



Field Study Trip Class 2011

On Sunday, August 14, 2011, 24 Sasakawa Fellows representing 14 different nationalities, together with WMU Registrar Ton Smaal, arrived at Kansai Airport in Osaka, Japan for the Class 2011 Study Trip upon invitation by The Nippon Foundation and organized by the Ocean Policy Research Foundation (OPRF).

Given the disastrous earthquake and tsunami of March 11 and the subsequent cancellation of the field study trip in May, it is even more remarkable that only five months later, the Fellows were given the opportunity to visit and learn about the country, culture and maritime industry of Japan. Many thanks to Dr. Sasakawa's strong will, the unlimited efforts of The Nippon Foundation and OPRF for making this study trip possible... For us!

During the bus trip to our hotel, we immediately witnessed the impressive infrastructure of the cities of Osaka and Kobe, their major port areas, bridges and highways.

August 15: Marine Technical College, Kobe

Our first visit was to the Marine Technical College in Kobe. It is the only governmental

institute of vocational training for mariners under the direct control of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT). We were welcomed by Prof. Toshio Hikima, former professor at WMU, who explained enthusiastically about the Japanese maritime education and training system.

August 16: Nippon Survival Training Center (NSTC)

NSTC is the first private training facility in Japan which was established to:

1. decrease the loss of human life from accidents at sea;
2. correspond to an international approach;
3. develop the knowledge, skills and competency of marine and maritime human resources.

We were able to observe several spectacular practical training exercises, such as the Freefall Lifeboat Safety Operation Training, the Helicopter Underwater Escape Training (HUET), and more.

Kanmon Kaikyo Vessel Traffic Service Center



The mission of the Kanmon Kaikyo Vessel Traffic Service Center, Kanmon MARTIS, is to maintain and improve the safety and efficiency of vessel traffic in the Kanmon Strait. It was established and is operated by the Japan Coast Guard. The narrow strait, busy traffic, and strong currents make it a real challenge for navigators to safely pass through this area. After observing the VTS-center 'over the shoulders' of the operators, we visited Hinoyama Park, which is right along the Kanmon Strait. The strength of the currents was clearly visible, as we noted the difference in speed of ships going upstream and downstream.





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August 17: The Shimonoseki Shipyard & Machinery Works

The Shimonoseki Shipyard & Machinery Works of Mitsubishi Heavy Industries, Ltd. took advantage of its favorable location on the Kanmon Strait to start operations in 1914, with ship repair as its main business. This yard is very important to the community and is actually located in a residential area. As we arrived by bus, we were shocked to see a huge ship's hull looming high above the neighboring houses. At the site, we visited the repair dock, interior shop, assembly and welding shops, among others. It is remarkable that the Shimonoseki Shipyard builds many different types of ships: ferries, car carriers, RORO boats, and special-purpose vessels, such as cable layers, ocean research vessels and aluminum-alloy high-speed boats.



August 18 : Heishin Kikai Kogyo Co., Ltd.

Heishin Kikai Kogyo Co., Ltd. has emerged as a leading manufacturer dedicated to the design and manufacture of marine equipment, including oil-water separators. Currently, almost a third of new ships built in Japan (mid-size cargo ships) use their pumps.

In addition, Heishin Kikai Kogyo Co., Ltd. conducts various R&D activities for the effective utilization of idle farmland, improving Japan's self-sufficiency in food products, and bringing back young people who have been moving away from farming in recent years. At the 'Heishin Farm' we were shown a video of the farm's activities supporting and distributing their food to those suffering from the effects of the March 11 disaster. Afterwards, we enjoyed an excellent lunch, which, of course, included vegetables and fruit from their own greenhouses.



August 19 : Courtesy Visit to The Nippon Foundation

Unfortunately, Chairman Yohei Sasakawa was away on an overseas business trip the week of our visit. Instead, we experienced a very warm welcome from Mr. Takeju Ogata, President of The Nippon Foundation and Mr. Shuhei Okazaki, Executive Director of OPRF. Mr. Ogata spoke to us about the Disaster area in the north of Japan, where he has his roots and family. Such a personal story made a strong impression on us and could only be answered with silence and respect.

After this overwhelming beginning, the students introduced themselves, telling of their individual backgrounds and reasons for studying at WMU. Mr. Rajesh Mittal from India then spoke for all of us. Though it was meant to be a very formal meeting, we ended with a question-and-answer session, with Mr. Ogata and Mr. Okazaki giving us much of their precious time.

Ministry of Land, Infrastructure, Transport and Tourism (MLIT)

At the Ministry of Land, Infrastructure, Transport and Tourism, students were informed about the organizational setup, policies and action plans of Japanese maritime affairs. Mr. Norifumi Ide, DG of the Maritime Bureau and Mr. Hideo Kubota, Director of the Maritime Safety Standards Division, paid the Fellows a warm welcome. Mr. Ivan Roldan from the Philippines expressed our gratitude toward MLIT, in the name of all Fellows. Finally Mr. Shinichiro Otsubo, Director for International Regulations, Safety Standards Division, gave a very interesting lecture on Ship Recycling and the Hong Kong Convention.

