

# F NEWSLETTER Friends of WMU JAPAN

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Imar Reepalu

## Malmö - a city in transition



The former Kockum Shipyard and its skyline of cranes

### Background

In the aftermath of the Second World War, Malmö developed into the most important industrial growth centre in Sweden with a very strong position in trade and commerce. Beginning in the 1960s, the manufacturing industry started to decline. This situation accelerated, successively fueled by economic recessions. Unemployment increased rapidly, and it was made worse as large groups of immigrants who could not find jobs in a shrinking labor market arrived. During the same period, middle-class families with good incomes moved to the surrounding municipalities in search of single-family housing. Thus, the city's economy was put under severe pressure, aggravated by a large increase in spending for social allowances. At the end of the 1980s the city was considered depressed and dull and without any hopes and ideas for the future.



Location of the Öresund Region

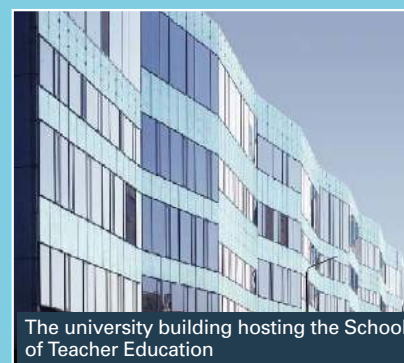
### A new era

The last ten years have become a turning point in the development of the city. The main factors behind the change are several and they are very much intertwined. One of the most important initiatives was taken by the political leadership of the city. A visions program was introduced in order to assemble all good forces in the city to create a common vision of what kind of city Malmö should be in 2015. This vision was based on the building of the Öresund fixed link, a Citytunnel connecting to the bridge, our own new university, a European housing expo (to be named Bo01) and an improvement of the physical environment with new buildings, flowers, water arrangements, lighting, etc. During this work the aspirations for sustainability became more and more an integrated part of the work. And they were manifested in many projects, among others Bo01.

The vision was also based on the conviction that the Swedish membership in the EU (1995) and the bridge would create new possibilities for Malmö to act in a new regional context - the Öresund Region. In close cooperation with Copenhagen, Malmö would have to take on the responsibility of being a growth centre both for Skåne and the Öresund Region. Concerted efforts of many actors have led to an impressive integration of the Swedish-Danish region. Since 2000, more than 18,000 people have moved from the Danish to the Swedish side. Almost 15,000 commute today, compared to about 2,500 in 1999. From 2001 up till now the number of trips across the Öresund has increased from 26 to 32 million per annum. Many Swedes, especially from Malmö, find work in the Greater Copenhagen Area. This has had a very positive impact on the rate of youth employment in Malmö.

## Two main development areas

City planning is concentrated on developing two larger areas. One is the former shipyard area in the northern part very close to the city centre. This area is called Western Harbour and includes the former housing expo area, other residential areas, new office blocks and the new university. Many new companies, in branches like ICT, have found their place in this area. It also hosts a world famous skateboard park. About 7,000 people are employed in the area, which are more employees than the shipyard had during its best period of performance. Western Harbour continues to expand its residential areas and office blocks. The city has established Malmö Incubator (Minc) to encourage business within ICT, design and the environmental sector by supporting and enhancing start-ups. Together with several other parties, the city is engaged in building a media cluster in the area. One of the most strategic measures will be the relocation of Swedish Television in Malmö to Western Harbour. It will become the core of the platform for the media cluster together with the department for Art, Culture and Communication within the new university.



The university building hosting the School of Teacher Education



The promenade along the waterfront of the Bo01 area



The development area of Hyllie



A sketch of the shopping centre in progress



A sketch of the multipurpose indoor arena in progress



A model of the development of Western Harbour

The second main area for development is Hyllie, which is located in the south of the city close to the motorway and railway connecting to the bridge. This area will be extremely accessible by public transport when the Citytunnel is opened in 2011. A big shopping area with many different stores is already established, offering furniture, flowers, golf equipment, building materials and tools, etc. Two other large projects are in progress. One is a multipurpose indoor arena with a maximum capacity of 15,000 seats. Another is a 70,000 square-meter shopping mall. In the same area, around the Citytunnel station, we will have a hotel, apartments and offices. Among plans for the future are investments in a modern theme park based on Scandinavian history, cultural heritage and modern day Scandinavian phenomena and brands.

