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and all humankind are brothers and sisters.

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March
2012



Gathering Orientation with Sasakawa Fellowship 2011 & 2012

As we from OPRF are aware, 27 new Sasakawa Fellowship students of the Class of 2012 joined WMU as of September 26th. Therefore, we thought we would like to take this opportunity to have an orientation session with them.

The reason for OPRF to have this event was to strengthen the network and communication opportunities among the current Sasakawa Fellowship students of the Class of 2011 and 2012. Both academic calendars allow for 2 months overlap only; therefore, this event would be an excellent opportunity to get to know each other better.

In fact, the event was held on Tuesday, October 18th from 17:00-21:00 at WMU. And the event itself consisted of two parts: an orientation meeting and a reception.

The reception was attended not only by current Sasakawa Fellowship students, but also by graduates: Kyaw ZEYA (Myanmar,

1996), Pedro Severino LIMA FILHO (Brazil, 2008), Yusuf Mohammad BALA (Nigeria, 2008), and Anete LOGINA (Latvia, 2009), and some WMU staff members as well.

They all had a pleasant time in a friendly atmosphere, and we feel that the meeting and reception were a great start to deepening their mutual friendship as WMU Sasakawa Fellows. We could see from the interaction among them that it did not only encourage meetings between the 2011 and 2012 students, but also among the 2012 students themselves. They were all very new to WMU, and it was a great opportunity for them to get to know who the new Sasakawa Fellows were. We certainly believe that this first event was very fruitful, and we will definitely plan to hold it for the students next year.

Friends of WMU, Japan Secretariat
OPRF

Orientation Meeting:
Shin Ichikawa, an OPRF staff member, gave a one-hour presentation on the following topics:

1. The Nippon Foundation and its Relationship with OPRF & other Partner Organizations
 - 1-1) Financial Resources of The Nippon Foundation
 - 1-2) Other Partner Organizations
 - 1-3) Ocean Policy Research Foundation (OPRF)
2. WMU Sasakawa Fellowship Program
 - 2-1) Background to the Fellowship Program
 - 2-2) Selection Procedures
 - 2-3) Events while at University
3. WMU Sasakawa Fellows' Network
 - 3-1) Society of the "Friends of WMU, Japan"
 - 3-2) Activities of the "Friends of WMU, Japan" Secretariat
 - Newsletter
 - Website
 - Directory
 - Regional Network Meeting
 - Sasakawa Fellows' Chapters
4. Attitude toward Maintaining Sasakawa Fellowship Program
 - 4-1) Frequent Update of One's Data
 - 4-2) Frequent Updates to Mr. Sasakawa
 - 4-3) Letter of Appreciation from one's Authority
 - 4-4) Contributions to the Newsletter/Website



GRADUATION 2011

On Sunday, December 4, WMU's Chancellor and IMO Secretary-General, Mr. Efthimios E. Mitropoulos, conferred postgraduate degrees on the World Maritime University's Class of 2011. The Guests of Honour were Admiral Oscar Adolfo Arce, Commandant, Prefectura Naval Argentina, and Vice-Admiral Brian Salerno, Deputy Commandant for Operations, US Coast Guard.



Nyein Ei Phyu of Myanmar won the C P Srivastava Award

Four graduates of the WMU PhD programs, Li Ying of China, Kofi Mbiah of Ghana, Rajendra Prasad of India and Azfar Mohamad Mustafar of Malaysia, received their degrees, along with 104 students graduating from the Malmö-based MSc programme in Maritime Affairs, and 23 from the distance-learning Postgraduate Diploma in Marine Insurance. Both Li Ying and Azfar Mohamad Mustafar are graduates of the WMU MSc programme in Maritime Affairs, when both were supported by Sasakawa Fellowships.

