

The world is a family,  
and all humankind are brothers and sisters.

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



## *Interview with Koji Sekimizu*

Secretary-General,  
International Maritime Organization

### 1

*Mr. Sekimizu, thank you for sharing your very precious time for this interview. We appreciate how very busy you are in your new responsibilities. Could you, first of all, send a message to the students of WMU under the WMU Sasakawa Fellowship Program?*

This is one of my first opportunities to address friends and colleagues from the maritime industries, and, in particular, students of WMU, in my new role, so may I begin by saying how much I look forward to continuing to work together with you now, and in the future, from my new vantage point.

I consider my appointment to the post of Secretary-General of IMO to be a truly great honor, both for myself and for my country. I am aware that it carries heavy expectations and I hope it goes without saying that I intend to put my utmost effort into working to meet those expectations.

### 2

*What are the major challenges the shipping industry and IMO are currently facing?*

Just as we seemed to be recovering from the financial crash of 2008 and the recession that followed, the European debt crisis has arrived to throw the financial foundations of our society into turmoil once again. The global population has passed 7 billion and is continuing to rise. Shortages of vital

commodities such as oil, grain, rice and even water are looming on the horizon. Africa faces famine once again; and all this against a background of global warming and climate change.

Needless to say, shipping, too, is facing huge challenges. The fortunes of the industry are interwoven with the state of global trade and the world economy. And shipping is also under pressure to play its part in the reduction of greenhouse gas emissions.

What makes things worse is that the period immediately before the financial crisis of 2008 was one of great expansion. The huge investment in new ships during that time is now coming back to haunt the industry as over-capacity drives down freight rates and makes cost increases even harder to bear.

The industry is no stranger to difficulties. Seaborne trade experienced huge setbacks in the late 1970s and '80s due to the oil crises of the 1970s. The circumstances of today's problems may be radically different, but one underlying fact remains unchanged. The sustainable development and growth of the world's economy will not be possible without similar sustainable growth in shipping and, therefore, in the entire maritime industry sector. And despite the current global economic problems, growth seems inevitable in the longer term. If nothing else, the rising global population should ensure that is the case.

Looking closer to home, IMO also faces significant challenges:

- Piracy – perhaps the most urgent and pressing issue with which we have to

contend, with its humanitarian, economic and, potentially, environmental aspects;

- The continuing greenhouse gas debate – how do we ensure effective implementation of the energy efficiency measures already adopted and develop appropriate market-based measures to drive even greater efficiencies;
- Continuing to offer, and deliver, meaningful and effective technical co-operation and capacity building;
- The introduction of the IMO audit scheme as a mandatory measure;
- Achieving a sustainable, long-term financial basis for the World Maritime University and ensuring it has a viable mode of operation for the future;
- Plus, of course, all the many and varied technical issues that arise as we strive constantly to improve the international regulatory structure that ensures shipping remains safe, secure, efficient and environment-friendly.

Underlying all of these is the need to make sure that shipping continues to be regulated by international standards, adopted by consensus where possible and applied universally. Regional or unilateral regulation of such a truly international industry is simply not in anyone's interest.

If you take a positive outlook, as I do, then difficulties become challenges and challenges become opportunities. And I believe we have the opportunities to turn the

difficult years ahead into years of solutions. Specifically we will be seeking solutions to piracy; solutions to the difficulties surrounding the development of market-based greenhouse gas reduction measures; solutions to the remaining problems surrounding the implementation of the mandatory IMO Member State audit scheme; and solutions to securing the future of the World Maritime University.

### 3

*What is IMO's agenda in the field of ship safety?*

This year we mark 100 years since the infamous and seminal sinking of the Titanic. In addition to paying tribute to the memory of those who lost their lives in that tragic event, the year will provide an opportunity for IMO and the maritime community to review the substantial progress and achievements that have been made since that tragedy, consider the present challenges we face in that respect and contemplate the future for maritime safety.

We will be forward-looking, and ready to take into account emerging new technologies and innovations that may bring even better results in the maritime transportation systems of the future.

### 4

*In June this year, the United Nations will be holding an important Conference on sustainable development. Will IMO be involved?*

I do not need to emphasize the importance of the UN Conference on Sustainable Development, Rio +20, which will take place in Rio de Janeiro in June. That event will be of vital importance. And so, too, will be the process leading up to and following on from it.

Just as the original Earth Summit in Rio led to valuable and effective work by IMO in support of the so-called Agenda 21 that emerged from that meeting, we are now supporting the Rio +20 process and creating our own way forward for shipping in the context of sustainable development.

