

May 14th

Kobe Steel, Ltd. (Takasago Works)

It has the position of being an integrated production center of Kobe Steel. In this plant crank shafts, propeller shafts, rudder stocks and other large steel castings and forgings are produced. We were able to follow and literally 'feel the heat' of the casting and forging processes.

Port and Harbor Polytechnic College (Kobe School)

The location of this college at Port Island ensures that the students never forget what they are aiming for: a job in the port! The college is really surrounded by six high-standard 15 meter draught container berths, gantry cranes and container yards. It is a typical vocational education program where the students are trained to become the so important 'engines of the port.' With the increasing necessity of fast turn-around-times for ships, they are really an important link in the worldwide supply chain.

RIKEN Advanced Institute for Computational Science.

The K computer, named for the Japanese word 'kei', meaning 10 quadrillion, is a supercomputer. This supercomputer is an ultra-fast computer that can be used for large-scale scientific calculations across a wide range of fields. Simulations are also useful in cases where the subject of study is not amenable to experiment, such as in the case of the natural environment, geographic regions, or societies. This K Computer is intended to have a variety of applications, including climate research, disaster prevention and medical research. Japan leads the world in this field, but continued research development is needed to maintain and improve the country's technological capacity.

May 15th

Mazda Motor Corporation Hiroshima Plant & Museum

The Mazda Motor Corporation, founded in Hiroshima in 1920, still retains its headquarters in the city of its origins. It owns a large plot of coastal land which accommodates research and development laboratories, factories, and shipping facilities, where Car Carrier Vessels are loaded to export the cars worldwide. Mazda has made a company museum and part of a factory available for public viewing. Viewing the production line shows the real cooperation between men, machines and robots.

Itsukushima Shrine, Miyajima

Japan Field

The ferry brought us to the island of Miyajima and the Itsukushima Shrine which is listed as a UNESCO World Heritage Site. The first shrine buildings were probably erected in the 6th century. The view of the main gate which is in the bay in front of the island's Mount Misen is classified as one of the Three Views of Japan.

Atomic Bomb Dome and Hiroshima Peace Memorial Museum

The most famous landmark in Hiroshima is the Atomic Bomb Dome (World Heritage). The ruin serves as a memorial to the people who were killed in the atomic bombing of Hiroshima. At 8:15 on August 6, 1945, the first atomic bomb to be used in war detonated almost directly above the dome.

The Hiroshima National Peace Memorial Hall for the Atomic Bomb Victims is an effort by the Japanese national government to remember and mourn the sacrifice of the victims. It is also an expression of Japan's desire for genuine and lasting peace.

Visiting this site leaves a big impression on all of us and can only be answered with silence. It makes us realise again the great value of peace and makes us appreciate the opportunity we have to live and study together in great harmony with so many nationalities.

May 16th

IHI Marine United (Kure Shipyard)

IHI Corporation, formerly known as Ishikawajima-Harima Heavy Industries Co., Ltd., produces ships, aero-engines, turbochargers for automobiles, industrial machines, power station boilers and other facilities, and suspension bridges and other transport-related machinery.

At Kure Shipyard, the world's largest tankers, container vessels, coast guard and navy ships as



Trip 2012

well as offshore structures (FPSO's) are being built or repaired here. We were welcomed by Mr. Takezono, the General Manager. We were able to witness the entire manufacturing process from steel plate to the final assembly of a seaworthy vessel. Multiple container vessels were waiting for their name-giving ceremony and maiden voyage, which showed the magnitude of Japan as a ship-building nation.

Japan Coast Guard Academy

The Japan Coast Guard (JCG), comprising 12,000 staff members, is under the oversight of the Ministry of Land, Infrastructure, Transport and Tourism, and is responsible for the protection of the coast-lines of Japan. It was founded in 1948. JCG Academy is a university-level academy located in Kure-city for the purpose of training students to become officers. Superintendent Uryu Haruhiko gave a welcome speech and presentation about the Academy.

As part of capacity improvement and cooperation among Coast Guard Agencies in Asia, the JCGA runs the Coast Guard Capacity Improvement Program which started in April 2011. We were given the opportunity to meet and interact with the current overseas students from Indonesia, Malaysia, Philippines and Vietnam.

