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A special interview in July with Dr. Björn Kjerfve



You are originally from Sweden – where did you grow up?

I grew up in a town called Skövde, which is somewhere in the middle of southern Sweden – a long way from the sea! My education was as a natural scientist, and after graduating from high school at 18, I immediately started my national service in the Swedish army. During this time, I successfully applied for a Rotary Club scholarship to study in the United States. I was sponsored by three Rotary Clubs to study at Georgia Southern University for one year. It really was hugely enjoyable. Apart from my degree in math with a minor in journalism, I took part in many aspects of life at the university, such as sports editor of the university newspaper, treasurer of the student body, photographer for the university's yearbook, and I played a lot of tennis.

Your first degree was in maths and journalism – that's an unusual combination, isn't it?

Well, I actually started writing for several newspapers in Skövde when I was 13, focusing on sports events. As the papers paid by the word, I made sure I wrote long articles! I was already a keen tennis-player which paid off for me when Georgia Southern University offered me a tennis scholarship. Although I went back to Sweden and attended Stockholm University for a semester, I promptly returned to the US on the full tennis scholarship to complete my Bachelor's degree at Georgia Southern.

So, how did you end up as an oceanographer?

My American "family" in Georgia lived in Brunswick, which is on the coast by the Sea Islands, which is where my interest in oceanography started to develop. After visits to the University of Georgia Marine Institute on Sapelo Island, I decided to complete my Master's degree in oceanography. I won a scholarship at the University of Washington in Seattle, where I actually operated my first-ever boat on a research project, while measuring coastal currents and navigating the 44' vessel. My fascination with the oceans was by then firmly established, and so, despite some interesting job offers from both the US and Sweden, I decided to complete a PhD in coastal physical oceanography at Louisiana State University in Baton Rouge in the United States. Before I had defended my doctoral dissertation, I was offered a position as Assistant Professor of Geological and Marine Sciences at the University of South Carolina, and then from that point on, my career was on course.

Tell me more about your professional career.

Well, for the next three decades, I progressed through the system to tenure, Professor and Director, involved in teaching, research, student mentoring, and fund-raising. I continued to work in my speciality of oceanographic processes in coastal waters – estuaries, lagoons and so on – and I spent an increasing amount of time carrying out my research in coastal locations around the world. During a year-long sabbatical at the University of Sydney, I carried out projects in Australia and Papua New Guinea, and then over the following years in Thailand, Malaysia (including the Malacca Straits), and all over the Caribbean. Later, I developed a more focused interest in Mexico, Colombia and Brazil – I spent 1988-9



At a CARICOMP network meeting in Trinidad



Dr. Kjerfve with the JOIDES Resolution in Mobile, Alabama during a port call in 2005

and 1996 at the Universidade Federal Fluminense in Brazil, for example. I was carrying out research on the flushing characteristics and turn-over time in coastal lagoons and bays, and much of the research had a direct practical application. My projects often represented components of applied projects in sedimentation and dredging, fisheries management, marine protected areas, or the impact of climate change on coastal areas. As time went on, I also started to become involved in administration and management at universities. I

served as Director of the Marine Science Program at the University of South Carolina and was recruited and served as Dean of the College of Geosciences at Texas A&M University for five years, 2004 to 2009. There, I had oversight of the operation of the Integrated Ocean Drilling Program and the operation and reconversion of the 475' long drilling vessel, JOIDES Resolution.

What attracted you to the position at WMU?

I had the pleasure of working with international students for many years, and this sort of international cross-fertilization remains very important to me. As a professor in marine and geological sciences, I supervised, funded and mentored 13 PhD and 24 MS students, most of whom were international students. As a small United Nations institution, WMU offers real opportunities – it has a global responsibility, a global vision, and a global impact, and that makes it a very attractive place to work. It's also an institution that has a commitment to remain relevant to the maritime sector as it continues to change, and that makes it very exciting. So, I would have been very interested in the position of President wherever the university was based – it's a coincidence that it happens to be in my homeland.

How do you see the future for WMU?

