



Passing the Baton to Next Year's Class

GRADUATION 2010

On Sunday, October 10, WMU's Chancellor and IMO Secretary-General, Mr Efthimios E. Mitropoulos, conferred postgraduate degrees on the World Maritime University's Class of 2010.

HE Mr Georg Boomgaarden, Ambassador of the Federal Republic of Germany to the UK and Permanent Representative to IMO, was the Guest of Honor.

Susan Jackson
(Associate Registrar, WMU)



Swe Swe Zin (Myanmar)



K. R. Deepak Kumar (India)

Two graduates of the WMU PhD program, Abhinayan Basu Bal of India and Kevin Ghirxi of Malta, received their degrees, along with 71 students graduating from the Malmö-based MSc program in Maritime Affairs, and 15 from the distance-learning Postgraduate Diploma in Marine Insurance. The graduates of 2010 bring the total to 3,213 from 162 countries and territories, all making a tremendous impact on the global maritime sector.

In his speech, Mr Boomgaarden noted that Germany had been one of WMU's founding countries, and had been very supportive of the University since 1983. "The World Maritime University is a unique model of international learning and cooperation. It meets important needs of both developing and developed countries, as well as of the industry. This is why today many World Maritime University graduates occupy senior management and policy-making positions in their countries or at an international level."

The Chancellor gave the graduation address, in which he observed: "There is, today, a huge demand for highly-trained, skilled and knowledgeable personnel to operate and manage shipping, both ashore and at sea; and the need to regulate it as an industry that is ever-evolving from the technological point of view has become more acute nowadays than in the past. In this context, the concentration, in former years, of the minds of regulators on ship construction and equipment as the principal means of improving safety at sea and the protection of the marine environment has latterly been supplanted by a focus on the human element."

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

- Fang Ying of China's Ministry of Transport won the Chancellor's Medal for Academic Excellence, the Pierre Léonard Prize for the Best Female Student and the Informa Law dissertation prize
- Swe Swe Zin (Sasakawa Fellow) of the Myanmar Maritime University won the C.

P. Srivastava Award for International Fellowship

- K. R. Deepak Kumar (Sasakawa Fellow) of the Indian Coast Guard won the Lloyd's Maritime Academy dissertation prize

Tree-planting ceremony 2010

For the seventh year in succession, the graduating students presented a living gift to the City of Malmö. Each year, trees have been planted in a range of sites for the enjoyment of the people of Malmö. This year, a Turkish Hazelnut was planted, which will become a large and imposing tree with marvelous autumn colors and large nuts. It was planted near the 2008 and 2009 trees in Slottsmöllan Park on September 30. A large group of students from the graduating class took part in the ceremony, where the City of Malmö was represented by Mr Kent Andersson. The total number of WMU trees has now reached 82, and they continue to symbolise the living and growing friendship between the students of WMU and the people of Malmö.

Award Ceremony for Sasakawa Fellows, Class of 2010



Lyndell Lundahl (Student Services Officer, WMU)

The buzz of conversation was audible to arriving guests even before they entered the stately Fridhemsborg mansion. It was Saturday, October 9, Graduation Eve, and once again it was time for graduating Sasakawa Fellows to celebrate their success and to receive their special certificates from the Ocean Policy Research Foundation. A large number of distinguished guests, World Maritime University staff, new Sasakawa-funded students and, not least, the graduands themselves, were present.

The hosts for the evening were Mr Masazumi Nagamitsu, Executive Director of The Nippon Foundation and Mr Eisuke Kudo, Special Adviser to the Ocean Policy Research Foundation, while Mr Shinichi Ichikawa of OPRF was a genial Master of Ceremonies. Mr Kudo, Mr Nagamitsu and the President of the World Maritime University, Dr Björn Kjerfve, addressed the new Fellows, encouraging them to make best possible use of the education and experience

they had gained at WMU, and to take full advantage of the network of international contacts their studies had given them. OPRF and WMU would continue to facilitate close cooperation amongst the Fellows and with other graduates.

Each Fellow then received their certificate from Mr Nagamitsu: a proud moment that many will remember for a lifetime. 11 out of 26 Fellows handed over Mr. Nagamitsu their challenging works of dissertation.

Mr Safaa Al-Fayyadh, Sasakawa Fellow and President of the 2010 Student Council, responded on behalf of the students. He thanked OPRF for its support and generosity in providing their fellowships, as well as field studies in Japan and the continuing contact with the Foundation after Graduation. The opportunities for study and experience the Fellows had received were invaluable and would help make a real difference to the maritime industry, as well as to the individual careers of each Fellow. OPRF was thanked

most sincerely.