May 17th

Kamome Propeller

Here we were warmly welcomed by the President of the company: Mr. Hiroshi Itazawa. Kamome Propeller has been making ship propellers, including CPP (Controllable Pitch Propeller) and ship control systems for more than 80 years. Besides giving the presentation about the company, it was President Itazawa himself who guided us throughout the production area. This was very remarkable, exemplary of his leadership and dedication to his company and staff. It was well appreciated by all!

All were so surprised to see that the production process for every single propeller starts with the manual creation of a sand sculpture for the molding!

The visit was ended by the WMU students singing the WMU song as a final tribute to the President and his generous staff members.

May 18th

Skull Sessions in the Maritime Fields

Our maritime knowledge was really put to the test in the early morning during the skull sessions, which were chaired by Prof. Toshio Hikima, Ms. Kazumi Wakita and Mr. Shinichi Hanayama (both from OPRF). During the sessions various topics were discussed:

- Fundamental problems in the MET Field
- How can we develop a coastal management plan?
- Protection from bio-invasion through maritime vectors

It was a big pleasure for the students to meet WMU's former Professor Hikima. He is still able to provide his students (as he is used to saying) the course material in a very enthusiastic, catching and vivid way.

Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT) At MLIT, we were informed of the organizational setup, policies, and action plans of Japanese maritime affairs. Director-General Masato Mori of the Maritime Bureau and Mr. Hideaki Saito, the Director for International Regulations and Safety Standards Division welcomed the Fellows. Mr. Saito gave an informative lecture on CO₂ Emission Regulations, the Ship Recycling and Ballast



Water Management Conventions. It was Mr. Wijenayake from Sri Lanka who expressed, in the name of all Fellows, our gratitude toward MLIT.

The Nippon Foundation

The highlight of the week was, of course, meeting The Nippon Foundation Chairman Dr. Yohei Sasakawa in person! We experienced a very warm welcome by Dr. Sasakawa, who spoke about many of our home countries and the respective projects the Foundation is active in.

Mr. Hieu Trong Pham from Vietnam provided a speech representing all the students. Dr. Sasakawa took more than the allotted time for a Q&A session and picture taking at individual requests. When we suddenly experienced a small earthquake, probably the first ever felt by many of us, it was Dr. Sasakawa who calmly reassured us that this was quite common in the City of Tokyo.

Reception Party

The Farewell reception was very well attended by a hundred distinguished more than representatives from the Japanese maritime industry, as well as many alumni and other Friends of WMU. The buffet was preceded by the opening speech of Director-General Masato Mori of the Maritime Bureau, who asked for continuous support and cooperation with WMU. It was an excellent opportunity to network, meet our sponsors, supporters and friends! Ms. Anna Rabotnova from Ukraine expressed her appreciation and gratitude to the attendees for enabling her studies at WMU, but even more for the memories and friends that remain, hopefully for a lifetime.

> Ton Smaal Registrar, WMU



Our Responsibility for Maritime Safety

100 years after the TITANIC -



Are 'Fail safe' Mechanisms 'Safe' to 'Fail'?

Rajesh Mittal (India, 2011)

1. The environment at sea is quite different from that on land. There are multiple stakeholders fighting for the area of safety (Fig. 1) that concerns them the most. The Exxon Valdez happened because of a navigational error but led to the introduction of double hulls. The reactive response of the shipping industry requires global solutions such as the ISM Code, SOLAS, etc.

2. Although it is quite fashionable to say that the vast majority of incidents at sea are the result of human error, the very root cause of oversight/insufficiency needs a closer look. The earliest upsurge in maritime accidents occurred between the mid-sixteenth to mid-seventeenth century when wooden ships traveled the western world and the Indian landmass. Advancement in technology replaced sailing ships with ships powered by steam. However, the stronger hulls had to face even stronger challenges of rapidly developing technology.

cause of accidents: the human element (and aptly declared year 2010 as the Year of the Seafarer). The guidelines issued covered vital factors and a machine. describing the man-machine environment. By

the beginning of the 21st century IMO developed future goals for their organization focusing on the human element by seeking and respecting the opinions of those that work at sea.

4. Every human is different from the other. In order to achieve a complete understanding of an operator's behavior, the approach needs to be integrated with socio-technical settings. Everchanging competitive environments in the maritime industry and automation have resulted in the reduction of crews and quicker turnaround of ships, thereby increasing reliability on automation more than ever before. Thus, balancing tasks between machines and humans is very vital as the desired outcome depends on it. However, the sophistication of humans' adaptability may not be equaled. The issue of the so-called 'Generation Gap' also plays an important role. Some older operators may not be able to exploit the functionality and live up to the demands of newer technology, whereas relatively 3. IMO today has shifted focus to the very root younger operators tend to rely more on technology. In both these scenarios, there is a mismatch between the capabilities of an operator



spilled 260,000 to 750,000 barrels (41,000 to 119,000 m3) of crude oil. It is considered to be one of the most devastating human-caused environmental disasters.



