

WMU: BOND BETWIXT WORK AND FRIENDSHIP The OPRF Sponsored Dinner for WMU Alums



Fedelyn Santos (Philippines, 2008)

The recent Diplomatic Conference for the revision of some major provisions of the STCW Convention and Code was held in Manila, Philippines on June 21-26, 2010. OPRF as usual had the foresight to understand other implications that the DipCon offers: a common venue where WMU Alumni will definitely be present as representatives of their respective countries or organizations. With that in mind, OPRF coordinated with IMO as well as with the Philippine WMU Alumni on a possible get-together for all former students of the university. Hence a dinner was set for the 25th of June, 2010 at the Leyte and Samar Rooms of the Hotel Sofitel. The turnout was impressive and everyone enjoyed meeting up with former friends and classmates as well as with others who attended WMU at a different time. The Guest of Honor for the night was no less than the Secretary General himself, His Excellency Efthimios E. Mitropoulos. Other officials present were Mr. Masazumi Nagamitsu, Executive Director of The Nippon Foundation, Administrator Angelo Verdan of MARINA, ADM Wilfredo D Tamayo, Commandant of the Philippine Coast Guard, Cdr. John Leslie Romeo Benedictos, Vice President of PMMA and Ms. Grace Marie T. Ayaso, Acting Executive Director of the National Maritime Polytechnic. Also present that night was a former Secretary General of IMO, Mr. O'Neil.

A Sasakawa Fellow, Mr. J. Tagi (Fiji, 2002), gave a speech as a representative from the Alumni side, and it was a clear testimony that WMU has produced graduates that upon returning to their respective countries found use for the knowledge they gained during their short stay in Malmö, Sweden. This knowledge has caused them to be assigned to positions of responsibility and prominence, bringing about changes and development in the maritime sector of their countries. The after-DipCon dinner was evidence enough of the important roles that WMU graduates have been playing in the international maritime community, because the turnout alone of the attendees that night showed that these selected people are working together for their respective countries. Though most graduates work in government, some are working in non-government organizations, whether local or international, that are still related to the sea. With graduates coming from different countries and organizations, it was also awe-inspiring to see the ease by which they communicated with each other because of the commonality that WMU has given them. Though this was evident during tea breaks at DipCon, it was even more so during the WMU Alumni dinner where everyone spent a lively night of interaction.

One of the fun moments was when a class roll call was made for a photo opportunity with the Secretary General, who so graciously stood on stage until everyone arrived. There

was even a representative present from the first class that WMU produced. And of course, gifts were given to all the officials. The masters of ceremony for the whole program were Fedelyn A. Santos (MLP 2008) and Maria Victoria Paragua (SM 2009) with Mr. Kudo and Mr. Ichikawa as overseers. The evening ended on a high note because everyone was able to either rekindle friendships or start new ones with the promise to keep in touch more often. Considering that the dinner was sponsored by OPRF, there was a good showing of Sasakawa Fellows, especially from the Philippine Chapter, which acted as the host for the night.



Autographs from the WMU Graduates

The STCW Manila Amendments Hosted by the Philippines

Sonia B. Malaluan (Philippines, 1998)

For the first time in the history of the International Maritime Organization (IMO), a diplomatic conference was held in the Southeast Asia. The Conference of Parties to the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, as amended in 1995, and the STCW Code was held in the Philippine International Convention Center, Manila, from June 21-25, 2010. The Philippine hosting is a fulfillment of a Presidential commitment to the IMO Secretary General during President Gloria Macapagal Arroyo's working visit in London in December 2007. The offer was made in consideration of the number of Filipino seafarers deployed in the overseas shipping trade. The Philippines, through the Philippine Embassy in London, officially conveyed the hosting of this event in Manila. The IMO Council, in its 100th Session held in June 2008, endorsed the holding of the Conference to Adopt the Amendments to the STCW in Manila in 2010.

The hosting was doubly significant to the Philippines, being the major provider of trained, qualified and competent seafarers. The STCW Diplomatic Conference was the culmination of the work of the Sub-Committee on the comprehensive review of the STCW Convention and Code. The Philippine government joined IMO and the maritime community in paying tribute to seafarers from all over the world for their unique contribution to society, and in recognition of the risks they confront in the execution of their daily tasks and duties, with 2010 being declared the "Year of the Seafarer".

