



## WMU Sasakawa Fellows' Network Meeting in the South Asian Region

Susan Jackson (Associate Registrar, WMU)

Communication, coordination and cooperation were the themes at the forefront during the South Asian Sasakawa Fellows' Network meeting, held in Colombo from January 19-22, 2010. The meeting brought together 14 Fellows from Bangladesh, India, Japan, the Maldives, Pakistan and Sri Lanka, along with Mr. Eisuke Kudo, Mr. Eiji Sakai and Mr. Shinichi Ichikawa from the OPRF.

The meeting was organized to strengthen Fellows' network activity across and between the South Asian nations, and to emphasize the importance of sharing information and expertise between Fellows. It reunited WMU graduates from across the generations – the most senior being Mr. Iqbal Karim of Bangladesh (TMS 1992) and the most junior Mr. Shantanu Paul of India (SM 2009).

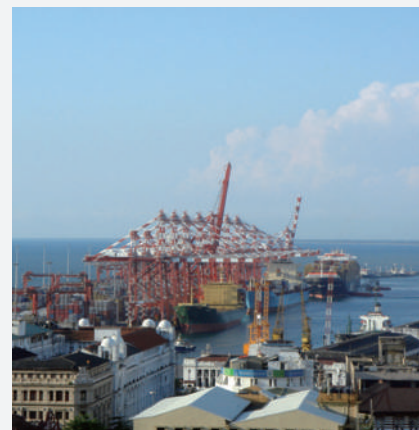
On the first full day, Wednesday, January 20, the meeting was opened by the hosts, Mr. Tilak Deepthi Jayasinghe and Mr. Sarath Kumara Mathurana Gedara. The first speaker was Mr. Masazumi Nagamitsu, Executive Director of The Nippon Foundation, who welcomed all the participants and guests, and stressed the importance of the individual and collective roles of the Sasakawa Fellows in the maritime development of the region. He

was followed by Mr. G. A. Talagala, who, on behalf of the Sri Lankan Fellows, welcomed all the participants and organizers to the meeting.

The participants were then delighted to welcome three eminent special guests, who gave the keynote lectures for the meeting. Mr. Upul Jayathissa (PM 1997), the Deputy Chief Manager of the Sri Lanka Port Authority delivered a fascinating account of the Port of Colombo, its current expansion plans and the Hambantota Port development project. The Port Authority aims to make Sri Lanka the logistic hub for the region, and the ambitious development scheme is already well on its way to realisation. The second keynote lecture was delivered by Dr. Satoshi Inoue, the Secretary-General Emeritus of the International Association of Ports and Harbors, who spoke of the challenges facing ports today: ending the global recession, the effects of climate change and the new security measures that are being implemented. The third keynote lecture was given by Captain Nalaka Jayakody (MET 2001), Dean of the Faculty of Commercial Sciences at the Colombo International Nautical & Engineering College. Captain Jayakody analysed the problems that exist at

the interface of the seafarer and maritime technology, and offered some possible novel solutions that could enhance navigation safety.

The meeting moved on to consider presentations on the current maritime scene in each country, dealing with issues as varied as ship-breaking, coastal trade, and seafarer recruitment. There were also fascinating over-views of the maritime sector in each state, which identified both common areas of interest and specific national differences. The first day finished with a reception to which many guests from the maritime sector were welcomed.



# Establishment of the Pakistan Chapter of the WMU Sasakawa Fellows' Network

Mohammad Ashraf Zafar (Pakistan, 1994)



From left to right:

Capt. M. Ashraf Zafar, Capt. Aslam Shaheen, Capt. Rehmat Ali, Lt. Cdr. (R) M. Ilyas, Lt. Cdr. Adil Rashid, Capt. Salim Qasim, Lt. Cdr. Asghar Ali

Ever since the WMU Sasakawa Fellows' Network was established at the closing session of the International Seminar in Tokyo in July, 2001, WMU Sasakawa Fellows in Pakistan could not fulfill our obligations and utterly failed to establish the Pakistan Chapter. Though I was constantly in touch with my long-time friend, Mr. Eisuke Kudo, and had been seeking his advice to establish it, my efforts did not bring fruit. All Pakistani WMU Sasakawa Fellows were fully aware of the activities of the WMU Sasakawa Fellows' Network through the Friends of WMU Japan Newsletter, yet we could do nothing concrete to establish our own Chapter. I was disappointed and had lost hope, as out of the total twelve Pakistani WMU Sasakawa Fellows, two (Muhammad Asif Ghayur and Ahmed Kamal Alvi) had passed away, and four of us (Qazi Rehmat Ali, Parvaiz Khalid Lodhi, Saleem Akhtar Qasim, Muhammad Ashraf Zafar, and Muhammad Ilyas) had retired from Government service. Normally what happens after retirement is that people are scattered and get more involved in family matters and thus lose contact with their colleagues. Then all of sudden, I received an e-mail from Mr. Shinichi Ichikawa about the WMU Sasakawa Fellows' Network regional meeting in Colombo, Sri-Lanka, which gave me a ray of hope, and I was overjoyed to attend it. As I was busily preparing to go to Mecca for the Haji,

I hurriedly replied to Mr. Ichikawa and did all I could to participate in the meeting.