ISM Code, Human Element and Safety Culture in Marine Industry

Manjula Hettiarachchie (Sri Lanka, 2012)

The capsizing of the ro-ro passenger ferry Herald of Free Enterprise highlighted major deficiencies on the part of safety management systems. Therefore as a preventive measure, IMO introduced the International Safety Management (ISM) Code with a strong emphasis on human related issues in the marine industry. How critical is the human factor in maritime accidents?

According to Perrow (1984), the human factor contributes 80% to maritime accidents. In a recent report on the Deepwater Horizon, the author suggests that approximately 80% of failures are rooted in extrinsic uncertainties, and only the remaining 20% are intrinsic (Bea, 2010).

However, according to the Reason (1990), every system has latent failures (pathogens). Due to imperfections in individual defenses these pathogens sneak through and trigger an active failure. Both active and latent failures are introduced to the system by organizational or

managerial factors, but individuals trigger the of accidents/incidents onboard ships is active failure (Cooper, 2002). Therefore the significantly low due to the fear of job loss in human factor contribution to accidents doesn't seafarers. Therefore it's very important to necessarily mean that individuals are responsible encourage a no-blame culture to create a positive for 80% of them, instead it's reasonable to argue safety culture in the maritime industry. The ISM that a failure in Safety Culture is the key cause of Code emphasizes the necessity of continuous accidents, because according to the definition, improvement of safety management skills of 'organizations with a positive safety culture are personnel by competency development programs, characterized by communications founded on which must be up to date with changing mutual trust, by shared perceptions of the technology. But it is rather difficult to set importance of safety and by confidence in the standards and maintain consistency in efficacy of preventive measures (HSE, 2005)". competency levels due to the globalized nature of Therefore when considering the human factor in the industry. accidents, we have to pay close attention to 3 key factors mentioned in the above definition.

Although the ISM Code provides a comprehensive structural approach for higher organizations. Therefore it's high time to find safety standards, some key features of a positive safety culture are not adequately addressed. Risk ships, which have not been achievable through communication is one of them, because reporting existing regulatory frameworks.

Although shipping is highly regulated, recent accident reports have revealed that a safety culture is still not established in most maritime strategies to establish a safety culture onboard



Future Maritime Safety

Joseph S. Banda (Malawi, 2012)

The million dollar question one would ask is modern with all the necessary safety features and which compromise the seaworthiness of vessels in sobering question.

to be done. Despite the fact that ships today are which would hold Class Societies liable for surveys shore-based staff and their crew.

what went wrong with the Titanic; was it simply a equipped with efficient machinery, accidents the EU. structural failure or a cause of human error? To continue to occur. Maybe the problem was not Ship manning is one aspect that is audited. What date, no convincing answer has been found to this with ship design, construction and operation after the auditors look for, I suppose, are relevant all. Having taken holistic measures to ensure qualifications for the crew. This is indisputably Looking back at what happened on that fateful conformity of the SOLAS convention by correct, but fatigue may not be detected during the day in history, we know that the disaster happened Shipping nations, IMO still faces a challenge survey. A tired crew is prone to human error, at night; obviously visibility was poor and the today to audit for compliance. Unfortunately, which in most cases gives rise to catastrophic navigational systems in those days were not as IMO has no enforcement and compliance accidents. The Industry has been rudely shocked good as the ones we have today. When the tragedy monitoring powers. This is left in the hands of by the alarming rate of crew fatigue and its impact occurred communication was not effective enough Flag Administrations who in turn delegate to on accidents. Accordingly, it is imperative that in sending out a distress signal. To avert a repeat classification societies to perform the verification IMO come up with a more robust approach to of similar accidents IMO looked at pertinent for compliance as demanded by the ISM Code. regulation to deter ship management issues regarding ship safety, a comprehensive This arrangement has flaws in that surveys done by companies/ship owners from using a minimal crew regulatory framework embodying every aspect of third parties are compromised. To make surveys and overworking them. ship design, construction, operation and manning. more effective the IMO can take a cue from the Furthermore, there should be a concerted effort However, having a beautiful regulatory European Maritime Safety Association (EMSA), by ship management companies/ship owners to

framework is not good enough; much more needs which is on the verge of introducing a provision foster good working relationships between



Seafarers' Language Proficiency: What's Best for Maritime Safety and Environmental Protection?