Many Japanese organizations and institutes were visited that week. During the visits, we experienced the heart-warming hospitality of staff members, as no effort was spared to make our visit as interesting as possible. In light

of the events that occurred in March, the time spent receiving our group was greatly appreciated. The Nippon Foundation and OPRF staff provided us with an unforgettable week in Japan.



We also must mention the unlimited enthusiasm and dedication of the entire organizing team, which guided us all week. Just some examples:

The Sasakawa Fellowship program has now provided 476 Fellowships for students from 54 countries to study the M.Sc. program at WMU in Malmö, Sweden. Japan has been the biggest supporter of WMU for years. Not only in the number of fellowships, but also by:

- funding professional chairs to enable WMU to provide the teaching and research capabilities required by the maritime industry;
- funding upgrades in IT facilities;
- offering sponsorship and opportunities for our relocation to the Old Port Building in Malmö.



On behalf of the Fellows of the Class of 2011, I would like to thank Dr. Sasakawa, The Nippon Foundation, OPRF and the (host) institutes from the Japanese maritime industry for their continuous support for more than 22 years, and hopefully, for many more years to come.

Ton Smaal
Registrar, WMU

Current activities of ISO/TC8 (Ships and Marine Technology)

Kunihiro Kitabayashi

Japan Ship Technology and Research Association (JSTRA)

1. Maritime Transport and ISO

ISO (International Organization for Standardization) has 214 Technical Committees (TC), and TC8 (Ships and Marine Technology) develops various standards relating to maritime transport safety & environmental issues. In this article, I would like to introduce current topics concerning ISO/TC8 activities in which you may be interested.

TC8 has several Sub Committees which cover important issues in maritime transport and develop various standards related to maritime transport technology. In many cases, regulations and technical requirements developed by IMO are complemented by related ISO standards.

2. ISO/TC8 Plenary Meeting

The annual ISO/TC8 Plenary Meeting was held in Helsinki, Finland, from October 24-28.

At this plenary meeting, it was agreed that TC8 will concentrate on developing standards on “special offshore structures and support vessels”, bearing in mind that the offshore wind energy sector is the most urgent in this industry.

Along with that, the latest activities of each Sub Committee are reported as follows. In this article, several topics that readers may be interested in are taken up.

SC1 (Lifesaving and Fire Protection)

It was reported that new ISO standards to complement the IMO FSS Code (“International

Code for Fire safety Systems) were under development. In addition, ISO/TC8 agreed to examine existing standards and requirements for the design, operation and maintenance of lifting appliances.

SC2 (Marine Environment Protection)

IMO AFS Convention (“International Convention on the Control of Harmful Anti-fouling Systems on Ships”) encourages, in its resolution, to continue to work towards the harmonization of test methods and assessment methodologies, and performance standards for anti-fouling systems containing biocides. In relation to this, the ISO 13073 series for risk assessment on anti-fouling systems on ships is being developed. At this plenary meeting, the current level of development of these standards was reported.

SC3 (Piping and Machinery)

It was reported that ISO standards on ballast water management and cold ironing are being developed. For future ISO standards, LNG marine engines, dual fuel marine engines and reduction of noise from machinery were mentioned.

SC4 (Outfitting and Deck Machinery)

It was decided that the current ISO standards for rubber fenders (ISO 17357) are to be reviewed to reflect the latest technology. In addition, new ISO standards on mooring equipment are being developed.



SC6 (Navigation and Ship Operations)

This SC has been developing numerous standards on navigation equipment which are required by SOLAS Chapter V. In this plenary, it was stated that SC6 plans to develop new standards for inclinometers.

SC8 (Ship Design)

It was reported that draft ISO 16145 series guidelines for IMO PSPC (Performance Standards for Protective Coating) were being developed, divided into five parts. For future projects, the standardization of WIG (wing in ground effect craft) was raised.

3. Conclusion

As shown above, ISO/TC8 discusses and develops various international standards which are deeply related to IMO regulations such as SOLAS and MARPOL. Therefore, it is useful for us to carefully follow the activities of ISO, especially for TC8, as well as IMO.

Reminiscing about My First Visit to Myanmar

Takanori Shigenaga

ZENI LITE BUOY CO., LTD.

I landed at Yangon International Airport in Myanmar at night on October 1, 2010. It has been one year since my first trip to Myanmar and my two-week rehabilitation of navigational aids in Yangon Port.