As no one from Pakistan had been invited to the Fellows' Network meeting in February 2007 in Bangkok, Thailand, I had thought that our link to the Fellows Network was fading and our role diminishing but the invitation to Colombo reassured me. I was excited to meet Mr. Kudo, and new friends from Japan, especially Mr. Ichikawa, whom I had always thought was quite old until I met him to the first time and was somewhat surprised to see him so young and energetic. The meeting with representatives from The Nippon Foundation and Ocean Policy Research Foundation (OPRF) was extremely interesting and informative. Similarly meeting with Sasakawa Fellows from the South Asian region (India, Bangladesh, Maldives and Sri Lanka) was also very friendly and pleasant. Most important from my point of view was the renewed desire to revive our commitment to establish the Pakistan Chapter. Thus I embarked on the idea to fulfill my promise with friends from Japan and started calling, consulting and motivating to meet as soon as possible.

I had a banner printed with the symbols of "The Nippon Foundation" and "Ocean Policy Research Foundation" to honor the hard work and contributions they continuously make towards maritime safety and protection of the marine environment,

and we all agreed to meet in a restaurant close to everyone's residence. The date was interestingly Valentine's day (February 14, 2010), which made the atmosphere very pleasant, with heart to heart discussions. Everyone was asked to feel free to talk about anything but focus on choosing representatives who are volunteers and willing workers. Thus I, Captain Muhammad Ashraf Zafar, [mazpak49@yahoo.com](mailto:mazpak49@yahoo.com) and Lt. Cdr. Adil Rashid PN, [qaziadilrashid@hotmail.com](mailto:qaziadilrashid@hotmail.com) were selected as Focal Point and Country Representative respectively for the Pakistan Chapter.

Every one showed great enthusiasm and desire to hold the next regional meeting in Karachi under the guidance of officials from "The Nippon Foundation" and "Ocean Policy Research Foundation" (OPRF), and also wished that somehow the great philanthropist, Mr. Yohei Sasakawa, could visit Pakistan during 2011, so that they could meet him in person. We all paid tribute to the man who enabled us to study in one of the best maritime universities of the world and whose generous support and guidance has made the WMU Sasakawa Fellows' Network a unique professional body which also acts like a family. Everyone also agreed to contribute articles to the newsletter and made some recommendations to make the Pakistan Chapter more effective and meaningful.



# Status of Japanese Seamen

Prof. Toshio Hikima (Marine Technical College)

**B**usiness conditions in ocean-going shipping are significantly affected by the global economic climate and have a considerable impact on the enroute configuration of ships, charter fees, and even the salaries of crew members. Because of these factors, shipping companies in most countries tend to encounter the same issues.

Therefore, as a member of the editorial committee for this newsletter, I have on this occasion written about the issues surrounding Japanese seamen and would appreciate hearing the opinions of members from other countries as well as the issues in the industry from the perspective of their countries.

## 1. Japanese Seamen on Ocean-going Merchant Vessels

As *Figure 1* indicates, the number of Japanese seamen on ocean-going merchant vessels began to show a declining trend as ships began to recruit more foreign crews from about the time of the first oil crisis in 1974. Following the Plaza Accord in 1985, emergency employment measures for seamen on ocean-going merchant vessels were introduced in response to a sharp spike in the Japanese yen, and the number of Japanese seamen on ocean-going vessels dramatically decreased almost proportionately to the appreciation of the yen. By 2008, there were only 2,621 Japanese seamen serving as crew on ocean-going merchant vessels. This number was one-twentieth of what it had been 30 years earlier.

To enable Japanese seamen to work alongside foreign seamen who received lower wages, manpower-saving modern ships known as "Pioneer ships" manned by only 11 crew members were put into service in the latter half of the 1980s. Nevertheless, even countermeasures such as these could not reverse the trend of engaging non-Japanese seamen as crew, and the mixed nationalities of crewmembers in the Japanese merchant marine fleet began. The international composition of seamen in the Japanese merchant marine fleet today has become mainstream. According to the report by

the All Japan Seamen's Union in July 2006 and as shown in *Table 1*, Japanese seamen account for only 3.7% of all crew, while Filipinos account for three-quarters of the total number of crewmembers in the Japanese merchant marine fleet. This change in composition is not unique to Japan's merchant marine but is indicative of a global trend in the market and can be said to be representative of the majority of merchant marine fleets.

## 2. Future Demand for Seamen

A look at the forecast for the global demand for seamen by BIMCO in *Figure 2* shows that there will be a surplus of ratings in the future. However, it is forecast that a shortage of officers will continue to be an issue. In Japan, although Japanese ratings no longer exist, a tonnage tax system was introduced to secure officers in short supply. It is hoped that the introduction of this tax system will result in an increase in the number of Japanese ships and the number of crewmembers of Japanese nationality, as witnessed in the case of the United Kingdom and Germany.