This was the first graduation ceremony for students following the newly structured, streamlined 14-month Malmö-based MSc program in Maritime Affairs, which has placed higher demands on the intellect and stamina of the students. This group of graduates includes

the largest-ever number of women graduates (31), the largest number of students from Africa since 1989 (36, of whom 19 are from Nigeria), the largest-ever number of students funded by their employer, government or from personal sources (44) and the youngest group of students since the Class of 2001, with an average age of 33.3.

The WMU graduates of 2011 bring the total to 3,242, and all are now making a tremendous impact on the global maritime sector. The World Maritime University is a unique model of international learning and cooperation that meets important needs in both developing and developed countries, as well as in the maritime industry. WMU graduates are highly sought after to fill senior management and policy-making positions in their countries or at an international level.

During the ceremony, the annual special awards to students were announced:

- Anne Bouyssou of France won the Chancellor's Medal for Academic Excellence, the Pierre Léonard Prize for the Best Female Student and the Lloyd's Maritime Academy dissertation prize
- Zhao Jian of China won the Informa Law dissertation prize
- Nyein Ei Phyu of Myanmar (Sasakawa Fellow) won the C P Srivastava Award for International Fellowship

Sue Jackson
Associate Registrar WMU





Award Ceremony for Sasakawa Fellows, December 2, 2011

One of the most eagerly anticipated events during "Graduation Week" is the reception hosted by the Ocean Policy Research Foundation (OPRF) to honour the graduating students whose studies have been sponsored by the Sasakawa Fellowship Programme. The reception is held in the magnificent Fridhemsborg mansion, this year with its trees and grounds beautifully lit for the Christmas season.

Mr. Eisuke Kudo, Mr. Eiji Sakai and Mr. Shin Ichikawa of OPRF greeted their guests warmly, and in his speech to open the proceedings, Mr. Kudo welcomed in particular the many distinguished guests, including WMU President Dr. Björn Kjerfve, the Mayor of Malmö and Chairman of the City Board, Mr. Kent Andersson and his wife Ms. Monica Blomberg, Mr. Zhu Jianxin, Director of the Technical Co-operation Division, IMO, the Honorary Consul of Japan in Malmö, Mr. Leif Almö, and Member of the WMU Board of Governors, Rev. Tom Heffer,



Secretary-General of the Mission to Seafarers, London.

Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, addressed the students in a very personal way, congratulating them on their hard work and fine achievement in attaining their Master of Science degree, urging them to put their new knowledge to good use in their careers. They were also warmly encouraged to remain active in the "family" of Sasakawa Fellows and to utilize the network of maritime colleagues that gave them around the world.

The graduands were then each awarded a certificate and gift to mark their transition from student to member of the Friends of WMU, Japan. Ms. Nyein Ei Phyu from Myanmar made a speech on behalf of the graduating Sasakawa Fellows, acknowledging the kind support of The Nippon Foundation and the Ocean Policy Research Foundation, and expressing gratitude for the many ways in which the

Fellows are assisted both during their studies and after their graduation from WMU. She promised that the 2011 graduates would indeed remain very much a part of the Sasakawa family in the future.

The Japanese-style buffet dinner that followed was greatly enjoyed by all, as was the opportunity for the graduating students to meet and chat with the distinguished guests, their junior student colleagues and members of the WMU staff. During this part of the evening, two host families were introduced to Mr. Kudo, who thanked them for their interest in the students and their efforts to make them feel at home during their studies in Malmö.

All too soon it was time to leave the warmth of a very successful reception and to brave the cold December weather. Many thanks indeed to the OPRF for a wonderful evening.