Dinner then followed, and the guests were delighted to try many delicious Japanese specialities. The buffet dinner was a good chance to mingle with old friends and new ones. During the course of the evening, a number of host families – Mr Leif Bjurström, Mr and Mrs Duvander and Captain and Mrs Siebert – were introduced to Mr Nagamitsu and Mr Kudo, who thanked them for their special support towards the Sasakawa Fellows. It is clear that the chance to meet a new culture from the perspective of a home environment is a wonderful opportunity for the exchange of ideas and views and the development of greater understanding to both parties. The host families were thanked for their generous hospitality.

Happy and excited about the big day to follow, the evening ended on a positive note for all concerned. Graduation ahead!

11 Challenging Works of Dissertation

1. Rogers, Phea Rhenese (Belize)
Ship Registration: A Critical Analysis

2. Kumar, K.R. Deepak (India)
Asymmetric Threats and Their Challenges to Freedom of Navigation

3. Vasudevan, Aji (India)
Tonnage Measurement of Ships: Historical Evolution, Current Issues and Proposals for the Way Forward

4. Alfiani, Didin (Indonesia)
Multinational and Multicultural Seafarers and MET Students: A Socio-Cultural Study for Improving Maritime Safety and the Education of Seafarers

5. Utomo, Prayudi Budi (Indonesia)
The Role of Traditional Knowledge in Fisheries Management: A Study Case of Panglima Laot (Sea Commander) in the Aceh Province of Indonesia

6. Riantini, Rona (Indonesia)
Challenges towards Fuel Cells Adoption on Board Merchant Ships

7. Al-Fayyadh, Saffa Abdulhussein Jaiyz (Iraq)
An Analysis of Multimodal Route via Iraq to the Mediterranean and Europe Compared to the Suez Canal

8. Sugomori, Masashi (Japan)
An Empirical Study on the Need for Anchor Operation Education and Training

9. Usui, Shinji (Japan)

The Influence of PSSAs on Marine Ecotourism: The Assessment of Marine Ecotourism and the Applicability of the PSSA Designation to Shiretoko, Hokkaido, Japan

10. Tarmizi, Mohd Khairul Tazril (Malaysia)
Institutional Framework for Ocean Governance: A Way Forward

11. Cay, Vivien Jane Evangelio (Philippines)
Archipelagic Sea Lanes Passage and Maritime Security in Archipelagic Southeast Asia

>>> Some of the dissertations can be found on our website: <http://www.wmu.sof.or.jp/>

The Exhibition on 'No More Wars' and Symposium on 'Towards a Nuclear Weapon Free World' in Stockholm

Aji Vasudevan (India, 2010)

We, the Sasakawa Fellows from the WMU 2010 and 2011 batch, attended the inaugural function of the exhibition on 'No More Wars' at the Arme-Museum in Stockholm on September 9th, 2010. It was followed by a symposium on the topic 'Towards a Nuclear Weapon Free World'. The exhibition and symposium were jointly organized by the Scandinavia-Japan Sasakawa Foundation (SJSF), The Nippon Foundation and the Swedish Institute on International Affairs, with co-operation and support from the Ministry of Foreign Affairs of Japan, the Embassy of Japan in Sweden, the Army Museum (Stockholm), the Sweden-Japan Foundation and the European Institute of Japanese Studies.

The WMU Sasakawa Fellows were eagerly looking forward to the visit, despite the 8-hour long bus ride to Stockholm, since it concerned one of the most destructive weapons ever used in a war and its potential use in the future. It was also a rare and unique opportunity to interact with a survivor of the Hiroshima bombing and to see artifacts from the Hiroshima bombing site.

We started from Malmö at 5:00am and reached the Army Museum by 1:00pm with two halts on the way. The function started at 1:30 with the inauguration of the first-ever exhibition in Scandinavia of the artifacts from the atomic bombing of Hiroshima, named 'No More Wars'. It highlighted the horrors, tragedies and disastrous consequences of a nuclear bombing, and was convincing enough to avoid a nuclear war in the future. The ceremony was attended by Dr. Yohei Sasakawa and dignitaries from Sweden and Japan. The exhibition will continue until December 8th, 2010.

Afterwards, we attended the symposium.