IMO will play a critical role in promoting environmentally sound and sustainable shipping. It stands ready to provide the institutional framework for the pursuit of these objectives, within the context of the Rio +20 Conference. I look forward to constructive debate in the Rio +20 process, and an outcome that will be beneficial for both the global economy and the environment.

### 5

*Will IMO continue to play a major role in the global effort to counter piracy?*

On the issue of anti-piracy measures, it is clear



*UN Secretary-General Ban Ki-moon meeting with Mr. Koji Sekimizu, Secretary-General of the International Maritime Organization*

that more needs to be done to protect ships at sea; more needs to be done on land; and that IMO can, and should, continue to make a significant contribution in both areas.

We also have a duty to care for the seafarers operating their ships through pirate-infested areas.

IMO is, and remains, primarily a technical body, with a proud reputation for solving the safety, security and environment-related technical problems that face the maritime community. However, in this century, the shipping industry is faced with a number of challenges that cut across a wide range of political, technical and legal issues. IMO should, therefore, provide a forum for discussion and in-depth analysis of these issues from all angles. We must do this not only to continue to issue ever-more adequate and robust guidance, but also to provide clear directions and a clear message to the global community and to the United Nations, that shipping needs their support and protection if it is to continue to provide the expected level of service to world trade and the global economy.

We will, therefore, continue to debate the issue of piracy at IMO and I hope that the Maritime Safety Committee, supported by the Legal Committee and the Facilitation Committee, will take positive actions that will turn the tide in our fight against this appalling crime.

### 6

*What are your aspirations in the field of technical co-operation?*

I want to touch briefly upon IMO's technical co-operation activities. I believe

they should be strengthened, and that we should reinforce our support to developing countries. We should be ready to help them improve their efficiency and increase their capability to participate fully in maritime activities. Each country should have its own maritime development policy and IMO should be able, through its technical co-operation program, to assist in the implementation and enforcement of IMO instruments. Meeting the needs of developing countries should be central to IMO's work as part of the United Nations family.

### 7

*Could you touch upon the issue of seafarers?*

I should not let this opportunity pass without saying a few words about seafarer issues. A landmark was achieved at the beginning of this year when the Manila amendments to the STCW Convention and Code entered into force, on January 1, 2012. Their purpose is to ensure that seafarers will be educated and trained to standards that will enable them to operate the technologically-advanced ships of today, and for the foreseeable future, with the required degree of safety and security and with due regard to their responsibilities vis-à-vis the environment. This is a considerable step forward for the human element in shipping.

As well as providing for high competence and operational standards, the quality of seafarers' work and life on board is also an important objective in IMO's work on the human element. To this end, the harmonization of chapter VIII of the STCW Convention and Code with ILO's consolidated Maritime Labour Convention of 2006 was considered equally important.





*The foundation stone of the building set to house a regional training centre in Djibouti was laid during a ceremony in Djibouti in October 2011*

It ensured that the standards contained within the two conventions did not conflict with one another, thereby causing difficulties for Governments, the industry and seafarers, with regard to their acceptance and effective implementation and enforcement. By the same token, we have also been co-operating with other UN bodies, such as WHO, FAO and the United Nations Security Council, on issues relating to the health and well-being of seafarers.

8

*Would you have any message to convey to the shipping industry?*

As Secretary-General of IMO I will do my utmost to create a fresh, vibrant and proactive organization that meets current and future challenges and, in doing so, I look forward, with confidence, to the co-operation and support that I am sure will come from the shipping industry in coming years.

9

*What first attracted you to the maritime field?*

I cannot provide a precise answer to this question. What I can say is that I was born in Yokohama and the schools I went to were on the hill, overlooking the port of Yokohama and shipbuilding yards. In my school days, I spent ample time in the towns, streets and port areas and this may have influenced me to select naval architecture as the subject to study at University.

10

*What are your cherished mottoes? And hobbies?*

I don't have any specific cherished mottoes. But I am fond of reading books about Asian philosophy and classic Chinese books, of course in Japanese, although I read some Chinese characters.

They certainly give me principles and guidance in my life. I also often read books on management by eminent Japanese business leaders.

My hobbies are playing golf, composing songs and playing the guitar.

