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WMU Anniversary
25th International
Conference



World Maritime
University

JUNE 2008 No. 23

Empowering Professional Women in the Maritime World

Like every other industry, the maritime sector relies for success on recruiting the best and the brightest personnel. However, even at a time of global shortage in maritime competencies, women have remained considerably under-represented, both in seafaring and in onshore professions.

The international conference on Empowering Professional Women in the Maritime World held by the World Maritime University from April 2-4, 2008 made it clear that this under-representation is not good for the industry. "There are almost no 'mediocre' women in the maritime industry, and all the ones I have ever interviewed or encountered over the years are people who clearly excel," said Michael Grey of Lloyd's List, the conference's moderator. "Perhaps they have to be rather special to succeed as such a minority."

Women are these days playing an increasing role in the maritime industry, as the presentations at the conference demonstrated. Twenty-eight female WMU graduates - nine of them Sasakawa Fellows - gave presentations dealing with their careers, their problems and successes, and the impact of their gender in their work. The graduates showcased and celebrated the work of professional women in the maritime industry at all levels, in all sectors, and at different points in their career trajectories.

Sue Jackson

(WMU Associate Registrar)



Fire Protection: IMO's Responsibilities for Enhancing Safety at Sea

Sandra Rita Allnutt (Brazil, 1999)

Technical Officer

Maritime Safety Division

International Maritime Organization

The presentation gives a brief introduction to IMO's work, whose objectives can be summarized in its mission statement: Safe, secure and efficient shipping on clean oceans. The technical work of IMO is carried out by five committees with different areas of expertise and responsibilities. The Sub Committee on Fire Protection (FP), in particular, is one of a series of sub committees carrying out very specific technical work for the Maritime Safety Committee. Finally, the presentation provides an update on the latest developments on fire protection.

The FP Sub Committee held its first session in December 1964. Since then it has made many advances in fire protection engineering and regulations, which incorporate fire safety technologies, drills, fire-fighting operations and practicing on board ships.

The latest IMO developments on fire protection are as follows:

- Fire regulations for balconies: amendments are expected to enter into force on July 1, 2008;
- Guidelines for the approval of fixed fire detection and fire alarm systems for cabin balconies (MSC.1/Circ.1242);
- Draft Guidelines for the approval of fixed pressure water-spraying and water-based fire extinguishing systems for cabin balconies: submitted to MSC 84;
- Draft Guidelines for evaluation of fire risk of external areas on passenger ships: submitted to MSC 84;
- Revised Guidelines for evacuation analyses for new and existing passenger ships (MSC.1/Circ.1238);
- Regulations on drainage of special category and ro-ro spaces to prevent accumulation of water on the vehicle deck of ro-ro ships: amendments may be adopted at MSC 84;
- Performance testing and approval standards: started in 2002 to harmonize all relevant standards so far adopted by the Organization;
- Comprehensive review of the Fire Test Procedures Code: started in 2005 to enhance its user-friendliness and provide a more uniform application of the Code. May be finalized at FP 53, January 2009;
- Measures to prevent explosions on oil and chemical tankers: a working group will be established at FP 53.



Class, a More Active Role in the Booming Maritime Industry

Liang Jing (China, 2000)
Assistant General Manager
International Maritime Affairs Dept.
China Classification Society

The role of class

The evolving role of class has been well illustrated by the "Maritime Technology Bank (MTB)". The MTB does not use capital, but technology. Classification Societies are like a technology bank where the industry makes a deposit of experience accumulated and lessons learnt. By incorporating these into their research and development, classification societies produce rules, technical guidelines, etc.

Another fundamental role of class is being a "public good provider". Governments have been instrumental in guaranteeing public interests. When it comes to shipping, which is international by nature, this can be better achieved by authorizing class to take the role, because they have the expertise, human resources, and a worldwide service network.

Future concepts of class will include the following three elements:

- Sustainability
- Risk management and knowledge management
- MTB

Development of China and China Classification Society (CCS)

In 2007,

- 19% of global sea-borne staple goods were transported to China;
- 20% of containers came from China;
- 39% of newbuilding orders flew into China.

In the first three quarters of 2007,

- China's new shipbuilding orders reached 64.34m DWT, taking up 39% of the world market share.

The development of the economy has become a catalyst for the shipping industry, creating great challenges and opportunities for CCS. As of Jan. 1, 2008, the gross tonnage of ships classed with CCS amounted to 25 million tons, and 1920 vessels, CCS has been one of the key members of the International Association of Classification Societies.

Driven by the industry's need for development, and the government's need for safety, security and a clean environment, CCS has been working very hard and will work even harder toward the goal of safety and environmental protection.



Coaching and Networking in the Asean Transport Cooperation

Dyah Umiyarti Purnamaningrum (Indonesia, 2004)
Head of Multilateral Sub Div.,
Legal and International Cooperation Bureau
Ministry of Transportation, Indonesia

The Association of South-East Asia Nations or ASEAN is a regional cooperation organization established on August 8, 1967, and comprising 10 nations: Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam.

In order to develop South - East Asia into a strong economic region, ASEAN member states have to support each other, not with standing their different economic development. In this regard, countries which are more developed assist the less developed, through capacity building and sharing of knowledge, so that all ASEAN member countries can attain the same level. In the implementation of the ASEAN transport agreement, the organization has established a scheme called ASEAN minus X Formula. If one or two member countries are ready to implement the agreement, they can proceed, with other member countries following when they are ready.