Following the inaugural address by Dr. Sasakawa, H.E. Ambassador A. Nakajima, Embassy of Japan in Sweden, gave the opening address, followed by lectures from Ms. Y. Kawaguchi, Member of Parliament (House of Councillors), Former Foreign Minister and Co-Chair of the International Commission on Nuclear Non-Proliferation and Disarmament (ICNND), Dr. Hans Blix, Former Foreign Minister of Sweden, Former Director General of IAEA and UN Special Investigator of Nuclear Arms in Iraq, and Dr. B. Heurlin, Jean Monnet Professor of European Security and Integration, University of Copenhagen, and Chairman of the Danish Institute for Military Studies. Then Ms. S. Sasamori, a survivor from the Hiroshima bombing, narrated her experience during and after the bombing. As she explained the horrors of the nuclear bombing and tales of the survivors, tears were flowing for many in the audience. She said that she did not want anybody else to face such experiences in the future and urged all to make efforts towards a peaceful world.

At the end of the symposium, most of the Sasakawa Fellows interacted with the speakers and Ms. Sasamori, expressing their determination to work towards a nuclear-free world.

The return leg of our journey to Malmö commenced at 5:00pm, and we reached Henrik Smith by 1:00 at night. Though the journey was arduous, the visit to the exhibition was informative and thought-provoking. It provided us the opportunity to realize the long-lasting dangers of nuclear weapons and the need to discourage the use of nuclear power for destructive purposes. It was an inspiring initiative from the SJSF and The Nippon Foundation, and I am sure that WMU Fellows from different parts of the world will pass the message on. However, it was not clear why some nations still develop and maintain nuclear weapons or form allies with nuclear powers, forcing other nations to develop more destructive methods to deter possible nuclear attacks.

Feeling at Ease with Mr. Sasakawa

Yan Risuandi (Indonesia, 1990)

The meeting was held at the Nikko Hotel, Jakarta, Indonesia on August 30 from 19:00-19:30 and was attended by 15 alumni and 1 student candidate. Among the participants, 3 came from Surabaya, a 70-minute flight to Jakarta.

We were so happy to have the chance to meet Mr. Sasakawa, notwithstanding his very busy schedule, and greatly appreciated The Nippon Foundation for arranging the time. We were also extremely grateful to Mr. Sasakawa not only for his time but for his consideration and warmth.

During the meeting Mr. Sasakawa enlightened us that the maritime world should not only care about shipping and navigation, but also continue to work on the marine environment and security problems in the future. Fishing within coastal areas will also become more difficult, and deep ocean fishing must be wary of causing pollution.



At the same time, educating and training high quality seafarers is necessary to save the oceans, and LNG transport and hazardous material transport requires professional, top quality seafarers, and the current education of seafarers should be up-to-date with the growth and technology of the shipping industry. Mr. Sasakawa also mentioned that Passage through

the Malacca Straits would no longer be free but would be paid for by the users, since four major shipping companies have declared they will support safety in the Straits.

Mr. Sasakawa then kindly excused himself to attend his next commitment, while we continued discussing other topics at the meeting.

Comprehensive Review of 1978 STCW Convention as Amended in 1995



Capt. Shigeyoshi Yoshimoto

Director

Technology & Research Department
The Maritime Human Resource Institute, Japan

1. Introduction

At the request of the 37th Sub-committee for the Standards of Training and Watchkeeping (STW37), the 81st Maritime Safety Committee (MSC81) in May 2006 made a decision to undertake a comprehensive review of the STCW Convention and the STCW Code, and in the four years since then the STW Sub-committee and the Ad Hoc Intersessional meeting of the STW Working Group have engaged in serious deliberation of the comprehensive review. In January 2010 the STW41 prepared a final review proposal, and in June 2010 the Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers was held in Manila to ratify the proposal.

The conference made a decision to adopt the proposal as the Manila Amendment of the 2010 STCW Convention.

2. Important amendments

Chapter I: General Provisions

Amendments included the necessary addition of definitions following the amendment of regulations to suit current conditions, the elimination of injustices regarding qualifications, provisions concerning computerization and changes regarding physical standards for seafarers.

Chapter II: Master and Deck Departments

Requirements were established concerning the use of terminology, mainly bridge resource management (BRM) and ECDIS, and amendments in line with the SOLAS Convention, as well as leadership. Minimum requirements for able seafarer deck (deck department) qualifications were also established.

Chapter III: Engine Department

Like regulations for deck department employees, the proposal provides for the fulfillment of skills requirements relating to

Chapter VI and engine room resource management (ERM), which in content is the same as BRM. It also provides for leadership requirements.

As new content, minimum requirements for qualifying as an able seafarer (engine department) and minimum requirements for qualifying as an electrical engineer (officers and ratings) were also established.

Chapter IV : Radiocommunication and radio operators

(Only some of the words were amended.)