The most important thing for WMU, now and in the future, is its leadership role as a graduate university for the benefit of the maritime community. In the past, the focus was mainly on teaching and service, but I see us broadening our approach to continue to focus on teaching/mentoring, but also on research/scholarship and engagement/service. And in these areas, our role as a UN institution to enhance international capacity remains paramount. I think research has to play a bigger role in the next decades, simply because

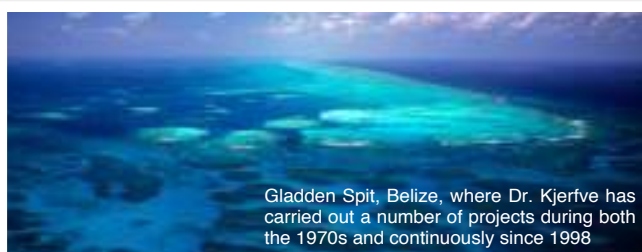


Palm Jumeirah, Dubai, where Dr. Kjerfve currently is doing research on long-term ecological sustainability as part of a UNU-INWEH project



North Inlet, SC, USA, where Dr. Kjerfve conducted oceanographic research for many years

the challenge now is to forecast how the maritime sector and the problems it faces will change – and research is essential to make those forecasts visionary and relevant. There are so many international issues which could become part of our research focus. ship traffic through the Arctic, how to respond to piracy, and the consequences of global warming are just three examples that are vital for the future of the maritime sector. These issues also demand interdisciplinary research and institutional partnerships that make WMU a perfect platform for sponsored projects.



Gladden Spit, Belize, where Dr. Kjerfve has carried out a number of projects during both the 1970s and continuously since 1998

What are your expectations of WMU's graduates?

WMU's graduates have already created a rich network of contacts, which I believe is one of the great benefits of studying at WMU. I am proud that so many graduates hold positions of leadership and responsibility in their home countries – they are a great credit to WMU. A vital part in the network is, of course, played by the donors, who make it all possible. Those donors who continue to engage in the professional lives of our graduates are especially valued, not least for the strengthening of the links between all the stakeholders involved – the university, our alumni, their employers and governments and, of course, IMO. Maintaining these close links will, I hope, become easier from this fall onwards, when we launch our completely updated and modernized web-site, which will make it easier for the whole WMU family to stay in touch.

Do you have a message to the readers of the "Friends of WMU, Japan" newsletter?

We are very grateful to you for your continued interest in WMU. We really appreciate our graduates letting us know their news and keeping us in touch with developments in their careers and the needs of their institutions. This sort of dialogue plays an invaluable part in helping us to make sure we carry out our global mission well, for the benefit of the maritime community for decades to come.



Dr. Kjerfve being awarded a special tribute and medal by the Associação Brasileira de Oceanografia (AOCEANO) at the III Congresso Brasileiro de Oceanografia in Fortaleza, Brazil, May, 20-24 2008, for 25 years of involvement with oceanography in Brazil, and specifically as "an internationally renowned researcher who has supervised numerous Brazilian oceanography students and performed studies to develop oceanography in Brazil"

Interviewed by Sue Jackson



Dalian Maritime University 100 Years Anniversary

Zhang Shiping (China, 1995)

On the 6th June 2009, 100th Anniversary Ceremony of China Higher Maritime Education and Dalian Maritime University was solemnly held in Dalian. Mr. Li Changchun, member of the Standing Committee of the Political Bureau of the Central Committee of the CPC, Zhang Dejiang, member of the Political Bureau of the Central Committee of the CPC, and Liu Yandong, member of the Political Bureau of the Central Committee of the CPC sent letters of congratulation. Mrs. Chen Zhili, Vice-Chairman of the Standing Committee of the NPC and Chairman of All-China Women's Federation, Mr. Li Shenglin, Minister of Transport of the PRC, Mr. Chen Zhenggao, Governor of Liaoning Province and Mr. Mitropoulos, Secretary-General of IMO (and please write the name and title of the representative of the Foundation) were present at the Ceremony.

On this significant occasion, the ceremonial march formulated by 12 square arrays was carried out, and the changeable square array constituted by 520 nautical students gave a superb performance.

Dalian Maritime University (DMU) is one of the largest and best maritime institutions and is the only key university of the Ministry of Transport of the People's Republic of China. DMU enjoys a high reputation internationally as an excellent center of maritime education and training as recognized by the International Maritime Organization (IMO).