The Maritime Industry Authority (MARINA), with Administrator Maria Elena H. Bautista, led the initial arrangements and discussion with IMO on preparatory activities for the Philippine Hosting. A draft Administrative Order and proposed budget were submitted to the Office of the President in March 2009.

Some of the important preparatory activities were as follows:

- The official website was developed and available from September 2009 at <http://www.marina.gov.ph/stcw/stcw2010.html>;
- Administrative Bulletin No. 1 was issued during the STCW Conference in January 2010, and Administrative Bulletin 2 was issued in May 2010;
- IMO completed the pre-conference visit on January 19-21, 2010;
- President Arroyo issued Administrative Order No. 283 for the hosting of the STCW Dipcon, MARINA as the Lead Secretariat and the MARINA Administrator as the Special Envoy to IMO. The Philippine Organizing Committee was composed of various relevant departments and government agencies, as well as

representatives of the private sector.

WMU Sasakawa Fellows at MARINA played important roles and were instrumental to the success of the STCW Conference in Manila. The writer of this column, as Vice Chairperson of the MARINA Committee, was in charge of the overall administrative and logistical requirements for the conference and served as the focal point or counterpart of the IMO Director of the Conference Division, as well as being the Head, Secretariat of the Philippine Organizing Committee. Jean Ver Pia worked on the substantive part of the Conference, as a member of the technical Working Group on the Proposed Amendments, as well as the documentation aspects in coordination with his IMO counterparts. Ronaldo Bandalaria, a member of the MARINA Secretariat, and Zaldy Maquera were in charge of the venue, physical arrangements and equipment at the Plenary Hall. And Luisito Delos Santos did the Programme. Other WMU graduates also assisted in the preparations and during the conference proper.



What was adopted at the Diplomatic Conference?

Professor Toshio Hikima
Marine Technical College

The STCW Conference took place in Manila (Philippines) from June 21 (Monday) to 25 (Friday) with 630 in attendance.

The Convention prescribes minimum standards demanded of captains and crews in deck and engine departments as well as obligating governments of the parties to the Convention to conduct minimum standards tests and issue certificates.

With the passage of 15 years since the comprehensive review of the Convention in 1995, another comprehensive review has been in process from 2008 with a view to revising the provisions to better adapt them to the times and to the recruitment and training of seafarers.

Final deliberation took place at the Conference and the draft comprehensive review was adopted.

The revised provisions include, among others, an increase in the number of minimum rest period of watchers extended from 70 to 77 hours a week. On the other hand, it made it also clear that in case of exceptions (abnormalities) the rest period could be reduced to 70 hours. The review took place with an eye to aligning the Convention with the ILO (International Labour Organization) Maritime Labour Convention expected to come into force next year.

The ability to communicate was added to the minimum standards for ensuring effective leadership and clear communication on board as

cidents due to human error.

Furthermore, as part of tanker accident prevention, standards have been strengthened for those boarding tankers that are too often victims of huge damages, trainings for better interpretation of maritime environmental conditions, for teamwork in Bridge-Resource Management and Engine-room Resource Management as well as use of ECDIS (an electronic chart display and Information system) were added to Part A as mandatory requirements.

These revised provisions are expected to be completely implemented in 2017, 5 years after taking effect in January 2012.

Seminar on Seafarers and Corporate Social Responsibility

Tadayuki Uemura

Deputy Director,
Japan International Transport Institute
(at WMU from 1996-98)



The global shortage of seafarers and its future impact on the world maritime industry were addressed at an international seminar at the headquarters of IMO in London on May 11 with attendance of some 150 delegates from the maritime industry, governments and academia. Co-hosted by The Nippon Foundation and the Japan International Transport Institute (JITI), the seminar, entitled 'Problem of the Global Shortage of Seafarers and the Role of the Shipping Industry through Corporate Social Responsibility (CSR) Activities', was supported by the Ministry of Land, Infrastructure, Transport and Tourism, Japan, and the Round Table of the International Shipping Association.

At the beginning of the seminar, Mr. Efthimios Mitropoulos, Secretary General of IMO provided his special address. He stated, "It is widely predicted that, unless something is done very rapidly, shipping will soon face a manpower crisis," as well as, "Evolutions in the technical and the regulatory arenas need to be complemented by the simultaneous development, within the industry, of a sense of CSR if shipping is to properly address the seafarer shortage." He also introduced IMO's initiatives on this issue.