Chapter V: Standards regarding special training requirements for personnel on certain types of ships

Updating of competence requirements for personnel onboard all types of tankers, including new requirements for personnel serving on liquefied gas tankers.

Chapter VI: Standards regarding emergency, occupational safety, security, medical care and survival functions

In terms of requirements covered in Chapter VI, the proposal provides for requirements for the issue of certificates of proficiency not included in issued certificates, areas where on-board training and experience may be accepted, elements that may relate to pirates and armed robbers, and security concerning seafarers other than ship security officers.

Chapter VII: Standards regarding alternative certification

The establishment of provisions for able seafarer deck (deck department) and able seafarer engine (engine department) also resulted in the establishment of necessary provisions in Chapter VII.

Chapter VIII: Standards regarding watchkeeping

Fitness for duty:

- A rest period shall not be less than:

- 1) a minimum of 10 hours of rest in any 24-hour period; and
- 2) 77 hours in any 7-day period

- The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.
- Parties may allow exceptions from the required hours of rest provided that:

- 1) The rest period is not less than 70 hours of rest in any 7-day period
- 2) Exceptions from the weekly rest period shall not be given for more than two consecutive weeks. Furthermore, the intervals between two periods of exceptions on board shall not be less than twice the duration of the exception.
- 3) The hours of rest may be divided into no more than three periods, one of which shall be at least 6 hours in length, and neither of the other two periods shall be less than one hour in length
- 4) The intervals between consecutive rest periods shall not exceed 14 hours
- 5) Exceptions shall not extend beyond two 24-hour periods in any 7-day period

- In addition to providing for the implementation of appropriate measures to prevent alcohol abuse, each Administration shall establish a limit of not greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security and marine environmental duties.

3. Implementation

The amendments will be set to enter into force on January 1, 2012 under the tacit acceptance procedure and be completely implemented on January 1, 2017.



A Seafarer to Be Proud of

Shantanu Paul
(India, 2009)



I am really grateful to OPRF for providing me the opportunity to write a few lines about an Indian seafarer, a great personality in the Indian maritime industry, in “The Year of the Seafarer.” Being a seafarer myself and the youngest WMU graduate of The Shipping Corporation of India Ltd, (SCI) - as per my year of graduation but not my current age - I am proud to write about Capt. T. D. Hazari, the first WMU graduate of our company and a student from the first batch at WMU.

He joined SCI as a deck cadet, climbed up the ladder to Master, whilst serving in various types of ships, including a cadet training ship. He also holds an Extra-Master Certificate of Competency. In 1979, he joined the shore services of SCI and worked in various capacities, including Principal of the SCI Maritime Training Institute (MTI), where I am working now. In 1992 he also served as a visiting professor at WMU, Malmö. He retired from SCI in 2006 as a Director but his passion for teaching still brings him to MTI almost every day. He devotes his still prodigious energy to training young cadets to ensure their bright future.

His expertise is unparalleled in the Indian shipping industry. In 1993-95, he was a regular Member of the Indian delegation on IMO’s

STW Sub-committee for the revision of the STCW Convention. He has written many articles and made impressive presentations at many national and international seminars. Dr. C. P. Srivastava, the former Secretary-General of IMO, has also expressed his gratitude to Capt. Hazari for his invaluable suggestions while writing his famous book on the first 20 years of WMU. He was honored with the Award of Excellence in the Shipping Industry on the 47th National Maritime Day, April 5th, 2010.

His contribution to the maritime industry is so great that any effort to illustrate it will always come up short. However, without mentioning the following event my tribute to this great seafarer would not be complete. I was fortunate enough to work with him in the month of August 2010 when our institute (MTI) accepted an offer to conduct a training course in Oman on 20 different topics of shipping. As a Dean, I was in charge of the course, but without his help it just wouldn’t have been possible. He offered his assistance, but it was still a big challenge for me to teach participants on the same dais where an expert like Capt. Hazari would be lecturing. However, he encouraged me throughout, and under his guidance, the mission was very successful. It was a great experience for me.

https://www.bimco.org/en/Corporate/Education/Seascapes/Seascapers/Shantanu_Paul.aspx

Seafarers in Latvia

Anete Logina
(Latvia, 2009)



In 1864 in one small village in Latvia – Ainazi – a nautical school was opened. In this school everyone who had some seagoing experience and was not an illiterate could acquire the skills necessary to become a captain. One could do it in his native language, free of charge and class restrictions. That was something new for the Russian Empire, a part of which Latvia was at that time. Based on the experience of Ainazi, 41 nautical schools of a democratic nature were opened in the whole Russian Empire. 10 of these schools were in Latvia. The strong maritime traditions were also continued in independent Latvia – from 1918 until 1940. During the Soviet times, as well as after regaining independence in 1991, Latvia tried to keep up with its impressive maritime past. In 2008 there were around 20,000 Latvian seafarers. That means almost every 100th inhabitant of Latvia was a seafarer.

