

Photograph taken on April 3, 2011 at Onagawa town, Miyagi prefecture



Connectedness

- Supporting affected people with your help -

At 14:46 on Friday, March 11, 2011, an unprecedented magnitude 9.0 earthquake hit northeastern Japan, and the accompanying tsunami resulted in the destruction of a huge area of the country. As of the end of July, there were over 15,000 lives lost, and 5,000 missing persons registered with the police department. This was the worst ever recorded natural disaster in Japan. Countless people lost family and friends, while their "sweet homes" were washed away along with their precious memories. Many lost their jobs as well.

People were determined to rise up from the untold devastation and rebuild their lives, with personal, material, and monetary assistance from businesses, volunteer groups and organizations from all over Japan and the rest of the world. The Nippon Foundation lost no time in raising

donations over the internet through our own CANPAN project. Chairman Yohei Sasakawa stood by the roadside in the rain with a donation box to collect goodwill money. This was in March, with winter still lingering on.

The Nippon Foundation also established the Great East Japan Earthquake Relief Activities, to provide funds to NPOs and volunteer organizations engaged in emergency support. At the beginning of April it provided condolences and financial support to survivors for each family member lost or missing. Because public donations must be distributed equitably, it often takes a long time before such funds can reach those really in need. However, The Nippon Foundation sent its staff members to the affected areas within a month after the disaster, so it was in a position to expedite giving financial

support to the victims to cover their daily expenses and to be able to have hope for the future.

To quote the words of Chairman Sasakawa from Ship & Ocean Newsletter No. 263, "People who do not live in disaster-affected areas tend to lose concern for the affected people once the emergency support immediately following a disaster is more or less finished. However, until the affected people resume their erstwhile life, we cannot say that the reconstruction has been completed. The most important thing is to consider and plan for reconstruction, taking utmost care for the continuity of spiritual and material lives of the affected people. If the pride in their past and their hometown are to be preserved, it is necessary to ensure 'connectedness' of families and communities into the future. I believe that the sea and the ocean can play



Chairman Sasakawa on the street asking for donations



Chairman Sasakawa personally presenting a monetary gift of sympathy in Ishinomaki City

that role as an intermediary.” The tsunami struck regions where people lived in close connection to the sea. Chairman Sasakawa understands that he must be instrumental in helping the affected people recover their respective “hometowns” through the medium of the sea. He spoke passionately about The Nippon Foundation continuing to provide the necessary support.

Some of the reconstruction support activities related to the sea initiated by The Nippon Foundation are as follows:

1) Maintenance and repair base for small boats destroyed by the tsunami and earthquake. Temporary maintenance and repair work was established without delay. To date (as of the end of August 2011) 215 boats have been restored and salvaged at 8 repair docks.

2) Surveys and investigations to take stock of the disaster-damaged coastal fishing areas. (10 main bay areas and fishing grounds were photographed by video using marine robots, and the results were shared with local leaders of the fishing industry to support their efforts in reopening fishing and marine culture activities.)

3) Support provided to Maritime and Fisheries high schools. (Providing training boats and other necessary assistance to restore and reconstruct the educational environment.)

4) Support provided to disaster stricken ship-building and related business and trade operators. This includes providing and setting-up necessary equipment and facilities to be shared among traders for ship-building and maintenance in 5 regions.

5) Loans offered to operators who have lost fishing boats. (This support program includes setting up an emergency loan system for operators whose fishing

boats have been lost or damaged and who need to re-build or repair them. The maximum loan, interest free, is 100 million yen for each operator, payable in 15 years. The total fund allocated is 10 billion yen.)

Lastly, our own Foundation, like our partner organization, The Nippon Foundation, has also successfully collected street donations, made telephone calls and sent e-mails to solicit monetary support on behalf of the affected people.

World Maritime University (WMU) students, graduates and all affiliated people have pitched in to give their share of support. In addition to financial assistance, we have received over 200 heartfelt messages of moral support. When we shared this with Chairman Sasakawa he was obviously very pleased and said: “I am deeply grateful to all Sasakawa Fellows for their goodwill. The precious donations I have received from you will all be used to



Repairs works of damaged small finishing boats have started

support the disaster-stricken areas, and the accounting will be posted on the website for you to check. You have shown in this time of difficulty the strength of the connectedness of Sasakawa Fellows. I look forward to hearing that you will further strengthen the network among all of you.”