Networking in the ASEAN transport cooperation is conducted physically and electronically. The physical network is done with regular meetings among member countries as well as with dialogue partners. The meetings are at ministerial, senior official, working group and sub-working group levels. Electronically, ASEAN has established an email network among member states. In this regard, the ASEAN Secretariat is playing its role in spreading information, especially prior to meetings or when seeking consultation on certain matters with member states.



The Opportunity to Visit Malmö Again.

Tomomi Okubo (Japan, 2006)
Special Assistant to the Director
Info-communications Division, Administration Department,
Japan Coast Guard

I did not expect to visit Malmö again after graduation. But this happy chance was given to me relatively soon by invitation from the World Maritime University (WMU) as one of the speakers of the conference: "Empowering Professional Women in the Maritime World". The conference was one of the occasions to celebrate the 25th anniversary of WMU. Six workshops, namely, "Maritime Safety and Security", "Ports and Shipping Policy Issues", "Environmental Protection Policy", "Best Employment Practice", "Mentoring and Networking" and "Education is Power" were offered at the conference. The first three workshops were held simultaneously after the welcome address and morning session on April 2nd. When I joined the workshop "Maritime Safety and Security", I listened to many attractive speeches and active discussions. I was impressed that many women are dealing with maritime safety and security matters in responsible positions, even though the percentage of women in the maritime field is said to be very low.

The opportunity to meet such women included two WMU classmates: Glide Garcia from Philippines and Norhasliza Mat Salleh from Malaysia. As I am one of the women working in the maritime field, I could only participate in the conference on April 2nd due to the preparation for COMSAR12 which was held from April 7-11. I really appreciate WMU's invitation to the conference. Thank you so much!



Beyond Empowerment: Searching for Balance

Nadezda Kovtunova (Lithuania, 2002)
Sales Manager
DFDS LISCO Group

Through maritime transport educational institutions we encourage young women to enter a career in a maritime field that with no doubt has many rewards, both monetary and personal, and is very different compared to "stereotypical female" jobs. We have already proven that women can compete and excel in any workplace in the maritime field.

However, the entire industry still needs to be "sold" or presented more effectively to women. Its potential as an exciting and challenging career shall be emphasized, and plans for increased opportunities shall be fully explained. We must point out that the downsides to our occupations are indeed there, but we are actively confronting them.

The obvious place for this to start is in the education aspect of the field. Through social partnership, which is a symbiosis of educators and employers, we shall teach real life information as well as formal education, with diversity in both experience and learning. Both educational institutions and employers must make every attempt to fully inform future graduates of the various positions inside the industry they can choose to increase choice flexibility. This is very important, as it will affect both job retention and job satisfaction in the future.

To sum up, empowerment is not simply educating women and then allowing them to get important, demanding jobs. True empowerment comes not from a degree and a position. Empowerment comes from the ability to define choices and transform them into action. An informed individual is often more powerful than a person with an education. Thus, only women that are informed, flexible and having the skills to move from one position to another are truly empowered. Our focus should be to look for ways to provide women with all of these tools.



The Straits of Malacca: Changing Safety and Security Perspectives

Norhasliza Mat Salleh (Malaysia, 2006)
National Security Council
Prime Minister's Department
PUTRAJAYA MALAYSIA

The paper examined a number of issues for a comprehensive management of the Straits including maritime safety, preservation of the marine environment and enhancement of the security of the Straits. The great importance of the Straits of Malacca is a known fact, and ever since 9/11, increasing attention has been given to the issue of maritime security.

The problem of managing the Straits of Malacca has been of special concern to coastal States - Indonesia, Malaysia and Singapore. Cooperation on maritime issues which focus mainly on establishing navigational safety and environmental protection in the Straits of Malacca amongst the three littoral States began in the early 1970's.

Of late, the focus on the Straits of Malacca is due to economic and geo-strategic concerns. The high incidence of piracy and armed attacks against ships and the potential link to maritime terrorism are used as leverage to support new security initiatives. The littoral States implemented a number of measures to address the security concerns of major users of the straits.

To address these issues, the three littoral states need to forge a common understanding and perception of the threat, which must involve all stakeholders. Forging a common understanding on the issues and the active involvement of IMO would help towards the maintenance and enhancement of safety, security and environmental protection of the Straits.

In conclusion, there is a consensus that the Straits are vital for seaborne trade as well as the economies of the Asian region and the world. Any disruption to it as a link between the Indian and Pacific Oceans would have major repercussions on the states bordering the Straits and user states.



Gender & Development in the Philippines and Women Networking

Sonia B. Malaluan (Philippines, 1998)
Office-in-Charge
Administrative & Finance Office
Maritime Industry Authority

Gender inequality was first addressed as a global issue as early as the 70's. A series of World Conferences on Women was held from 1975 to 1995, where forward-looking strategies for gender equality and advancement of women were formulated. Member states of the United Nations adopted the Millennium Declaration which embodies specific targets and milestones in eliminating extreme poverty worldwide, known as the Millennium Development Goals (MDGs). The Beijing Platform for Action has been implemented in the Philippines within the framework of the 30-Year Philippine Plan for Gender Responsive Development and the 3-year Framework Plan for Women, anchored on the three pillars of Women's Human Rights, Economic Empowerment of Women and Gender Responsive Governance.