Today there are around 15,000 Latvian



seafarers. It is still a big amount for such a small country. Also the reputation of Latvian seafarers, especially officers, is high. Many of them work on technically sophisticated ships. For example, around 20% of officers on chemical tankers are Latvian seafarers. However, the decrease in number of seafarers, especially officers, does not allow one to be satisfied with the situation.

Recently, the Maritime Administration of Latvia carried out research on Latvian seafarers, inter alia, trying to find out the motivating factors for choosing the seafarer’s profession. Results showed that one very important motivator is the simple will to become a seafarer (attraction to the profession as such). For officers it is even the first motivator. For captains – it surpasses other motivators by far. Consequently, one of the ways to try to reduce the shortage of officers is to show youth that the seafarer’s profession is something original and

interesting, and that it is in some way romantic.

Latvian maritime society tries to do so by organizing a competition called “Anchor” for secondary schools. This competition is also telecast. In “Anchor” pupils can see for themselves how it is to put on a hydro costume and swim in it, to work in smoke in the full equipment of a fire-fighter, to navigate a ship on a simulator, to row a boat, etc. They enjoy it a lot. More and more schools are applying to the competition.

It’s hard to say whether it is due to the impact of “Anchor,” but the fact is that the enrollment of new students at the Maritime Academy of Latvia as well as a number of maritime colleges has been very successful this year. It gives hope that seafarers are not only an important part of the past and present of Latvia, but also of its future.

Relocating the Lighthouse

Asghar Ali (Pakistan, 2006)

A cool, calm sea with a light headwind. A bright moon helps the navigator to compile a surface picture. The ship heads for the coast at a steep angle. The foredeck prepares the anchor. The Captain of the ship sits in his chair sipping hot coffee. This is a scene not from a Hollywood movie but from the real life of a seafarer.

A decade ago, as a nautical officer, I was taking our ship to its anchor berth. We were in the Gulf, where we had to travel extensively along the coast. Being well conversant with the topology and weather, we were having an easy time without any wind effect. Our marker was the lighthouse which we had been using for many voyages, but this particular anchor run we hadn't done before. So it was the first time that we got so close to the lighthouse in shallow waters. Everyone was doing their best not to make any mistakes and disturb the mood of the Captain.

As we got within cable distance of our anchor berth, I went through my final checks: Both beam markers were moving as expected and were in line with our approach; GPS positioning matched the estimated position (EP), and the depth contours were also as expected. The only thing which was not in line with our planned approach and with other real-time parameters was the lighthouse! I checked and re-checked. I couldn't believe it, because the most accurate navigational feature is supposed to be the lighthouse. The GPS can be faulty, radar can be mistaken, the land is subject to land-slides and hills/peaks can be wrongly identified. But a lighthouse is a lighthouse, and is meant to be accurate. I checked again. And what I finally concluded was this: Everything else was Ok, but there was something wrong with the lighthouse. I informed the Captain. He sent for the Chief Officer to counter-check my findings. Others also came to the rescue, and we all agreed that

the ship's position and approach were correct, but the lighthouse was wrong.

Time passed, further masking all the features except for the lighthouse. Morning brought fog, which still left us with only one visible feature, the lighthouse. I could see that the Captain hadn't slept well, and the Chief Officer was trying to avoid eye contact with me. Finally, as I joined the liberty party on shore, my only desire was to go see that lighthouse situated on a barren area of the coast. It transpired that the lighthouse we had seen was a new structure, with the old, rusted lighthouse standing two hundred meters away, under repair. The company repairing the steel structure must have also been working in the electrical industry, whereby you construct a new electrical pylon and then shift the electrical cables. Here also they had made a new lighthouse and then shifted the light itself to the new steel structure.

Corrosion Protection for Cargo Oil Tankers

Safety Requirements for Crude Oil Tankers were Finalized

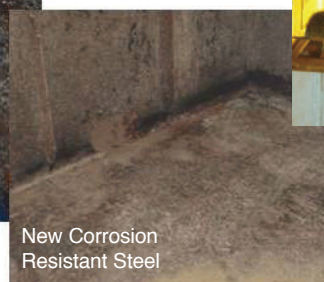
Masanori Yoshida
Japan Ship Technology
Research Association (JSTRA)

Introduction

The 87th Maritime Safety Committee (MSC87) was held in London in May 2010. The Committee made two outstanding adoptions on the safety of crude oil tankers, the requirements for corrosion protection of cargo oil tanks (COT) for crude oil tankers, and the goal based standard (GBS) for tankers and bulk carriers. In this column, I will introduce the requirements on corrosion protection for COT.