## Future challenges for Malmö

Personally I think it is time to start a new broad discussion about what kind of city Malmö should be in twenty years' time. A solid basis for a modern city is laid: a city embracing knowledge and new technologies and in close contact and cooperation with its university; a city with a broad range of different enterprises and companies adding up to a more robust business structure than ever before; a city that is vibrant and diverse and strongly attracts young people.

As Mayor of the city, my opinion is crystal clear regarding the future of Malmö. The most important thing is to have a city that gives its citizens an acceptable and reasonable welfare and at the same time secures continued economic growth. Those things must be closely intertwined and balanced at the same time.

  
Imar Reepalu





## *"A Cry for Help from Liberian Seafarers - Views on the Shortage of Sea-going Ships"*

**Amos L. Zanwonjah**  
(Liberia, 2000)



**A**fter a long tradition of safe, productive shipping, Liberian seafarers are now in the minority on board sea-going ships with the fewest employed seafarers of any nation.

As many of you know, the International Ship and Port Security Code was created by the International Maritime Organization in response to the September 11, 2001, attacks on the United States of America. Liberia accepted this Code as one of the countries with a unique maritime program, which began operation in 1948 under President William V.S. Tubman, with the help of former Secretary of State Edward Stettinius of the United States.

The group established a Registered Agent Office in New York City to register ships and corporations under the Liberian flag. On March 11, 1949, the first commercial vessel, the WORLD PEACE, owned by interests controlled by Mr. Stavros Niarchos, and under charter to Getty Oil Co., was registered under the Liberian Registry. After the death of Mr. Stettinius in 1950, the ownership of Liberian Services and its affiliates passed on to the International Bank of Washington, DC. This company, known as IB, developed through the efforts of General George Olmsted, and the registry was contracted out to the American firm, International Trust Company. Liberia's government was the first to contract out its administration of a shipping registry to a private company.

Over the following four decades, the easy registration system made Liberia the number one registry in the world. The Liberian Registry, coupled with a bank in Monrovia, Liberia, and operated by The International Trust Company of Liberia, grew to approximately 75 million gross tons in the mid 1970s.

During the Liberian civil war, which lasted for 14 years, Liberia depended heavily on the maritime funds received from this registry and connected enterprises, and accounting for some 70% of government

revenue. Due to the war, Liberia fell into second place - after Panama - when Panama and Honduras began their open registry programs. Subsequently, a new contract was signed with Liberian International Ship & Corporate Registry (LISCR), and the program remained one of the few legal sources of income for the country.

Today, Liberia's position has its foundation set firmly in the high standards created and maintained over the past 56 years. Liberia has often led the world in introducing new standards of safety and in implementing new international codes and conventions. The Liberian flag is recognized as being the premier flag of open registries. The Liberian registry has a reputation for quality, efficiency, safety, and service. Liberia also offers one of the most convenient, efficient, and tax effective offshore corporate registries in the world.

Administration of the registry system is being updated to improve efficiency, and legislation is being reviewed in our efforts to make Liberia still more attractive to the ship owner, without losing sight of the high standards we have set. The registry has offices in Monrovia, Liberia; Virginia, and New York, USA; Vienna, Austria; Piraeus, Greece; Hong Kong; London, England; Zurich, Switzerland; and Tokyo, Japan.

Despite the high standards maintained by the Liberian registry, strict adherence to the best practices, and a proven long-term commitment to high quality service, Liberia has the least number of seafarers employed on sea-going ships.

Now is the time to employ Liberian seafarers. These young and eager men and women are well qualified and experienced. Their devotion to high standards and the safe, efficient traditions established by Liberian seafarers the world over fulfill the conditions to be employed in any capacity on board any sea-going ship. This is our cry.

## *Meeting with Old Friends*



**D**uring the first week of June, I went to the Regional Executive Forum on Natural Resource Management in Globalizing Asia held in Jakarta, Indonesia, a vast and extraordinary country, so rich in culture and so blessed with its friendly people. This forum was very interesting and provided the opportunity for participants in the region to share experiences

**Laska Sophal (Cambodia, 2006)**

and lessons learned on the management of natural resources in their respective countries.

Besides the interesting forum, it was a great opportunity to meet old friends from WMU. I was indeed delighted to meet the Chief of 1st Promotion of Integrated Coastal and Oceans Management Specialization (ICOM) Fireman Ibmusina and his wife Meti. I had a wonderful time having delicious traditional food and discussing challenges we've faced and progress we've made in work and life.

Our relationships were established when I started at WMU. Not only Fireman, but also many other friends from various countries were made during my time at WMU. I would like to thank WMU for giving me not only knowledge but also friends. I would also like to express my profound thanks to The Nippon Foundation for supporting my studies at WMU.