Networking also plays a very important role. The NCRFW is at the center of all government departments and agencies, collaborating and integrating the GAD concerns in government plans and programs. As an initiative of the private sector, Women in Maritime, Philippines Association or WIMAPHIL was created July 2007. Its membership is open to all women who are employed in the maritime sector, students/teachers/lecturers in maritime schools/training centers, wives of seafarers, marine insurers and all stakeholders in the maritime industry.

As for global networks, WMU Sasakawa Fellows started networking initiatives in 2001, through the stewardship of the Ocean Policy Research Foundation (OPRF). Country chapters have been organized and regional groups are also encouraged. Two networking seminars/conferences have already been held, and the network includes websites, directories and this newsletter.

Though women in the maritime field may have progressed farther compared to other sectors and the efforts of the UN, IMO, WMU, OPRF and our respective governments/organizations, there is so much more to be done. Networking is an important tool in the promotion of cooperation and friendship through information sharing and in providing collaborative efforts on empowerment and in promoting safe, secure and efficient shipping on cleaner oceans.



Enhancing Your Global Reach - e-Port at PAT

Darapan Sribhen (Thailand, 2002)
Information Technology Department
Port Authority of Thailand

In efforts to improve port efficiency and to strengthen its services to customers, the Port Authority of Thailand (PAT) is adopting an "e-Port" concept to modernize its operations and management into a highly efficient and reliable system. The concept's strategy relies on Information Communication and Technology (ICT) to overcome obstacles in data processing and information sharing. It aims to improve the port's capacity in responding to the needs of service users and in increasing user convenience by making all kinds of e-Services available online with no time constraints.

Presently, PAT manages and operates five major ports in Thailand. To cope with the rapid growth of global trade, a well-built "InfoStructure" becomes increasingly more critical. The modern innovation of the e-Port allows PAT not only an enhancement of data flow among its operational and administrative modules, but also an upgrading of its services.

A basic computer infrastructure, including Information Technology security, has already been upgraded to support the new information system and related web services technology. In addition, PAT's concern for security is addressed on three levels - hardware, network, and software. The log & tracking system provides a future "proof of evidence" in case of dispute.

The vulnerability of the system is its down time and data storage capacity. To cope with the problems, PAT designs two backup systems - a computer backup site and a manual system.

PAT strongly believes in mutual benefits between the port and its customers in a win-win situation, seeing that the system has the capability to interconnect all parties of the port community for information exchange. Upon completion, e-Port will attract more transportation and encourage regional shippers and freight forwarders to use Thailand as a gateway to transportation and export shipments. By moving to e-Port, PAT positively enhances a new global outreach channel in the transport industry.



Thailand's Support for the ASEAN Network on Marine Environmental Protection

Ubongwan Lordngern (Thailand, 2004)
Plan and Policy Analyst
Office of Industrial Economics (OIE)
Ministry of Industry

Nowadays, Thailand, as a member of IMO Council under Category C, has taken more active roles in securing close cooperation with IMO member states, ASEAN countries and interested parties in the field of maritime environmental protection within the region, namely:

- The implementation of International Convention on Oil Pollution Preparedness, Response and Cooperation 1990 (OPRC). To ensure effective implementation of the national plan, Thailand organizes oil spill combating exercises regularly with relevant authorities, private sector and neighboring countries in ASEAN region always joining in.
- The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78). During the course of discussions at the 13th ASEAN Maritime Transport Working Group (MTWG) Meeting in Bangkok, May 10-12, 2007, Thailand requested that the other ASEAN member countries share their experiences with this new requirement of the revised Annex II of MARPOL 73/78 and the amended IBC Code and possibly recommend how to alleviate this issue.
- ASEAN Oil Spill Preparedness and Response. Thailand had the great honor to host the 1st OSPAR Management Meeting in 1996 and the 1st ASEAN-OSPAR Management Meeting in 2002 in Bangkok. Thailand also supported and welcomed Cambodia, Myanmar and Vietnam as new signatory countries to the ASEAN-OSPAR MOU at the 5th ASEAN-OSPAR Management Meeting in November 2007, Indonesia. Thailand and the Philippines also signed the Memorandum Understanding on Joint Oil Spill Response on November 27, 1999 in Manila.
- ASEAN Ports Association (APA) Project. The Port Authority of Thailand (PAT), as a member of the ASEAN Ports Association (APA), has taken an active part in the APA Project on Handling Dangerous Cargo in ASEAN Ports, funded by the Government of Germany (GTZ). PAT's Laem Chabang Port was chosen among the two pilot ports to receive GTZ technical assistance and funding under this project.

IMO Tackles GHG Issues - Report from MEPC57

The fifty-seventh session of the Marine Environment Protection Committee (MEPC57) of the International Maritime Organization (IMO) was held at the Royal Horticultural Halls and Conference Centre, London, from March 31 to April 4, 2008. 88 members of IMO attended the session packed with important agenda. Addressing greenhouse gas (GHG) emissions from ships was one of the issues that attracted international attention.