Yasuhiro Urano (Japan, 2012)

According to recent reports by IMO, seafarers' separately considering seafarers' multi-nationality. communicative problems and set reasonable English proficiency is considered to be one of the Therefore, IMO should consolidate separate efforts standards only for particular professions. For major factors causing communication errors on establishing maritime English standards. example, on-board communication troubles and the on-board and/or between ships and onshore offices. Additionally, it would be significant to analyze subsequent non-compliance with the ISM Code Although IMO has made efforts to establish a actual language problems causing marine accidents can be analyzed for this purpose. maritime standard vocabulary and phrases, as well as model training courses for enhancing seafarers' English proficiency, it recognized they would still not be sufficient. Actually, IMO is aiming to situations are essential for aircraft pilots and air considered to be much more recognizable to all introduce more detailed global standards for traffic controllers, and has already enforced persons and very effective for avoiding maritime English in STCW. Additionally, the EU has launched the Maritime Test of English Language (MarTEL) project with many academic many professions, it would be harder than the I believe all these efforts towards seafarers' seafarers dependent on their operational tasks.

and establish the proper criteria for language Furthermore, we should concurrently seek common criteria to certify their competencies.

However, since the maritime industry involves differences or noisy circumstances. indeed preferable, but should not be taken events are necessary to identify critical cleanershipping.

proficiency. For instance, the ICAO recognized alternative ways to address communication errors. that general English delivery skills in emergency For instance, a language made up of gestures is miscommunication due to certain pronunciation

and MET experts to create English standards for aviation case to make common standards for language proficiency will dramatically reduce the maritime English proficiency. In this regard, risk of marine accidents caused by communication These international and regional actions are detailed case studies on marine accidents or unsafe errors and will consequently provide much safer and



"Let's go to the theater and watch Titanic 3D"

Akihiro Nakatsuyama (Japan, 2012)

It is a universally acknowledged truth that ship situations, such as being caught in an unstable, monetary terms, human resources, and time. passengers considered as the general public dark, noisy environment or trapped by fire and This year, "Titanic 3D", the 3D version of James maritime industry, such as IMO and shipping board ship, if all passengers know their could be conducted? evacuation route and remain calm, evacuations could be done more smoothly.

To enhance the public's awareness of maritime safety, it is required, first of all, to make them understand maritime disasters and the significance in preventing and preparing for them.

guidance to passengers by the crew, as is done on audience's safety consciousness. airplanes, or by conducting on board evacuation That's why, to sum up, I would like to say, "Let's such accidents, some passenger training might be definitely required to establish practical and of maritime safety with ship passengers. required. The circumstances in emergency effective methods, which usually cost quite a lot in

should be protected by stakeholders in the smoke, are too serious and unusual for the average Cameron's "Titanic", has hit the big screen. person to behave as expected. So, how could public "Titanic" could help raise public awareness, as the companies. However, in case of emergency on awareness be increased? What sort of training movie describes what happened on the ship in detail. Moreover, now that it is in 3D, it can even Regarding passenger training, there may be some be seen as a sort of simulation, because of the methods, for instance, of providing emergency realism and strong visuals, enhancing the

drills, or using soon-to-be developed simulation go to the theater and watch Titanic 3D" to my systems. However, there are some obstacles to friends, the public and future ship passengers. This Furthermore, to guarantee better reactions during achieve these methods, and further R&D is is just one small step, but it can help share a sense

A Geostrategic View of Semi-enclosed Boundary Seas: the Case of the EU

Yves Henocque

IFREMER, Former OPRF Visiting Fellow

12, 2003) applies not only to land areas but also to semi-enclosed or closed large water bodies, which are the Baltic Sea in the Northeast, the Mediterranean Sea in the South, and the Black and Caspian Seas towards the East. All of them are located at the boundaries of the European Union and are used as gateways between the various continental and coastal powers of the "Eurasian coastline"², composed of seven of the fifteen biggest trading partners of the EU (China, Japan, South Korea, India, Taiwan, Singapore and Saudi Arabia). Working towards coherent and efficient strategies regarding these regional seas is thus essential to the stability and security of the region and of the EU as a whole.