Last but not least, I would like to send my best regards to Mr. Sasakawa, Mr. Kudo, Professor Olof Lindel and all lecturers and professors.

## Development of IMO E-Navigation Strategy



The 81st Maritime Safety Committee (MSC 81) in 2006, decided to include, in the work programs of the Navigation (NAV) and Radiocommunications and Search and Rescue (COMSAR) Sub-Committees, a high priority item on “Development of an E-Navigation strategy”, with a target completion date of 2008.

It was initiated by a coordinated proposal from Japan, the Marshall Islands, Netherlands, Norway, Singapore, the United Kingdom and the United States to develop a broad strategic vision for incorporating the use of new technologies in a structured way and ensuring that their use was compliant with the various navigational communication technologies and services that were already available, with the aim of developing an overarching accurate, secure and cost-effective system with the potential to provide global coverage for ships of all sizes.

An extensive debate at NAV 52 in July 2006 brought forward the opinion that it should work expeditiously towards developing a strategic vision/concept relating to E-Navigation in a well defined and structured manner. COMSA 11 in February 2007 agreed that the development of E-Navigation should be user driven and not technology driven; there should be equipment performance standardization, including a standard mode of operation for shipboard equipment, and the software installed in operating systems should follow a formal change control process to ensure that all elements of the E-Navigation system operate efficiently.

Based on such an outcome, NAV 53 in July 2007 provisionally finalized the following definition for E-Navigation as a concept based on the harmonization of marine navigation systems and supporting shore services driven by users' needs:

“E-Navigation is the harmonized collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services, for safety and security at sea and protection of the marine environment.”

NAV 53 also provisionally agreed that the core objectives of an E-Navigation concept using electronic data capture,

communication, processing and presentation should:

1. facilitate safe and secure navigation of vessels having regard to hydrographic, meteorological and navigational information and risks;
2. facilitate vessel traffic observation and management from shore/coastal facilities, where appropriate;
3. facilitate communications, including data exchange, among ship to ship, ship to shore, shore to ship, shore to shore and other users;
4. provide opportunities for improving the efficiency of transport and logistics;
5. support the effective operation of contingency response, and search and rescue services;
6. demonstrate defined levels of accuracy, integrity and continuity appropriate to a safety-critical system;
7. integrate and present information onboard and ashore through a human interface which maximizes navigational safety benefits and minimizes any risks of confusion or misinterpretation on the part of the user;
8. integrate and present information onboard and ashore to manage the workload of the users, while also motivating and engaging the user and supporting decision-making;
9. incorporate training and familiarization requirements for the users throughout the development and implementation process;
10. facilitate global coverage, consistent standards and arrangements, and mutual compatibility and interoperability of equipment, systems, symbology and operational procedures, so as to avoid potential conflicts between users; and
11. be scalable, to facilitate use by all potential maritime users.

The IMO member countries and inter-governmental and non-governmental organizations are working together, and we, who are engaged in the maritime sector, are looking forward to see and realize great breakthroughs through the development and achievements of the envisaged E-Navigation strategy in the near future.

*Shin IMAI*

*Japan Ship Technology Research Association*



## Issues related to the ISM Code

Referring to the ILO Maritime Labour Convention 2006, IMO decided to start discussions from 2008 on training for seafarer safety representatives as well as amendments to the ISM Code relating to requirements for seafarer safety representation.

The Maritime Labour Convention (MLC), which embodies 8 existing ILO Conventions, was adopted in Geneva by the General Conference of the International Labour Organization at its 94th session in February 2006. At this time of writing, Liberia is the only country that has ratified the MLC.

Capt. Soe Lwin (Myanmar 1989), who is one of the Sasakawa Fellows in Myanmar and Director of Myanmar Marine Co., Ltd., submitted a commentary paper to the Friends of WMU, Japan Secretariat regarding the ISM Code. Details can be found on the website of the Secretariat, and we would like to invite you to take a look. <http://www.wmu.sof.or.jp/1win-ism.pdf>

Reference:

ILO (International Labour Organization)  
Maritime Labour Convention



**Capt. Soe Lwin**  
(Myanmar, 1989)



## Lithuania becomes a Full-fledged Member of the Paris Memorandum of Understanding

**Nadezda Kovtunova** (Lithuania, 2002)  
Robertinas Tarasevicius, Deputy Director  
of Lithuanian Maritime safety administration



Lithuania Ministry of Transport and Communications seeks the proper implementation of the requirements for shipping safety. For this purpose, Lithuanian Maritime Safety Administration, as an independent institution responsible for implementing the Government's maritime safety policy, was projected by law on maritime safety, and adopted in 2000. It became fully operational in June 2002.