The international framework combating climate change is established and implemented under the United Nations Framework Convention on Climate Change (UNFCCC) and its Kyoto Protocol. Article 2.2 of the protocol stipulates the role of IMO on the issue of addressing climate change: The Parties included in Annex I shall pursue limitation or reduction of emissions of greenhouse gases not controlled by the Montreal Protocol from aviation and marine bunker fuels, working through the International Civil Aviation Organization and the International Maritime Organization, respectively. As global warming has been increasingly drawing political attention from world leaders, pressure has been mounting on IMO to develop an effective international framework that can contribute to reducing/curbing GHG emissions from ships.

At the beginning of the discussions related to the GHG issue, Mr. Efthimios E. Mitropoulos, the Secretary-General, showed strong commitment on this matter and urged the member states and the maritime community to “act in concert with, and contribute to, the wider international efforts aimed at swift and substantive action to combat climate change - which, in the context of the United Nations Framework Convention on Climate Change, entail the development and adoption of a new global agreement by 2009 and its coming into force in 2012, as agreed to at last year's Bali Conference paving the way to next year's meeting in Copenhagen.”

The committee and the working group on GHG emissions from ships took considerable time to discuss 24 documents submitted to the committee on GHG related issues (including information documents). There were several key documents which served as starting points to the discussions.

“Possible expediting of IMO's work on reduction of GHG emissions from ships”, submitted by the Secretary-General, emphasized the necessity of expediting IMO works to act in concert with wider international efforts and proposed to finalize, ahead of schedule, the CO₂ Emission Indexing Scheme and the CO₂ emission baselines.

“Report of the Intersessional Correspondence Group on greenhouse gas related issues”, submitted by Australia and the Netherlands provided the results of the email-based discussions among government and industrial organizations. The report covers a variety of GHG reduction approaches from speed reduction and emission trading to use of bio-fuel.

“Future IMO regulation regarding green house gas emissions from international shipping”, submitted by Denmark, Marshall Islands, BIMCO, ICS, INTERCARGO, INTERTANKO and OCIMF, proposed the fundamental principles that future IMO regulations should be based on.

Denmark and Japan, respectively, proposed development of a CO₂ Design Index for new ships. Design Index is used to express energy efficiency of a ship in operation expressed in terms of CO₂ emitted per unit of transport work. Design Index is expected to provide a fair basis for comparison of ship energy efficiency, which will stimulate technological innovation such as more efficient engines, propellers and ship shapes. While Denmark intended to establish a Design Index as a mandatory scheme, the Japanese proposal took into consideration ship performance in real sea conditions.

Denmark also proposed “a global levy on marine bunkers.” Under the proposed scheme, all ships in international trade will become subject to a bunker levy, established at a given cost level per ton of fuel bunkered. The revenue collected will be channeled to an international maritime greenhouse gas emission fund. The fund will be applied for acquisition of emission quotas/credits generated in other industrial sectors, adaptation projects in developing countries and funding of IMO technical corporation projects.

Because of time constraints and the complexity of the issues, the working group did not explore every possible approach in detail, but the group decided which areas to focus on and paved the way for the next step of establishing an international GHG framework. The following are the key conclusions of the MEPC57 on GHG related issues:



1. The committee recognized the importance of developing fundamental principles as a basis for future regulations on GHG emissions from ships and agreed that a coherent and comprehensive future IMO regulatory framework on GHG emissions from ships should be:
 - a) effective in contributing to the reduction of total global greenhouse gas emissions;
 - b) binding and equally applicable to all flag States in order to avoid evasion;
 - c) cost-effective;
 - d) able to limit, or at least, effectively minimize competitive distortion;
 - e) based on sustainable environmental development without penalizing global trade and growth;
 - f) based on a goal-based approach and not prescribe specific methods;
 - g) supportive of promoting and facilitating technical innovation and R&D in the entire shipping sector;
 - h) accommodating to leading technologies in the field of energy efficiency; and
 - i) practical, transparent, fraud free and easy to administer.

As to the second item of the principles above, some delegations expressed their views that any measures to be adopted by IMO should only be applicable to Annex I parties to the UNFCCC and its Kyoto Protocol in accordance with the 'common but differentiated responsibility' approach, and reserved their position for the adoption of the principles.

2. The committee agreed to the proposal by the Secretary-General to expedite IMO's work on GHG emissions from ships and accepted the offer of Norway to host an intersessional meeting of the GHG working group. The meeting will be held in Oslo, Norway, from June 23-27, 2008.
3. The Terms of Reference of the intersessional meeting include:
 - a) develop a mandatory CO₂ Design Index for new ships;
 - b) review the existing CO₂ operational index guidelines (MEPC/Circ.471);
 - c) develop mechanisms with GHG reduction potential for international shipping (including global levy/hybrid mechanism, and Emissions Trading Schemes (ETS) and/or Clean Development Mechanism (CDM)).

With the international efforts under UNFCCC being increasingly enhanced, the maritime community needs to make further concerted efforts to establish a global mechanism for reducing/limiting GHG emissions from ships. A balanced solution that can accommodate concerns of all member states and interested parties is most desired.