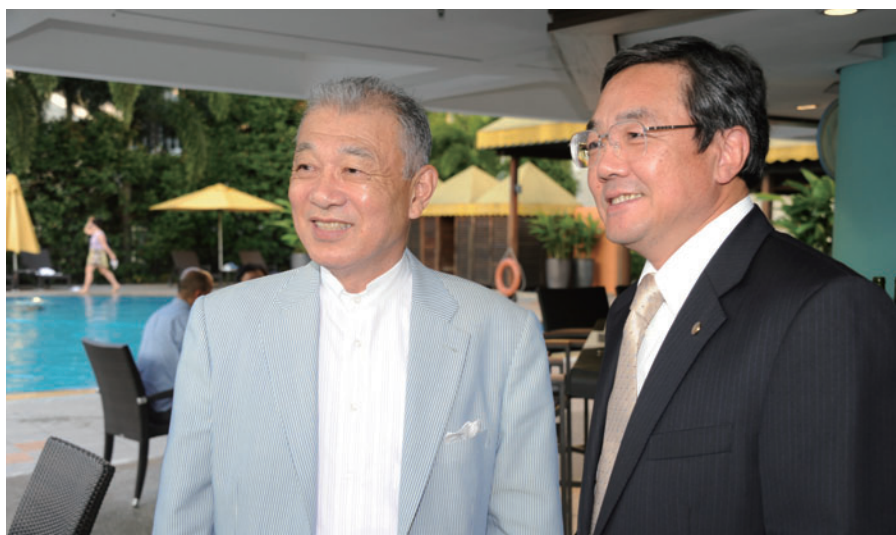
Thank you.

## Two Bigwigs Met in Singapore

"Singapore Maritime Week", one of the foremost events in the maritime industry, was held in mid-April, and The Nippon Foundation provided one seminar on April 26 at the Marina Mandarin Hotel.

The program, "Seminar on CSR Activities for the Shipping Industry", was sponsored by The Nippon Foundation, BIMCO and the Japan International Transport Institute (JITI). The program sought to explain the basic principles of CSR, practical activities and benefits for companies, and to foster sustainable development in the maritime supply chain. It was an open seminar, hence some Sasakawa Fellows living in Singapore were able to participate.

The opening remarks were by Mr. Sasakawa,



followed by Mr. Khatau, President of BIMCO. The Nippon Foundation has a long history promoting transportation safety in the Straits of Malacca and Singapore and called on the maritime industry, especially stakeholders, to share the burden in maintaining safe navigation in the Straits. Mr. Sasakawa also talked about the "CSR Association" in his speech. President Khatau emphasized the importance of improving the

industry's image and attracting the next generation to the maritime field. Mr. Sekimizu, Secretary General of IMO, also gave a fine speech, and Mr. Kjerfve, our beloved President of WMU, joined the seminar as well. It was a very impressive and fruitful program for the Fellows who participated.

Tomoya Shimizu (Japan, 2004)

# In Memory of Professor Ishida

**Dan Waters**  
(Former President, WMU)



I count myself fortunate to have known Kenji Ishida and was shocked when I received the sad news of his untimely passing from Eisuke Kudo.

The World Maritime University is a remarkable example of global cooperation, with staff and students from around the world working together harmoniously – and also small enough for us all to get to know one another.

But I got to know Kenji especially well when we were both staying at the Henrik Smith residence during the early part of 1996. During my six years at WMU my wife and I had rented a townhouse at Limhamn, but during my last three months – whilst our worldly goods were being shipped out – I moved to Henrik Smith. During this time, most mornings Kenji and I used to travel together to the University.

His enthusiasm and lively sense of humor were infectious and made him extremely good company. We had many interesting discussions on subjects of mutual interest – as well as ‘setting the world right’ – but, of course, not the University!

On a Saturday we would occasionally go down to Limhamn and have lunch at the Yacht Club, which he enjoyed. I think the staff there must have had mutual feelings as, on our final visit, we were given complimentary drinks.

Kenji’s personal qualities – along with his professionalism and academic abilities – made him a valuable member of the WMU ‘crew’.

Our condolences have gone to Keiko.

I valued Kenji’s friendship and will retain fond memories of our time together at WMU.

**Bruce P. Browne**  
(Former Vice President, WMU)



I first met Professor Kenji Ishida at WMU in 1993. I was immediately impressed by his tireless energy, intellect, warmth and deep commitment to his family, students and the teaching profession. Though busy with his professorial duties, he spent endless time seeking new ways to get additional Japanese funding support for the University especially through the Sasakawa Fellowship program, in addition to establishing the annual Japan Field Study program.