The mission of the Administration is to ensure the implementation of national and international maritime safety and the prevention of pollution from ships requirements, and to pursue the state supervision of the fulfillment thereof. Two main strategic goals, namely (1) Implementation of the maritime safety policy and (2) Development of the national maritime safety policy, were set up to fulfill the mission. Since the establishment, over a short time various new safety standards have been introduced in the Lithuanian safety shipping system.

Lithuanian efforts to build an effective safe shipping system have been accepted by the international shipping community. The best proof of this statement is Lithuania's membership in the Paris Memorandum of Understanding on Port State Control (Paris MOU) as of July 1, 2006. By the end of April 2006, Lithuania ratified all international treaties that were relevant

instruments of the Paris MOU, namely the Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), Conventions (SOLAS 74 1988 Protocol, LL 66 1988 Protocol, ILO 147 and 1996 Protocol) and implemented them in the national legislation. It has also successfully implemented other international obligations related to safe navigation and state ship control. From then on, being an active member of Paris MOU, Lithuania is ensuring that ships coming to the Klaipeda port meet international safety, security and environmental standards, and that crew members have adequate shipboard living and working conditions. Training of the Port State Control Officers in cooperation with other Paris MOU Members, as well as extensive communication among members, is of key importance for keeping harmonized standards in port state control.

Today, Lithuanian Maritime Safety Administration is actively involved in the implementation of new regulations by the International Maritime Organization and European Union. Also, it represents the interests of Lithuania in different international forums on maritime safety and remains focused on promoting Lithuania as a safe maritime nation.

# University of Peace Gets Boost from The Nippon Foundation

**Rogelio Estrada** (Philippines, 2004)  
Philippine Coast Guard



**Mr.** Yohei Sasakawa, Chairman of The Nippon Foundation, visited Manila on April 10, 2007 to attend the formal launching of the Dual Campus Master of Arts in International Peace Studies at the University of Peace in partnership with the Ateneo De Manila University.

The program, which is funded by The Nippon Foundation, combines an internationally recognized peace studies curriculum with a rigorous, content-based language training module. It has been specifically designed for professionals from Asia who want to work on issues related to conflict management, conflict transformation and peace-building in the region.

The Dual Campus Master Program on International Peace Studies is designed to enable students from diverse cultures and backgrounds to attain a deep understanding of the central issues of peace and security which will determine the future of humanity. Through their coursework, participants in the program broaden their base of knowledge and engage with the major concepts, themes, and debates within international peace and conflict studies, preparing themselves for work with NGOs, governments, aid agencies, the UN and other organizations where a deep understanding of these issues is critical.

The program provides students with the required theoretical and practical post graduate education to contribute to the work of building international peace. Furthermore, it empowers students to conceptualize the key challenges faced by the international community, and the most promising potential areas and courses of action through an interdisciplinary and multicultural program.

The opening ceremony was held in Escaller Hall at Ateneo de Manila University with the participation of the Undersecretary of Foreign Affairs of the Philippines, Ms. Erlinda Basilio, the Chairman of The Nippon Foundation, Mr. Yohei Sasakawa, the Vice President of Ateneo de Manila, Ms. Assunta Cuyengken, the Dean of the School of Social Sciences, Fr. Jose Cruz, and the Acting Rector of the University for Peace, Mr. Georges Tsai. A wide range of representatives of non-governmental and international organizations, academic institutions, diplomats, and governmental institutions and organizations working in the Philippines attended the ceremony.

Headquartered in Costa Rica, the United Nations-mandated University for Peace (UPEACE) was established in December 1980 as a Treaty Organization by the UN General Assembly. As determined in the Charter of the University and endorsed by the UPEACE Council, the mission of the University for Peace is: "to provide humanity with an international institution of

higher education for peace with the aim of promoting among all human beings the spirit of understanding, tolerance and peaceful coexistence, to stimulate cooperation among peoples and to help lessen obstacles and threats to world peace and progress, in keeping with the noble aspirations proclaimed in the Charter of the United Nations."

UPEACE has accepted 30 students (17 female and 13 male) from eleven different countries to take up the International Peace Studies program in its inaugural year. The students, with different professional and cultural backgrounds, received full scholarship certificates granted by Mr. Sasakawa from The Nippon Foundation in order to pursue their studies over the course of the nineteen-month academic program.