The long history of DMU can be traced back to 1909, when the Nanyang Institute in Shanghai established a Shipping Management Section. Chinese higher maritime education went through many difficult periods and was not well developed



before the founding of the people's Republic of China in 1949. DMU was created in 1953 through the amalgamation of three merchant marine institutions: Shanghai Nautical College, the Northeast Navigation College and Fujian Navigation School. At that time its name was Dalian Marine College, and it was the only maritime college in China. In 1960, DMU was designated a national key institution of higher education. In 1994, the university's name was changed to the present one and became key constructed higher institution of "Project 211" in 1995. DMU was awarded the ISO9001 Certificates of Quality Assurance accredited by DNV and China Maritime Safety Administration in 1998. DMU successfully passed the quality assessment of undergraduate teaching by the Ministry of Education in 2004.

DMU has acted in accordance with the idea of "Open minded, social benefits", based itself on shipping, rendered service to transport, geared to national economic construction, taken promoting education and educating students as the foundation, closely revolved round the university's objective, establishing a perfect model of training qualified personnel for maritime industry with Chinese characteristics. DMU with its distinctives plays an exemplary role in China and is in the front rank of world higher maritime institutions. Up to now, DMU has established cooperations with more than 40 maritime institutions in the world, and will further enhance the relationship with maritime education institutions and maritime industry, expects to contribute more for China and world maritime industry.

6 Key Questions about International Efforts to Reduce CO₂ Emissions from International Shipping

Mitsuhiko Ida
Chief Researcher
Japan Ship Technology Research Association

Combating climate change is one of the most difficult challenges of this era. The climate change negotiations under the United Nations Framework Convention on Climate Change (UNFCCC) are very complicated and esoteric. So are the negotiations of the International Maritime Organization (IMO) to reduce CO₂ emissions from international shipping. I'd like to present the overview of international efforts to reduce CO₂ emissions from international shipping through 6 key questions.

Q1. How much CO₂ resulted from international shipping in 2007?

According to the IMO GHG Study approved by the 59th Marine Environment Protection Committee (MEPC59), international shipping is estimated to have emitted 870 million tons, or about 2.7% of global emissions of CO₂ in 2007. With regard to future emissions, if no policies are implemented, in pace with the growth of the world economy, emissions from international shipping are expected to increase by 150% to 250% by 2050, depending on economic growth scenarios.

Q2. Which organization is responsible for reducing CO₂ emissions from international shipping, IMO or UNFCCC?

In general, UNFCCC is the organization to establish international frameworks to combat climate change. However, when it comes to emissions from bunker fuels used in international aviation and international shipping, because of the complexity of business operations in these sectors, this has been assigned to the International Civil Aviation Organization (ICAO) and IMO by Article 2.2 of the Kyoto Protocol.

Q3. Why is it so difficult to establish an international mechanism for the reduction of CO₂ emissions from international shipping?

Principle matters. No More Favorable Treatment (NFT) for IMO, and Common But Differentiated Responsibilities (CBDR) for UNFCCC.

Why does NFT matter in international shipping? The answer is, to avoid market distortion and to ensure the effectiveness of regulations. Without NFT, it is likely that ships would change registry from a regulated country to a non-regulated country. Such evasion not only causes market distortion but eventually undermines the effectiveness of the regulations themselves.

The principle of CBDR is the fundamental element in combating climate change under UNFCCC. In fact, Article 3.1 of the Convention says that "the developed country Parties should take the lead in combating climate change and the adverse effects thereof."

Because of these two fundamentally different approaches in making regulations, establishing a global mechanism for CO₂ emission reductions in ships has been very challenging.

Q4. What kinds of CO₂ emission reduction measures are there?

There are technical measures, operational measures, and market-based measures. Technical measures aim to improve energy efficiency of new ships by, for example, utilizing waste heat recovery.

The core technical measure is the Energy Efficiency Design Index (EEDI), which is used to evaluate ship energy efficiency (CO₂ gram / ton-mile) based on ship design, and thus is expected to promote the construction of more energy-efficient ships.

Operational measures intend to improve energy efficiency of ships by managing ship operation through, for example, speed reduction and weather routing. One key operational measure is the Energy Efficiency Operational Indicator (EEOI), which is used to monitor ship energy efficiency (CO₂ gram / ton-mile) based on actual ship operation, and thus is expected to promote more energy-efficient ship operation. Another operational measure is the Ship Energy Efficiency Management Plan (SEEMP), which introduces a continuous improvement cycle in ship management.