His able guidance, selfless devotion and assistance continued year after year when on numerous occasions I escorted the WMU

Sasakawa Fellows on their study trips to Japan, as he was always waiting in Kobe to greet us with open arms. Kenji-san made it a point during my stays in Kobe to give me the opportunity to experience the many special types of food and drink that are unique to the Kansai region, as well as providing fascinating cultural and historic insights about the country and people of Japan.

May his spirit and good works continue to live on in all those who had the good fortune to know him, as he was truly a special person who will be deeply missed, but certainly not forgotten, by his devoted family and many friends throughout the world.

**Toshio Hikima**  
(Marine Technical Education Agency, Japan)



Dr. Kenji Ishida was four years my senior at university, but it wasn’t until I visited WMU in September 1993, 17 years after graduating, that I first met him. Like the former marine engineer that he was, he was scrupulous and considerate in his behavior towards me. He would give lectures in front of students, and I was deeply impressed by the leadership that he showed in guiding them. As his junior professionally, I greatly admired how he flourished in his activities at the World Maritime University, so far from Japan.

Subsequently, when I took over WMU’s MET Course as his successor, I experienced pleasure at the honor but, to be honest, my anxiety was even greater. That I was somehow able to fulfill my duties for nearly four years was due to nothing

other than the multifaceted advice that I received from Kenji.

After returning to Japan I worked with him, and I was looking forward to cooperating with him to further advance the global MET field when I was dumbfounded by the news of his all-too-early passing.

In the future, as the one of us remaining, I will work to eternally perpetuate his spirit.

From his son I heard that on his last night he was enjoying a banquet with everyone in a dream. That was Kenji!

In heaven, too, please enjoy that banquet. And because until now you charged ahead with all your might, please rest in peace. And please be assured that I will steadfastly work to carry out your wishes.

**Yoko and Erich Siebert**  
(Friends from Malmö)



Impossible to Forget

After a long struggle against a severe illness, former Professor Kenji Ishida of WMU passed away in January this year.

When Kenji arrived in Malmö in the early

nineties for several years’ employment at the World Maritime University, a fresh wind of enthusiasm accompanied him. He never showed any shyness; making friends was easy for him. Many doors opened for him in Swedish society after people met him.

A new life in a foreign country can be difficult for nearly all of us, especially when it comes to new food, but Kenji enjoyed every dish, warm or cold. A cold beer or glass of wine was always appreciated by him.

When time allowed we would travel a lot in Sweden. One summer vacation we went to Järvsö, Hälsingland, because I promised him that fishing was perfect in that part of Sweden, but actually, we couldn’t catch a thing. Instead, a lot of mosquitoes near our cottage made life miserable for us.

A highlight during his term at WMU was a calligraphy exhibition performed by all the students at Börshuset near Central Station.

It is a great loss when someone with such a sincere way of encouraging others is suddenly no longer among us.

Many WMU students will long remember the wonderful professor they met at Malmö.

After arriving at the airport, Mr. Ishida telephoned me. I offered to pick him up but he insisted on making arrangements to hire a car. Although it took some time before he arrived, he finally reached our home in Malmö safely. He was proudly driving the Volvo that he had rented. That was my first encounter with Mr. Ishida.

Mr. Ishida was the kind of person who did everything on his own and cared for his students just like members of his own family. He grew his own vegetables and on one occasion he even prepared and grilled an eel for us. Ishida-san has left us with plenty of pleasant memories.



**Momoko Morishige**  
(Master Course, Kobe University)

We learned so many things from Ishida-sensei. At first, the most impressive thing was the “importance of the ability to communicate in English”. Therefore, in our laboratory, we did the research presentation for our final paper in English, even though it was usually done in Japanese. This experience helped us learn how to state our opinions in English. And as he often accepted foreign students, this helped foster greater international communication in our laboratory. These steps really allowed us to improve our English communication skills.

Also, he loved to have conversations and drink sake with students. We were always able



to learn even more important things from his stories than from just our studies.

Thank you, Ishida-sensei, for having such a wonderful influence on us. All the time spent with you I will treasure for the rest of my life. I

will always keep you in my heart, and I will make every effort to contribute to the maritime industry in the future.

I sincerely pray for your soul, and may you rest in peace.

## *Messages of Condolence Received at the Funeral*

**Björn Kjerfve**  
(President, WMU)

It was with great sadness that the World Maritime University family learned this morning of Kenji's death.

Even though he left WMU fifteen years ago, there are still many people here who remember him with great fondness. Kenji was always the life and soul of any party, and his irrepressible and sparkling sense of humor endeared him to everyone who worked or studied with him. His kindness to generations of students will never be forgotten.