We, too, on behalf of OPRF, would like to express our gratitude to all of you for generously giving your support.

Last but not least, we express our heartfelt sympathy to all who have been affected by this disaster.



Reconstruction means recovering “hometowns”

Unexpected Involvement Caused by the Disaster

In Tokyo

Tomonori Okamura
(Japan, 2002)

First of all, I would like to sincerely thank our readers of Friends of WMU and all Sasakawa Fellows around the world for your warm and caring support. Let me now share with you some of my experiences since the disaster.

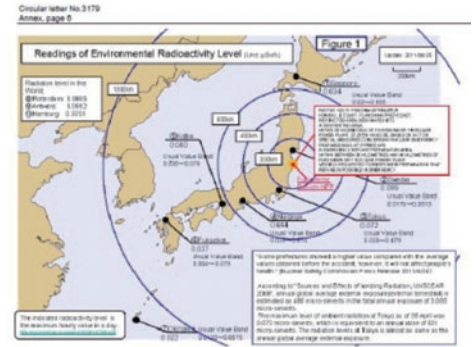
On that day, I was in a subway in Tokyo on a business trip. The emergency brake was triggered and the train stopped automatically. Immediately after, there was a violent shaking for 4 to 5 minutes. We all surfaced to walk back to our offices as train operation was limited to nearby stations. The streets were filled with an unbelievable number of people. High-rise buildings were swaying as the earthquake had long cycles of oscillation. People packed the parks and roads until there was no place to even move one's feet. Some ceilings and external walls of buildings were caving in.

I returned to my office wading through a sea of people. The Ministry of Land, Infrastructure, Transport and Tourism has an Emergency Control Center equipped with state-of-the-art IT technology, to collect all information regarding damage and to make contingency plans in times of great disaster. There, a meeting of the Headquarters for Emergency Disaster Response

was called. All personnel gave their all to determine the extent of the damage and to establish emergency measures. Then the news of the onslaught of a huge tsunami and the catastrophic damage caused by it reached us.

Information gathering and emergency response require around-the-clock attention. As a liaison officer of the Maritime Bureau, I reported to the Headquarters for Emergency Disaster Response and sent out necessary information to maritime related persons and organizations. As we received news regarding the damage to facilities the safety of maritime and shipbuilding contacts, and their whereabouts, I was working with available staff to support and assist vessels transporting emergency goods to the victims by taking necessary measures to rehabilitate passenger shipping routes.

After the Fukushima nuclear power plant accident occurred, we worked hard to assess the impact on navigation in near by coastal areas, and to deal with the refusal of some vessels to port call due to rumors of radiation pollution. We monitored radiation, provided related information at sea and nearby ports, and prepared guidelines for measuring the radiation of freight goods. We



issued inspection certificates and worked as a great team to send out information as things happened on the ground. I was involved in compiling post accident information on Japanese shipping and ports at the Security and Emergency Management Office where I work. We requested, and IMO kindly printed our news in Circular letter No. 3179. Please refer to our web page at the Ministry of Land, Infrastructure, Transport and Tourism for radiation information regarding ports and maritime traffic.

http://www.mlit.go.jp/en/maritime/maritime_fr1_000007.html

There will be many measures put in place for the reconstruction. May I ask our friends around the world to please keep us in your prayers?

Thank you.

In Sendai

Yasko Suzuki
(Japan, 2003)

It was just an ordinary afternoon and I was preparing to visit a ship in Sendai port for a PSC inspection when the March 11 earthquake hit Japan. At the beginning, it was a relatively big but still a kind of normal range earthquake, like the ones we had been having since a week before.

All of us at the office thought it would soon stop, but it didn't. It lasted for some 50 seconds and just when we started to think it couldn't go on much longer, it suddenly shook even harder. Lights went off and emergency lights turned on, and I realised something I've never experienced before was happening.

Massive shaking caused everything to fall down from desks, shelves and cabinets, and there were sounds of the locker smacking into the wall behind it, desk drawers opening and shutting...

After first quake finally calmed down, I crawled out from under my desk and saw PC displays hanging from desks and the whole floors was covered with documents, stationary items, broken glass, shelves and partitions. We had to walk on those documents to evacuate from the office building.