In Japan's domestic coastal shipping, the aging of seamen and the shortage of their replacements continue to be issues. Consequently, raising public concern and interest regarding maritime affairs and actively implementing activities aimed at promoting people's awareness of maritime affairs is essential.

## 3. STCW Convention

The minimum standards regarding the quality of the skills of seamen, whose profession has become thoroughly internationalized, are set

down in the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) of 1978. Since the adoption of the convention, however, evaluation systems such as the white list and qualifications standard system have been established, and the comprehensive amendment of 1995, which included the mutual recognition of certificates between member countries, has been implemented. A number of individual articles of the convention were also amended. However, since it has been over 10 years since the previous amendment, the Secretary-General of IMO proposed a second comprehensive amendment at the STW37 in January 2006. This proposal received approval, and deliberations aiming for its adoption in 2010 have been underway since the STW39 in March 2008.

The amendment proposal for the convention is expected to be adopted by a resolution with a two-thirds majority vote of the member countries at a diplomatic conference to be held in Manila in the Republic of the Philippines from June 21 to June 25, 2010. Unless notifications of objection are then made by a specific number of member countries by July 2011, the amendment will be considered adopted on the same day, and the amended convention will become effective six months thereafter on January 1, 2012.

Although various proposals have been made by Japan, as someone associated with Maritime Education & Training (MET), I find the new initiative to make the training of seamen compulsory in areas such as the new category A in Bridge and Engine Resource Management of particular interest. I firmly believe that providing training of this nature will have a direct effect on the safety of operations on maritime vessels.

## 4. The Future Training of Seamen

A report compiled by the Ministry of Land, Infrastructure, Transport & Tourism on a study meeting concerning the status of seamen's training stated from the outset as its basic premise that securing and training Japanese seamen (marine engineers) in a consistent manner is absolutely essential from the viewpoint of ensuring the stability, safety, reliability, and the stable transfer of marine skills from one generation to the next in Japan's marine transport.

As a person who belongs to a maritime training organization, I believe that I must play a role in promoting an awareness of maritime affairs in terms of specific policies. I also feel I have an obligation to contribute to the safety of maritime operations.

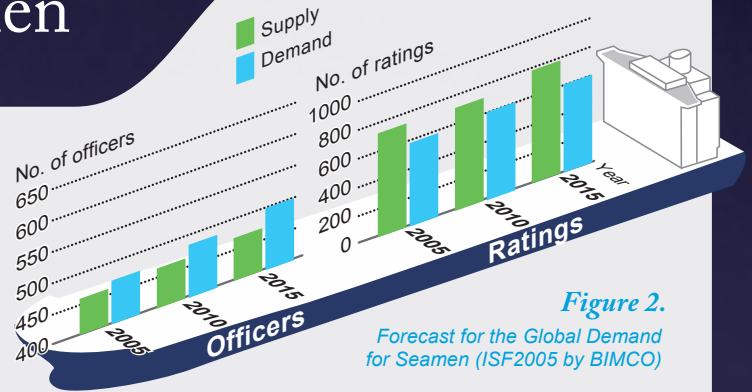


Figure 2.

Forecast for the Global Demand for Seamen (ISF2005 by BIMCO)