Mitsubiko IDA

Japan Ship Technology Research Association



The Pacific Islands Sasakawa Fellows Making a Difference



Matthias J. Ewarmai
(Micronesia, 1990)

We the Sasakawa Fellows from the various Pacific Islands have been witnessing the births of quite a few organizations formed by Sasakawa Fellows from such regions as the Caribbean, West Africa, India, China, Indonesia, Philippines and the Middle East. However, although we have had quite a few Sasakawa Fellows who have graduated from the World Maritime University who are from the various islands in the Pacific, they have not formed any particular Sasakawa Fellow organizations of their own. In one way, it really emphasizes how tiny each country is to form a one - or two - man organization and try to tackle their respective country's maritime woes, as compared to more populated metropolitan countries like New Zealand, Australia, Indonesia, Philippines, and so forth, where they have more people graduating in the same area - in our case the maritime sector - who can assess and develop the tools for tackling their maritime affairs.

This, however, goes to show what our leaders in the Pacific have always firmly believed: that because of the uniqueness of these Pacific Islands and the existence of similar problems, a regional approach to these problems must be taken in order to take advantage of the expertise that is available throughout the region, and to learn the experiences that each country has had and how it is addressing these problems on a national level. More importantly on an international level, the islands are small but they command a regional area that is twice the size of the continental United States, and together these island states will have a loud and stronger voice in the international arena.

Pacific Islands Maritime Association (PacMA)

The Pacific Islands have come a long way in tackling issues that face them on a regional basis. For the maritime sector, the Pacific Islands Maritime Association, or PacMA for short, which organized itself under the auspices of the Regional Maritime Program (RMP) of the Secretariat of the Pacific Community (SPC), has taken on the single role of tackling issues that affect the maritime sector of these islands. Not surprisingly, however, Sasakawa Fellows, representing their governments, have been consistently participating in the annual meetings of this association, as well as in the meetings of its subcommittees, to voice their particular country's concerns and needs, and in deliberating on how best those problems, concerns, needs and issues could be resolved.

In the early days of the association, one of its first projects was to mandate the Regional Maritime Program to help each country develop its own set of maritime legislation and regulations to replace the archaic laws and regulations of the region. Thanks to financial assistance received from New Zealand, Australia, Canada and the United Kingdom, all of the independent countries within the region

have now a workable set of maritime legislation and accompanying regulations that have already been put into use. Furthermore, there are generic sets of legislations and regulations at the PacMA Secretariat which countries within the region can always refer to in the event a similar issue may need to be put into effect. While the legislation drafting was going on, the contracting of a company to provide a data base for the use of maritime administrations and maritime training institutions within the region took place. The product of that contract is the "Neptune" data base which has given regional countries the capability to address seafarers' qualification and training, including sea time and employment records, for regional training institutions to keep an accurate file for each student on matters like courses taken, sea time accumulated, STCW short courses taken, etc. The data base has proven to be a very useful tool for the region.

By this time the STCW95 Amendments had just been published and there was an urgent need for every country to get their acts together to ensure that compliance with the sets of amendments was achieved before the deadline. Again PacMA tasked the RMP to look into this matter to ensure all the Pacific islands met the minimum requirements of the Convention. I am pleased to say that before the STCW95 Amendments came into force, all the Pacific island countries, with the exception of two or three, had achieved the IMO "White List" status.


With the introduction of the ISM and the ISPS Codes, many of the developing countries were frantic to maintain compliance with them but lacked the expertise. In the Pacific, there is a great need for auditors to facilitate compliance with the codes. The main thrust of the association at this time was to build up expertise within the region to provide for the necessary measures and documentation for compliance with the codes, and for the personnel to audit shipowners, operators, crew and officers on board ships to ensure compliance with the ISM and the ISPS Codes.

I must say that through PacMA, we, the Pacific Islands Sasakawa Fellows, have had our share of contributing to the development of our region and our respective nations in the maritime sector by attending, participating and deliberating in the different meetings of the subcommittees and the plenary sessions. And while there is no specific national or regional association established specifically for Sasakawa Fellows to interact and provide guidelines on national issues, I must say that PacMA has afforded such a forum and indeed we have seen Pacific Island Sasakawa Fellows from different island nations within the region participating in these PacMA meetings. It was interesting to see those attending the plenary session of PacMA during its annual meeting in Suva, Fiji Islands during the week of March 24-28, 2008.



New Members of WMU Sasakawa Fellowship,


The Following 25 new Sasakawa Fellowship Students in the class of 2009 joined the WMU academic program early this May. They are brimming with the desire to enhance their maritime expertise and build up a valuable network of Fellows with diverse backgrounds. Their deepest gratitude to Mr. Sasakawa will ensure their active contribution to the global maritime society in the future.



Mr. SAHA, Ram Krishna
*Instructor
 Bangladesh Institute of Marine Technology*

I would like to express my sincere thanks to WMU and Mr. Sasakawa for giving me this wonderful opportunity to study at WMU. My objective is to optimize the time spent at this world renowned institution by enhancing my knowledge and being able to serve the global maritime society in a better way. My motto is, "If you have knowledge, let others light their candles with it".

Bangladesh
 09042 MET



Mr. NUGRAHA, Fajar
*Ship Surveyor, Statutory Division,
 Indonesian Classification Society (BKI)*

I would like to thank Mr. Sasakawa and the OPRF staff who made my dreams come true to study at WMU. I will work hard to achieve professional expertise in the MSEA field and to broaden maritime community networks that will help me promote safety of life, property and marine environmental protection in the global maritime community.