Kenji was also a fine academic. He was in the vanguard of the University's work to bring WMU's academic standing to the standard of universities elsewhere, and his academic and intellectual qualities did a great deal to regenerate the Maritime Education & Training specialization, and the Master of Science program as a whole.

Although it was never my good fortune to work as a colleague of Kenji, I was privileged to meet him briefly after I became President of WMU. His interest in the University and its students continued to be strong, as was his concern for close and robust links with The Nippon Foundation and the Ocean Policy Research Foundation.

Kenji was one of those rare members of Faculty whose impact on the University was pivotal, and his beneficent influence has extended, and will continue to extend, over us in the years to come.

With warmest best wishes from the whole WMU community,  
January 17, 2012

**Peter & Jane Muirhead**  
(Former Professor of MET, WMU)

I have just received with great sadness the news of the recent death of Kenji Ishida via colleagues at WMU. As you know, he was a close colleague and friend at WMU during my time as Professor of MET 1993-2004, Kenji working closely with me for many years. He was a charming person, always supportive, dedicated to his students, very knowledgeable in his subject and delightful company. My wife Jane and I enjoyed many happy social family times together with Kenji, Keiko and their children Tatsu and Mona. His family is very much in our thoughts at this grieving time and we would like to pass on to them our most heartfelt condolences at their sad loss of husband and father. The global maritime world has lost a great champion of MET!

**Jian Yu**  
(China, 1993)

It is unbelievable to hear of my best friend, Prof. Kenji ISHIDA's passing, since I just received his greeting card on Dec. 28, 2011. I am writing this letter to express my deep, deep sorrow. Prof. Kenji was a hard working, friendly and respectful man, his talent and spirit always shining and greatly appreciated. His leaving us is a great blow to the maritime industry. The world has lost an amazing human being, and those of us who have been fortunate enough to know and study with Prof. Kenji have lost a dear friend and great mentor. His generous and smiling face will forever stay in my mind. I wish for him eternal peace. Please send my wife Peng Hong's and my most sincere condolences to all Prof. Kenji's family.

**Lim Yew Seng**  
(Malaysia, 1997)

My wife Lily and I send our thoughts and prayers to Mrs. Ishida and her family at this difficult time. Prof. Ishida guided me through my years at WMU, and I will always remember his kindness and compassion towards his students, friends and family. He was very highly respected throughout WMU.

**Tadayuki Uemura**  
(Japan, 1996-1998)

Through his efforts, Professor Ishida was a pioneer in establishing a firm link between WMU and Japan. He was also respected and loved by hundreds of students as one of the kindest and friendliest teachers at WMU.

Personally, I remember my first visit to Malmö in December 1996 when I was coming to work at WMU, Professor Ishida kindly picked me up at the airport in snowy and dark conditions, and minus 5 degrees.

A week later, after having kindly and efficiently taught me all the essential information about Malmö city and WMU itself, he left for Japan.

I offer my sincerest condolences,



# Our Responsibility for Maritime Safety

## — 100 years after the TITANIC —



### Future Maritime Safety

Amos Zanwonjah (Liberia, 2000)

One of the greatest accidents in maritime history was that of the Titanic, which happened 100 years ago, and more could be done to enhance maritime safety today.

The first step should be to improve security (Kristiansen, 2004, p.34).

Second, it would be very beneficial to develop strong policies that regulate and control the activities and operations of the maritime industry.

Third, there is a need to improve accountability and program management. Service leaders at all management levels should cultivate and foster transparency. They should also take responsibility in improving operations and accessibility without compromising safety. In addition, management structures and programs should be in line with customers' needs and requirements of the IMO regarding safety (Kristiansen, 2004, p.73).

Fourth, it is important to establish quality management systems that will monitor the

quality and effectiveness of all operations and ensure maintenance of high standards (Ringbom, 2008, p.46). This is achievable through the implementation of all policies set by IMO and other regulation boards and organizations. In addition, execution of all safety processes and procedures is imperative. Establishing a quality management system would aid in identifying breaches in security, managing them and consequently putting measures in place to prevent future occurrences of such incidences (Ringbom, 2008, p.49). Moreover, quality management systems increase passengers' confidence in the maritime industry because of the notion of improved safety.

Finally, risk assessment should be frequent to maintain safety in the transportation of dangerous and polluting goods. Risk assessments would help in the reduction of accidents that may lead to pollution and consequent danger to

passengers (Ringbom, 2008, p.61). For example, oil spills have in the past caused extensive pollution that have destroyed marine ecosystems and posed great threats to marine life. Risk assessments would give information on traffic developments, possible causes of accidents and potential dangerous environmental factors. This information would help in improving maritime security.