The European Security Strategy (December Addressing issues and integrating policies Broadening the scope of integrated coastal at stake

> The application of the new Integrated Maritime Policy much depends on the capacity of making synergies between a number of EU polici as the Trans-European Networks (TEN) in the areas of transport, telecommunications and energy supply infrastructure, the Structural Funds and European Regional Development Fund (EDR) about economic and social cohesion, the two EU-led common policies for agriculture and Strategy, and the Environment policy.

In this regard, these four sea areas are worth particular attention due to the strong socio-economic and environmental links and their importance in EU external policy. To tackle the key environmental issues in these regions⁴, the European Neighbourhood Policy (ENP) is a crucial dialogue and action based tool, particularly through fostering technology transfer and helping to build institutional capacity.



Figure 1

1. This article is an adapted short version of a paper prepared in the framework of an EU 7th Research Programme project EU4SEAS: EU's Strategy on Maritime and Environmental Issues in the Four Seas: multilateral approaches in the Baltic, Black, Caspian and Mediterranean seas. Y. Henocque and X. Lafon 2011

2. James Rogers, 2009. From Suez to Shanghai: the European Union and Eurasian maritime security. Occasional Paper 77. European Union Institute for Security Studies.

3. European Communities. 1999. ESDP - European Spatial Development Perspective. Towards balanced and sustainable development of the territory of the European Union. European Commission, Committee on Spatial Development.

4. EEA. 2007. Europe's environment - The fourth assessment. European Environment Agency, Copenhagen

Recommendation (2002), the Commission indicated that coastal areas are particularly in need of an integrated territorial approach, but, notwithstanding the continued need for ICZM on shore, further emphasis should be placed on the implementation of ICZM across the land-sea boundary and in a fisheries, the Marine and Maritime Research regional seas context⁵. The EU integrated maritime policy and its environmental pillar, the EU Marine Strategy Framework Directive, should give new impetus to the ICZM policy toward sustainable development, i.e. integrating environmental policies into sectoral policies. This consideration is particularly important while ICZM is nowadays a popular concept that is under implementation in many locations and riparian countries of the four seas (like in other parts of the world!). Moreover, in a region like the Baltic Sea, ICZM initiatives are increasingly becoming trans-boundary, thus enhancing the joint regional cooperation between the Baltic Sea regional users⁶. These numerous ICZM projects represent a regional potential capital provided they are given the opportunity and the means to network together.

Strengthening the role of regional seas conventions and their action plan

Three of the four seas (Baltic, Mediterranean, and Black Sea) are under a Regional Sea Convention and Action Plan along UNEP Regional Seas Programme to which the EU is contributing as a Party. Under the UNEP global strategic directions⁷, their major concerns and priorities are in agreement with a number of EU initiatives like Horizon 2020 in the Mediterranean:

- · land-based sources of marine pollution with particular emphasis on responding to pollution resulting from municipal wastewater;
- ship-generated marine pollution, oil spill

5. COM (2007). An evaluation of Integrated Coastal Zone Management (ICZM) in Europe.

6. Our coast. 2010. ICZM focus in the Baltic Sea region. Newsletter 5, Our coast - ICZM in Europe

7. UNEP, 2007. Global strategic directions for the regional seas programmes 2008-2012: enhancing the role of the regional seas conventions and action plans. 9th Global Meeting of the Regional Seas, Conventions and Action Plans,





Dr. Yves Henocque

Over 30 years of international experience in coastal resources management including identification, planning, evaluation and management of Integrated Coastal Management (ICM) projects. Experience includes: Japan and SE Asia (1980's); Indian Ocean Commission for the Comoros, Madagascar, Mauritius, and Seychelles (1995-2000); Thailand as Team Leader and Co-Director of CHARM (Coastal Habitats and Resources Management) Thai Government and the EU (2002-2007). For the last four years (2009-2012), he has been a Visiting Fellow at the Ocean Policy Research Foundation in the field of maritime policies and ICZM approaches.

preparedness and response, and construction of port reception facilities for ships' wastes, a major concern in the four seas;



• the impact of increasing urbanization and coastal development on marine

coastal ecosystems, requiring capacity building in support of integrated coastal management;

- conservation and management of marine and coastal ecosystems, including protected areas. Although over-exploitation or depletion of living marine resources, including fisheries, is a major concern, this aspect is mainly in the Regional Fisheries Management Organizations' hands;
- monitoring, reporting and assessing the marine environment, to fill the need for more accurate and technical information.