Indonesia
 09035 MSEA



Mr. LENG THUN, Kosal
*Technical Official, Merchant Marine Department,
 General Department of Transport*

Since coming to Malmö I have found that the educational system here is very good. I again would like to thank the Sasakawa Foundation for awarding me the scholarship. With this golden opportunity, I can study in the well known World Maritime University. I will try my best to absorb everything I am taught, and after graduating I look forward to contributing what I've learned to the maritime community.

Cambodia
 09026 SM



Mr. PARHOTTAS, Jan Alexander
*Officer, Directorate of Sea Traffic and Transport,
 Ministry of Transportation*

My aims while studying in World Maritime University are to acquire knowledge in maritime affairs and to forge new friendships with fellow students and maritime acquaintances from various countries, in order to contribute to on-going efforts to empower my country's shipping industry. For providing me with this invaluable opportunity, I am forever grateful to Mr. Sasakawa and The Nippon Foundation.


Indonesia
 09072 SM



Mr. PLATA GONZALEZ, Javier
*Marine Environment Advisor
 Colombian Ocean Commission*

Being granted the opportunity by The Nippon Foundation to pursue my Master Programme in Maritime Affairs offers me greater fulfillment and satisfaction working on the protection of the marine environment, conservation and sustainable use of marine resources. I express my sincere gratitude to Dr. Sasakawa for encouraging and supporting me in my professional goals.


Colombia
 09040 MEOM



Ms. SARTIKA, Poppy
*Directorate of Marine Safety, Desk of International Affairs
 Directorate General of Sea Transportation,
 Department of Transportation of Republic of Indonesia*

Knowledge combined with opportunity are the right keys to open the doors to the worldwide community. Therefore, I will take this opportunity to gain more knowledge in maritime affairs from the best maritime university, and afterwards in the future maritime worldwide community. Thank you to Mr. Sasakawa for bringing me this huge opportunity.


Indonesia
 09043 MLP



Mr. ABE, Aké Lazare
*Head of the Observatory of Maritime and Inland Transports
 Ministry of Transport, General Directorate of Port and Maritime Affairs,*

I would like to thank Mr. Sasakawa from the bottom of my heart for allowing me to study at WMU. I am going to take this opportunity to augment my knowledge of maritime issues, which will permit me in the near future to dedicate my life to the promotion of a prosperous national and international maritime community.


Cote d'Ivoire
 09001 MLP



Mr. EGUCHI, Toru
*General Affairs Division
 Japan Marine Accident Inquiry Agency*

I would like to express my sincere gratitude to Mr. Sasakawa and OPRF for providing me with this opportunity to study at WMU. I believe that the experience acquired at WMU is essential for enhancing maritime safety in my country. I also would like to establish a network with WMU students, which will surely be valuable in promoting international cooperation.


Japan
 09016 MSEA



Mr. PAUL, Shantanu
*Senior Manager
 Maritime Training Institute, The Shipping Corporation Of India Ltd.,*

Studying at WMU is a real honor for me. I would like to thank The Nippon Foundation and Dr. Sasakawa for providing me with this great opportunity. I will try hard to acquire knowledge to broaden my views in Maritime Affairs, which will definitely benefit me, my country and the Maritime Community in general.


India
 09073 SM



Mr. OKAMOTO, Yasuhiro
*Japan Coast Guard, Administration Department,
 Education and Training Division*

I am thrilled to be studying in the best environment in the world, when I can improve my knowledge and debating skills by getting up-to-date theories and information. I will contribute to my country and my organization by utilizing my knowledge after graduation. I truly thank Dr. Sasakawa for giving me the chance to study at WMU.


Japan
 09037 MSEA



Mr. SHARMA, Deepak Raj
Indian Coast Guard Headquarters

Studying at the premier institution of maritime education is a privilege for me. Enhancing my knowledge, acquiring proficiency in maritime research, sharing methodologies & skills in the maritime arena and understanding different cultures with constant interaction is my aim at WMU. My endeavors shall be to utilise the expertise gained at WMU to serve the maritime fraternity.

India
 09078 MSEA




Ms. LOGINA, Anete
Lawyer, Maritime Administration of Latvia

I have come to WMU with the resolution to get greater knowledge for my future professional activities in the maritime field to allow me to contribute to the development of this field. I would like to thank The Nippon Foundation with all my heart for giving me this opportunity.

Latvia
 09064 MLP

Class of 2009



Mr. DE GUZMAN, Roben Navarro
*Station Commander
 Philippine Coast Guard
 Port State Control Center Manila*

I extend my deepest gratitude and sincerest appreciation to the Sasakawa Foundation in granting me a full fellowship to study at WMU. Acquiring knowledge and technical skills in Maritime Affairs will fortify my modest contribution and commitment to our global pursuit of safer ships, cleaner, secured and peaceful seas.


Philippines
 09055 MET



Mr. AUNG THEIN WIN
*Deputy Manager
 Traffic Department, Myanmar Port Authority*

I am very grateful to Mr. Sasakawa for providing me with the golden opportunity to become a member of the WMU community. Now I have the chance to achieve professional knowledge and exchange views and experiences with WMU students from different parts of the world. We can establish a network for strengthening international cooperation in the maritime field for the benefit of humankind.