The maritime industry is one of the greatest and most dangerous sectors internationally. It has experienced several tragic accidents in the past, including the Titanic. Since then, safety has been under scrutiny because of inherent limitations. It can be achieved through better regulative policies, risk assessments, the establishment of quality management systems and the improvement of accountability and program management.



### A Few Weaknesses in the ISM Code and PSC Implementation

Victoria N. Radchenko (Ukraine, 2001)

As a tutor of Maritime Law and Training for crew members at the post-graduate level, and having a Master of Science degree in Maritime Affairs from WMU, I have had extensive conversations with dozens of students about the practical implementation of Maritime Law as a part of my methods aimed at achieving higher efficiency in the education process.

After long discussions with these students, most of whom are acting maritime officers on foreign ships sailing all over the globe, I have come to the conclusion that the implementation of some legislative documents is very controversial.

For instance, Section 9 of the ISM Code was unanimously declared by my students (working officers!) as one that is almost impossible to comply with in practice. This Section sets out requirements for "reports and analysis of non-conformities, accidents and hazardous occurrences". It contains provisions on the necessity to report "non-conformities, accidents and hazardous accidents" to the Company. They have to be investigated and analyzed in order to improve safety and prevent marine environmental pollution.

It is true that in order to guarantee safety and

security and to avoid repeating situations that are dangerous to the environment, it's necessary to be able to analyze previous situations (potentially dangerous for a variety of reasons) that have caused accidents. Prevention is necessary, and evaluated non-conformities and near misses are opportunities to learn. After this analysis of dangerous situations it is possible to find out where things went wrong, leading to the non-conformities, near misses, and accidents. Following this, corrective actions can be introduced. It's a good idea, but it does not always work. According to seafarer experience, in practice, such reports often lead to the punishment of the crew members who filled out the report, even if the situation was only potentially dangerous. According to interviews with 100 respondents, the fear of punishment and loss of their job makes them stay silent and not report in 85% (!) of all cases. A confidential hazardous incident reporting program could work, but for now it is only being implemented in the UK commercial and general aviation and maritime industry.

Another issue that is interesting to investigate is the implementation of Port State control in some developing countries (and unfortunately in

some developed countries). This issue is one of the most robust sources of shipping security threats. The idea of cooperation between Flag State Control and Port State Control is very good, but only if there is no corruption going on in the latter. Unfortunately, PSC officers in these countries often do not follow procedures to check documents first, but instead proceed directly to a detailed check, trying to find existing and non-existing non-compliances. Moreover, in some ports there is a well-known "price" to pay to avoid these detailed checks. As a result, problems are resolved under the table with cash. In such cases, ships are only given a cursory check without paying any attention to real safety issues. In other words, everybody knows how much cash has to be paid in what port, by what ship and for what kind of "non-compliance" – without any connection to real non-compliances. All this not only undermines safety with all the technologies and machinery involved, making technical innovations senseless, but also ridicules the idea of loyalty towards existing maritime law regulations in general. This problem should be investigated, anonymous audits of PSC are necessary, and a mechanism to anticipate PSC corruption has to be developed.





# Contemporary Shipping and Maritime Safety, an Issue for All

Alexander Adu-Antwi (Ghana, 2012)

Safety is a prime concern to all stakeholders in the maritime industry. It should be prioritized, progressive, and must entail a concerted effort from flag states, port states, ship owners, and seafarers to make sure that it becomes part of their everyday operations. It is hard to accept accidents like the Costa Concordia and others at a time when the industry, together with international maritime organizations, is showcasing to the world the tremendous achievements in maritime safety during this centenary celebration of the famous tragedy of the Titanic. Some of these achievements, such as SOLAS, ISM, HSSC and ISPS, to just mention a few, have been developed to address issues of maritime safety and security.

Our industry happens to be one where data on causality is very hard to find. The first step is for us to develop a centralized causality reporting and investigation system, in order to create a credible database to aid design, regulation, management and operations in the industry. The database could serve as a reference point to mitigate future incidences. For example, aviation is said to be the safest mode of transport because there is readily available data on past accidents, which has helped

to shape design and operational improvements. One could argue that ISM is performing such a function through the safety management system. There is no doubt that it has been somewhat effective, but there is still more room for improvement, since too often, crew members are not willing to report casualties for fear of been victimized. The system is designed without input from those using it. Rather, it is a top-down system, creating opportunities for ship owners to abuse crew members.