It is still vivid to me how surprised I was that many people inside and outside the airport seemed to fill the air with a lot of energy. I walked up to Immigration and at first, with the security cameras, I felt nervous. At an empty counter two lady officers were posing and checking how they looked in a security camera, laughing at each other. They noticed me watching and smiled. I smiled back. That made me relax, and I felt that with these friendly people here my work would go smoothly.



Cyclone Nargis had hit Myanmar in 2008. There were a lot of casualties and many facilities were damaged, including the navigational aids to Yangon Port. The number of vessels entering the Port at night was restricted, especially because of the narrow and shallow Monkey Channel, with its complicated flows caused by 2 rivers and 1 creek. Zeni Lite Buoy Co., Ltd., as a navigational aids manufacturer, and I participated in the designing, manufacturing, installing and training to rehabilitate the leading lights for night operation. This was successfully completed. With some help from Sasakawa Fellows.

To bring our products into Myanmar for the rehabilitation was difficult. A Bill of Lading was required first by Myanmar to issue an import permit. On the other side, the forwarder insisted

on having the import permit first before shipping and issuing a Bill of Lading. Time passed and I was quite behind schedule. I contacted two Sasakawa Fellows, Mr. Kyaw Myo Win and Mr. Aung Thein Win. Later on, the goods were safely sent, and arrived without any trouble after their help.

My most memorable time during my stay was the reunion with the Fellows and our surprise tour of the beautiful and peaceful Shwedagon Pagoda. Three Fellows from the Class of 2008, Mr. Aung Thein Win, Mr. Kyaw Myo Win and Ms. Thet Thet, who visited our Okayama factory during their stay in Japan, Mr. Myat Moe (Class of 1997) and Mr. Htay Aung (Class of 2007) got together. Of course we all happily sang, “World Maritime University, far away from home.”



Sasakawa Fellows Playing Active Roles Internationally

Working with Asian Maritime Stakeholders for Safe and Environmentally Sound Recycling of Ships

Fajar Nugraha
(Indonesia, 2009)

It has been three years since I visited Japan on my Sasakawa Field Study Trip in September 2008. Returning here has brought back unforgettable memories of Mr. Sasakawa, the OPRF Staff and Sasakawa Fellows in the Class of 2009. We learned about Japanese culture by visiting museums and the royal palace, and also about Japan's achievements in maritime technology through sophisticated marine equipment and modern shipbuilding.

I visited Japan from August 3-5, 2011 on a business trip to attend the Asian Classification Society (ACS) Working Group on Ship Recycling as a delegate from Biro Klasifikasi, Indonesia (BKI). The night before the meeting, I was invited for dinner by Mr. Kudo, Mr. Ichikawa and Ms. Emi Shimada at a restaurant near the OPRF office. We talked about many things concerning our jobs and Sasakawa Fellows' activities. I received many suggestions and support from them about how to promote Fellows' contribution to maritime safety and environmental protection.

ACS was established on February 1, 2010 in Bali, Indonesia during an Extraordinary ACS Meeting. ACS consists of 6 Classification Societies in Asia, namely BKI, China Classification Society (CCS), Class NK, Indian Register of Shipping (IRS), Korean Register of Shipping (KR) and Vietnam Register (VR). During the meeting, I met Ms. Liang Jing (China, 2000) from CCS. We worked together during the meeting as well as at another ACS meeting in CCS Beijing, in November 2010. I really enjoy working with Sasakawa Fellows from different parts of the world.

According to an ACS Press Release in February 2010, "ACS members were of the unanimous view that there is a need to strengthen



Group picture of ACS delegation after signing of ACS Charter.
(Sitting from left to right) Top Leaders of VR, KR, Class NK, CCS, IRS and BKI. Author (standing first from left) and Ms. Liang Jing (standing fourth from right).

cooperation to better pursue the objectives of ACS, which is to provide technical service of the highest standards to the maritime industries and to enhance technical assistance and advise the regulatory bodies for the promotion of maritime safety and the protection of the environment globally, in particular in the Asian region." To actualize these objectives, ACS has formalized eight Working Groups (WGs), namely WG Port State Control, WG Quality, WG Ballast Water Management, WG Green House Gas, WG Risk Based Ship Design, WG Goal Based Standard, WG Machinery Seaworthiness and WG Ship Recycling.

The ACS WG on Ship Recycling was held at the Class NK Head Office in Tokyo on August 4. The meeting was attended by WG members from 6 classification societies and 2 observers from the Shipbuilders' Association of Japan (SAJ). SAJ delegates delivered a presentation regarding Inventory Hazardous Material (IHM) preparation for new shipbuilding in Japan. According to the Ship Recycle Convention, ships

above 500 GT shall carry IHM Part I and IHM Certificate to ensure hazardous materials have been identified in the ship structure, machinery, electrical system and equipment. If a ship is to be recycled, IHM Part I shall be updated to incorporate IHM Part II (operational general waste) and IHM Part III (stores).