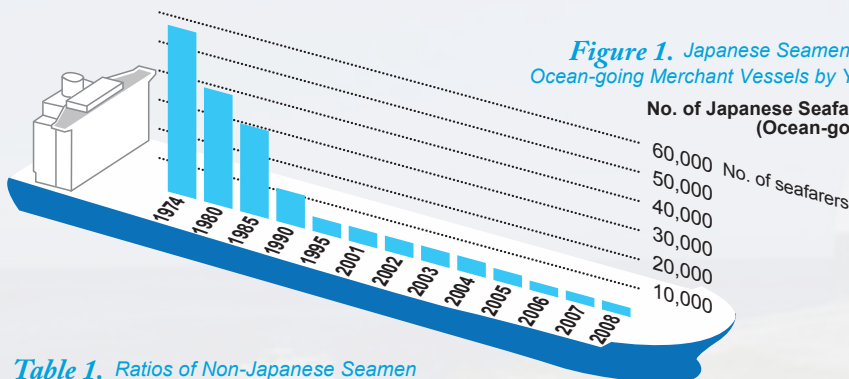
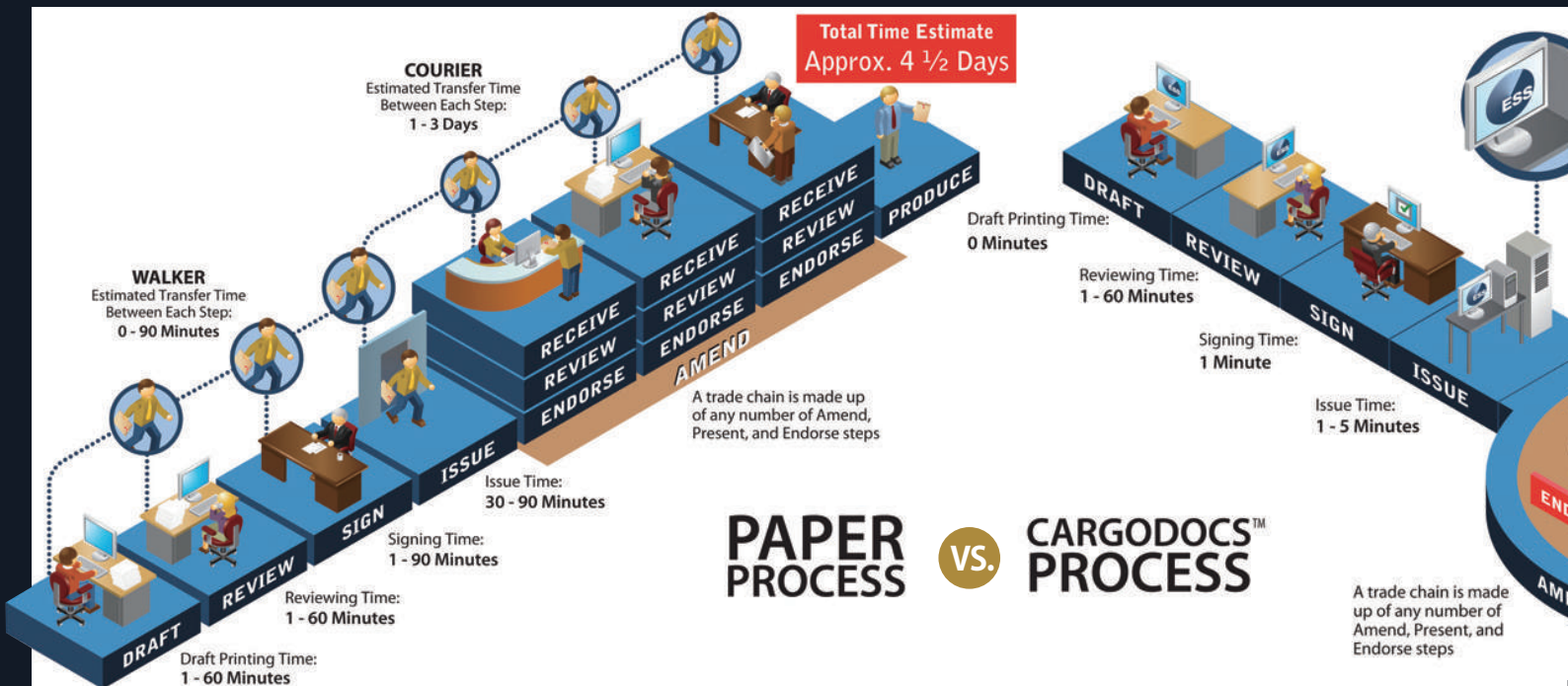


Table 1. Ratios of Non-Japanese Seamen in the Japanese Merchant Marine Fleet (July 2006 by JSU)

Japan	Philippines	China	India	Myanmar	Korea	Vietnam	Indonesia	Croatia	Others	Total
1,504	29,171	2,392	1,910	1,596	1,211	849	536	366	969	40,504
3.71%	72.02%	5.91%	4.72%	3.94%	2.99%	2.10%	1.32%	0.90%	2.39%	100%

# Electronic Shipping Solutions for Paperless Cargo Transport



Research by Forrester estimates that importing a single maritime cargo requires an average of 36 original paper documents and 240 copies from 27 parties. The World Bank has estimated that the management of paper documents wastes 7% of the total value of world trade. Even in a recession, this equates to approximately US\$660bn annually.

These costs arise due to the large number of different documents created by different parties in the trade chain. Compounding the problem, each party often runs an independent IT system, preventing even limited data-sharing across systems. This means that 90% of the information that overlaps between documents needs to be retyped – resulting in delays, duplication and a high likelihood of errors and variances.

In 2003, Alexander Goulandris founded Electronic Shipping Solutions (ESS) with the intention to solve the significant inefficiencies caused by the use of paper documents in shipping. The ESS-Databridge™ Exchange enables international trade partners to use electronic documents including Negotiable Bills of Lading, Certificates of Origin, Safety Data Sheets and other shipping documents for operations, legal compliance and customs purposes.

“There has been a demand for electronic documents (eDocs) within the shipping industry for some time, evidenced by the number of attempts made in the last decade to create them. However all of these attempts stalled,” Mr. Goulandris said.

He explains that previous failures were the result of several factors: legal equivalence, security concerns and complex IT solutions. To address these issues, ESS ensured that the ESS-Databridge™ was built within a highly secure, web-based

environment with enterprise class software and a robust, industry-accepted multipartite User Agreement. Today, the ESS legal framework, the ESS-Databridge™ Services and Users Agreement (DSUA) have been approved by the International Group of P&I Clubs on behalf of shipowners, Leadership in Energy Automated Processes (LEAP) on behalf of oil companies, commodity traders and banks, and ITIC on behalf of ship agents.

The primary service rolled out by ESS, CargoDocs™, involves negotiable bills of lading and other shipping documents being created, signed, endorsed and managed electronically via the ESS-Databridge™.