The seminar featured eight presentations from specialists from the maritime industry, academic community and governments around the world, including President of the World Maritime University (WMU). I would like to highlight some points from the presentations hereinafter.

Mr. Makoto Washizu, President of JITI, presented a results of a recent study, undertaken by The Nippon Foundation and JITI, on the future global supply and demand for seafarers. The study indicates how changes in the world economy might influence the maritime industry in the future, along with possible measures to secure the required workforce. The study projects that by 2020, the maritime industry will need to recruit an additional 32,153 officers above the 2010 figure to meet growing needs.

Mr. Noriel P. Devanadera, Undersecretary of the Department of Labor and Employment in charge of Maritime and Manpower

Development, the Philippines, mentioned: "What then are the Philippine Government's roles and initiatives? Of course, the Philippines concern is to be able to maintain and sustain the Philippines' status as the number 1 supplier of seafarers."

Dr. Björn Kjerfve, President of the WMU and Head, Academic Program Review Committee (APRC) of IAMU, addressed measures being taken by academic institutions to help resolve the increasing global shortage of seafarers and officers. Maritime universities primarily engage in education and research, whereas maritime academies usually focus on training. However, it is imperative that all academic maritime institutions assume the responsibility to build capacity through an appropriate balance of training, education, and research. Maritime problem-solving can be developed as research projects at academic institutions. Although maritime institutions have varying strengths and focuses, the engagement by institutions and their faculty in extramurally funded maritime research is particularly important for post-graduate institutions, where the involvement of students in problem-solving activities and the publication of results are important components of maintaining relevance and building academic reputation and excellence. The capacity-building effort to help resolve the future shortage of seafarers and officers is in part a responsibility of maritime institutions at all academic levels. The investment of governments, organizations, and industry in research at maritime institutions will help these institutions increase their ability to train, educate, and do research, which in turn will help build maritime capacity.

Mr. Spyros Polemis, President of the International Shipping Federation said about piracy, "At present over 200 seafarers are being held hostage. Ships and seafarers of all flags and nationalities have been attacked, with all seafarers who are captured undergoing a considerable ordeal. These criminal activities, which challenge the rule of international law on the high seas, are being allowed to continue. That's simply unacceptable and the international community has a responsibility to do more."



Dr. Shigeki Sakamoto, Professor, Kobe University, Japan, said in his conclusion: "This shipping industry is indispensable to world trade. Therefore, governments should launch campaigns and inform their people that the shipping industry is equally important as the IT industry or the financial industry."

Dr. Robert C Beckman, Associate Professor, National University of Singapore, talked about CSR and seafarers: "Studies showed that companies which place an emphasis on CSR have more committed and loyal employees. And given the shortage of seafarers problem, it may be wise for shipping companies and shipping organizations to emphasize labor or employee issues as a component of their CSR."

Captain Pradeep Chawla, Director, Quality Assurance and Training for Anglo-Eastern Ship Management, in Hong Kong, said: "Fair labor practices are not just doing the minimum. If recruitment has to succeed, it has to be far more than minimum standards. It is just not enough to say we give you everything that is the minimum as per regulations; that is not what the seafarer decides when he joins the company, he wants to work for the better ones."

The last speaker, Ms Maria Bottiglieri, Managing Director, the Giuseppe Bottiglieri Shipping Company in Italy, stated: "We understood how important it was, especially for women, to be able to mix their public life, and business life, and the company nursery was the perfect solution. And that's why we decided to give it free of charge to our employees."

“Year of the Seafarer 2010”, What Does It Mean for Seafarers?

Didin Alfiani
(Indonesia, 2010)



Towing line handling by multinational crews

January 2010 was memorable for seafarers, as their contribution to world trade got great attention, when IMO launched the “Year of the Seafarer”. In the past, and still today, several civil societies looked down on seafaring careers. People stereotype seafarers’ life with negative behaviors. However, they do not realize that 90% of the world’s economy and trade are due to seafarers who are serving on various types of ship. They jeopardize their own life in severe weather conditions in order to get the cargo to its destination on time. The traditional perception is that seafarers are still poorly-educated people, only knowing ship’s bow to stern. This negative view must change. In fact, seafarers today are modern people, with sophisticated ways of thinking. They can invent, explore and improve things, and have the right to be respected and not looked down on by the world.