Requirements on Corrosion Protection for Cargo Oil Tanks

We all remember the tragic, large oil spills that happened in the late 1990s and the early 2000s, such as the Erica oil spill (1999) and the Prestige oil spill (2002). These accidents caused major changes toward the development of safety requirements for crude oil tankers. One of the biggest issues was the corrosion of steel in cargo oil tanks. In 2006 at MSC82, 28 countries and related organizations proposed a new work program to make mandatory requirements on the protective coating in cargo oil tanks of crude oil tankers. After the proposal was approved, extensive discussions were made at the design and equipment sub-committee levels (DE), and



the requirements and associated SOLAS regulations were finally adopted this May.

These requirements are applied to crude oil tankers of 5,000 tonnes deadweight (DWT) and above, for which the building contract occurs on or after July 1st, 2013. All cargo oil tanks of these crude oil tankers shall be protected by the following methods:

(1) Protective coating during the construction of the ship in accordance with the Performance Standard for Protective Coatings for cargo oil tankers (PSPC for COT). The standard is based on specifications and requirements that intend to provide a target-useful coating life of 15 years.

(2) Alternative means for corrosion protection or utilization of corrosion resistance material to maintain required structural integrity for 25 years, in accordance with the Performance Standard for Alternative Means (PS for alternative means). In the PS for alternative means, the standards of "corrosion resistant steel" are only included as a notable and widely recognized alternative protective method. Other standards will be added in the future once other alternative means are developed and approved by the IMO.

I think that this adoption is a groundbreaking

event at the IMO. IMO explicitly backed the position that notable technologies are allowable if they are in line with the goals of the regulations. I really hope that these requirements and corrosion resistant steel will trigger further technological development on other items.

Future Discussions at IMO

I will briefly explain the requirements for protective coating for seawater ballast tanks. These requirements were adopted at MSC82 in November 2006 and applied to all vessels which are 500 gross tonnes and above and are contracted on or after July 1st, 2008. In this regard, various kinds of new technologies have been developed to implement the requirements. Some novel technologies other than an epoxy coating system - which is only accepted as a method for corrosion protection - have also been studied and developed. In addition, some people feel that the environmental view should be considered and reflected in the requirements. Taking these points into account, I think that the requirements for seawater ballast tanks should be reviewed in the near future so as to further improve maritime safety and environmental protection.

Unforgettable Memories in the Gulf of Aden and Reunion in Jakarta

Yasuhiro Okamoto
(Japan, 2009)



Today many countries have sent their navy and air force towards the vicinity of Somalia. Japan has also dispatched warships and airplanes to maintain safe traffic in the Gulf of Aden, in cooperation with many other countries.

After graduating from the World Maritime University, I was assigned a new position in charge of piracy issues at the Japan Coast Guard (JCG) headquarters. At that time, I didn't expect that I would be involved in anti-piracy missions off the coast of Somalia. However, I started working on anti-piracy issues and finally got the orders to tackle it on site.

In Japan, JCG deals with the piracy issue on an administrative level in principle no matter where it happens; however, the government decided to provide navy ships with limited administrative law enforcement jurisdiction

and to send them to the Gulf as a special case, and JCG officers were also required to be on board for criminal investigations.

During the five months that I was on the ship, I had many precious experiences that I couldn't possibly have had in my normal life, as we escorted around 400 merchant vessels, irrespective of their flags or operating companies. The contrast between my mundane life on board ship and the menace and severity of the pirates' influence in the region was quite large. We received so many emergency calls from merchant ships during the mission, and of course, we did our best, but unfortunately, we couldn't sufficiently respond to everyone that asked for help.