CargoDocs™ did not have an easy start. “We are trying to provoke change within the world’s two most conservative industries: shipping and banking. However, technology has come a long way, and with the rise of internet banking, many previous security concerns have now been addressed, to the extent that people now see electronic documents as being more secure than paper ones,” Mr. Goulandris said.

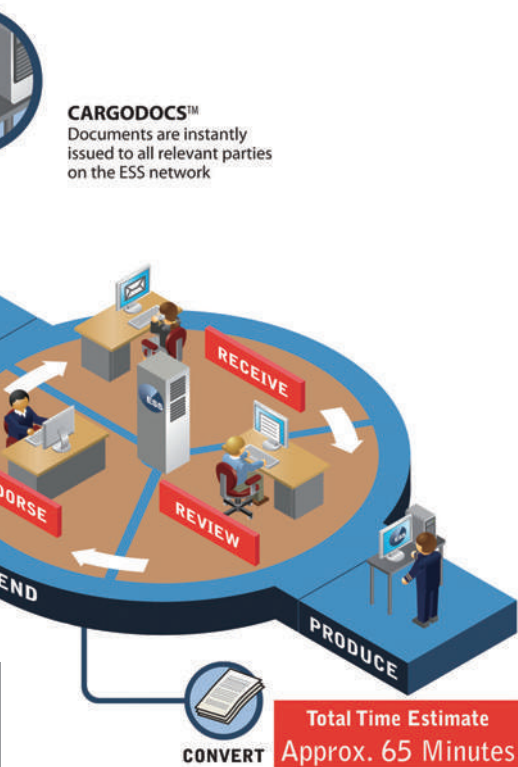
More importantly, all ESS electronic documents are based on UN standards. The document set is based on the UN Layout Key for standardised cross-border paper documents. This is a 40+ year-old standard which is the basis for probably 70% of the paper layouts for international cargo transport conventions (IMO – maritime, IRU – road, UIC – rail, IATA – air), and the majority of national and regional Customs and other governmental regulatory documents, including AAD, SAAD, EU SAD, ASYCUDA SAD, ASEAN SAD and Certificates of Origin. Templates produced so far include negotiable and non-negotiable bills of

lading, seaway bills, certificates of origin, quality and quantity, cargo manifests, as well as documents for the master, including receipt of samples, receipt of documents, notice of completeness, letters of protest and sailing advice.

Shipowners, operators, agents, traders, banks and terminals can all benefit from using secure eDocs. Over two-and-a-half years of testing with a group of international trade participants, followed up by 15 months of simulation exercises with a wider group of 50 participants, has evidenced that CargoDocs™ significantly improves traditional paper shipping document processes. There is improved vessel and quay; turnover due to faster documentation processing; improved operational efficiency; higher security due to the minimized ability to counterfeit eBills of Lading; and over time, savings due to ability to handle all documentation remotely. Last but not least, eBills of Lading offer the ability to discharge cargo against an original eBill of Lading rather than a letter of indemnity (LOI).

Since CargoDocs™ is web-based system, there is no software or hardware to install or manage, which makes the adoption process extremely easy. To remove technological barriers for low speed or non-internet enabled vessels, a low-bandwidth solution and e-mail signing solution for Masters have been developed. To ensure that Masters and Chief Officers can effectively use the system, a combination of DVD training videos, web-ex training sessions, training of agents at load ports and group training during Master shoreside training sessions is provided. In any case, there is always a backup plan with a shipowner’s head office in case a vessel does not have an internet or





e-mail connection and the Master cannot access documents electronically.

ESS's user association, the ESS-Databridge™ Development Group (DDG), which is tasked with driving the adoption of electronic documentation universally in global trade, now boasts over 100 members. ESS has succeeded in obtaining the approval of the International Group of P&I Clubs and the legal community for the use of electronic documents in shipping. This was consolidated in the 2010/2011 policy year when 11 of the 13 International Group Clubs recognised eBills of Lading as having equivalence to paper. And most importantly CargoDocs™ went live in January 2010 and the continued commitment of the world's largest energy companies to see CargoDocs™ continue to roll out throughout the year is evidence of our success in this area," Mr. Goulondris said.

Since going live, ESS has focused on rolling out CargoDocs™ at crude and refined oil as well as gas terminals across Europe, the Mediterranean, US Gulf and Caribbean in a program that will continue over the next two years. It has also been approached about opportunities in West Africa, Russia and the Middle East. In its strategy, ESS is planning to enter new geographic areas and trade sectors such as liner shipping, chemical tankers and dry bulk.

While it may have taken the shipping industry a long time to join the digital revolution, it seems that now it has arrived, it is here to stay.

## Protection against Onboard Noise

**Masanori Yoshida**

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

### Introduction

We get irritated by loud sounds during our daily life, such as construction work and car horns. Onboard vessels is no exception. Seafarers are often afflicted by noise. To ensure a safe environment during the hard and delicate work of seafarers, it is indispensable for us to deal with onboard noise.

In this column, I will briefly explain the current situation regarding onboard noise reduction at the International Maritime Organization (IMO), as well as some discussion points.