Working with other regional organisations

Given the over-fishing in the three seas (UNCLOS⁸ does not apply to the Caspian Sea), it is essential to link the EU Common Fisheries Policy to their respective regional fisheries organisations.

Security and good governance

In the four seas, with a special emphasis on the Mediterranean, Black and Caspian seas, the European Parliament⁹ recommends that the EU can and should play a more active role in shaping their security environment through enhanced EU cooperation. Creating linkages between security and environment observation systems could be very beneficial to the development of appropriate strategies.

GEF Partnerships

The three seas, the Baltic, Mediterranean and Black seas, are considered as large marine ecosystems (LME). The GEF/LME approach makes it an important framework for consistent information for GEF/LME methodology of Trans-boundary Diagnostic Analysis (TDA), followed by Strategic Action Plan (SAP) development which generates the strategy for each LME.

Working with regions and macro-regions

On many occasions, the Conference of Peripheral Maritime Regions of Europe (CPMR) emphasized the peripheral Regions' capacity as outposts and the important role they can play in contributing to the EU Neighbourhood Policy at the EU's borders¹⁰, which is the case of the four seas. Overall, the EU 2020 strategy, through possible macro-regions¹¹, will need to be built on a multi-scale or "nested" governance system.

Some strategic recommendations

These strategic recommendations concern the four European regional border seas mentioned above but their essence could well be considered in regard to other regional seas like the Sea of Japan, or on a larger scale, the South China Sea.

- Given their strategic importance at the boundaries of the EU, each of the four seas' strategy should be an integral part of the EU's broader foreign and security vision where security, good governance, energy, transport, environment, socio-economic and human development shall be considered as priority actions;
- The development of synergies between the various EU policies that come into play in each of the four seas' strategy should be systematically promoted, particularly the Trans-European Transport and Energy Networks, the Structural Funds, the Environment policies including the agriculture and fisheries related ones, and the Research and Development Framework Programme;
- Since the state of the four seas is highly dependent on the state of their coastal areas, there should be a clear operational link between the EU ICZM and its Integrated Maritime

Policy as an essential building block for further work on maritime spatial planning in the double context of the EU Marine Strategy framework directive and the GEF Partnerships' initiatives, including its Large Marine Ecosystem (LME) main components;

- As a component of the Integrated Maritime Policy and in close collaboration with the Regional Fisheries Management Organisations (RFMOs), the Common Fisheries Policy (CFP) should be considered in each of the four seas' strategies on an equal footing with the other European basins, including provisions to encourage the riparian states outside the EU to comply as closely as possible with the principles of the CFP;
- The existing Baltic and Mediterranean Seas maritime corridors, as well as future ones for the Black Sea Region, should be closely integrated into the TEN-T priority axes, in particular with regard to the Motorways of the Sea (TEN-T 21), completing the interconnections between each region and other European regions, as in the case of the Baltic-Adriatic corridor;
- In the name of the European Strategy for Marine and Maritime Research, each regional sea should benefit from the establishment of a specific Marine and Maritime Research Forum used as a forum for dialogue and partnership involving existing networks and all key partners in the marine and maritime research and industrial sectors;
- Cross-border cooperation between regions should be enhanced using frameworks such as the European Grouping for Territorial Cooperation (EGTC) and structured networks supported by, among others, the Conference of Peripheral Maritime Regions of Europe (CPMR) for developing multi-level forms of governance.

^{8.} United Nations Convention on the Law Of the Sea.

^{9.} European Parliament. 2010. Report on an EU Strategy for the Black Sea. EP Committee on Foreign Affairs.

^{10.} CPMR. 2010. 38th General Assembly of the CPMR. Final Declaration and Resolutions.

^{11.} CPMR. 2010. Europe and its neighbourhood : towards macro-regions ? Political and operational perspectives. Macro-regions seminar, Brussels, 1 July 2010.

Chairman Sasakawa's Speech at the United Nations



On June 8, 2012, during the 22nd Meeting of State Parties to the United Nations Convention on the Law of the Sea, a special event was held at the UN Headquarters in New York City to commemorate the 30th anniversary of the establishment of the United Nations Convention of the Law of the Sea. In recognition of The Nippon Foundation's long-standing contribution Yohei Sasakawa, Chairman of The Nippon Foundation, was given an opportunity to address the meeting.