In the case of new ships, IHM Part I shall be prepared by shipbuilders and information about hazardous materials in the ship is collected from suppliers through documents, such as the Material Declaration (MD) and Supplier's Declaration of Conformity (SDoC). SAJ's experience during trials of IHM shows that there were still some inadequacies in filling out MDs and SDoCs, and that acquiring an MD number was around 80% to 99% of the total number of MDs. Lessons learned from these trials are that a common MD format and an unified interpretation of guidelines to develop MDs, SDoCs and IHMs are required to support all parties involved in the Ship Recycle Convention.

Although the Ship Recycle Convention may not enter into force in the near future, ACS WG on Ship Recycling has decided to work closely with the Asian Shipbuilding Experts Forum (ASEF) to develop a common MD format and guidelines. A common MD format is expected to reduce additional work for suppliers and shipbuilders, and the guidelines can avoid potential misinterpretations among those in the shipbuilding industry. Certainly, they will improve accuracy and save time preparing MDs, SDoCs and IHMs. Ship recycling activities for a safe and environmentally friendly Asian region can be achieved through cooperation among Asian Maritime Stakeholders.



ACS WG on Ship Recycling meeting participants. Author (fifth from left)

Summer Academy at the International Tribunal for the Law of the Sea

Anete Logina
(Latvia, 2009)

Jean Edmond Randrianantenaina
(Madagascar, 2010)

Every summer the International Foundation for the Law of the Sea (IFLOS) organizes a Summer Academy at the International Tribunal for the Law of the Sea (ITLOS) in Hamburg, Germany. This year the IFLOS Summer Academy was held from July 24 to August 20 under the theme “Uses and Protection of the Sea - Legal, Economic and Natural Science Perspectives”. Among 29 participants from 24 different countries, there were also two WMU Sasakawa Fellows: Anete Logina from the Maritime Administration of Latvia and Jean Edmond Randrianantenaina from the Maritime Administration of Madagascar.

ITLOS is an independent judicial body established by the United Nations Convention on the Law of the Sea (UNCLOS) to adjudicate disputes arising out of the interpretation and application of this convention. One of the activities of IFLOS is to promote the opportunities provided by ITLOS for the peaceful settlement of disputes. However, the foundation's main aim is to promote learning and



research in the field of international law of the sea at a global level. The IFLOS Summer Academy is organized to fulfill this aim.

The Summer Academy offers very high quality lectures and workshops on both Law of the Sea (Development of the UNCLOS Regime, Dispute Settlement, Maritime Zones, Freedom of Navigation, Offshore Resources, Maritime Limits and Boundaries, Fisheries, Environmental Protection, etc.) and Maritime Law (Carriage of Goods by Sea, Arrest of Ships, Marine Insurance, Limitation of Liability, Ship Building, Vessel Financing, etc.). Legal issues are also viewed under economic and natural science aspects. Lecturers of the Academy are high profile experts from ITLOS, international organizations, universities, scientific institutions, associations, law firms, etc.. Also, participants of the academy have different backgrounds, which makes



interaction very interesting. This year there were participants from diplomatic services, judicial bodies, maritime administrations, coast guards and law firms. Some of the participants were PhD students from different universities and practitioners who carry out their research within the ITLOS-Nippon Training and Capacity-building Programme on Dispute Settlement under UNCLOS.

The IFLOS Summer Academy programme also includes social events, excursions and visits to maritime related venues. For example, this year participants visited the Port of Hamburg, the Leonhardt & Blumberg shipping company, the Blohm & Voss shipyard, as well as the cities of Berlin and Lubeck. The programme culminates at its official closing event which is always held at the beautiful city hall of Hamburg (Hamburg Rathaus).

Indonesia-Japan Bilateral Cooperation in Transportation Sector

Dyah Umiyarti Purnamaningrum
(Indonesia, 2004)

Just after I had arrived at the Prince Park Tower Hotel, Tokyo, a colleague from the Indonesian Embassy approached me and said, “When you have time, please call Mr. Kudo from the OPRF. He is waiting for you to contact him.” It was quite a surprising message, since to be frank, I hadn’t informed Mr. Kudo of my visit to Japan. How could he have detected my presence?

The reason why I hadn’t contacted him was because I was afraid that my tight schedule attending “The 2nd Vice Ministerial Level Meeting in Transportation Sector between Indonesia and Japan,” on July 28-29, 2011, did not give me any opportunity to do anything but work. The success of this annual meeting between the Ministry of Transportation of the Republic of Indonesia and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan, is one of my duties as Chief of Bilateral Cooperation in the Ministry of Transportation of Indonesia. But luckily, as it turned out, I had a



chance to meet with Mr. Kudo and Mr. Tomoya Shimizu (Japan 2004) after the Meeting’s farewell dinner. We had a nice chat while enjoying the view of Tokyo Tower and Tokyo at night, from the 33rd level of the Prince Park Tower Hotel. This visit was a real meaningful one for me, as it was my first time back in Tokyo since my Japan Field Study Trip in 2003 during my studies at WMU.