An ordinary day turned into an unforgettable



day. While on my way back home which is inland, scared of after quakes but still safe, the huge tsunami was hitting coastal areas and taking many lives. It snowed, while everything else – including heating – stopped. Four out of five coastal branch offices were flooded. People waited for a help on the top floors of a building surrounded by water. Fortunately enough, none of the staff of my office were hurt, but unfortunately, some lost family members, and more lost entire hometowns. The situation was just as you might have seen on TV.

Six months have passed since then, and the Sendai city-centre has mostly recovered. However, devastation caused by tsunami can still be seen in rural areas. Coastal areas have been cleared of wreckage, but there's nothing left. New construction has been suspended for fear of future quakes, and many people are still in refugee centres or temporary housing, as they lost homes and jobs – everything. Even one of the ministry branch offices has no landline yet. Recovery is still a long way away.

Under these tough conditions, I am encouraged by the comments and support offered by WMU friends. Even though I can't speak on behalf of the victims, if I could, I would express our appreciation to all of the kind and generous readers of Friends of WMU, Japan, especially for those young students who stood up for the earthquake and tsunami campaign, and those who offered words of comfort. I would also like to thank those countries which offered support and comments that can be read at the Japanese Ministry of Foreign Affairs website. I'm sure you will see your country is one of them. We all appreciate every support, just most of us don't have channel to tell you.

Long cold winter will come soon to northern Japan. Let me ask your continued support to the tsunami victims who still suffers in evacuation centres.

Death toll: 15,799 Missing: 4,053
as of September 20, 2011

<http://www.nippon-foundation.or.jp/eng/domestic/DisasterInformation.html>



A Proposal for Constructing a Volunteer Ship Network for Disaster

Momoko Morishige
International Maritime Research Center
Graduate School of Maritime Sciences, Kobe University