Lyndell Lundahl
Student Services Officer, WMU

Two Challenging Works of Dissertation

Two Fellows, who have been granted a "Research Grant-In-Aid for Sasakawa Fellowship Recipients 2011" by OPRF, handed over their challenging works of dissertation to Mr. Unno, Executive Director of The Nippon Foundation at the Award Ceremony for Sasakawa Fellows, Class of 2011. Following are the names and their titles of dissertation:

1. Gopal Krishna Choudhary (India)

An analysis of the creation of a global ship recycling fund in the framework of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

2. A J M Gunasekara (Sri Lanka)

Oil Spill Contingency Management, its Financial Arrangement and Implications in the South Asian Region

Our Responsibility for Maritime Safety

IMO and its Future

Hiroyuki Yamada

Head of Cargoes Section
Maritime Safety Division, IMO

Introduction

Dear friends and colleagues, I am very pleased to write an article for this newsletter. After working in the Japanese Maritime Administration for 20 years, including a post at the Japanese Embassy in London, I joined the IMO Secretariat in 2005. I have worked as the Secretary to the SLF and DE Sub-Committees and also have participated in many technical issues, such as FSA and GBS (I hope some Friends of WMU know these abbreviations). From the beginning of 2012, I am in charge of the DSC and BLG Sub-Committees.

In this article, I briefly touch upon recent activities and the future of IMO. 2012 is a very special and important year for the Organization as described below. This article is based on my personal opinions and not the official views of IMO.

Need for reform of IMO

In November last year, the 27th session of the IMO Assembly (A 27) was held, and many important decisions were made for the next biennium, 2012 and 2013. IMO's budget is approved by the Assembly every two years (biennial). Due to the current economic downturn and tight budget of Member Governments, A 27 approved only a slight increased biennial budget of about £62m (1.9% increase from previous £61m). Among other decisions, A 27 approved the new Secretary-General (SG), Mr. K. Sekimizu (Japan). It can be said that the new SG is facing more stringent budget cuts and more demand for efficient management.

Therefore, it is inevitable that IMO be restructured and streamlined comprehensively in the near future. The SG has already reshuffled the Secretariat on his first day this year. (see: <http://www.imo.org/MediaCentre/PressBriefings/Pages/Positional-changes-at-IMO-Secretariat.aspx>) By the way, it is worthwhile visiting the IMO website (www.imo.org), since it contains various updated information about the Organization, including many meeting documents, which are the core products of IMO.

100 Years after the Titanic – Passenger Ship Safety



The World Maritime Day (WMD) theme for 2012 is “IMO: One hundred years after the Titanic”, which will focus on the Organization's roots and *raison d'être*, i.e. safety of life at sea. Originally, there was a plan to hold an epoch-making symposium in September, in conjunction with the WMD, to discuss the future of IMO, focusing on safety issues that may lead to a new set of SOLAS. The symposium was also envisaged to be the impetus to change the Organization drastically.

However, as you all know, the Costa Concordia accident happened. It has altered all the plans of IMO. The symposium was postponed and will be rescheduled based on findings from the accident. Passenger ship safety has been a core issue of the Organization. A package of amendments to the SOLAS Convention entered into force in 2010, based on a comprehensive review of passenger ship safety, including damage requirements. A new concept of safe return-to-port was introduced, i.e., a passenger ship should be its own lifeboat. This review was initiated by another SG, Mr. O'Neil, around the year 2000, taking into account the increasing size of passenger ships. Thus, the revised SOLAS has been considered appropriate for such mega ships, thanks to the proactive efforts of IMO.

Costa Concordia, built in 2006, fell under previous SOLAS regulations and, hence, we can still say that new ships designed in accordance with the new requirements should be more robust and safe. IMO, however, cannot be complacent and is expected to act more proactively, though we have to wait for the detailed investigation results. The SG has already



announced that a new agenda item on passenger ship safety should be considered at the coming Maritime Safety Committee in May, MSC 90.

Conclusion

At IMO, there are so many significant issues to be solved, in addition to the aforementioned matters, related to ocean safety, security and the environment, e.g., piracy off the coast of Somalia, measures to reduce GHGs from ships, etc. While the Organization has embarked on rough seas, I am sure IMO will be properly guided and reach its objectives under the leadership of the new SG.

IMO, in particular the Secretariat, should be more efficient, in spite of its small size as a UN agency. I assume that WMU will also be requested to act in a similar manner owing to the obvious fact that both are affiliated organizations. Therefore, WMU would be utilised more to support IMO's activities in various areas in technical and operational aspects.