### IMO Regulations

The IMO Assembly adopted IMO resolutions A.468 (XII) "Code on Noise Levels Onboard Ships" at the twelfth session in November 1981. This Code applies to newly built ships of 1,600 Tons Gross (GT) or over, and provides noise limits for each area, noise exposure limits, how to achieve noise protection, and so on. Some countries have accepted this voluntarily although it is a non-mandatory based code. Many shipowners have also used it in their contracts.

In 2007, 28 European Union member countries and the European Commission (EC) made a proposal for establishing a work program to revise the existing IMO code (A.468 (XII)) and make it mandatory at MSC87. This proposal was approved and the discussion started at the 53rd session of design and equipment sub-committee (DE53) this February. Detailed discussions will follow at DE54 this October.

### Discussion Points

#### (1) Application to existing ships

There were some discussions on retrofitting the existing/revised code at DE53. As described above, the existing code is non-mandatory. Therefore, many vessels have not adopted the code, although some flag states or shipowners apply it voluntarily. It is technically very difficult to apply the code for such vessels. At the 53rd session, the sub-committee agreed to develop the code for new ships, taking into account many concerns by IMO member states.

#### (2) Application to small ships

All SOLAS ships should apply the code according to

the proposal by EC members at DE53. That means small ships of 500GT or over are covered in this code as well as large ships. Generally, noise levels in areas like living quarters on small ships are greater than on large ships because they are often closer to the engines. Reduction of noise by absorption materials or design modifications would be technically impossible in some cases and we might need to use some other methods such as ear protection to come under the noise limit. Therefore, we should make careful considerations on applications to small ships. It should also be considered whether these requirements can be applied to all vessels around the world, including developing countries.

#### (3) Reduction of noise limit requirement

The proposal of EU members at DE53 also includes reduction of the noise limit requirement for each space by 5dB from the existing non-mandatory code. It should be noted that a dB represents a logarithmic expression of sound pressure. That means sound should be decreased by around half to achieve a 5dB reduction. In the discussions at DE53, many concerns were expressed whether such kind of aggressive reductions could be technically achieved.

#### (4) Noise prediction measures

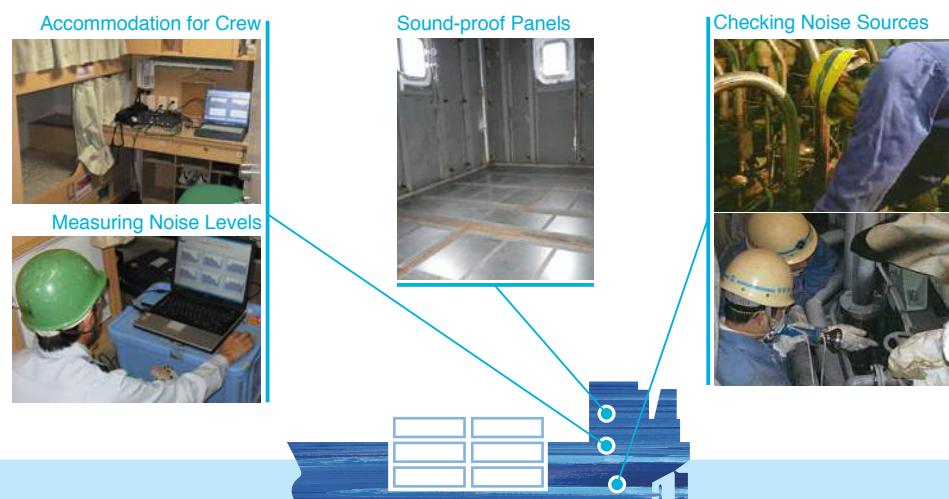
Shipyards should build ships based on noise prediction at the time of ship design. If the accuracy of the prediction is too low, the actual noise might exceed the noise limit. But even in this case, it is extremely difficult to rebuild ships. Therefore, we should establish tangible, reliable and appropriate prediction methods that every yard around the world can easily use if the code is made mandatory.

### Conclusion

Japan is now studying how to contribute to the discussion on regulation of onboard noise limits. We are also developing technology for noise reduction on ships, especially small ships. Research projects on noise absorption materials which reduce noise by around 5dB are one example.

There are a lot of concerns and issues to overcome on this topic. Measurements should not be abstract but specific and practical for all countries. Everyone agrees that we should enhance the health of seafarers and safety of navigation as soon as possible.

IMO named this year the "Year of the Seafarer." I hope that everyone joins in the discussions at IMO to cooperate on this during such an important year.





The Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region – WCR (Cartagena, 1983), includes: the Gulf of Mexico, the Caribbean Sea proper and adjacent Atlantic Ocean areas. In this concern, the International Convention for the Prevention of Pollution from Ships (MARPOL, 73/78), Annex V, has designated the WCR as a special area, protecting it from garbage disposal.

Unfortunately, it was not possible to protect it from the recent offshore oil rig disaster in the Gulf of Mexico, which left eleven missing workers and four critically injured, and has daily leaked thousands of barrels of oil for weeks. Although demand for hydrocarbons is increasing, the WCR is not defined as a special area under Annex I (MARPOL, 73/78), which would really help to defend it from pollution by oil from ships and fixed/floating platforms, meaning that perhaps, this accident could have

been prevented.