This campaign, begun six months ago, is designed in the interests and protection of

seafarers. But what does it really mean for the seafarers themselves? Have their needs and wishes been taken care of? Do they even know that this year has been proclaimed as the “Year of the Seafarer”? I have met several seafarers from different nationalities recently and who didn’t. Even those who knew did not feel the effects of the campaign (yet). So far, they have no safety problems onboard and ships are managed well. But problems are always unexpected, and have specific solutions.

One issue that still remains, with more ships manned by multinational crews, is discrimination, although most shipping companies and employers claim that this doesn’t exist anymore. However, when this issue is seen from several seafarers’ point of view, especially those from developing countries, it is undeniable. In fact, nationality is still a parameter that determines working conditions and wages for seafarers, without considering their competence or job performance. Seafarers from a particular country may get double the salary with a shorter

Indonesian seafarers checking cargo lashing on an European ship



onboard service period than one from another country with a poorer economy. The “West” and “East” boundaries are still obvious. This may create a gap between nations where one underestimates another. But of course, companies/employers will categorize this as “confidential” and deny the issue.

With the spirit of “Year of the Seafarer”, the “double standard” in seafarers’ working conditions and wages must be eliminated. Moreover, there are great expectations that safer working conditions, no discrimination, better welfare, and professional appreciation, both from civil societies and employers will be addressed in the near future.

PMMA trudging and filling the gaps of global economic downturn effects

Gilbert dela Cruz Boleche
(Philippines, 2009)



View of the PMMA Midshipmen during the Parade

The Philippine Merchant Marine Academy (PMMA), one of the oldest institutions in Asia, was established and inaugurated during the Spanish regime on April 5, 1820. Being tagged as a “world class maritime institution” and a distinct, state-run maritime academy in the Philippines, its reputation was known through the alumni on board and shore-based workplace performance. The academy, through its quasi-military training, was mandated to produce a balanced personality from every graduate, to be competent and capable of responding to the national and international paradigm of seafaring requirements. The past three years

(2007-2009) marked the significant onset of an unexpected worldwide economic crunch, thus leaving the academy on the brink of unlikely impediments to its mandates. The Memorandum of Agreement (MOA) between PMMA midshipmen and affiliated shipping companies decreased unpredictably due to marginal backlogs of onboard deployment figures. As a result, the PMMA administration contemplated various possibilities of keeping midshipmen on the roster through the creation of Income Generating Projects (IGP’s) and seeking financial support from local government officials and PMMA alumni. Another issue faced by PMMA is the

“establish-your-own-maritime-school” trend by shipping companies, to keep the economic crunch at bay. Shipping companies began to explore the cost-benefit advantages of establishing their own maritime institutions, considering the financial obligations they disbursed for the acquisition of cadets on board their fleet. According to recent statistics from the Commission on Higher Education (CHED), the Philippines have 115 accounted private maritime institutions. The increase would inevitably lead to thousands of unemployed seafarer graduates leaving their chosen careers. In particular, PMMA would face the probable scenario of losing the shipboard training slot in

favor of maritime schools established by shipping companies and/or maritime institutions starting up by acquiring a pool of competent professors, state-of-the-art simulators and contemporary teaching methodologies. In view of the issues faced by the academy, the PMMA administration under the helm of Vadm Diñoso, incumbent president underscores the importance of having simulators, laboratories and equipment contemporary to trainee needs and shipping companies' demands. Furthermore, he stressed the importance of mentors with the highest practicable standards in delivering quality maritime education and training, and employees that are cooperative and responsive to changes, as the additional underpinning elements that should be fully considered. IMO had designated the year 2010 as the "Year of the Seafarer" in order to pay tribute to the remarkable and ever challenging role

of seafarers, both as individuals and as ambassadors of goodwill in their respective countries. The culmination of this momentous event will significantly boost the morale of all maritime organizations in the Philippines to further work to strengthen their systems to maintain the country's prestige as the "manning capital of the world". In particular, PMMA has taken into consideration the severity of the issues at hand and proactively responded in parallel to its national mandate. The author being an alumnus of the institution can proudly express that the academy's virtues of righteousness (kawastuan), humility (kababaang-loob), and courage (kagitingan) have been vigorously upheld for almost two centuries by the midshipmen and alumni. These principles guide them in their chosen fields, thus making them well-known not only in Asia, but also in the rest of the world.