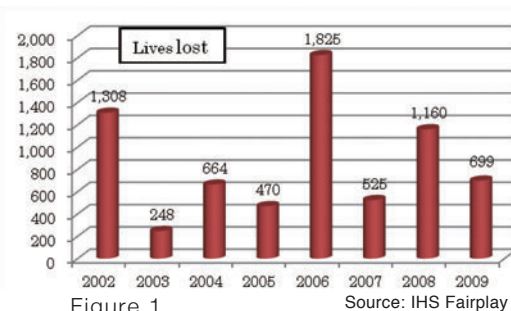
Finally, I attach a photograph taken last year, as a memorable gift to the previous SG, Mr. Mitropoulos, showing all 300 staff members on the IMO terrace, with the Parliament and Big Ben in the background!



On the Occasion of the 100th Anniversary of the Titanic Disaster



Hideo KUBOTA
Senior Chief Researcher
Japan Ship Technology Research Association
(JSTRA)



On the night of January 13, 2012, the cruise ship Costa Concordia had a tragic accident off the coast of Italy. The cause of the accident is under investigation by the Italian Government, and we must wait for the results. The accident has been sensationalized by the media, because it occurred at the beginning of the 100th anniversary of the sinking of the "Titanic".

The IMO Council at its 106th session held in June, 2010, has endorsed a proposal by IMO Secretary-General Mr. Efthimios Mitropoulos to adopt "IMO, One Hundred Years after the Titanic" as the World Maritime Day theme for 2012.

As you all know, the RMS Titanic was a passenger liner that struck an iceberg on her maiden voyage from Southampton, England, to New York City, and sank on April 15, 1912, resulting in the deaths of over 1,500 people in one of the deadliest peacetime maritime disasters in history.

One of the consequences of the sinking of the Titanic was the adoption, two years later, of the first International Convention for the Safety of Life at Sea (the SOLAS Convention). The 1914 Convention was gradually superseded respectively, by SOLAS 1929, SOLAS 1948, SOLAS 1960 (the first adopted under the auspices of IMO, then acting as IMCO) and SOLAS 1974. SOLAS 1974 is still in force at present, amended and updated many times. In other words, the disaster triggered an international forum to enhance maritime safety.

Over the course of these 100 years, especially in the latter 50 years or so, IMO has been

playing a key role in adopting international standards to ensure safe and environmentally friendly maritime transportation. Under the auspices of IMO, 59 international conventions have been adopted so far and most of these have already entered into force.

Unfortunately, in 2009, 699 precious lives were still lost due to safety-related accidents and incidents on ships subject to IMO Conventions and other instruments (see Figure 1).

The requirements of IMO safety-related Conventions and other mandatory instruments have been continuously reviewed and strengthened, especially for hardware aspects and very detailed hardware requirements, i.e. requirements of ship structure, installations, etc.

Three major safety-related IMO Conventions, SOLAS, LL and STCW are accessed by 161 States, 160 States and 155 States, respectively, out of a total of 170 IMO Member States. However, Port State control detention rates and non-compliance rates are still high (see Tables 1 & 2).

This means that IMO should place greater emphasis on the proper implementation of IMO Conventions. In my understanding, "proper implementation" contains two aspects; namely, one is "being properly implemented by the Member States" which follow IMO Conventions; and the other is "being properly understood and implemented by officers and crews of ships".

As to the former aspect, it is expected that the IMO Member States' Audit Scheme, which is under consideration to be made mandatory, will work appropriately and will attain its

objectives, in conjunction with technical assistance for capacity building in the IMO Member States, to be able to comply with the provisions of the mandatory IMO instruments to which they are party. Mr. Koji Sekimizu, who was elected Secretary-General of IMO for the term of 2012 to 2016 at the IMO Council at its 106th session, stated his intention to enhance technical co-operation, capacity building and implementation of IMO Conventions. I expect his leadership and the close cooperation of IMO Members to be able to handle this issue. And, of course, the efforts of our Friends of WMU are highly desired.