As I was saying goodbye to Mr. Kudo and Mr. Shimizu, I had a chance meeting again with high government officials from the Maritime Bureau of the Ministry of Land, Infrastructure, Transport and Tourism with whom I had been holding discussions until late in the afternoon. They were also introduced to me as Japanese members of the Friends of WMU, Japan.

The 2nd Vice Ministerial Level Meeting is an initiative to strengthen the existing bilateral cooperation in the transportation sector between the two countries. The Indonesian

delegation was led by H.E. Bambang Susantono, Vice Minister for Transportation, and the Japanese delegation by Mr. Seiichi Ohkuchi, Vice Minister for International Affairs. During the meeting, ways to enhance cooperation in the aviation, port and railway sectors were seriously discussed. The Japanese delegation also presented “Recoveries of Transport Infrastructure from the Great East Japan Earthquake”. As we all know, Japan and Indonesia are countries that lie on the ring of fire, thus earthquakes are natural disasters that we often experience. The Indonesian side needs to learn from Japan how transport infrastructure can quickly recover to support the movement of people and aid, as well as to help economic recovery in the disaster area.

This annual meeting will take place in Indonesia or Japan subsequently every year. That means that I have the opportunity to visit here at least once every two years. And that makes me happy.



New Members of WMU Sasakawa Fellowship,



Mohammad MOSHARRAF

Mechanical Engineer, Mechanical Department,
Chittagong Port Authority

I hope studying at WMU will strengthen my knowledge and expertise in the field of maritime safety, security and environment. I believe that it will help me to apply my services at the port of Bangladesh. Moreover, WMU is a great place to enhance international friendships and social networking in the maritime field, and sets a unique standard for the global community.

Bangladesh
S12018 (MSEA)



S. M. Shahed REZA

Deputy Secretary, Secretariat
Bangladesh Inland Water Transport Authority, BIWTA

Bangladesh tries sincerely to ensure sustainable development in the maritime sector. However, there is a lack of proper knowledge and ideas in making and implementing policy. In this context, it is a great opportunity to be admitted to WMU with a Sasakawa Fellowship, as studying at the university will make me more resourceful in delivering services relevant to my country.

Bangladesh
S12083 (MSEA)



Akung Emmanuel AGBOR

Head of Shipping and Maritime Department,
Shipping and Maritime Department,
Cameroon Development Corporation

The knowledge I will acquire upon graduating from WMU will help me train my colleagues. As a policy maker, I will help my organization formulate policies that are in conformity with international conventions, especially I.M.O. I hope for a safe maritime environment for all, and I will take advantage of the network offered to me.

Cameroon
S12036 (MLP)



Tifuh Mujingni Jenette CHO

Senior Administrative Staff,
Department of Maritime Affairs and Inland Waterways,
Ministry of Transport

I'll strive hard to gain the highest professional expertise from WMU, and on my return home, I'll help build capacity in my organization so that together we can fight for maritime safety, security and the environment, notably the fight against piracy in the Gulf of Guinea, the implementation of the Ballast Water Convention, as well as other IMO regulations related to the above issues.

Cameroon
S12046 (MSEA)



Alexander ADU-ANTWI

Fisheries Officer, Administration and Operations,
Fisheries Commission, MOFA

I envisage acquiring a lot of knowledge from WMU (being a practical-knowledge based institution) to contribute to policies, legislation and management, and to train other officers to strategically manage marine resources sustainably for future generations. I will also actively contribute and participate in the activities of Sasakawa Fellows.

GHANA
S12035 (MLP)



Chandra Shekhar JOSHI

Commandant(JG), ICGS Delhi,
Indian Coast Guard

I wish to acquire as much knowledge from the best scholars in the world at WMU, make lifelong contacts with fellow mariners from different nationalities for mutual benefit, pass on this knowledge to my fellow countrymen, and FINALLY, be an active member of the network of Sasakawa Fellows, share my experiences and learn from the expertise of other Fellows who come from diverse backgrounds and nationalities.

India
S12060 (MLP)



Anupam RAI

Dy Director (SAR) / Commandant, Department of Operations /
Coast Guard HQs, New Delhi, India, Indian Coast Guard

Indian national maritime laws, acts and legislations necessitate amendments as per ratified conventions and protocols. Post-graduation, my first priority would be to work on a comprehensive act on the Maritime Zones of India, piracy and acts of armed robbery. I will also assist in the formulation of government policies on the latest maritime issues, such as maritime terrorism, coastal security, HNS cargo handling, pollution response contingency planning, etc., and will help in effective law enforcement duties.