Myanmar
 09004 PM



Ms. HUBILLA, Maria Rowena Buena
*Attorney IV
 Maritime Legal Affairs Office, Maritime Industry Authority*

Studying at WMU is an honor and privilege, because: (1) it is a once-in-a-lifetime opportunity made possible by the generosity of The Nippon Foundation and Mr. Sasakawa himself, and (2) WMU is one, if not the best, maritime university. I'm happy I am given the chance to broaden my knowledge in Maritime Affairs... in a global perspective.


Philippines
 09060 MLP



Mr. KYAW MYO WIN
*Tutor, Department of Port Management
 Myanmar Maritime University*

Offering a broader understanding of maritime related practices with international standards and exchanging knowledge and ideas among a multicultural society are the main characteristics of WMU, I believe. I am very grateful for this valuable opportunity-through a Sasakawa Fellowship, and hopefully, with my active nature and high level of enthusiasm, I will share my experiences not only in Myanmar but also in the shipping industry all over the world.


Myanmar
 09025 SM



Ms. PARAGGUA, Victoria Quindara
*Associate Professor 1 & Executive Assistant of the PMMA President
 Philippine Merchant Marine Academy*

As an educator, I cling to the truth that I cannot give what I do not have. Thus, this opportunity to enhance my professional knowledge in the maritime field will be instrumental in my becoming a more effective professor to my students. This will be my contribution towards maritime education and training in my country.


Philippines
 09071 SM



Ms. THET THET
*Tutor, Department of Nautical Science
 Myanmar Maritime University*

I would like to express my deepest thanks to Mr. Sasakawa for giving me this wonderful opportunity to study at WMU. I will study hard to gain much knowledge in maritime education and training, to use my experience from WMU in helping maritime personnel capability locally as well as internationally and promoting valuable cooperation within the maritime community.


Myanmar
 09045 MET



Ms. TONGBAI, Sarinee
*Navigator
 Merchant Marine Training Centre*

I am very grateful for this opportunity given by The Nippon Foundation. I will study hard and get my master's degree from WMU. Moreover I will try to benefit from this opportunity as much as I can. This is a great chance to see the world and make friends from around the world, like "Friends of WMU".


Thailand
 09046 PM



Mr. KAMRAN, Muhammad Ali
*Senior Nautical Instructor / Seafarer Training and Coordinating Officer
 Pakistan Marine Academy*

Enrolling in the MSc (Port Management) programme at WMU enhances my abilities in the maritime field. In addition, having friend from all over the world is great opportunity as I wish to serve in global development activities. I would like to convey my sincere thanks to Mr. Sasakawa and OPRF for providing support towards the master programme.


Pakistan
 09061 PM



Mr. DO, Cong Bien
*Operating Group Leader
 Vietnam Maritime Communication and Electronics Company*

At WMU, I have the chance not only to gain knowledge of the maritime field, but also to establish a lasting relationship with a great many students throughout the world. I believe that this knowledge and new network of colleagues will benefit my work. I would like to express my heartfelt thanks to Mr Sasakawa and the Ocean Policy Research Foundation of Japan for giving me this great opportunity.


Viet Nam
 09015 MSEA



Mr. RASHID, Adil
*Nautical Instructor
 Pakistan Marine Academy, Nautical Dept.,*

WMU is not only a university but it is a Worldwide Web of maritime knowledge. The contribution of OPRF and Dr. Sasakawa to maintain and upgrade this web is unmatched. My country and I are greatly indebted to Mr. Sasakawa and the foundation for making me a part of this web. This will improve the standards of maritime affairs in my country and will enable me to effectively dedicate myself towards the betterment of the maritime field worldwide.


Pakistan
 09074 PM



Mr. HOANG, Phuong Linh
*Operation Supervisor
 Marketing Department, Vinafco Logistics Company Limited*

I am being given a great chance to change my life and my career here at WMU. Therefore, I have made a promise to myself that I will do my best to obtain more knowledge, build a network of friendship and contribute to the development not only of my country but also of the global maritime industry.


Viet Nam
 09020 SM



Mr. BOLECHE, Gilbert
*Instructor 3, PMMA-Training Center
 Philippine Merchant Marine Academy*

To gain more knowledge, expertise and competency in maritime-related fields are my ultimate goals while at WMU. The disciplines I have gained will be transferred not only to my countrymen but also to the international maritime community. To Dr. Sasakawa, our main benefactor, and to the Ocean Policy Research Foundation, a million thanks for your kindness.

Philippines
 09008 PM



Ms. LE, Nam Tran
*Operations Department, Manager Assistance
 Vinaship Joint Stock Company*

I am very happy to study at WMU, which promotes the highest practicable standards in maritime transport. I believe that, after graduating from the university, I will be equipped with more maritime knowledge to contribute to my country, as well as have more friends in many places around the world. I would like to express my deep gratitude to Mr. Sasakawa and the Ocean Policy Research Foundation, who gave me the great opportunity to study at this University.

Viet Nam
 09048 SM

Grüss Gott from Vienna!

Yasko Suzuki (Japan, 2003)

Grüess Gott! - is the most popular greeting you will hear in Vienna ...where I've been living since last October, as, fortunately enough, I got a chance to work at IAEA (International Atomic Energy Agency).