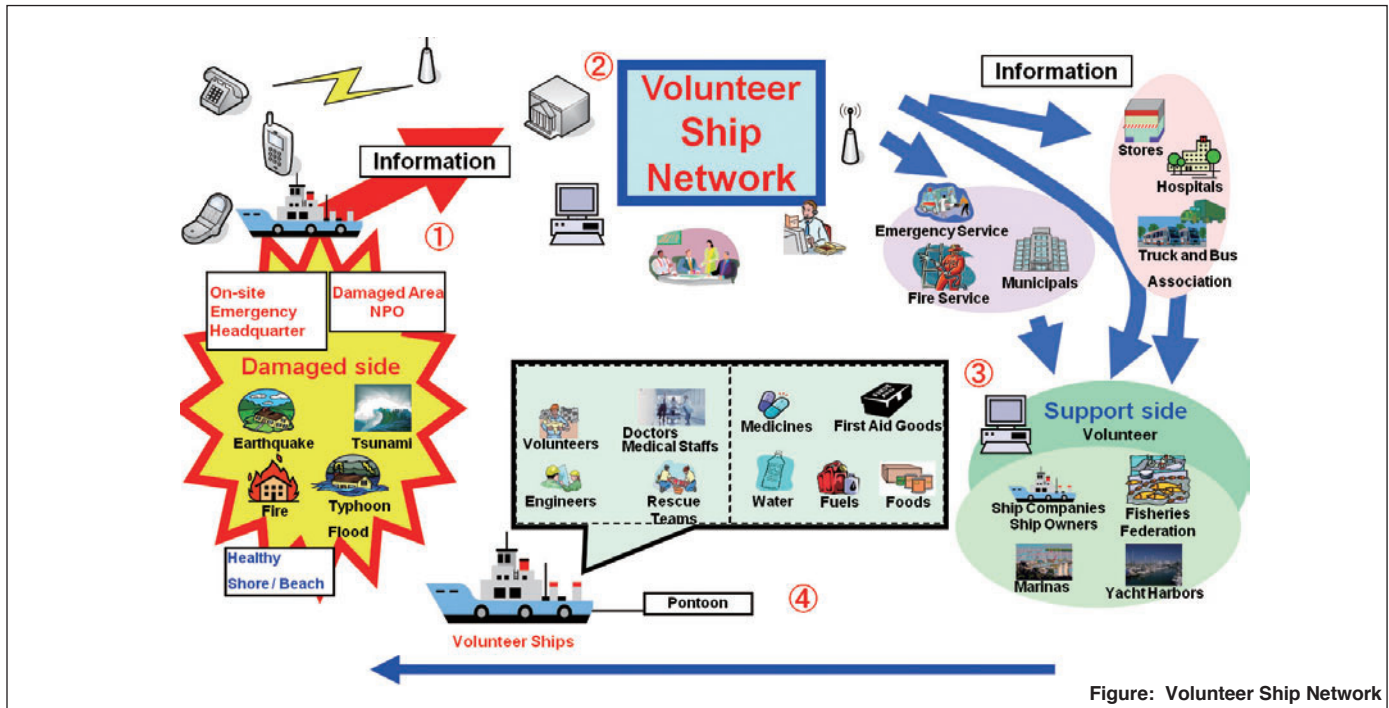


Figure: Volunteer Ship Network

1. Introduction

Because Japanese metropolises are mainly located in coastal areas, support from the sea during times of disaster can be one of the most effective early means of relief. For example, ships played a large role in support efforts after the Great Hanshin-Awaji earthquake in 1995, by carrying supplies and medicine to damaged areas, as well as removing casualties. After the Great Tohoku earthquake on March 11, 2011, ships carried fuel and food, and provided various services, such as bathing facilities for the victims and accommodations for the staff of the damaged Fukushima nuclear power plants.

However, before a ship can provide support to a damaged area, many problems need to be considered to ensure safe navigation, including changes in a ship's draft after a disaster, and hazardous, floating objects, to mention just a few.

Lessons from the Great Hanshin-Awaji earthquake show that many disaster prevention measures were not as effective as desired during the Tohoku earthquake. Herein, I propose constructing a Volunteer Ship Network, using disaster support ships, to address navigation, communication, and other difficulties ships face in providing immediate support following a disaster.

Examples of how ships played a role in support efforts following the recent earthquake include: a private ferry company carried members of the Self-Defense Forces and their vehicles; the international cruise ship *Fuji Maru*, chartered by Mitsui O.S.K. Lines, stayed two days at various ports, providing meals, baths, and free cell phones; the module ship of NYK Lines carried 146 tons of supplies from Kobe to a damaged port, donated from a Japan Business Federation relief goods hotline; and the All Japan Seaman's Union and NPO Japanese Training Institute provided ships as accommodations for the staff of the damaged Fukushima nuclear power plant.



Frank exchange of views on the disaster with Sasakawa Fellows in Kobe University on August 15, 2011. (Ms. Morishige is at the first row, the second from right.)

2. Disaster Support Ships

To counter difficulties ships face when giving support in a disaster area, I propose that disaster support ships be located throughout Japan and equipped with the following equipment and machinery: 1) high-quality sonar; 2) multiple-joint cranes; 3) hovercrafts; and 4) food preservation lockers.

Regarding 1), the waters of a disaster area are often filled with a large amount of debris, which changes a ship's draft, therefore a high-quality sonar is essential to measure the forward depth. After a large disaster, it can take days for the Japanese Coast Guard to complete an investigation of water depth and issue new charts, but this is too long to wait for ships to offer immediate support. Our proposed disaster support ships equipped with high-quality sonar solve this problem. Regarding 2), multiple-joint cranes can remove both floating debris that blocks the ship's route and deposited debris (found by the sonar) that prevents a safe draft. Regarding 3), when quays are corrupted, hovercrafts become essential when unloading supplies. The disaster support ship would first approach the damaged quay as closely as possible, and then hovercrafts would be employed. Regarding 4), long-term food preservation is needed when there is no other way to preserve it in the damaged area.

3. Volunteer Ship Network

After the Great Hanshin-Awaji earthquake, our laboratory proposed the idea of a Volunteer Ship Network attached to NGOs and self-governing bodies (Figure). Once a disaster happens, the Network collects and analyzes information from on-site headquarters and other sources in the damaged area, and distributes the information. Small and middle-sized ships carry goods, doctors, and rescue teams to and from the damaged area, while large ships, including hospital ships, provide accommodations for the evacuees and aid workers, and act as a headquarters for the Network. These ships go back and forth and continue supporting the expedition as necessary.

Although many NGOs already had organized networks at the time of the Great Tohoku earthquake, many networks did not function effectively due to difficulties collecting information. Because it was difficult to find out the 5W1H (What, Where, Why, When, Who, How) immediately after the disaster, food or goods were not distributed quickly enough. Even when disaster support networks exist, they cannot be effective without good information gathering, analysis and distribution.