India
S12082 (MSEA)

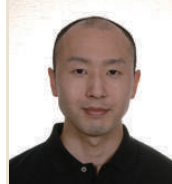


Yasuhiro URANO

Technical Official, Tokyo Transport Branch Office, Ministry of Land,
Infrastructure, Transport and Tourism

This excellent opportunity to study at WMU will definitely enhance my knowledge and skills, especially about maritime safety and environmental issues, essential for my future career as a maritime administrator. Furthermore, I sincerely hope precious friendships created at WMU will lead to the promotion of international cooperation to save our seas and further development of maritime industries in the world.

Japan
S12027 (MSEA)



Akihiro NAKATSUYAMA

Education and Training Division, Administrative Department,
Japan Coast Guard

I have felt the need for further knowledge regarding the current changing maritime situation and the international network of contacts through my experience on the job. Now, I am engaged in obtaining them at WMU and hope to use them to contribute to improving the performance of the Japan Coast Guard in the increasingly globalized sea.

Japan
S12019 (MSEA)



Elsie Nyabonyi BIKONDO

Field Training Officer (Operations), Human Resources,
Kenya Port Authority

I will use the knowledge and skills acquired on completion of my training to develop maritime training programmes, e.g diplomas, that will enhance human resources capacity in my country. Secondly, I will participate in the development of e-learning systems that are affordable to Kenyan youths so as to ultimately supply the Kenyan maritime sector with well trained manpower.

KENYA
S12044 (MET)



Joseph Sheketeni BANDA

Senior Port Engineer, Marine Department,
Ministry of Transport, Republic of Malawi

It is my desire that while at WMU I should broaden my knowledge in shipping and port management, and make use of this knowledge for the benefit of my country. This is important now as Malawi has just embarked on a project to open up the country to the Indian Ocean through the Shire/Zambezi waterway. I also wish to actively pursue the very good network amongst Sasakawa Fellows, so that we continue to share information and experiences from our respective countries.

Malawi
S12043 (SPM)



Baigalmaa DAMBA

Senior Officer, Mongolia Maritime Administration, Ministry of Road
Transport Construction & Urban Development of Mongolia

Developing the maritime field in a landlocked country is a difficult task, which Mongolia faces. Higher transit costs make imports expensive and exports uncompetitive, thereby limiting economic growth and undermining the country's welfare. (Government of Mongolia, UNCTAD, 2007). My goal at WMU is to absorb as much knowledge as possible from world-renowned professors and to assist my government in making policies relating to maritime issues.

Mongolia
S12009 (MLP)



NANG LON LON NYO

Instructor, Marine Engineering Department,
Mynamar Mercantile Marine College

Studying at WMU gives me both educational and practical knowledge, which I intend to incorporate first. Then, my desire is to effectively modify this knowledge base to suit the local conditions of my college. I also want to share my knowledge not only with my colleagues but also with future generations for the benefit of all.

Myanmar
S12020 (MET)



THA ZIN AYE LINN

Instructor, Marine Engineering Department,
Myanmar Maritime University

Being an academic staff member at Myanmar Maritime University, I must not only have knowledge of sustainable growth in maritime operations but also the development of the MMU educational environment. After graduation, I will arrange workshops by applying my newly gained experiences and the updated teaching techniques from WMU to my students in order to keep abreast of international maritime fields.

Myanmar
S12026 (MET)

Class of 2012

The Following 27 new Sasakawa Fellowship Students in the class of 2012 joined the WMU Academic Program in early October, 2011. These students are experts in their own right and are expected to excel in their chosen maritime courses under the stringent supervision of the best experts in the world in the maritime field. Upon the completion of their courses, their new knowledge and skills shall contribute further to enhance their countries' maritime community.