Linking the seagoing human element with the marine environment and resources in the WCR, it is amazing that only two WCR States, the Bahamas and Panama, have ratified the Maritime Labour Convention (MLC, 2006). Similarly, none of them have ratified the Fishing Sector Work Convention (FSWC, 2007). Additionally, many questions have been newly raised concerning offshore oil rigs' basic working rights and marine green measures.

The Seafarer International Year (SIY, 2010), and the previous "Go to Sea" Campaign (GTSC, 2008), launched by the International Maritime Organization (IMO) in association with the International Labour Organization (ILO), have provided a great opportunity to appreciate every job at sea as unique and essential for the development of the shipping industry.

From an integral perspective, the three (SIY,

GTSC and the Shipping Industry) should consider not only educated seafarers for the trade of commodities like petroleum and grain, but also green inspectors onboard oil/chemical tankers, and on offshore oil rigs, overseeing the implementation of marine environmental measures to minimize ecological and mostly irreversible damage at sea. Additionally, emphasis should be given to qualified fishing, scientific and observer vessel personnel, working together towards a better sustainability of marine resources.

Undoubtedly, the shipping industry's interconnected world needs to establish more interrelated regional programs involving a higher participation of WCR States with several global organizations, such as IMO/ILO/FAO/UNEP/UNESCO/IOC among others, to face the challenge of prosperity without leaving indelible traces of devastation in oceanic waters.

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## WMU Sasakawa Fellows' Network Meeting in the South Asian Region



The second day of the meeting concentrated on the four national Fellows' networks represented. Fellows gave presentations on recent activities in each country, the situation and provision of facilities in each country for electronic communications, and using and expanding the Friends of WMU, Japan newsletter. Finally, there was an interesting session where ideas for expanding the Fellows' network activities were debated. Groups of

Fellows were assigned to collate reports on each of these themes, and on the final day, each group presented its report. "These reports lay a firm foundation for the future development of the national networks and the regional network," said Mr. Eisuke Kudo. "I am very pleased that we have held such a productive meeting, which has also clearly helped to give new impetus to the Fellows' network."

The final session of the meeting considered a resolution concerning the future networking activities in the South Asia region, and unanimously adopted an action plan for its future development. The Fellows identified both the website and the newsletter of the Friends of WMU, Japan, as crucial to the development and coherence of the national and regional networks, and felt that each Fellow was responsible for ensuring that the contact list was kept up-to-date, not only for

their own details but for those of their colleagues. Professional co-operation was also seen as fruitful ground for enhancing the activities of the networks.

After the formal sessions of the meeting had concluded, the participants enjoyed a very interesting visit to the Port of Colombo, organized by the Sri Lankan Fellows. The Fellows later celebrated the success of the meeting and the strengthening of the networks at a farewell reception on the evening of January 22.





# Responsible for Conducting Proficiency Certificate Exams for Sea Personnel



**Ehab Ibrahim Othman**  
(Egypt, 2004)



The IMO Compound

I was very happy when I was invited by my dear friend Ms. Masako Otsuka to participate in the newsletter of Friends of WMU, Japan. It reminded me of my days of studying at WMU in Malmö; I miss all my patch mates, WMU staff and Malmö city.

In January 2009, I was promoted and transferred to the Egyptian Maritime Examination Centre (MEC) as chief marine examiner. The Egyptian Maritime Examination Center is located in the Arab Academy for Science, Technology and Maritime Transport (AAST&MT) and responsible for conducting proficiency certificate exams for sea personnel.

MEC was established in 1979 to represent the Ministry of maritime transport in Egypt, to act on its behalf in the implementation of the STCW 1978 (as amended) assessments, with MEC emphasizing following concepts:

1. Setting required controls to maintain and achieve the standards determined by the IMO for various marine certificates.
2. Conducting examinations in compliance with the laws and regulations stipulated by the government of the Arab Republic of Egypt, which issues marine competency and proficiency certificates.

For more than 30 years, the Examination Center has witnessed steady progress and

development, by building up a comprehensive question-and-answer databank, prepared and filtered by a distinguished host of maritime transport specialists from the academy and from the maritime transport sector.

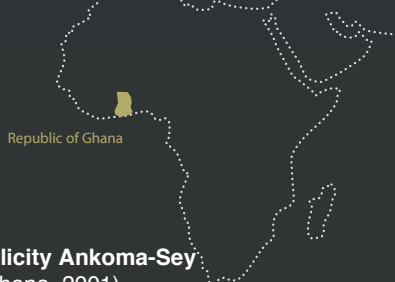
In 2002, Global Maritime Distress and Safety System, General Operators Certificate (GMDSS-GOC) license examinations were established in MEC using real equipment to apply the requirements of the GMDSS for deck officers and masters in conjunction with and under the supervision of the National Telecommunications Regulatory Authority (NTRA), in order to meet the international dispositions, regulations and conventions of the International Telecommunication Union (ITU), IMO and STCW convention.