Market-based measures provide incentives to take actions to improve energy efficiency by technical and/or operational measures. Market-based measures include the emission trading scheme (ETS), the GHG contribution fund (levy on fuel), and efficiency trading.

Q5. How has IMO addressed CO₂ emissions from ships?

IMO has taken 2-step approach: 1st generation (technical/operational measures) and 2nd generation (market-based measures), so-called. This approach is sensible because the development of market-based measures is more political and complicated than technical and operational measures and cannot be expected to make progress before COP15 of UNFCCC in December 2009.

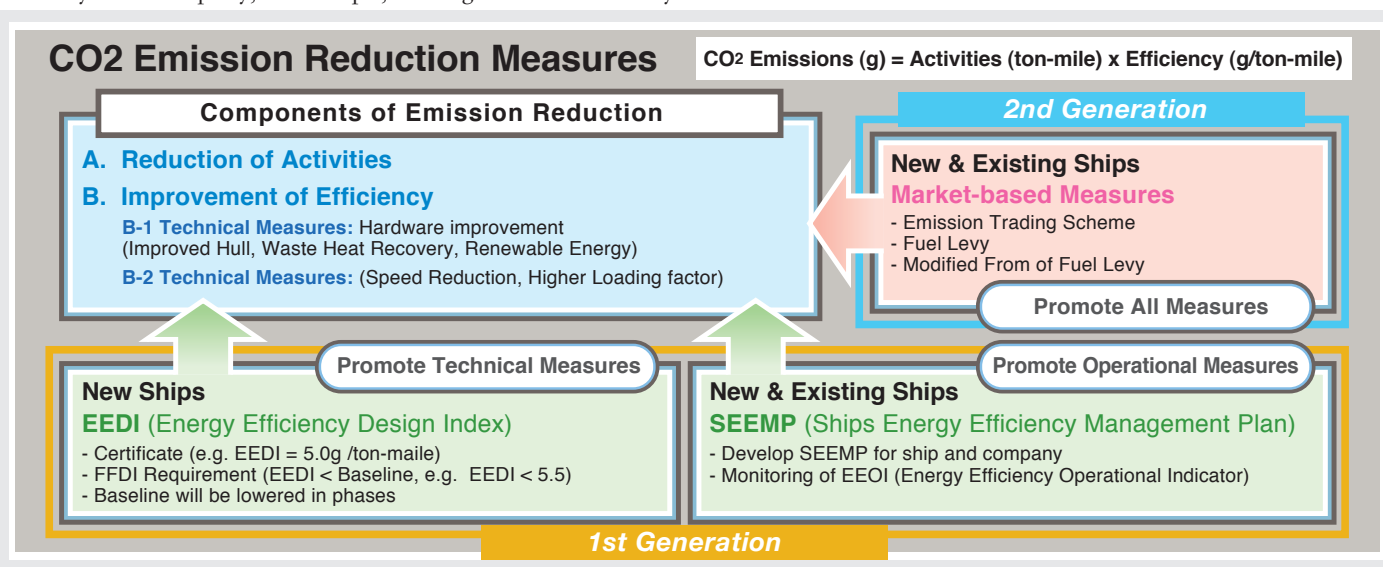
MEPC59 (July 2009) agreed to the guidelines for EEDI, EEOI and SEEMP (1st generation), and also agreed to start trials of EEDI, EEOI and SEEMP, with a view to making them mandatory in the near future. These measures are expected to be the foundation of efforts to improve energy efficiency of ships.

With regard to the 2nd generation, MEPC59 discussed market-based measures, including ETS and GHG Contribution Fund in depth and further agreed to a Work Plan of market-based measures, which set a roadmap until 2011.

Q6. What comes next?

Within a year, we'll have two important meetings, COP15 for UNFCCC, and MEPC60 for IMO. At COP15 in December 2009, several important things will be decided. Who is to handle the issue of CO₂ emissions from international shipping post-Kyoto? Is it IMO? Who will set the targets for international shipping and how? At MEPC60 in March 2010, the discussions on the mandatory application of 1st generation measures will start. How will the principle issue be addressed? How about market-based measures? What measures are actually workable and effective?