Secondly, the industry should consider future improvements in technology, based on the User-Centered Design (UCD) approach. UCD is a broad term used to describe design processes whereby end-users form the core of those determining how a technology should be designed. The role of the designer is to facilitate tasks for the user and to make sure that the product can be utilized as intended, with a minimum amount of training. This would reduce the rate of accidents caused by human error. Efforts are being made by researchers to develop the best technologies to make shipping safer for all, and let me commend the Horizon project for

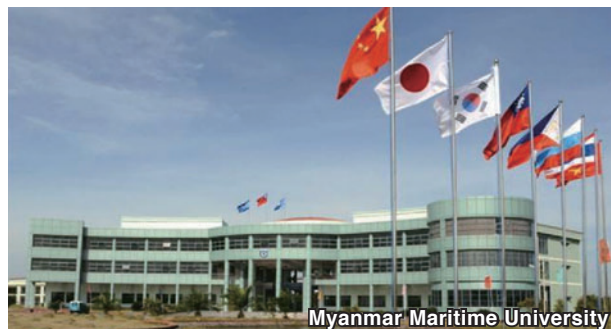
their effort to investigate the effects of fatigue on the cognitive performance of marine watch-keepers, using a range of simulators, under different watch patterns and workload conditions.

In contemporary shipping, ship-manning has seen a reduction in the number of crew members onboard ships. This has resulted in the crew doing more than what is normally expected of them, resulting in fatigue and the like. It is important that in the near future, the industry considers adding crew members with training in watch-keeping to be solely responsible for the ship's welfare administrative matters and the documentation required by conventions. Their training will enable them to be on minimum watch, serving as a relief for the captain and the chief engineer. This would enable the captain to concentrate on the bridge, without worrying about which documents should be filled out.

It is this writer's opinion that the industry already has a lot of regulations to ensure safety. If well implemented by the stakeholders, shipping can be efficient, effective, and secure.

## Active Participation of Sasakawa Fellows in Maritime Education and Training Sectors of Myanmar

Swe Swe Zin  
(Myanmar, 2010)



In Myanmar, there are two government maritime education and training organizations, Myanmar Maritime University (MMU) and Myanmar Mercantile Marine College (MMMC). MMU is currently implementing academic plans to fulfill the following strategic aims:

- to contribute towards the modernization and development of the State through the maritime industry;
- to nurture ethical, skillful and reputable maritime experts;
- to teach science and technology contributing to the maritime profession;
- to make plans and arrangements for the perpetual development of the maritime industry;
- to know and comply with the provisions and standards prescribed by the International Maritime Organization; and
- to carry out necessary research projects for the development of the maritime industry.

Being a major maritime education and training center, MMU offers bachelor's degree courses in naval architecture, marine engineering, port and harbor engineering, river and coastal engineering, marine electrical systems and electronics, marine mechanical engineering, and nautical science. In addition, full-time and part-time post-graduate diploma courses in shipping management and port management are offered, especially to those working for maritime-related businesses in both the private and public sectors. Regarding the sustainable development of MMU, some academic cooperative projects, such as research and scholarly activities, have been explored with foreign universities.

Similarly, MMMC is now making an effort to upgrade and update its training facilities to suit the training needs required by the STCW Convention. The training courses conducted at the college are designed not only to provide training in the relevant maritime fields but also to

emphasize discipline and the creation of responsible mariners to satisfy the latest IMO (STCW' 95) standards.

Accordingly, the qualifications of the teaching staff at both MMU and MMMC are directly and strongly related to the development of the Myanmar Maritime Industry. In this regard, the wonderful support of Mr. Yohei Sasakawa and The Nippon Foundation greatly benefits maritime education and training organizations towards the perpetual enhancement of maritime knowledge, by providing their staff members with the marvelous opportunity to study at the World Maritime University.

At present, Sasakawa Fellows who have graduated from WMU are actively participating in the development of Myanmar's maritime education and training sectors, which means that the Myanmar shipping industry will be more developed and the number of qualified seafarers here will keep growing in the future.

## “Speed Christmas” in 6 hours

We are an ordinary Swedish family: Karin is a teacher and Bengt is a forester. We have 3 children and 5 grandchildren.

We became a host family for the first time this year. With help from Lyndell and friends who are experienced as hosts, we are trying to be as good a host family as we can. We keep in contact with our students and spend time together, exchanging thoughts and experiences. We learn and get so much back from the students. We open up our home and try to make it a “safe harbor” for WMU students, introducing them to our Swedish way of life, in manners and customs and tradition.