Indubitably, after my studies in WMU, I feel that I am well prepared and motivated to apply my knowledge in serving the maritime community in the field of MET. I consider myself fortunate to have pursued postgraduate studies at WMU. Thanks to Mr. Yohei Sasakawa and The Nippon Foundation for giving me the fellowship for my studies at WMU.



From left to right:  
Ms. Catherine Haizel  
Mr. Yohei Sasakawa  
Ms. Felicity Ankoma-Sey  
and Ms. Nana Esi Quansah

## Mr. Yohei Sasakawa Visits Ghana



**Felicity Ankoma-Sey**  
(Ghana, 2001)

It has been twenty-four years since Mr. Yohei Sasakawa's last visit to Ghana. Mr. Sasakawa, as we know amongst many other things, is the World Health Organization (WHO) Goodwill Ambassador dealing with all issues relating to leprosy. He was in Ghana to continue the programs he has initiated to end discrimination and other human rights violations faced by people affected by leprosy around the world. He was also part of a delegation of Crown Prince Naruhito of Japan, who was on a four-day visit to the country. This was between March 6 and 9, 2010.

It was such a delight for us WMU Sasakawa Fellows in Ghana to meet him in Accra during his visit. What was most moving was his ability to find time to be with us, in spite of his very tight schedule. He continuously showed his fatherly concern and care for us as he inquired about our progress after WMU. It was a beautiful occasion for us Fellows to recollect the wonderful experiences we had in Malmö. We were, are and will always be thankful to God for a kind-hearted man such as him. Long live Papa Sasakawa, long live WMU, long live OPRF and long live WMU Sasakawa Fellows.

## Happy Wedding



**Nana Esi Quansah** (Ghana, 2008)

It was a blessing to study at the World Maritime University. In addition to gaining knowledge and skills to help develop my organization, the Ghana Ports and Harbours Authority, and my country, I also met a man who would later become my husband, Martin Söderberg, MLP 2008.

We were married traditionally on the 17th and in a church on the 19th of December, 2009.

Though from different cultures we have become one family.



My heartfelt thanks go to Mr. Sasakawa and The Nippon Foundation for making all this possible, and prayers of appreciation and blessing are always made for you.

These two pictures are from our traditional wedding, and from the reception following our wedding in church.



## A New Arrival!

**Seiji Tomokuni** (Japan, 2008)

I'm so happy to announce the birth of my baby girl. My wife went into labor on February 23, and I got to the hospital as fast as I could. Finally, two days later, on February 25, my baby was born.

The first time I saw her, her face was as big and pink as a peach. I actually considered naming her "Peach", but luckily, her face shrunk quickly after that, and the second time I saw her she didn't look like a peach at all.

In the end, my wife and I named her Riko. The name comes from a kind of jasmine-like flower, whose fragrance represents virtue in traditional Buddhism.

Our lives are now peaceful and happy. I feel wonderful, even with the added responsibilities.

I'd like to thank OPRF and The Nippon Foundation again for giving me the opportunity to write not only about our happy marriage but also about this happy birth.



## Welcoming a New Flower

**Kentaro Furuya** (Japan, 2003)

Our second baby was born this February, and we named her Lila. We chose the name for two reasons: Some of you may recall a small square in Malmö, called Lila törg. When my wife and I were there, we loved the place since we could enjoy nice meals in an international atmosphere. The other reason is that in French it is pronounced the same as the flower, lilac, which my wife loves so much. Recently, I had a chance to visit Malmö for business. I went to Lila törg again and found there were still many people enjoying their meals and beer. I hope one day to go there with my little daughter.

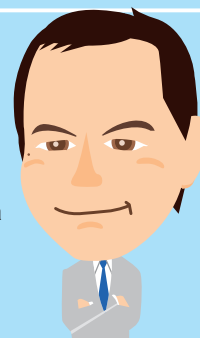
## Information on the Proceedings of the South Asian Regional Meeting

The proceedings of the WMU Sasakawa Fellow's Network Meeting in the South Asian Region, which was carried as a top page article in this issue, have now been published. Please get in touch with the secretariat ([wmu-japan@sof.or.jp](mailto:wmu-japan@sof.or.jp)) of the Ocean Policy Research Foundation if you would like to have a copy. Please also note that there are a limited number of proceedings printed so it will be on a first-come-first-served basis. However, you can also download the PDF file from website of the Friends of WMU, Japan managed by the secretariat: [www.wmusof.or.jp/download.html](http://www.wmusof.or.jp/download.html)

## Editor's note

Hello, all. Having been an editor of the newsletter for a year, I find I now have to leave this position because I was offered a new post in April, 2010. My new assignment is to become part of the teaching staff at the Japan Coast Guard Academy, which started preparing to receive international students, for those who will become senior officers in their respective coast guard agencies. For this reason, I was given an opportunity to study in London from this June for two years. Please let me know if you'll be visiting for IMO meetings or other commitments, and I'll be happy to see you. Lastly, I would like to express my gratitude to all subscribers of the WMU newsletter, the staff, and those contributing such interesting articles.

**Kentaro Furuya**  
(Japan, 2003)



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