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Control of Gas Emissions from Ships and Transfer of Invasive Aquatic Species by Ships

Kunihiko Kitabayashi

Japan Shipbuilding Research Association (JSTRA)

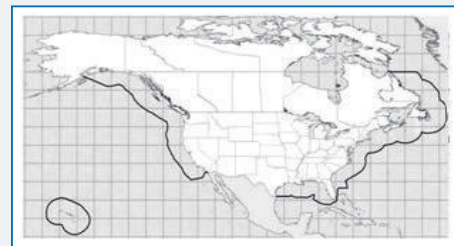


Image of North American ECA

The sixty-second session of Marine Environment Protection Committee (MEPC 62) of IMO was held from July 11 to 15, and several rules and guidelines on marine environment protection were developed. In this report, gas emissions from vessels and control of transportation of living species are focused on.

1. Control of air pollution from ships

Regulations on gas emission control were first introduced in 1997, in a form of a new Annex VI to the “International Convention on Prevention of Pollution from Ships” (MARPOL 73/78). For these emissions, “Emission Control Areas (ECA)” are designated in which emissions of sulfur oxides (SOx), nitrogen oxides (NOx), and particulate matters (PM) from ships can be controlled more stringently than the global rules.

At MEPC 62, the areas of Puerto Rico (United States) and the Virgin Islands (United States) were newly designated as ECA. This amendment will enter into force on January 1, 2013, and new ECA will become effective a year later.

2. Emission control of CO₂ from ships

At MEPC 62, a new legal framework on emission control of carbon dioxide (CO₂) from international maritime transport was introduced to Annex VI of MARPOL 73/78, and this rule will enter into force on January 1, 2013.

According to this, ships constructed on and after January 2013 shall comply with the Energy Efficiency Design Index (EEDI), which is an index which shows the expected amount of CO₂ emission per each transportation unit. In addition, Ship Energy Efficiency Management Plan (SEEMP) shall be provided for each ship.

To complement the regulations, some technical guidelines, such as EEDI calculating methods are going to be developed in due course.

3. Control of transfer of invasive aquatic species by ships

In order to minimize the transfer of invasive aquatic species, the “Convention of Management of Ballast Water and Sediments” (BWM Convention) was adopted in 2004.

This convention aims at limiting the possibility of transfer of aquatic species with sea water ballast.

At MEPC 62, as a new instrument for limiting the transfer of invasive aquatic species by ships, the “2011 Guidelines for the control and management of ships’ biofouling to minimize the transfer of invasive aquatic species” were adopted as MEPC Resolution 207(62). In these guidelines, several measures for minimizing the transfer of invasive aquatic species by means of ship structure design, hull surface coatings, and in-water cleaning are stipulated. Although these are not legal instruments but voluntary guidelines, governments, operators, shipbuilders and other interested parties are encouraged to use these guidelines to minimize the risk of transferring invasive aquatic species from ships’ biofouling, and also to report to the MEPC on experience gained through the implementation.

MEPC 62 agreed to keep these guidelines under review in light of the experience gained, but the details of the review process are still under consideration.

Remembrance of IMO Council with WMU Graduates

Ozlem Mulun (Turkey, 2007)



The 106th Session of the IMO Council was held from June 27 - July 1, 2011 in London. This meeting was different from others due to the election of the Secretary-General. Sasakawa Fellows Wisnu Handoko (Indonesia, 2007) and I (Turkey, 2007), and Young Chan Lee, Ji-Hoon Suk (South Korea, 2008) and Lui Delos Santos (Philippines, 2008), as WMU graduates, were at the Council Meeting and witnessed the election. It was a tremendous experience for all of us. Four years after

graduation, I was very happy to see some of my friends from WMU and have a chance to talk and lunch together.

During the election, which took place on June 28th, 40 Council Members voted in order to select the new Secretary-General. Six countries, Japan, USA, Spain, South Korea, Philippines and Cyprus nominated their candidates to contest for the post. By the end of the first round, Mr. Koji Sekimizu of Japan had 19 votes, and in the second round was able to garner 23 votes,

which allowed him to be elected Secretary-General of IMO. Afterwards, the Turkish delegation (including me) went up to congratulate Mr. Sekimizu on his success and expressed their beliefs that he will offer a significant contribution to IMO and the international maritime community. With this opportunity, I also send my congratulations to the Japanese people and Mr. Sekimizu on his election to the highest leadership position at IMO.