As to the latter, it is said that the human factor contributes to almost 80 percent of all maritime accidents. Bearing this fact in mind, IMO adopted the ISM Code as mandatory instruments under the SOLAS Convention. Taking account changes surrounding shipping companies and seafarers, measures should be taken through strict implementation and proper education and training to enhance improvements in this field.

On the occasion of the 100th anniversary of the terrible disaster, we should pay tribute to the memory of those who lost their lives in the freezing waters of the North Atlantic and to all those who, in the course of the 100 years, have contributed to improvements in maritime safety. At the same time, we should examine whether the lessons drawn from amongst the most costly accidents in human lives lost in the last 100 years, including the latest tragedy of the Costa Concordia, have been learned to the fullest.

Table 1 Port State control detention rate

	Paris	Tokyo	Vina del Mar	Caribbean	Mediterranean	Indian Ocean	Abuja	Black Sea	Riyadh	USCG	Average
2001	9.09%	7.76%	3.52%	n/a	9.25%	5.27%	n/a	n/a	n/a	1.61%	6.08%
2002	7.98%	6.67%	3.33%	n/a	28.90%	5.61%	n/a	6.28%	n/a	1.69%	8.64%
2003	7.05%	8.49%	2.78%	n/a	28.99%	9.27%	1.65%	4.76%	n/a	1.28%	8.03%
2004	5.84%	6.51%	1.87%	n/a	14.54%	8.59%	1.54%	6.95%	n/a	1.59%	5.93%
2005	4.67%	5.21%	2.57%	0.00%	21.41%	7.18%	0.45%	6.23%	n/a	1.22%	5.44%
2006	5.44%	5.40%	1.80%	2.05%	17.26%	7.92%	0.71%	5.56%	n/a	1.09%	5.25%
2007	5.46%	5.62%	3.34%	3.97%	15.26%	9.42%	n/a	8.16%	9.38%	1.46%	6.94%
2008	4.95%	6.90%	2.50%	1.33%	n/a	9.84%	1.04%	6.37%	7.69%	1.52%	4.68%

Source: IMO document (C 105/3(a)/1)

Table 2 Port State control non-compliance rate

	Paris	Tokyo	Vina del Mar	Caribbean	Mediterranean	Indian Ocean	Abuja	Black Sea	Riyadh	USCG	Average
2001	57.59%	69.33%	41.44%	n/a	n/a	51.85%	n/a	n/a	n/a	27.33%	49.51%
2002	57.20%	70.25%	35.50%	n/a	n/a	48.92%	n/a	54.79%	n/a	24.34%	48.50%
2003	55.00%	73.62%	38.50%	n/a	n/a	51.78%	77.28%	56.22%	n/a	19.17%	53.08%
2004	53.59%	67.27%	35.80%	n/a	n/a	54.25%	9.24%	61.88%	n/a	22.75%	43.54%
2005	51.25%	68.48%	36.39%	n/a	65.13%	55.16%	10.03%	62.93%	n/a	21.81%	46.40%
2006	53.55%	68.78%	46.20%	n/a	70.52%	55.35%	17.29%	69.39%	n/a	23.32%	50.55%
2007	56.43%	67.44%	53.34%	n/a	n/a	54.68%	n/a	72.42%	57.29%	26.58%	55.45%
2008	58.00%	69.07%	58.00%	14.93%	n/a	54.47%	11.00%	67.89%	41.76%	24.60%	44.41%
2009	57.24%	66.72%	53.06%	n/a	59.02%	57.89%	n/a	66.93%	n/a	27.45%	55.47%

Source: IMO document (C 105/3(a)/1)

International Conferences on

Somalia Piracy - Regional Capacity Building for Maritime Law Enforcement Organizations

Osamu Marumoto

Project Officer (Operations),
Counter-Piracy Project Implementation Unit, IMO

The International Maritime Organization was invited to attend the “Senior Officials’ Meeting and Forum on Capacity Building for Maritime Law Enforcement Organizations in Neighboring States of Somalia”, on November 1-2, 2011, in Tokyo.