IAEA is well known for its safeguarding activities, but it also has a wide range of functions promoting safe, secure and peaceful use of nuclear technology and science under its philosophy of "Atoms for Peace".

Nuclear technology and science are used for many purposes - not only for nuclear power plants but also for human health and agriculture - for example, radio therapy for cancer treatment or birth control for pests. And all of these involve transport.

My unit, the Transport Safety Unit, is working towards safer transport of radioactive materials and one of its important function is the review and revision of international regulations in this area. We hold transport safety standards meetings twice a year and the results are incorporated with UN Recommendations (for Safe Transport of Dangerous Goods) and IMO and ICAO regulations.

Our recent focus is on delay and denial of shipment of radioactive materials. For some radioactive materials with very short half lives - especially those for medical use - this is a big issue. We started to have meetings on this issue, and regional training courses and workshops are being held.



IAEA is situated in the "Vienna International Centre (VIC)" where other international agencies are gathered in one huge building. VIC is located between the Donau river and the old Donau river and is quite convenient - just 15 minutes by metro from the city center.

I really enjoy my life in Vienna with its historical buildings and beautiful greenery such as the Wienerwald (Vienna woods). There are a lot of parks where you can take a walk or just sit a bench and spend time enjoying the sunshine. Spring has come, and many flowers are blooming while the leaves are so green. It's beautiful!

VIC provides several language courses and many club activities for staff working there. I am now taking German lessons and have joined a choir. Here is a picture from our volunteer activities at the Women's Guild bazaar which was held in December.

Please visit the website of the Transport Safety Unit:

<http://www-ns.iaea.org/tech-areas/radiation-safety/transport.htm>



Tomoyuki Nakazono (Japan, 2005)

The 22nd of December, 2007 was the second greatest day in my life, when my son came into the world. The greatest day was my marriage in March last year. I am so lucky to have had the two best days of my life within such a short period of time.

It is my great pleasure to introduce him in this newsletter. His name is "YUGA", meaning magnificence and happy celebration. The picture was taken after "Omiya-Mairi", a tradition in Japan, visiting a shrine with a newborn baby and praying for his/her health and sound growth.

I am also very glad to say that Yuga has grown a lot so far; his body weight has doubled and his height has increased more than 10cm compared with his date of birth.

I hope his growth continues to be good and he lives up to his name.

Getting Acquainted with New Fellowship Students in the Class of 2009

Mai Thi Anh Tuyet (Vietnam, 2008)

On the occasion of the "Empowering Professional Women in the Maritime World" conference hosted by the World Maritime University (WMU), Mr. Eisuke Kudo, OPRF's Executive Director, and Mr. Shinichi Ichikawa, Friend of WMU, Japan Secretariat, paid a visit to the Sasakawa Fellowship students at WMU one day before the conference.

In order to welcome them, we, the Sasakawa Fellowship students in the classes of 2008 and 2009, organized a small party at the student lounge of WMU. This occasion was an opportunity not only for us to meet and talk with Mr. Kudo and Mr. Ichikawa, but also for both senior and junior Sasakawa Fellowship students to get to know each other.

With the participation of Professor Shuo Ma, Vice President of WMU, as well as other professors and staff of WMU, the welcome party had a warm and intimate atmosphere. Mr. Kudo and Mr. Ichikawa gave a lot of encouragement to everyone about life and studies at WMU. For me, this was the second time to meet them; however, it was even happier because my husband, a junior and Sasakawa Fellowship student also, was here. He works for the GMDSS department of a State company and he is here



for a Maritime Safety and Environment Administration specialization.

Although we only met for a very short while, the good impressions will stay for a long time in my mind. The meeting with Mr. Kudo and Mr. Ichikawa will help deepen the relationship between the Sasakawa Fellowship students and OPRF, and between Sasakawa Fellows themselves. We believe that the community of Sasakawa Fellows will keep growing stronger and closer.

Our Deepest Sympathies for the Cyclone in Myanmar/Earthquake in China

Upon bearing the news of the great quake and cyclone that struck the countries of China and Myanmar, the Secretariat contacted the coordinators of national chapters in those two countries. We understand that no Sasakawa Fellows were injured, as far as we know; however, we would like to offer our deepest sympathies to those who had to endure these terrible disasters.



Shin IMAI

Japan Ship Technology
Research Association

Editor's Postscript

Two years have passed since I joined the editorial board of this newsletter. It has been a great pleasure for me, but I must announce that I'll be leaving.

My successor is Mr. Mitsuhiro IDA, Chief Researcher of JSTRA. He will attend IMO meetings as a Japanese Delegate and continue to report to you on hot topics.

I would like to express my appreciation to all who have contributed to the news, and My special thanks to the Secretariat, who always waited for my very late submissions.

I will continue working in the maritime field and you would like to wish all Friends every success in the future. GOOD LUCK!

This newsletter is published under a grant from The Nippon Foundation

to promote communication among the Sasakawa Fellows of WMU (World Maritime University) and edited by the Ocean Policy Research Foundation in cooperation with Mr. Shin Imai, Mr. Mitsuhiro Ida, Prof. Toshio Hikima, Ms. Masako B. Otsuka, Ms. Fumi Yakabe and Ms. Sue Jackson.



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