Letters from WMU Sasakawa Fellows

From Bremen

Tran, Nguyen Khoi (Vietnam, 2007)



In 2006 and 2007, I received a Sasakawa scholarship to study Port Management at WMU. It was a really wonderful time for me. I had an opportunity to attend many interesting lectures with leading professors in my specialization, which provided me with a lot of useful knowledge. I made many nice friends from all over the world. And I will never forget my wonderful trip to Japan, when I was able to visit The Nippon Foundation and Mr. Yohei Sasakawa.

After graduating from WMU, I wanted to continue my research related to the optimization of the liner network. It was quite challenging for me to seek both funding and a suitable institution in my subject. After experiencing some unsuccessful attempts, finally, in 2010, I got a scholarship to conduct

my doctoral research at the Institute of Shipping Economics and Logistics (ISL) in Bremen. ISL is among the leading centers in the world in the affairs of Maritime Economics and Logistics and is really an ideal place for my studies. I must apply myself more than ever now in order to become a world-class expert in my specialization.

Bremen, where I am working and living, is in northwestern Germany. The port city is not so far from Malmö, around 7 hours by bus or 5 hours by express train. It is a medium-sized city with more than 500,000 citizens. I think it is slightly bigger and noisier than Malmö. The city is the home of the famous football club Werder Bremen and well-known German factories such as Mercedes and Airbus. The old city is the most attractive area in Bremen with



A statue of a donkey, a dog, a cat and a rooster, the symbol of Bremen

many old streets, buildings, and churches, as well as the picturesque river Weser.

In my mind, Malmö is always a special city, like my hometown. Last December, I went back there and thought to myself, "I am going home". I am looking forward to another trip, meeting my revered professors, seeing my beloved school again, staying at the Henrik Smith Hostel and walking along the small streets. See you soon, Malmö.

From Cardiff

Jean Ver P. Pia (Philippines, 2003)



I am at present a first-year PhD research fellow at the Cardiff University Seafarers International Research Centre (SIRC), sponsored for four years by The Nippon Foundation of Japan along with two other Nippon fellow cohorts for 2010, Amewu Attah of Ghana and Taurai Mlambo of South Africa. Amewu, Taurai and I started our studies at the Cardiff University School of Social Sciences on October 4, 2010, for a Diploma in Social Science Research Methods (SSRM), following the global and political economy pathway. There are 20 other SIRC/Nippon PhD fellows who are in various stages of their research. Cardiff University is located in Wales, United Kingdom.

In support of the objective of The Nippon Foundation to give highest priority to research on seafarers' lives, my PhD thesis topic will focus on the perspective of Filipino seafarers concerning the actual implementation of the terms and conditions of their employment contracts. As I just completed my Diploma in SSRM, I am in the early stages of thesis writing. Along with the

SIRC Director, Prof. Helen Sampson, my supervisors, Prof. David R. Walters, Professor of Work and Environment, and Dr. Dean Stroud, Lecturer at the Cardiff University, have been instrumental in giving me academic and pastoral care, making my studies and stay at Cardiff more enjoyable.

I graduated from the World Maritime University (WMU) seven years ago, also sponsored by the Sasakawa Foundation. The gap in between my studies made the adjustment more difficult, as I had to get used to comprehending and critically analyzing countless journals, books and articles. The challenge of writing six 3,000-word essays for the modules every semester was a challenge that I welcomed head on, for I really loved learning.

Also to be mentioned is my struggle with the English language, both spoken and written. Never having been exposed to the British accent, I had to focus and concentrate during lectures for a better and clearer understanding. To cope with my difficulty with academic writing, I enrolled in

English classes to be able to comprehend what was expected of us in our coursework, and most especially in our thesis writing. I know that I have a long way to go in this respect.

In terms of the environment, the office space and generous amenities provided for us at the SIRC is very conducive to studying. My accommodations are likewise strategically located when it comes to sports and leisure activities, in order to break the monotony of university life and to cope with the physical separation from families and loved ones. I find the community in Cardiff very safe, secure and friendly to international students like me.

Looking back at my experience during the past nine months, I realize that it is a continuous learning experience that requires an indefatigable spirit, to be able to adjust not just to academic life, but also to a different culture, environment and people. I have only good things to report concerning my Cardiff University life, and I look forward to three more years of learning.