Although discussions at MEPC60 may be influenced by the outcome of COP15, IMO should not lose forward momentum.



The Challenging Role of PEMSEA in Securing the Seas of East Asia



Dr. Chua Thai-Eng

Chair

Partnerships in Environmental Management
for the Seas of East Asia (PEMSEA)



The Seas of East Asia are one of the world's most important regional seas with close to 1.5 billion people living within 100 km of the shoreline and many in rapidly urbanized coastal centers. The region is a major economic center and contributes significantly to the ocean economy of the world. The biological richness of the shallow Sunda Shelf sustains marine biodiversity, contributes 2/5 of global fish production, and generates millions of jobs in marine related industries.

Rapid but unsustainable economic growth and changing consumption patterns over the last half century did improve living standards and modernize life-styles, but with serious environmental consequences. This has weakened the natural resource-base, reduced ecosystem resilience and increased vulnerability to climate, energy and financial crises.

Taking advantage of the pilot phase of the Global Environmental Facility (GEF), the United Nations Development Program (UNDP) initiated a Marine Pollution Prevention and Management Project with the participation of Brunei Darussalam, Cambodia, China, DPR Korea, Indonesia, Malaysia, Philippines, RO Korea, Singapore, Thailand, and Vietnam.

The project (1994-1999) demonstrated the effectiveness of integrated management of coastal areas and implemented the Marine Electronic Highway, resulting in the public-private sector partnership mechanism for financing environmental investment.

However, it was soon realized that the environmental problems were too large, too complicated, and transcended jurisdictions, requiring the cooperation of all concerned countries and stakeholders over a longer timeframe to carefully sort out management challenges, identify their causes and prescribe appropriate solutions. This gave birth to PEMSEA.

Phase II (1999-2007) was able to a) expand ICM practices to 7 more countries, b) expand subregional sea management to include the Bohai Sea (China) and Manila Bay (Philippines), c) promote the development of national ocean policies and strategies in several countries, d) enable a public-private sector partnership, e) develop a regional marine strategy and f) continue to build local ICM practitioners.

In addition, the Sustainable Development Strategy for the Seas of East Asia (SDS-SEA), which was adopted through the Putrajaya Declaration (2003) at the first EAS Ministerial forum, enabled countries and stakeholders to work together towards securing the Seas of East Asia.

And the triennial East Asian Seas (EAS) Congress is providing an international intellectual marketplace for policymakers, business and scientific communities, academe, NGOs and other stakeholders of society.

The third phase in 2007 added Timor Leste and Laos and emphasized more concrete targets within 10 years, including a network of universities and research institutions to provide the science and human resources for coastal and ocean governance.

To help PEMSEA transform into a region-owned organization, the Philippines has constructed a new PEMSEA office building to serve as its permanent secretariat, while China, Japan and RO Korea are providing regular financial support. Also, the PEMSEA Resource Facility (PRF) and the Partnership Council are enabling an institutional arrangement that will build upon the strength of local, national and regional partnerships.

The road to a sustainable future requires the cooperation of the entire East Asian Seas region, and will set a good example for achieving global environmental benefits through regional cooperation.

WMU graduates from the region can play the role of primary stakeholders. Working side by side with other stakeholders from the region, in their individual or institutional capacity, they can participate actively in the implementation of a regional marine strategy, ultimately securing the Seas of East Asia for generations to come.



Prince Charming in Batik Shirt in Jakarta

Dyah Umiyarti Purnamaningrum (Indonesia, 2004)

On June 15, 2009, eight Indonesia Sasakawa Fellows (Mr. Heru Prasetyo, Ms. Dyah Umiyarti Purnamaningrum, Ms. Retno Windari, Mr. Akbari Purwandono, Mr. Roy Kasiono, Mr. Indra Hidayat Sani, Mr. Agus Edi Santoso and Mr. Rifanie Komara) had the great fortune honor and pleasure to meet our dear Mr. Yohei Sasakawa, Chairman of The Nippon Foundation, during his visit to Jakarta on the occasion of the launching ceremony for the ASEC-TNF Project on Leprosy and Human Dignity. The ceremony itself took place in the ASEAN Secretariat in Jakarta, where Mr. Sasakawa, as WHO Goodwill Ambassador for Leprosy Elimination, as well as Chairman of The Nippon Foundation, delivered his keynote speech.