Initially, the students will undergo their language training module at Ateneo de Manila until the second week of August and will join their classmates in the traditional International Peace Studies program at the end of the month in Costa Rica at UPEACE headquarters. Following the foundational courses at UPEACE, students will return to Manila at the end of February to take academic courses with a regional focus on Asia and do a four-month internship with an international or non-governmental organization in the Philippines.

During his speech, Mr. Tsai expressed his gratitude to The Nippon Foundation through its Chairman, Mr. Yohei Sasakawa, for the invaluable support it has extended to the program. He also thanked the Ateneo De Manila University for its commitment to providing quality education over the years.

For his part, Mr. Sasakawa reiterated his continuing commitment to programs that promote peace and harmony among nations. Peace is an elusive dream and it is necessary to train individuals who will be at the forefront in laying the foundations for peace.

After the program, I had an opportunity to meet with Mr. Sasakawa. Fellows from the Philippines have always been very supportive of Mr. Sasakawa's activities, such as the Leprosy Elimination Program. This meeting, although very brief, reiterated our oneness with the vision of The Nippon Foundation and our desire for continued collaboration.

The last time Mr. Sasakawa visited Manila was last March when he was promoting the Leprosy Elimination Program in his capacity as WHO Goodwill Ambassador and during which time he was also able to meet with other Sasakawa Fellows. During that brief meeting, Mr. Sasakawa was awarded the Legion of Honor Degree of Maginoo by the Philippine Coast Guard for his invaluable support towards the PCG through scholarships at the World Maritime University.





## Fighting Stress and Making Your Life More Colorful with Sport

Mugen Sartoto (Indonesia, 2007)

Wisnu Handoko (Indonesia, 2007)

Magnificent Malmö, it is a great part of life at WMU, located in the centre of the beautiful city with its green canals crossing the shady city parks. Life in the Henrik Smith Hostel with its comfortable facilities allows students from all over the world to study and do research in the university's library with 24-hour internet access.

However, no student can ensure that throughout the 22 months of the Master's program he or she will study all the time. As a normal human being, every student needs to have a social life, such as contact with the local community, shopping, sports, etc.

We realized that a lot of benefit can be attained from sports activities. Not only to boost your fitness, but moreover, to make contact with other students. During badminton, volleyball or table tennis, students can joke, laugh or discuss anything other than merely studies.

In cooperation with Kockum Fritiden, a famous sports centre in Malmö city, WMU provides us many sports facilities for free. We can at any time book badminton courts, bowling lanes, the swimming pool, the gym, and much more.

Badminton is the most favorite sport for many Asian students such as Chinese, Indonesian, Japanese, and so on. However, students from the other side of the world sometimes join this game which is regularly played every week on Friday after class. Occasionally, the sports committee organises a friendly championship among the students in the spirit of friendship and togetherness regardless of the medals that are usually awarded to the winners. This is a game for all seasons, winter or summer, because it is an indoor sport.

Every time we get exhausted from class we can also visit the swimming pool to release stress. It is open every day and again, for free. Lack of social activities often creates discouraging conditions, such as alienation, homesickness or laziness. And this, unfortunately, influences our concentration.



Sports are one solution offered by WMU to all students to solve this problem. Sometimes, students forget that the university has provided us with sports facilities. A gym is also available in the Henrik Smith Residence. For some students, it is also a way



to deal with weight, as many of us get fatter during our months studying at WMU. Sitting in front of your computer all the time is not a good way to be fit and fresh. The nice swimming pool is indoors, and the water is set to room temperature, which is enjoyable in all seasons.

The other facilities provided by WMU in the Residence are ping pong (table tennis) and a gym. Students may play every day any time they like. We do not need to worry about the weather, because they are in the basement of the hostel.

How about outdoor sports? Sorgenfri outdoor sports centre has a good tennis court, and usually some of us play in summer. So far, the sports committee hasn't had any friendly championship for tennis, as it is played by few students, but it's expected we will be able to do it in the summer next year.

The favorite team sport is football. In the summer, students who are familiar with this sport practice at Sorgenfri regularly every week. Year after year, this is a game that has a friendly championships between the outgoing class and incoming class.

Basketball is also playable in the Sorgenfri outdoor sports centre, as the university also provides us with balls. Just like football, it is also played in summer and becomes mandatory for senior students to challenge junior students in a friendly championship. It is hoped that this event will bring about a WMU link worldwide.

There are so many sports facilities provided for free, why don't we utilise them properly?