MARINA Sasakawa Fellows Missed Mr. Masahiro Uesono

Rodolfo R. Diawa (Philippines, 2006)



One week before his term ended as JICA expert at MARINA, Mr. Masahiro Uesono, in cooperation with MARINA, organized a Boat-Building Technology seminar, which was attended by participants from government organizations, NGOs, private individuals, and boat builders, on June 23, 2011. The objective of the event was to familiarize and impart knowledge to the participants concerning the new approaches to boat construction, such as applying materials made of resins or reinforcing wooden hulls with fiberglass.

During his term, many seminars, training sessions, workshops and studies were

conducted for the benefit of the shipping industry. One type of training considered very important to the functions of MARINA and attended by its officials and employees was the Geographic Information System (GIS), which categorized navigational areas in the Philippine waters.

On June 10, 2011, the MARINA Sasakawa Fellows shared a light moment with Mr. Uesono, hosting a farewell lunch for him as a way of thanking him for his undying support of the activities undertaken by the Fellows. With him at Harbor View restaurant were Engr. Rizal J. Victoria (Philippines, 2010), Engr. Maria Teresa D. Mamisao (Philippines, 2006),

Louie D. De los Santos (Philippines, 2008), Josephine O. Castillo (Philippines, 2010), and her assistant Grace A. Santos, and this writer. Other Fellows were unfortunately not able to join us, due to their required attendance at a technical workshop held outside Manila.

The little time shared with him was filled with laughter and conversations related to anything about food, drink, and delicacies, but ironically nothing relevant or related to shipping.

Finally, this article cannot end without giving our heartfelt thanks to Mr. Eisuke Kudo, Special Adviser of OPRF, for his support in making this occasion possible.

Our Job as a UNION...



Benjamin dela Cuesta
(Philippines, 1998)



It was in early 1896 when the Japan Seamen's Union (JSU) was established. The main purpose was to provide the best possible working conditions and to promote its members' status, whether Japanese nationals or non-domicile members. The Union protects its members' rights, as well as developing their full potential by enhancing technical competence, concern for safety measures, and protecting the environment onboard ships.

In order for JSU to fulfill these duties, they employ the Filipino International Service Staff (ISS) with its large volume of Filipino non-domicile members, in conjunction with the Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP), and the Philippine Seafarer's Union (PSU), under the umbrella of the Trade Union Congress of the Philippines (TUCP), which is affiliated with the International Transport Workers' Federation (ITF). The staff is composed of two regular and six contractual employees. Most of them come from a Merchant Marine background, working on international vessels. The staff provides useful information to their non-domicile members, such as monetary assistance, technical training,

Mariners Court Bus Service/Hotel Services, and anything else that has to do with the welfare of the members in need of assistance.

However, the ISS staff mostly offers lectures to crewmembers with respect to their agreements under the International Bargaining Forum (IBF), discussing issues concerning increases in wages, overtime pay, retirement plans, food and seniority allowances, and insurance claims to be received in cases of accidents. Also, through visitations, they are able to gather and collect information on complaints and grievances from crewmembers, how they are treated by their senior officers, etc. Likewise, they listen to crewmembers' suggestions and recommendations for better services from the union and local manning companies/principal owners, respectively.

These lectures also cover the particulars of each agreement, with most of the member vessels under the IBF JSU/AMOSUP-IMMAJ Contract Bargaining Agreement, and others under the IBF/JSU-PSU IMMAJ Collective Agreement. Moreover, explaining to them the proper conduct required onboard ship and at their respective companies helps keep a good relationship with the manning companies and

owners.

JSU is a trade union that engages in foreign and domestic trade, fisheries and ports, with different agreements for their 76,000 members, both non-domicile and Japanese nationals (based on the July 2010 census). JSU also represents the International Transport Workers' Federation (ITF) through its Japanese ITF Coordinator and Inspectors based in selected areas, composed of one ITF Coordinator and three ITF Inspectors. Every quarter, the JSU/ITF staff conducts Flag of Convenience (FOC) and Port of Convenience (POC) Campaigns to prevent ships from registering in countries other than the real countries of ownership, by flagging ship owners who don't pay taxes and don't follow the standard regulations of employment, in regards to wages and salaries.

In conclusion, JSU is a non-governmental institution that helps its members fight companies and ship owners that pay low salaries to their hired seafarers through the International Bargaining Forum. This wage forum protects the standard wage hike between the JSU as a union and Companies and Owners.

Our proposed Volunteer Ship Network would take advantage of improving developments in satellite communications to make communications more effective. Actually, after the Great Tohoku earthquake, two satellites, the Kiku 8 and the Kizuna from the JAXA (Japan Aerospace Exploration Agency), provided internet communication to the damaged area. If this technology were used by the Volunteer Ship Network, problems in communication could be greatly reduced.