It is now an annual event organized by the Japanese Coast Guard in co-operation with OPRF, inviting senior officials engaged in planning and implementing measures to enhance maritime law enforcement capability from Djibouti, Kenya, Oman, Seychelles, Tanzania, Somalia (Puntland) and Japan, representatives from IMO and ReCAAP-ISC, as well as observers from the United States and the European Union, in order to consider and discuss prospective measures to enhance maritime law enforcement capability of the western Indian Ocean region in the field of anti/counter-piracy.

I was given an opportunity for the first time ever during my almost 5 years’ service with the IMO Secretariat, to travel to my home country on a mission and represent IMO. I was honoured to meet the distinguished



participants from the region, including H.E. Mr. Saeed Rage, Minister of Maritime Transport, Ports and Anti-Piracy of Puntland, who gave opening remarks that emphasized the need to engage with and assist the Somali authorities in counter-piracy, if efforts were to succeed in eradicating it off the coast of Somalia.

IMO has been informally approached by a number of Governments and there are a significant number of demands for advanced level education in maritime security and counter-piracy, preferably at WMU. Some delegates showed their interest in sending a few young, promising people to WMU to study counter-piracy administration and seeking sponsorship. Although IMO might not be able to fund their scholarships, it will co-operate with other organizations for possible development in this field.

Among the results of the meeting, an interesting idea was raised and endorsed, which I would like to particularly highlight, because it is also specified in the Djibouti Code of Conduct, in article 7 – Embarked Officers.

Noting the extremely limited sea-going assets in general in the region, the meeting recognized the effectiveness of the concept of “embarked officers’ operations” in accordance with the Djibouti Code of Conduct, in which duly authorized law-enforcement officers embark on patrol ships of other States or warships of their own State to exercise judicial functions in operations. It is a much needed approach, and sharing available assets will be encouraged more and more in the future, as IMO will be emphasizing the need for embarked officers’ operations for future training.

A Social Gathering after the Training Seminar

Phung Trong Hieu (Vietnam, 2008)

This was a very good chance for me to get in touch with the feelings of more than three years ago when I was at WMU and visiting Japan for the first time on a field trip with other Sasakawa Fellows. Interesting discussions, formal meetings, nice and warm receptions, seeing friends, Fellows, and OPRF staff, all these things brought me back. Moreover, this wasn’t just a great visit with all of the above, but a valuable trip personally and professionally as well.

I came for the “Seminar of Upgrading International Cooperation with Asian Countries in Seafarers Training System”, which was held by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), with a sponsorship from OPRF. Representatives from the Philippines, Indonesia, Japan, and Vietnam worked and discussed means of cooperation among Asian countries in the field of seafarer training and education for five days. After the discussion



session, the parties agreed that key issues to be considered were: 1) sharing resources such as material, curriculum and training methods; 2) cooperating in MET by way of exchange students and lecturers; and 3) utilizing facilities for seafarer teaching and training among Asian countries.

The results show the immense efforts made from Japan in particular, as well as other participating countries in general, and awareness from Vietnam, Indonesia, and the Philippines as to seafarer training issues in the present and future. Hopefully, there will be more action taking place between Asian countries, and other parts of the world, to improve the quality and quantity of seafarer training globally.

I would be remiss if I didn’t mention OPRF’s

and the network of Sasakawa Fellows’ role in contributing to the success of the seminar, as well as cooperation in the maritime field. Therefore, I am taking this opportunity to send my appreciation and many thanks to OPRF and Mr. Yohei Sasakawa, who have given very meaningful support to the development of the maritime field and seafarer training.