At first, we were not sure whether Mr. Sasakawa would have time to see us, considering his very tight schedule. We wanted so much to see him time because we were unable to meet on his previous visit to Jakarta. However, luck smiled on us, and we

finally got our wish. He managed to put a side some of his precious time to chat and have his picture taken with us, just before the photo session of the ceremony. The meeting was so wonderful. We felt so happy to meet our guru, our patron, as well as our great father. And Mr. Sasakawa looked so charming in his batik shirt.

As for myself, it was the first time to meet Mr. Sasakawa since my WMU graduation ceremony in 2004. It took five years for me to see him again. I give thanks to the Sasakawa Fellows' strong network that we've established among us, allowing us to share any developments and updates about our friends and activities. I feel it is very important after we graduate from WMU to keep relationships and networks alive, especially among WMU graduates through the Friends of WMU newsletter.

Working level meeting for HACGAM

Kentaro Furuya (Japan, 2003)

A working level meeting for the Heads of Asian Coast Guard Agencies' Meeting (HACGAM) was convened at Tokyo on June 2-3, to discuss capacity-building of their respective organizations.

It has been pointed out that the economical rise of Asian states increased shipping drastically, and that maritime safety, security and environmental protection are of the utmost importance to support various activities in the area. The HACGAM members have recognized the importance of enhancing the capability of their officers along with strengthening international cooperation.

During the meeting, among other agenda items, participants confirmed a comprehensive list of capacity building measures which are being planned or implemented by each Coast Guard Agency and discussed the use of the list so that a coast guard agency could seek an appropriate program for their officers. At the end of the meeting, participants made a courtesy call to Mr. Nagamitsu, Exective Director of The Nippon Foundation.

As always, regardless of the level of a meeting and items being discussed, I warmly recognized Sasakawa Fellows, namely, Ms. Windari of IMSCB (Indonesia), Mr. Thanatip (Thailand), and



Mr. Yokoi (Japan). It is always my pleasure to meet and have a great time with them.

And surprisingly enough, we had a chance to see Mr. Sasakawa. Because of his busy schedule, it is extremely difficult to make an appointment to see him. He was kind enough to allow us to visit his office. We called upon him after five o'clock, but he was in a meeting. After only a few minutes he appeared in front of us, even though he was still in the middle of his meeting. We conveyed our regards to him and had a picture taken. Although it was a short period of time, we were honored to spend it with him.



Fleeting Encounter - beginning of the future network-

Aditya Trisandhya PRAMANA (Indonesia, 2010)

On May 25th, 2009 two important guests arrived from Japan. Mr. Hiroshi Terashima (Executive Director, OPRF) and Mr. Kiyoshi Hara (Professor Emeritus at Kobe University of Mercantile Marine) were here in Malmö to attend the Board of Governors meeting for WMU. In order to welcome the honourable guests, an event was arranged for them by all Sasakawa Fellowship students working together to make it a success.

The event started with a photo session of the two guests, professors of The Nippon Foundation and Sasakawa Fellowship students, Class of 2009 and 2010. This was also a special day since the new president of WMU, Dr. Björn Kjerfve, attended the event. He addressed the audience, saying how wonderful it was for our classes to have two presidents during our period of

study at WMU.

Mr. Terashima and Mr. Hara also gave speeches to motivate all Sasakawa Fellowship students. To the Class of 2009, finishing up their last year, and to the Class of 2010, with another year to go, they offered the useful advice to apply the knowledge gained at WMU and transfer it to their home countries in accordance with IMO mission objectives.

The event continued with the introduction of the 2010 Sasakawa Fellowship Students. Then, they presented the two honourable guests with a small token of appreciation, gifts and yellow roses, as a symbol of friendship. The day ended with the singing of the WMU song in high spirits.