5. Conclusion

It is stipulated in Clause 2, Article 21 (Securing the Safety and Security of the Oceans) in the "Basic Act on Ocean Policy" that, "The State

shall take necessary measures with regard to the prevention of natural disasters, prevention of damage expansion in case of the occurrence of natural disasters and recovery from disasters (hereinafter referred to as 'Disaster Prevention'), in order to protect national land as well as life, body and property of the citizens from disasters such as tsunamis, storm surges and others." But when a disaster occurs, there are currently no ships to offer centralized support to expeditionary ships. While Japan has two Dredge and Oil Recovery Vessels, the kind of well-equipped disaster support ships I propose can offer far better support. Although the Japanese Self-Defense Forces have played a big role during disasters, I believe it is indispensable to construct a Volunteer Ship

Network to offer more effective support from the sea. To do so, constructing a core-organization with leadership for the Network should be made a high priority.

Disasters occur all over the world and are nearly impossible to predict. Water covers 70% of the Earth's surface, so it almost goes without saying that support from the sea is key to a quicker recovery. We have to review the support system for disasters and construct a supporting network that uses well-equipped ships.

** This proposal got first prize at the "Day of Marine Article Prize" held by the Japan Society of Ocean Policy and The Japan Maritime Daily in 2011.*

An International Hub for WMU Sasakawa Fellows

Sonia Bautista Malaluan (Philippines, 1998)

Being a WMU Sasakawa Fellow is indeed a blessing. I have been away from home for a one-year study program at the Lee Kuan Yew School of Public Policy, National University of Singapore, since July 2010, but it feels great to know that there are other Fellows in the same country. Upon my arrival in Singapore, the first SMS I received was from Jerry Nibre (Philippines, 2003), another Filipino Sasakawa Fellow, asking if someone could meet me at the airport. Under such care, I immediately felt at home in a place far away from home. I also noticed in the Fellows' Directory that Kyaw Htut (Myanmar, 1998) from my batch at WMU is working in Singapore as well, and I was provided with the names and contact details of even more Fellows here by Mr. Kudo. I sent them an email, but we never managed to get



together until Mr. Tomoya Shimizu (Japan, 2004) came to visit. He organized the dinner/get-together on April 20, 2011, at Lao Beijing Restaurant, Orchard Road. The Fellows present were: Duong Hoang Pham (Vietnam, 2005), Wai Lynn Htut (Myanmar, 2004), Tomoya Shimizu, Kyaw Htut, Altan-od Bazarragchaa (Mongolia, 2006), Ronald Bandalaria (Philippines, 2005) and as always, "the only rose among the thorns," me.

Chairman Sasakawa's Blog in English

Information from the Secretariat

Please check out the regularly updated blog of Mr. Yohei Sasakawa, Chairman of The Nippon Foundation, which is now available in English as of March 14 (Monday). "Yohei Sasakawa Blog: Chairman of The Nippon Foundation – I hope you will enjoy my blog about what I do and think." You can see Chairman Sasakawa's record of daily activities in Japan and around the world.



<http://blog.canpan.info/yoheisasakawa/>

Editor's note

The new academic year at WMU might have just started when you receive this Newsletter. I believe our new Sasakawa Sisters and Brothers are now full of happiness in their new life at Malmö. I am writing this note on May 30th, after a sending-off party for two new Fellows, Mr. Urano and Mr. Nakatsuyama. They are now the 19th and 20th members of the Japan Chapter of Sasakawa Fellows, since the first Japanese Fellows graduated in 2002. We told them that all of us alumni would be glad to help them with any difficulty, be it in their studies or daily life at Malmö. But in reality, I hope that they don't ask for our support, but instead go to their colleagues to try to solve whatever problems they may have. They will make lots of new friends. Everyone will have different

cultural backgrounds, expertise, qualifications and personal connections. And their advice will be much more precious and indispensable during their 22 months there, and even after graduation. Remembering my time at Malmö, I received lots of support from my friends when I faced any problems, such as putting plaster on my leg, or confusing the pronunciation of "L" and "R" (How can we tell the difference between "pirates" and "pilots"?), not to mention lots of exams and assignments. And of course, if anyone does need my help, I will be delighted to give it.

Tomoya Shimizu

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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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