Anti-Piracy Issues

A Testimony of Joy Attending ICOPAS 2011

Pedro S. Lima Filho (Brazil, 2008)



It has always been an immeasurable pleasure for me to be a Sasakawa Fellow, even though since graduation (MET-2008) I haven't had the opportunity to express my gratitude for being selected, supported during my major studies, and accepted as part of such a distinctive group through the generosity of Mr. Yohei Sasakawa. I was told to write a personal letter to Mr. Sasakawa for that purpose, but I also want to express my feelings in public. As a participant of the **International Conference on Piracy at Sea, ICOPAS 2011**, I had the long-desired chance to return to the WMU campus and meet other Fellows, as well as contemporary graduates, faculty and staff.

Both the Newsletter and the Directory are strong evidence of the contributions of each Fellow to shipping and related activities, nevertheless I was especially glad during ICOPAS 2011 to find them strongly involved in discussions aiming to put an end to piracy and

other unlawful acts that have such a terrible effect on seafarers, their families, and the shipping industry as a whole. Outstanding among other key speakers was Mr. Yusuf Mohammed Bala. His straightforward, provocative, and well prepared presentation "The economical, political and social implication of piracy in the Gulf of Guinea and the world trade: Nigeria as a case study", clearly showed why he got the epithet "bold and handsome" during his student days. It's obvious that he is doing a very good job as Environmental Management Officer at the Nigerian Maritime Administration and Safety Agency (NIMASA).

We also met Miss Anete Logina, holder of the 2009 special award for best female student, serving as Legal Adviser for the Maritime Administration of Latvia, and Mr. Kyaw Zeya, Academic Dean of Myanmar Maritime University. Both are equally good examples of



participating in matters of importance to the maritime industry. After the October 18 sessions, we were kindly invited to the orientation meeting for Sasakawa Fellowship students of the class of 2011 and newcomers in the class of 2012. The focus of the meeting in the Srivastava Hall was a presentation on the WMU Sasakawa Fellowship Program, The Nippon Foundation, and the Ocean Policy Research Foundation.

Afterwards, the reception in the Conference Room on the second floor of the WMU campus brought back a certain feeling of nostalgia, since there are plans to move WMU installations to a new building, meaning that this might be the last time these events occur in the venues we veterans all know and love.

But again, the main purpose of these notes is to express my pride for being connected with such a wonderful group of proactive professionals and generous human beings. From my experiences as a WMU student and a professional, I can truly say that whenever two Sasakawa Fellows meet they are both in very good company. And that was probably the aim of Mr. Sasakawa from the very beginning, may I dare say: not only to help students to improve their education, but to help people to do their best for the benefit of maritime activities in general and their own continuing improvement as human beings. My deepest gratitude goes to Mr. Sasakawa and his staff for this.

Party for NF Projects-related People in Yangon

Capt. Soe Lwin (Myanmar, 1989)

On December 15, 2011, a wonderful dinner was organized by The Nippon Foundation. I had known that The Foundation was helping Nagris cyclone survivors in the delta region, but I've recently realized how involved the Sasakawa foundation is in many sectors in Myanmar, such as assisting the disabled, eliminating leprosy, and much more. Many of my old colleagues who are still working for the Government told me that the Sasakawa foundation is helping develop many sectors in Myanmar.

As I am from the marine sector allow me to take the opportunity to express my gratitude to the Sasakawa foundation for all the help it has given to my country. Prior to 1989, there were only two maritime professionals holding qualifications as Extra Master Mariner and Extra First Class Engineer. Upon the establishment of IMO's World Maritime University at Malmö, Sweden, the Sasakawa

foundation started offering Myanmar maritime professionals the chance to get additional qualifications as a Master of Science in various specialized areas in the maritime sector, such as maritime administration, maritime education and training, technical ship management, port management and many others.

Now, the Institute of Marine Technology has been upgraded to the Myanmar Mercantile Marine College and has established the Myanmar Maritime University, both with Sasakawa Fellows. The Department of Marine Administration personnel are developing an examination syllabus in line with IMO's STCW convention, where the senior officials are also Sasakawa Fellows.