 <p>Pakistan S12037 (MSEA)</p>	<p>Farooq ALI Staff Officer NUST Affairs at PNEC, Pakistan Navy Engineering College, National University of Sciences & Technology</p> <p>My aim is to transfer my knowledge to the students of the National University of Sciences & Technology, and this course will definitely augment my 8-9 years' experience on board ship and my 23 years of naval service. I'll not only have an opportunity to gain knowledge from the qualified faculty members of WMU but would also like to interact with students coming from all over the world to share and benefit from each other's experiences.</p>	 <p>Philippines S12042 (MSEA)</p>	<p>Weniel Abarquez AZCUNA Lieutenant Commander, Department of Transportation and Communication, Philippine Coast Guard</p> <p>WMU's postgraduate program has been carefully crafted to provide a perfect fit for my needs in order to contribute to my institution's role in Maritime Safety and Environmental Protection. The pool of internationally-renowned experts and faculty members and a mechanism for international exchange of knowledge on maritime issues and its applications will give me the opportunity to maximize my learning.</p>
 <p>Philippines S12078 (MLP)</p>	<p>Marc Anthony Panelo PASCUA Shipping Operations Specialist II, Department of Transportation and Communication (DOTC), Maritime Industry Authority, Regional Office 1 and 2</p> <p>As a WMU student specializing in Maritime Law and Policy (MLP), I want to learn the significant international maritime legislations that affect and safeguard measures on maritime safety, environmental protection and security policies. After graduation, I want to make good use of the knowledge acquired to contribute to the enhancement and further development of maritime regulation in my country.</p>	 <p>Sri Lanka S12056 (MSEA)</p>	<p>Hettiarachchige Don Prasad Manjula HETTIARACHCHIE Head of Safety, Safety Department, Colombo Dockyard</p> <p>My utmost wish is to gain as much knowledge and exposure as I can, in view of establishing a safe and environmentally friendly ship repair and shipbuilding industry in Sri Lanka. As Sri Lanka has just started deep sea oil drilling, I also intend to do my best to establish a safer oil and gas industry in my country.</p>
 <p>Sri Lanka S12017 (SPM)</p>	<p>Mohamed Fahim MOHAMED HASHIM Superintendent (Operations), Sri Lanka Port Authority</p> <p>Ever since joining the Sri Lanka Port Authority, I have dreamed of attending the World Maritime University. Now I am sure that I can acquire new skills and the necessary knowledge about Ports and Shipping. This will be advantageous to my organization as well as to my country.</p>	 <p>Sri Lanka S12028 (SPM)</p>	<p>Wijenayake Kankanamge Gamini WIJENAYAKE Superintendent Civil Engineer, Civil Engineering Division, Sri Lanka Port Authority</p> <p>As a civil engineer mainly involved in maritime construction, I am determined to broaden my knowledge related to industries with a greater exposure to the global maritime world. After my time at WMU this diversity of knowledge gained through various academic strategies will help me in the future development of the maritime sector, not only nationally but also internationally.</p>
 <p>Thailand S12013(MLP)</p>	<p>Komain INTARAKAMHAENG Judge, Central Intellectual Property and International Trade Court Courts of Justice, Thailand</p> <p>I want to learn all aspects of the maritime field, especially Maritime Law, which is related to my work, and WMU is the best place to give me this knowledge. Currently, Thailand still lacks maritime specialists, therefore, when I go back I'll help my country to improve the standards of investigation in maritime cases and support international trade.</p>	 <p>Thailand S12069(SPM)</p>	<p>Sopun MANEECHOT Secretary of Deputy Managing Director of Laem Chabang Port, Laem Chabang Port, Port Authority of Thailand (PAT)</p> <p>Pursuing a degree at WMU is underscored by my desire to be part of an institution of excellence in maritime education and research. WMU offers an abundant source of knowledge with hands-on facilities needed for such a rapidly changing field. The knowledge that I obtain will allow me to return to the Port Authority of Thailand to succeed with an international focus on networking and collaboration on critical issues and developments in maritime transportation.</p>
 <p>Ukraine S12058(MLP)</p>	<p>Nadiya ISIKOVA Private Attorney, Odessa Regional Bar Association</p> <p>As a member of the Sasakawa Fellowship Program, I will participate, to the best of my ability, in all kinds of activities to promote global exchanges and cooperation. Being a professional attorney, I intend to enhance my knowledge in Maritime Law and Law of the Seas as well as to gain basic understanding in shipping and port management, environmental issues and safety at sea.</p>	 <p>Ukraine S12081 (SPM)</p>	<p>Anna RABOTNOVA Financier, Financial Department, BGSA "INFLOT"</p> <p>Education at WMU is a huge opportunity to obtain qualification and experience at an international level, to develop personal qualities and professional skills. Besides, it is a great chance to bring my own contribution to the development of international ties between professionals in maritime transport from all over the world for possible further collaboration and implementation of international projects.</p>
 <p>Vietnam S12010 (SPM)</p>	<p>Dang Thanh BINH Marketing, Container Vinalines Shipping Company (VCSC) - Vietnam National Shipping Lines (Vinalines)</p> <p>My specialization is Shipping and Port Management. After graduation I will come back to VCSC and contribute to the development container fleet of Vinalines. My goal is to help turn VCSC into a mainline organization within the next decade. Moreover, I want to cooperate with Vietnam Maritime University and others to disseminate my knowledge and experience to students who are studying in the maritime sector.</p>	 <p>Vietnam S12049 (SPM)</p>	<p>Nga Thu DOAN Shipping Executive, General Affairs Department, Transport and Chartering Corporation (VIETFRACHT)</p> <p>My specialization, Port & Shipping Management, matches my job perfectly. These courses provide the latest theory and technologies. The field trips to shipping companies and ports in other countries will bring practical understanding of the maritime industry. After graduation, I will continue to work at my company and adapt my knowledge to the management of our shipping fleet. And I will definitely be an active participant in the Sasakawa Fellows' network.</p>
 <p>Vietnam S12079 (MET)</p>	<p>Hieu Trong PHAM Lecturer, Navigation, Ho Chi Minh City University of Transport</p> <p>The study of MET Specialization will help me solve educational challenges in my country's maritime field in many ways. I will dedicate myself to "becoming a better professional teacher in my field," and "creating a stronger MET organization with greater efficiency and high principles, fully utilizing modern technological innovations in administration and management processes."</p>	<p>Major List</p> <ul style="list-style-type: none"> MET (Maritime Education and Training) MLP (Maritime Law and Policy) MSEA (Maritime Safety and Environmental Administration) SPM (Shipping and Port Management) 	