Front view of the PMMA Administration Building

Ship Management in Singapore

Nguyen Anh Thu
(Vietnam, 2006)



I am honored to be one of the recipients of the Sasakawa Scholarship to study at the World Maritime University. Thanks to Mr. Sasakawa's generous support, after graduating from WMU I found my "sea legs" in the island city of Singapore. I am currently working at the Ship Management Company. The last four years of working in Singapore have not only allowed me to put into practise what I studied, but also to absorb this dynamic industry from the ground up, with the government's blessing. Allow me to share some thoughts very briefly about ship management in Singapore.

The number of ship managers listed in the Singapore Shipping Association (SSA) directory totals sixty. This list (<http://www.ssa.org.sg/index.cfm?GPID=228>) is by no way exhaustive, as it does not include ship managers who have not become SSA members. This is reflected in the fact that Singapore has indeed become the preferred shipping choice and hub for owners and third-party ship management companies.

Geographical positioning makes Singapore ideal, not only for East and West, but especially because it's between two economic giants – China and India. Then why don't neighbouring countries like Thailand, Malaysia and Indonesia, with much longer coastlines, thrive on shipping, the oldest business on the face of this earth, when history puts them at the forefront of realising economic viability and potential? The pro-business government policies and a supportive fiscal

environment have established Singapore as a strategic centre for maritime business and a leading international maritime hub.

In the Inaugural¹ Maritime 2007, Singapore Minister Mentor Lee Kuan Yew said that Singapore would have to go beyond its status as a major hub port to become an International Maritime Centre (IMC) providing a full suite of services such as maritime finance, insurance and legal services. Today, Singapore is recognized as an IMC the world over. It is home to more than 5,000 maritime establishments and businesses, contributing about 7% of Singapore's GDP and providing jobs for more than 150,000 workers. ship management companies in Singapore enjoy not only a stable government in which to run their offices, but elements of corporate and technical / crew management that put them at ease.

Corporate

There is readily available office space with the most sophisticated infrastructure – transportation, communication, internet; cross border legal systems and practise; employment of foreign and local professionals, talent, staff; highest standards in education at systems – producing the most able people for the industry, and creating avenues for training; an

airport connecting every major city and port in the world; customer service across the island nation like no other in the world.

Technical Management

This includes shipyards – ship building and ship repair functions; bunkering – different grades, ranging from Low Sulphur Fuel Oil to 500 cSt²; spares and stores, with every available maker and manufacturer establishing an office in Singapore, and stocking up on required equipment; a logistics hub providing the infrastructure to ship in and out, anything, anywhere, on a 24/7 basis.

Crew Management

A majority of ships are crewed by nationals from the Philippines, India, China, Indonesia. Sharing the same time zone with these countries allows the effective coordination, planning and deployment of ships' crews. Ranking as one of the top airports in the world, Changi Airport provides a transit point for all major and budget airlines in the world, creating a recipe for effectiveness in crew deployment and logistics.

Unlike many other businesses, ship management in Singapore exists and thrives, as its harbour and maritime cluster is basic to this island city. It is a place that works.

1. 'Inaugural Maritime' is Special Maritime Event which Singapore Government decided to play a host to a Major gathering of maritime industry player for a week every year.
2. cSt means Centistokes which is measurement of viscosity for fuel oil.

Dropping by Fellows During his Brief Breaks

Ethiopia

Sri Lanka

Malaysia

Philippine

■ Sri Lanka

MAY 7, 2010

M G S Kumara (Sri Lanka, 2007)



As Sri Lankans, we were delighted by the news of Mr. Sasakawa's visit in 2010. The visit was scheduled from May 3-7, 2010, and its main objective was building a leprosy hospital in the north of the country. This task was organized by the Sewalanka Foundation of Sri Lanka.

Current Sasakawa Fellows met Mr. Sasakawa at the Hilton Hotel in Colombo on the evening of May 7. He told us that he had met the President of Sri Lanka, Hon. Mahinda Rajapakse, and the Economic Development Minister, Mr. Basil Rajapakse, during this visit. Seeing peace returning to the country and meeting Sasakawa Fellows and other Sri Lankans was very important to Mr. Sasakawa. Amid his tight schedule, he didn't forget to distribute souvenirs among the Fellows, either. Fellows Mr. G A Talagala (1992), Mr. Y A T D K Jayasinghe (1997), Mrs. Y S Wettasinghe (1999), and Mr. M G S Kumara (2007) were present on this occasion. Mr. Jiro Hanyu, Chairman, The Sasakawa Peace Foundation, and fellow Mrs. Jayasinghe also posed for the photograph.