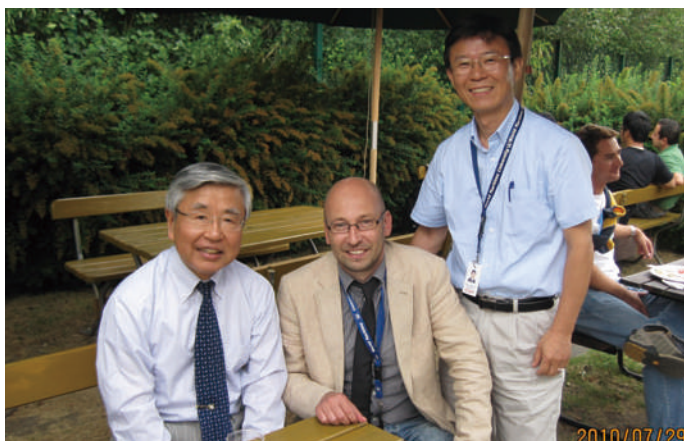
Because of this mission I believe even more in the importance of cooperation among all the countries that sent ships off Somalia in

enhancing the efficiency and effectiveness of our operations. Even though many difficulties still exist concerning relations between countries, we must pursue common goals for everyone in order to protect more ships from piracy.

After our escort mission ended, I was able to get together with my badge mates, Mr. Fajar Nugraha and Miss Poppy Sartika, in Jakarta on the return trip to Japan. It definitely helped to heal my weariness from the mission. Thanks to this kind of opportunity, I realized again that we are connected even if we live far apart, and how wonderful it is that we have friends all over the world. I'm really proud of our university and friends, and I hope that our network contributes to solve the various issues in the maritime field.

Climate Change and Port Strategies

Dr. Satoshi Inoue
Professor
National Graduate Institute for Policy Studies, Tokyo
Emeritus Secretary General
International Association of Ports and Harbors



From left to right: Dr. Satoshi Inoue, Dr. Pierre Cariou and Dr. Daniel Moon

On Sunday July 25th, I got off the train at Malmö's Central Station. In the midst of this year's unusually hot summer, Malmö's cool and fresh air gave me a more than pleasant welcome. It was my first visit to the World Maritime University as well as the city. Thanks to the kind work of Professor Pierre Cariou, I was invited to deliver a series of lectures on climate change and port strategies.

I started my class, discussing a general framework of interaction between ports and climate change. On the one hand, ports are contributing to global warming, for which effective mitigation measures should be implemented to reduce emissions of greenhouse gases. On the other hand, however, ports are most vulnerable to impacts of global warming, such as the rise in sea levels and frequent hurricane attacks. We therefore require effective adaptation measures to prevent damage to port facilities and the disruption of port operations.

In fact, the International Association of Ports and Harbors (IAPH), where I have been working as Secretary General for the last 11 years, has already launched a range of initiatives to assist ports to plan and implement various measures for mitigation and adaptation. Among them, the IAPH's World Ports Climate Initiative (WPCI) stands as the main global platform for port climate actions.

Based on those activities and experiences, I discussed methodologies to develop port climate action programs and to control air emissions from port activities. Case studies on leading ports were also presented to show more precisely how they are challenging this critical issue in a broad perspective and in an integrated manner. My discussion finally explored effective ways to conduct climate action as an integral part of overall port management. It was stressed throughout my lectures that climate action could and should go together with port business rather than as a trade-off.

I was impressed with the obvious interest and enthusiasm shown by the WMU students through their questions and active participation. I truly hope my lectures helped them to understand not only methodologies and technologies but also the underlying principles and importance of port climate action. As climate change is already in progress, we can waste no time in taking immediate action for us and the generations to come.

On the last day, another surprise awaited me. When I was introduced to President Dr. Björn Kjerfve, he smilingly told me that we had both graduated from the same university, the University of Washington, in Seattle, though of course in different years. He also explained to me the details of WMU's new campus, to be located in a magnificent historical building, once used as the Swedish Customs office, very close to the Central Station. He expected it to open in the fall of 2012.

When East Meets South and in-between - Building a Better Asia 8 -

Dothy (Indonesia, 2001)

"....To promote the feeling of oneness towards sustainable development through social entrepreneurship and environmental conscientiousness" was the theme declared at Building a Better Asia 8 (BABA 8) in Beijing, China last September 2010, incorporated with Peking University. BABA, Building a Better Asia: Future Leaders' Dialogue, was started by The Nippon Foundation and its affiliates (NFG) including the Sasakawa Peace Foundation and the Tokyo Foundation as a new path-breaking activity. This BABA networking came from Fellows throughout Asia, of various levels and backgrounds, who intend to be agents of change towards building a better Asia.