Our students are Baigalmaa Damba from Mongolia and Nadiya Isikova from Ukraine. One Saturday just before Christmas, 3 students (Farooq Ali from Pakistan was a welcome “extra”) and our son and daughter-in-law celebrated a “Speed Christmas” with us. We baked ginger-bread biscuits (see the recipe on the right!) and decorated them with icing. We decorated the Christmas tree, and prepared a typical Swedish Christmas meal - like a Swedish “smörgåsbord” with a Christmas touch - Christmas ham, meatballs, herring, cabbage (cooked in ham bouillon and fried with cream and pepper) and much more. Karin almost panicked when we remembered that one student is Muslim and does not eat ham, and one student is a vegetarian! But, fortunately, a real Swedish “julbord” has food for everyone.

Karin played the piano and we sang Christmas carols. Our traditional “Speed Christmas” ended with Rice à la Malta (boiled



rice pudding with cream and a little vanilla) with one almond. The tradition is that the person who gets the almond will get married next year. Who got the almond? We'll keep that a secret!

Finally, thank you for the invitation to the reception honoring the 2011 Sasakawa Fellows held by OPRF of Japan. We really enjoyed it.

### Recipe

#### *Stinas ginger-bread biscuit (family recipe since the 19th century)*

Set the oven to 175-200°C.

1.5 dl syrup

3 dl sugar

1.5 tablespoons grated ginger

Grated skin from ½ lemon

1¼ hg butter

1½ dl cream

½ teaspoon bicarbonate

1.2l wheat-flour

Warm the syrup and mix with sugar, spices and butter. Whip the cream and mix it in. Put bicarbonate and a little flour through a sieve and work in the rest of the flour. If the dough gets too firm, use a little less flour.

Let the dough stand overnight. The next day, roll the dough out thinly and cut into biscuits using shaped cutters, and bake in the oven for about 10 minutes. Don't let them burn!

Good Luck!

**Karin and Bengt Bergman**  
(Host family in Malmö)

## *A year of many blessings...* Marc Anthony Panelo Pascua (Philippines, 2012)



Year 2011 was a great year not only for me but for my family. Great news came when I was accepted and sponsored by The Nippon Foundation to study at the World Maritime University in Sweden. It was also when we learned that a new addition to the family was on the way.

I had mixed feelings, as I was excited to go to Sweden to study, but at the same time hesitant because I would be leaving my family behind, especially my pregnant wife.

The birth of Marc Joshua escalated my feelings beyond explanation. I felt nervous, excited and euphoric about being a new father again. He was born on December 2, 2011, which was difficult for me because I was so eager to go home to see my family, but I had to concentrate on my review for the foundation studies examination before the winter holidays.

I thank God for having taken care of my family, and for the blessings He has given us.

### Notice of Temporary Relocation of our Office

We wish to notify you that the Ocean Policy Research Foundation (OPRF) was temporarily relocated to the following address this spring due to refurbishment work at our building. We look forward to your continued support after our relocation.

**Address:** 8th floor, Toranomon 35 Mori Building,  
3-4-10 Toranomon, Minato-ku,  
Tokyo 105-0001 JAPAN

**Telephone:** +81-(0)3-5404-6828

**Facsimile:** +81-(0)3-5404-6800

For further information, please visit our website at: <http://www.sof.or.jp/en/index.php>

### *Editor's note*

The City of London has been busy lately, putting on her “makeup” to welcome people from all over the world to important events such as the Olympic Games, Her Majesty's Diamond Jubilee, and of course, IMO's Maritime Safety Committee 90.

We discussed many important issues, but two contemporary issues, piracy and passenger ship safety, were the hot topics. On this occasion, IMO held two important meetings just before the MSC Meeting to discuss international cooperation for capacity building to combat piracy off the Coast of Somalia. IMO, the United Nations and member countries acknowledged the importance of cooperation to combat this ruthless crime. In 2004, when I was studying at WMU, the core region

for piracy was in the Straits of Malacca and Singapore. This violent problem had been mostly eradicated by regional cooperation, such as the “Eye in the Sky”. However, it is said that the root cause of the problem of the pirates off Somalia is not on the sea but on land, so we must support the people of Somalia to find “better business” than piracy. I think some Sasakawa Fellows can play a role in the corporation scheme, such as the Djibouti Code of Conduct. I applaud your great efforts and hope you all stay safe.

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

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