■ Philippines

MAY 29, 2010

Roben N. de Guzman (Philippines, 2009)
Rommel A. Supangan (Philippines, 2008)



On May 29, 2010, the visionary leader and The Nippon Foundation Chairman, His Excellency Yohei Sasakawa met with the Filipino Sasakawa Fellows at the Holiday Inn Manila, Ortigas Center, Pasig City, the Philippines. It was attended by 11 Fellows from the Philippine Coast Guard (PCG), 7 from the Maritime Industry Authority (MARINA), 5 from the Philippine Merchant Marine Academy (PMMA), and 1 from National Maritime Polytechnic (NMP). The main purpose of Mr. Sasakawa's visit was to attend The Nippon Foundation Fellowship for Asian Public Intellectuals (API Fellowship Program) which commemorated its 10th Anniversary Regional Celebration hosted by Ateneo De Manila University from May 28 - 30. Despite the hectic schedule of His Excellency, he found time to meet the Fellows and share his philanthropic activities. The Public Intellectuals, as

discussed by Mr. Sasakawa, are those public servants, academics, creative writers, researchers, media professionals, artists, NGO activists, social workers, and others with moral authority that are committed to working for the betterment of society by applying their professional knowledge, wisdom and experience, representing Indonesia, Japan, Malaysia, the Philippines and Thailand.

The meeting was highlighted by updates on the current work and activities of all the Fellows present. The Philippine Coast Guard Fellows were very happy to report on the New Philippine Coast Guard Law (RA 9993), which was enacted recently, thus giving the PCG a stronger mandate on maritime safety, maritime search and rescue, marine environmental protection, maritime law enforcement and maritime security. MARINA Fellows talked about the Philippine hosting of the 2010 STCW Diplomatic Conference in June 2010, and being the focal point for the preparations. PMMA Fellows talked about their individual contributions towards the excellent training of their cadets, helping make the Philippines the largest provider of seafarers. Lastly, the NMP Fellow expressed his gratitude for the grant he had just received.

It was a momentous occasion for all the Fellows for they had a chance to be with their benefactor. The visit was very productive; it promoted camaraderie amongst Fellows, building stronger cooperation and partnership as envisioned by Mr. Sasakawa, to whom we are all forever grateful.

■ Malaysia

MAY 31, 2010

Ahmad Faizal Ahamad Fuad (Malaysia, 2008)



Mr. Sasakawa participated in the 20th UM- Sasakawa Young Leaders Fellowship Fund (Sylff) Anniversary on the 31st of May, 2010. On this occasion, the Malaysian Sasakawa Fellows were informed about the invitation to the meeting by the coordinator of the Friends of WMU. For us, this was a good opportunity to meet Mr. Sasakawa personally and to keep the relationship going. The Malaysian Fellows range from 20-year alumni to less than 2 years and we are scattered all over Malaysia. Some had ventured into privately owned companies and the rest were working with different agencies, either with the government or the corporate sector.

The meeting place was in easy reach of most of the Fellows, however, one

had to drive more than 500km due to his business being in another state. Finally, 5 Sasakawa Fellows managed to attend the meeting with Mr. Sasakawa. They were Mr. Balakrishnan (1990), Mr. Fairoz (2006) and Mr. Aventinus of the Malaysia Marine Department (2007), Mr. Rosli of the Malaysia Maritime Enforcement Agency (2008), and Mr. Faizal of Universiti Malaysia Terengganu (2008). Due to distance and current commitments, other Fellows were unable to attend the meeting.

During the meeting, Mr. Fairoz, acting as our representative, briefed Mr. Sasakawa on current maritime developments in Malaysia. Among issues that were brought to his attention were the recent marine oil spill on the southern coast of Peninsular Malaysia, Malaysian seafarers and piracy activities off the coast of Somalia. In response to the marine oil spill incident, Mr. Sasakawa mentioned that he would check the oil spill control equipment that had been donated by the Foundation, in order to see its efficiency and adequacy under the current situation. He also stress that one of the best responses was to dispatch volunteers, even though they use basic tools and hands to collect oil residue. The ambience of the meeting was full of warmth and goodwill. It was a bit sad to end the meeting, as Mr. Sasakawa had other commitments to fulfill. We hope Mr. Sasakawa and a delegation from The Nippon Foundation will continue to visit us in the future.