Inspired by magnificent speakers and lead facilitator, sessions started with Mr. Rajaretnam (Special Advisor to the ASEAN Secretary General), Mr. Shuichi Ohno (Executive Director, The Nippon Foundation), Mr. Takeju Ogata (President, The Nippon Foundation), Mr. Kavi Chongkittavorn (Editor-at-large of the Nation), Ms. Claire Chiang (Senior VP, Banyan Tree Holdings), Mr. Andrew Ellis (Director for Asia and the Pacific for International IDEA), Mr. Arun Bala (Instructor,



Mr. Ronaldo P. Bandalaria (Philippines 2005) and myself

History & Philosophy at NUS), Mr. William Sabandar (Special Envoy, ASEAN Secretary General), and ended with J.M. Anowar (Lead Facilitator). BABA 8 had 24 active participants from 15 different countries, all contributing in a meaningful and memorable way. The combination of global insights and down-to-earth philosophies, inspiring speeches and enjoyable games, individual and team action plans allowed us to come up with one vision: "...to build a better Asian Community through strong networking and effective communication...."

Of course, after this most important forum, we still had time to gather with WMU Fellows in Beijing and Shanghai after 9 years of being separated by thousands of kilometers. Welcome to the borderless and timeless world of networking!

Sasakawa Fellows Lead the Cooperative Mechanism

Hiroyuki Nishida

Director, International Negotiations Office
International Shipping Division, Maritime Bureau
Ministry of Land, Infrastructure, Transport and Tourism

The fifth meeting of the Aids to Navigation Fund (ANF) Committee under the Cooperative Mechanism on the Straits of Malacca and Singapore was held in mid-October 2010 at Langkawi, Kedah, Malaysia.

The meeting was attended by representatives from the three littoral States; and representatives from China, Japan, the Malacca Strait Council (MSC), the Middle East Navigation Aids Service (MENAS) and The Nippon Foundation.

Five meetings have been held, and significant progress has been made since the establishment of ANF in April 2008 as a concrete project of Cooperative Mechanism.

During the meeting, it was reported that US\$2.4 million had been received in the year 2010. The amount has been contributed by The Nippon Foundation, the Malacca Strait Council of Japan, UAE, Saudi Arabia, Korea and China.

Although the number of contributors has increased, the total amount



for ANF is not enough to cover the estimated amount for replacements and maintenance of the A to N in the Straits. In this respect, littoral States are requested to make more of an effort to disseminate ANF and gain contributions.

Sasakawa Fellows took leading roles at the meeting. Mr. Mohd Fairouz Rozali worked hard as the secretary of the meeting, explaining the present fund status, responding to various questions and writing up the report. Ms. Norhasliza Mat Salleh aided the head of Malaysian delegates.

Mr. Ren Wimin, as the head of the Chinese delegation, reported on China's new contributions this year.

The sixth meeting will be held early next year.

Condolences



Dr. Tran Dac Suu (1991 Vietnam) passed away in October 2010. He was the former President of VIMARU, Director General of the Vietnam Inland Waterway Administration, and a crucial figure in helping start the Vietnam Chapter of Sasakawa Fellows. We shall all pray for him and may his soul rest in peace.

Editor's note

It's been more than 6 years since I graduated from WMU and left Malmö, and there have been many changes for me and my friends. I have temporarily left the Japan Coast Guard (JCG) and been assigned to the Japan Association of Marine Safety (JAMS) as General Manager of the International Office. Some of you might have also changed organizations, gotten married, or become parents. WMU itself has also changed. Some beloved professors have gone, and Mr. & Mrs. Brown will leave Malmö for Spain next month for good. The school building will be moved to another location.

It has been about 9 months since I took over this position from Kentaro Furuya as a member of the editorial committee of this newsletter, and also

since I've been with JAMS. Adopting new duties is full of difficulties and very challenging, but also quite fulfilling and rewarding. As General Manager of JAMS, I have visited more than 10 countries and have had the opportunity to meet many of you. Even though many of us have changed our position, situation, and of course, our age, I still find that warm hearts and friendship never change, which makes traveling abroad thoroughly enjoyable, even if it is just a business trip.

Dear friends, keep in touch, and I hope our friendships continue regardless of other changes. But, please let the secretariat know if you change your contact address.

Happy New Year!

Tomoya Shimizu

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

This newsletter is published under a grant from The Nippon Foundation

to promote communication among the Sasakawa Fellows of WMU (World Maritime University) and edited by the Ocean Policy Research Foundation in cooperation with Prof. Toshio Hikima, Mr. Kunihiro Kitabayashi, Mr. Tomoya Shimizu and Ms. Sue Jackson.



Friends of WMU, Japan Secretariat, Ocean Policy Research Foundation
Kaigyō Sempaku Building, 1-15-16 Toranomon Minato-ku, Tokyo JAPAN 105-0001
Tel. 81-3-3502-1876 Fax. 81-3-3502-2033 URL: <http://www.sof.or.jp/>