To be a champion in every game is not the point of doing exercise, but to get together and deal with the pressure of being far away from our beloved families really helps. Choose the most enjoyable sport for you and have fun with your buddies. You will find that time goes by very fast, and suddenly graduation day has come, and the time to pack and go home, along with the sad moments where you have to say good bye to your buddies.

So start exercising and be fit and fresh every day!!!



On the afternoon of Monday, May 28, 2007, Sasakawa Fellows at the World Maritime University gathered at the Henrik Smith Hostel for the annual party.

Special guests from the Ocean Policy Research Foundation, Dr. Kiyoshi Hara (Auditor of Kyoto University) and Mr. Hiroshi Terashima (Executive Director of OPRF) happily participated in the photo session.

The first words of wisdom came from Dr. Hara who brought greetings from The Nippon Foundation and Mr. Sasakawa. In giving the toast he implored the students to study hard and wished them well.

Other guests from WMU, Professor Takeshi Nakazawa, Professor Olof Linden, Associate Professor Jens-Ure Schroder and Registrar Bruce Brown, were also encouraging in their remarks. The students were happy to learn from Mr. Brown that preparations for their visit to Japan were far advanced.

Professor Linden's words were philosophic, as he quoted Alexander Pope:

A little Learning is a dang'rous Thing;  
Drink deep, or taste not the Pierian Spring:  
There shallow Draughts intoxicate the Brain,  
And drinking largely sobers us again.

The students then introduced themselves before the final words from Mr. Terashima.

Mr. Terashima spoke on behalf of The Nippon Foundation, and it was clear that the students knew about their benefactor as they answered Mr. Terashima's questions about the Foundation. He also brought greetings from Mr. Sasakawa and encouraged the students to persevere.

The students were appreciative of the words of wisdom, as in a few days they would be taking their first examinations. The party ended in high spirits with the students singing the WMU song.

## Tomoyuki Nakazono (Japan, 2005)



I got married last May on my home island of Okinawa which is Japan's southernmost prefecture and surrounded by a beautiful tropical sea. This was the most exiting and dramatic event of my life. Mr. Eisuke Kudo and Mr. Shinichi Ichikawa of the Ocean Policy Research Foundation, and Ms. Yasuko Suzuki (MA 2003), Mr. Tomoya Shimizu (MA 2004), and Ms. Tomomi Okubo (MA 2006) came all the way to the island and kindly congratulated us at the wedding party. I would like to take this opportunity to express my sincere gratitude toward them.

We started our new life in Tokyo since I was transferred to the Headquarters of the Japan Coast Guard as the chief of the International Search and Rescue section this April. Though this section is so busy that there will be little time to be at home during weekdays, my home will be my place to relax and it will be the foundation of my life from now.

Lastly, my present position will offer some chances to work with people from other countries, especially on SAR related matters. I hope I will have opportunities to work with WMU graduates in this field in the near future.

## Ha Hai Nguyen (Viet Nam, 2003)



My wedding ceremony was held on March 29, 2007 in the Golden Lotus Hotel. My bride's name is Pham Viet Nga, and she works for Vietnam Ministry of Transport, Project Management Unit of Traffic Safety. Nga, born in 1982, has been my friend since 2003, when I had just come back from Malmö, Sweden, right after graduating from the World Maritime University.

After coming back to the office, I was travelling a lot in Vietnam to earn more experience, and find the best way to apply what I was taught at WMU, then I came back to Hanoi to work at the Vinashin Group Head Office. That's when I got married with Nga. The ceremony was very successful with about 500 guests, including our relatives, colleagues, partners and friends, parents' friends, etc...

Now we are living happily in a private house and looking forward to the arrival of little ones.

## Editor's Postscript

As our twentieth Newsletter goes to press I can only look back with gratitude for your interest and support. With four issues a year, it took us five years to get here. I have been involved in editing the newsletter from the first editorial meeting on September 26, 2002, soon after I had returned to Japan from serving as an Associate Professor at WMU. At first it was difficult to get enough articles for one issue, but after five years we have substantially increased the number of Fellows so that we are more or less covered for the next two issues. I thank the Fellows, and for that matter all others

concerned, for your commitment and enthusiasm. We, the members of the editorial committee, are very happy.

The largest number of articles comes from Asia, where there are many Fellows. News from areas where Fellows are scarce is very welcome, so please make sure to share your news with all your friends.

I ask for your cooperation in enriching our Newsletter with your many different topics and perspectives.

*Prof. Toshio Hikima  
Marine Technical College*

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