■ Ethiopia

JULY 12, 2010

Alemu Ambaye Sebhatu (Ethiopia, 2005)



Mr. Feseha Andualem Getu (2007), Mr. Yohei Sasakawa, Mr. Alemu Ambaye Sebhatu (2005)

Mr. Yohei Sasakawa, Chairman of The Nippon Foundation, visited Ethiopia from July 12 - 17, 2010. The theme of his visit was to attend the symposium organized to commemorate Dr. Norman E. Borlong, the pioneer of the "Green Revolution" in agriculture, and co-founder of the Sasakawa Global 2000. Mr. Ryoichi Sasakawa and USA Ex-President Jimmy Carter are the other co-founders. The Sasakawa Global 2000 mainly focuses on raising the productivity of small-scale farmers in Ethiopia.

The Chairman had a very tight schedule but two events were slotted in:

meeting with the two Sasakawa Fellows in the country and a visit to the Headquarters of the Ethiopian National Shipping Lines.

During the meeting with the Fellows and the Managing Director of the shipping company, Mr. Ambachew Abraha, he was briefed on the current activities of the Fellows, and pertinent local and regional issues. The Chairman was interested to know how the shipping company performed against the odds, particularly being situated in a land-locked country. He was impressed that the company has been in operation for 45 years and he was also briefed about the major activities underway: the opening of a Maritime Training Institute and the expansion of the company's fleet. He also learned about the company's plan to set up training schemes for marine officers for the international market.

Mr. Sasakawa was very encouraged by what he learnt about National Shipping and the country at large. He remembered the hard ships faced by the people during the 1980's, and in contrast the current economic development on all fronts has substantiated the cause of his endeavors to help Ethiopia. Ethiopia, according to the WB, is one of the fastest growing economies in the world.

We thank you, Mr. Sasakawa and The Nippon Foundation for being part of the driving force for economic development in Ethiopia.

Changes to the MSc in Malmö, 2010 onwards

Susan Jackson
(Associate Registrar, WMU)



The MSc in Maritime Affairs in Malmö has a fresh new look from the intake of 2010. It will be shorter, with a calendar in line with comparable Master's degree programs worldwide. The standard MSc program will now be completed in 14 rather than 17 months, while maintaining the same credit load. The streamlining has been secured by better planning and reduced down-time, with a marked reduction in vacation periods.

At the same time, other important changes have been introduced: the first, foundation semester has been extended from 5 credits to 8 credits, and the accelerated program has grown from 9 months to 11 months. These changes enhance the quality of the WMU program for students, providing more contact hours where they are most needed. The field-study program has also been improved, resulting in a shorter, more intensive and more useful field study component. The donor field studies, such as those enjoyed in Japan, are of course unchanged.

These changes have also produced a new academic calendar. Each class will now enrol in October each year, while the English Study Skills Programme (ESSP) will start in early July. The accelerated program will start the following January, and the class as a whole will graduate in early December.

From the intake of 2011, the number of specialisations offered has also changed: they will be Maritime Safety & Environmental Administration, Maritime Law & Policy, Maritime Education & Training, and Port & Shipping Management. Marine Environmental & Ocean Management will no longer be offered as a separate specialisation, but has been integrated into all parts of the program.

Governance

Following a strategic review in 2007, the University underwent a very thorough re-appraisal, with the remit of ensuring that its governance – set in place in 1983 – was revised to make it fit for purpose in the decades ahead. A working group established a set of recommendations which have now been implemented. Certain of these could be set in place by the University management team, or by the Board of Governors. Others were more far-reaching, particularly those concerning WMU's governing bodies and the necessity of establishing a sustainable funding model for WMU, and these were referred to the IMO Council and IMO Assembly.

The IMO Assembly, at its 26th session in December 2009, adopted a resolution to revise the University's Charter, providing a more flexible and responsive governance system. The new Charter took effect from January 1, 2010. The Board of Governors will now consist of three ex-officio members, plus no more than 30 appointed members, all appointed in a personal capacity. The new Charter has also replaced the old Executive Council with a new 11-member Executive Board, with a Chairman appointed by the Secretary-General, which has the remit of co-ordinating the governance of the University.