As we have enough resources to run the private maritime sector, Sasakawa Fellows are involved in setting up private maritime



education centers, shipping management teams, and there is even a plan to establish a classification society.

Whenever Chairman Sasakawa visits Myanmar, notwithstanding his busy schedule visiting institutions involved in the treatment of Hansen's disease, he always tries to make time to meet with WMU graduates like us, as well as scholarship recipients and graduates of the University of Peace (UPeace) and Building a Better Asia (BABA). The dinner party in December was held not only to provide an opportunity for Chairman Sasakawa and various stakeholders to exchange information, but also to promote the development of a social network among the stakeholders.

welcoming our family's newest member!

Nelli Rünk (Norit) (Estonia, 2008)



Life after graduating from WMU has been going up and up. I am very happy to let our Friends of WMU know about the birth of my son, Ramon, who was born on September 30 at 5:00 in the morning.

Ramon has been a real sweetheart, laughing a lot and sleeping very well. Although he cannot walk or crawl yet, he moves his arms and legs all the time, as if he wants to go and run as fast as he can. We think this comes from his father, who is an avid runner and has been doing sports his entire life.

Our lives have been full of joy and happiness. We feel so blessed to have such a wonderful son. I would like to thank The Nippon Foundation and OPRF for giving me the opportunity to share our great news, not only about my marriage, but also about the birth of our family's newest member.

Information from the Secretariat

Introducing "nippon.com," a New Multi-language Information Site

Established in December 2010, Japan Echo is a general foundation specializing in the dissemination of information about Japan in various languages for people living overseas. In October this year Japan Echo launched "nippon.com," its multi-language website providing information aimed at promoting a deeper understanding of Japan. The site features information and views on a wide range of areas, including culture, society, politics, the economy, foreign policy, and science and technology. Visitors to the site will also find in-depth articles on current conditions in Japan. Site content is available in Japanese, English, Chinese (simplified Chinese, traditional Chinese), French, and Spanish. We invite you to visit nippon.com and discover the Japan you've never known.



URL: <http://nippon.com/en/>

Notice of Temporary Relocation of our Office

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

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

New Address:

Toranomon 35 Mori Building,
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Obituary



Professor Kenji Ishida of Kobe University passed away on January 17, 2012 at the age of 63 after an illness. Professor Ishida served as a professor at WMU from 1993 to 1997. During his tenure there, he maintained an active interest in the lives of students both inside and outside the classroom and stayed in touch with many students including Sasakawa Fellows. These devoted efforts of the Professor laid the foundation for today's Friends of WMU, Japan network.

Professor Ishida also served as a member of the Selection Committee for the WMU Sasakawa Fellowship for an extended period from 2001 to 2009, where he applied the valuable, diverse experience of his career, including his work at WMU, his involvement in exchange programs with overseas universities such as Sekolah Tinggi Teknik Surabaya (STTS), and as Chief of the International Maritime Research Center at Kobe University.

We extend our heartfelt condolences to Professor Ishida's family and our prayers for the repose of his soul.

Editor's note

ISO/TC8/SC8 (Ships' design) and the Ship Design and Equipment Sub-Committee at IMO are going to be held back to back in London in February, both of which I am to participate in. They have some common discussion items such as performance standards of protective coating of ships' ballast tanks, water-tightness of compartments and structural integrity, and so on. I have to prepare for a long stay in London, hoping that my colleagues will be able to handle the work during my absence from the office.

Nowadays, parties concerned should carefully follow the

discussions at both venues to ensure smooth business, because regulations and standards are tirelessly developed and revised. Naturally, the same thing applies to the administrations as well, because they are able to act in tandem to promote the safety of ships and protection of the marine environment. I sincerely hope that many WMU grads play important roles in both fields and have opportunities to work together.

Kunihiko Kitabayashi

Japan Ship Technology and Research Association (JSTRA)

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. Kunihiko Kitabayashi, Mr. Tomoya Shimizu and Ms. Sue Jackson.

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