Commandant, Admiral Ramon Castaneda Liwag of the Philippines Coast Guard and His Delegation Visit The Nippon Foundation



Commandant, Admiral Ramon Castaneda Liwag of the Philippines Coast Guard paid a courtesy visit to The Nippon Foundation on September 5 and met with Yohei Sasakawa, Chairman of The Nippon Foundation. Admiral Liwag is a WMU Sasakawa Fellow who traveled to Sweden with support from the Shipbuilders' Association of Japan and graduated from the World Maritime University in 1996.

During this courtesy visit, Chairman Sasakawa spoke about the introduction in April 2011 of the Coast Guard Capacity Improvement Program to Secure Safety and Environmental Conservation in Asian Oceans at the Japan Coast Guard Academy, the only coast guard academy in the Asian region, in cooperation with the Japan Coast Guard, the Japan Coast Guard Association, and The Nippon Foundation. At that time Chairman Sasakawa expressed his hope that

the Japan Coast Guard Academy would take on the role as an international base responsible for training personnel for maritime safety organizations in the future.

(On the following day, September 6, Commandant Liwag visited the Japan Coast Guard Academy where he met with Philippines Coast Guard officers who were participating in this program.)

In the evening on September 5, Commandant and Mrs. Liwag met with five Japanese Sasakawa Fellows and had the opportunity to spend some pleasant time in a friendly atmosphere and to deepen their mutual friendship as WMU Sasakawa Fellows.



On October 18, with the President of the Philippines in attendance, a ceremony was held to commemorate the 110th anniversary of the establishment of the Philippines Coast Guard. A plaque of appreciation that was to be presented to Chairman Sasakawa at the ceremony was later entrusted to Executive Director Umino of The Nippon Foundation by Commandant Liwag who was attending the 7th Heads of Asia Coast Guard Agencies Meeting (HACGAM7) in Hanoi in late October.



Our Expanding Family

Ram & Sutopa Saha (Bangladesh, 2009)

Dear All,

Hope all of you are doing well and are having a wonderful day. I remember with very much love my WMU life and OPRF support. Now I want to share the wonderful news that our first daughter 'Raakhi', was born at the Japan Bangladesh Friendship Hospital, Dhaka, on October 12th at 10:50 pm. We were so blessed to bring her home when she was three days old! Raakhi means "piece of colored thread worn around the wrist as a symbol of protection." This name was chosen by my mother. We are enjoying her sweet smile. She is such a good baby and hardly ever cries! Our lives are so much happier and better (with a few challenges) because of our little one! She is full of joy and truly the light of our lives. Life is good... God is great!



Sympathy

Kingdom of Thailand

Heavy rainfall in Thailand since October 10 has resulted in devastating floods, particularly in the northeast and central regions of the country, including the area of the historical remains of Ayutthaya, the country's ancient capital. According to government reports, 366 people had lost their lives as of October 25, and it has been reported that a large number of people have fallen victim to the floods. We pray for the quick recovery and rebuilding of areas affected by the floods and hope that those who have suffered losses may soon find comfort in the days ahead.

Republic of Turkey

At 1:41 pm (7:41 pm Japan Time) on October 23, a major earthquake registering a magnitude of 7.2 on the Richter scale hit the southeastern region of Turkey. The Government of Turkey announced that as of October 27 over 500 people had lost their lives and more than 2,000 people had suffered injuries. We pray that the people of Turkey will overcome this disaster as soon as possible and make every effort for their recovery.

Editor's note

Important discussions on securing and training adequate crew members to serve on Japanese vessels have begun in Japan. There are also rumors afoot concerning Japan's maritime institutes whose jurisdiction is divided between the Ministry of Education, Culture, Sports, Science and Technology and the Ministry of Land, Infrastructure, Transport and Tourism. According to these rumors, these institutions are currently being reviewed with the intention of reorganizing and integrating them to eliminate wasteful overlap. For professors and instructors of these institutes, who see "wasteful

overlap" as an unavoidable part of education, the possibility of such changes is not by any means welcome. However, maritime transport is a vital mainstay in transportation, and securing and training superior crew are common challenges that countries the world over face. With an awareness of the instrumental role they play in education and training in the maritime industry, instructors must be willing to demonstrate greater efforts for its future.

Prof. Toshio Hikima
Marine Technical Education Agency

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