The Assembly also adopted the draft resolution on WMU's funding, which charges the Secretary-General and the IMO secretariat with finding a model for the sustainable funding of WMU in the future. The University is keenly aware that the immense generosity of foundations – especially The Nippon Foundation and the Ocean Policy Research Foundation – and governments, especially The Government of Sweden, is the basis of our existence; but we know the costs must be more widely and equably spread, to other donors and to users.

Happy Wedding



YAKABE Fumi
(Japan, 2004)

Nishi Toshihide and I are pleased to announce that they were married in a private ceremony on May 23, 2010 at Lake Ashi in Hakone, Japan. The day was slightly wet and so the mist created fantastic scenery over the lake, surrounded by fresh green mountains. We enjoyed the restful atmosphere with our families and relatives. (Our only regret was that we could not invite anyone else. We thank many friends and colleagues who kindly sent us heart-warming messages and gifts for our wedding.)

We wore ceremonial costumes and chose a nonreligious and simple ceremony. This type of wedding seems to have become as popular as the Shinto or Christian style in Japan, where marriage legally consists of only filling a civil registration form.



Yukinori MATSUI
(Japan, 2007)

Can you imagine how I felt when I found a real angel at a bookstore? I couldn't stop myself from talking to her even though I'm a quite shy Japanese man. Her name is Chie, a beautiful, intelligent nurse, coming back from New Zealand just a few days before.

Last year, I was dispatched to the Gulf of Aden, off Somalia, for a Counter-Piracy Operation with the Japanese Self-Defense Forces for 5 months. In spite of the long physical distance, Chie always encouraged me to complete my tough duties. Her heart was with me whatever happened.

We got married on June 26th, which means I have finally accomplished the most difficult task in my life, so what is next? Save WMU from financial difficulty? No, no, I am not so rich!

My mission will be to treat my wife always as a princess, and not be dumped by her. Don't say, "Mission Impossible!"



Joy of Bing Parents

Zhang Wei (China, 2004)

I'm Zhang Wei, now working for Shanghai Maritime Safety Administration of P. R. China. My wife and I enjoyed the life in Malmö for one and a half years, and shared the profound culture of The Nippon Foundation as well. After seeing all the euphonies of friends through Friends of WMU, last year a lovely boy TaoTao's coming brought us much more joy and energy. I appreciate all the best blessings from you, my friends of WMU, and my friends of Sasakawa fellowship!

Information from the Secretariat

A new Directory of the WMU Sasakawa Fellows is expected to be issued in March 2011. We would like fellows to submit to the secretariat by January 31, 2011 their updated information. Please strictly observe the deadline. Editing and printing of the new directory will take place in February and it will be mailed out in March.

You may enter your information into the Fellows' Directory at <http://www.wmu.sof.or.jp/>. Fellows who do not have a "user name" and "password" should get in touch with the secretariat at wmujapan@sof.or.jp.

Please also send your photograph to be included in the Directory by attaching it to your E-mail addressed to the Secretariat. Feel free to get in touch with us with any questions.

We are scheduled to inform you more detailed information accordingly.

Thank you.

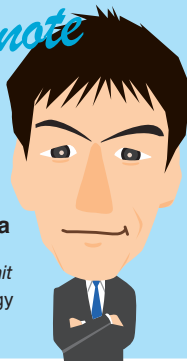
Friends of WMU Japan Secretariat

Our Deepest Sympathies for the Flood in Pakistan

Upon hearing the news of the heavy flood of Pakistan, the Secretariat contacted the Fellows in Pakistan. We understand that no Sasakawa Fellows are injured, as far as we know; however, we would like to offer our heartfelt sympathies to those who had to endure this terrible disaster.

Editor's note

Masanori Yoshida
Manager for Maritime
Safety Technology Unit
Japan Ship Technology
Research Association
(JSTRA)



It is with regret that I inform you that I will be leaving this position. I appreciate the power I have received from all of you, especially those who have contributed to these newsletters. I have very much enjoyed my time here.

Mr. Kunihiko Kitabayashi will be taking over my position and continue to provide "dramatic" IMO stories here as an IMO expert.

I will continue to work in the maritime world and join some international meetings, including IMO meetings, even after leaving this position. Therefore, I believe that we will see each other again somewhere. Please come speak to me if you see me.

Lastly, I send you my best wishes for your success in the future. See you again

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