In his speech, Mr. Sasakawa emphasized that maritime affairs and maritime legislation are not only cross-sectoral matters but are also areas that are expanding in scope on a scale never witnessed before. These areas, he noted, require the ongoing, meticulous attention of all people working in maritime and related areas. To effectively deal with the various maritime issues, he stressed that it is vital for people throughout the world to accept their common obligations to safeguard the oceans and to recognize that each and every individual plays a part in solving its problems.

In reviewing the work of The Nippon Foundation over the years, Mr. Sasakawa noted that the foundation has provided training and education for over 700 specialists in maritime laws and policies in more than 100 countries. He stated that the objectives of The Nippon Foundation's training programs are to train and send out into the world new generations of professionals in maritime-related fields who are capable of demonstrating leadership in changing people's awareness and behavior. At the same time, he stated, the foundation aims to create a network of maritime professionals who will to training personnel in maritime organizations throughout the world, Mr. cooperate and work together for the welfare of the oceans beyond their own particular fields. Mr. Sasakawa also affirmed that The Nippon Foundation will continue supporting such initiatives in the future.

Vivid Flashback

In Dalhousie University, Canada

Jean Edmond Randrianantenaina (Madagascar, 2010)



as a United Nations-Nippon Foundation Fellow at Thus, I believe that all of us will meet one day, but the Marine Affairs Programme, Dalhousie it is always important to keep contact. Thanks to University, Halifax, Canada, I was attending a class the Friends of WMU, Japan website, and the on a maritime security module at the International newsletter which regularly arrives at home by Ocean Institute hosted by the same university. It postal mail, the link amongst the Fellows is was a surprise to see that Ms. Emi Shimada, an preserved. Therefore, I would like to take this OPRF staff member, was attending the same class, opportunity to offer my profound gratitude to too. She was attending the 2012 International OPRF and its staff for the work that they have Ocean Institute training programme. The last time done not only in taking care of the Sasakawa I met her was during the Japan field trip of the Fellows during their period of study at WMU but WMU 2010 Sasakawa Fellows in September 2009. for continuously maintaining the link amongst When we met, I just realized how small this world them through regular updates.

The world is so small and there is always a chance was and what a singular joy can blossom when that we will meet someday. While doing my tenure sharing past experiences and excellent memories.

At a Prime Management Seminar, Indonesia



boss's stead at the Intercontinental Mid Plaza 1990) was also attending the seminar. The last Hotel. It was held by Class NK, a Prime surprise came when the first keynote speaker Management Seminar. This seminar was quite introduced himself as Naoki Saito (Japan, 2004). interesting for me since the second theme was He delivered a crystal clear and easy to digest about the Maritime Labour Convention 2006, presentation about ECDIS and its certification and which is a never-ending topic in my section at the teaching module. The seminar was very fruitful for Ministry of Transportation. From an passing along information in the maritime administration perspective, it gave a clear community, particularly during the Q&A session. explanation regarding how a Class responds toward services provided.

In the meeting room, I was surprised to see get-together. Another surprise was when I noticed forget to inform us in advance.

Poppy Sartika (Indonesia, 2009)

On June 19, 2012, I attended a seminar in my my Director, Capt. Yan Risuandi (Indonesia,

Even if some of you have seen these pictures on the convention, which also included the kind of Facebook, I still wanted to share the story behind it with all of you around the globe. Unfortunately, we didn't have a chance to take a picture with Capt. Arizal Hendriawan (Indonesia, 2008). Although Risuandi. As for any other WMU alumni, you are we live in adjoining cities, it's not so easy to plan a always welcome when visiting Jakarta, and don't

<u>Editors note</u>

During the training sessions for the Sasakawa Fellows in Japan in May, we held discussions to exchange opinions regarding maritime-related fields. The theme I selected was "Fundamental Problems in the MET field," and we had a very lively exchange.

Although the shortage of seamen is a major problem, I believe the shortage of teachers at maritime training organizations in the world is even more serious. In the future, as revised in the STCW2010 Manila amendment, the improvement of quality in individual seamen will increase in importance. Because of this, securing high-quality teachers is without a

doubt more critical than in the past.

Being able to impart a common understanding among persons involved in the maritime field in Japan as a country within Asia at this exchange of opinions with the Sasakawa Fellows was a significant aspect of the training sessions this time.

It was also a pleasure to be able to enjoy both the meeting and an excursion to Hakone with the Fellows.

> Prof. Toshio Hikima (Marine Technical College)



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