Finalist of Kensaku Nomoto Memorial Essay Contest



Carolyn Graham
(Jamaica, 2008)

I am pleased to say that my entry for the WMU Journal Kensaku Nomoto Memorial Essay competition 2007 was selected as a final entry and is now published in the WMU Journal of Maritime Affairs, Volume 8 (2009), pages 71-87. The essay is entitled "Maritime Security and Seafarers' Welfare: Towards Harmonization" and speaks to the conflicts between security and seafarers' welfare, particularly seafarers'

customary right to shore leave. The essay mentions a number of incidences where seafarers were denied shore leave, exacerbated by the introduction of the ISPS Code. While the need for security is essential, the essay argues that a more beneficial relationship would be to honor the customary rights of the seafarer and co-opt them in security efforts rather than alienate them.

The essay uses the social-psychological theory of objectification in order to explain how and why issues of seafarers' welfare are not taken as seriously within and outside the shipping industry. The essay opines that seafarers are treated as objects to be exploited and their humanity is subsumed by the need for security and commercial activities. The conclusion is that harmonization between security and seafarers' welfare is paramount if the shipping industry is to succeed in any security program.

Professor Nomoto, a globally recognized pioneer in applying man-machine theory to ships, was also an ardent advocate of the need to nurture internationally minded personnel in the maritime community. At the strong request of the IMO Secretary-General he left the University of Osaka for Malmö, and laid the foundation for the graduate school Curriculum at the time of the establishment of WMU (Please refer to

Newsletter No. 1, 2 and 11 for related articles).

Recognizing his achievements, WMU decided to organize an essay contest and invited its students and graduates to participate. The essays introduced in this issue are from those received from 2007 to 2008.

Please refer to the following website for the entire essay:

<http://wmu.sof.or.jp>

Happy Marriage

Seiji Tomokuni (Japan, 2008)



First, I'd like to express my appreciation to OPRF and The Nippon Foundation not only for the opportunity to advance my education at WMU but also to find my life partner.

I'm so happy to say that I got married on the 25th of April with a lovely woman whom I met at a Malmö festival while studying at WMU. (She was actually Nori's friend. At the time she was living in Japan and came to Malmö for sightseeing and Nori kindly introduced her. I have no words to thank him enough.) The picture was taken during the wedding ceremony at my parent's house, which is a Buddhist temple.

There are many ways to think about marriage in the world; I'll never forget a witty comment offered by Professor Nakazawa regarding marriage. According to him, "Finding a life partner is like choosing a family altar in a store. We have no real idea if it's good or not, and we have to choose from among these that happen to be there".

Perhaps I really did as I was told, and in the end, I'm delighted to say I could find a partner with whom I can happily spend the rest of my life, with the greatest respect for each other. I send my appreciation to Professor Nakazawa as well.

Baby Born

Tokimasa Yokoi (Japan, 2008)



I am very pleased to announce that my wife, Kana, has given birth to our first baby!! It was at 00:05 on June 25th, 2009 when he was born. We have named him "Jinsei." It seems that Jinsei got his start while we were in Malmö!! Although life there was a bit hard, studying all the time, it provided me with so many things afterward, not only knowledge, experience and friends all over the world, but also our beautiful baby!!

Now, we are entering a new stage of life having him with us. This is truly a joy for me no matter what difficulties or hardships we may encounter in the future. I, with the support of my family, will do my best to tackle all issues, empower myself, and dedicate myself to achieving a more secure and peaceful ocean.

A note from the Secretariat

Beginning this year, our Season's Greetings Card that we enclose with the December issue of Friends of WMU, Japan will, if Sasakawa Fellows so wish, be sent to your residential address.

Mailing the card to your residential address rather than your workplace reflects our feeling that our greetings are mainly an expression of personal goodwill between friends and families.

If you agree, kindly let the Secretariat know your residential address by the end of October. Please send your reply to wmu-japan@sof.or.jp

Please note that the WMU Secretariat will keep your personal information in the strictest confidence and will not share it with any other party.

Yours sincerely,
Friends of WMU, Japan Secretariat



S.I.

Editor's Postscript

I am writing this editors' note on the way back to Japan after the NAV55 meeting at IMO, London. After four years of sea service and at regional headquarters, I came back to Tokyo this April. I am seconded to the Japan Association of Marine Safety and assigned as the head of the international office and senior researcher. Since my responsibilities are related to international

matters, I have a lot of chances to go abroad. Actually, I have already visited the Philippines, Indonesia, Malaysia, Brunei and Singapore and had a great time. Maybe in the future, I'll have a chance to visit your country and see you.

Kentaro Furuya (Japan, 2003)

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