

NEWSLETTER Friends of WMU

The world is a family, and all humankind are brothers and sisters.

JAPAN

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Moving into the Twenty-First Century: Where is WMU Heading?



Karl Laubstein

A Period of Change and Reform

The World Maritime University has changed substantially since the beginning of the new century, in response to emerging trends and changes in the international educational and industry environment in which it operates. Backed by input from its international Board of Governors and higher education authorities from the international university milieu, WMU has during the period 2000 – 2005 embarked on a comprehensive, ongoing process of reform which has greatly increased the academic profile and the global role of the University. This process is continuing under WMU's 2005 – 2010 Strategic Plan which charts the basic course of the University until the end of this decade.

The main external impetus to the academic reforms and development of WMU over the last five years have been two comprehensive institutional audits of WMU by the leading European higher education authority, namely, the 1999 evaluation of WMU by the Association of European Universities (CRE) and 2004 evaluation by the European University Association (EUA), the successor to CRE. The 1999 CRE Report concluded that WMU had two alternatives for its future development, namely, to continue developing along the lines of its existing academic program and global reach (the so-called steady-state approach), or to adopt a more radical approach whereby the University would significantly raise and expand its academic profile and widen its global role. The 2004 EUA Report noted approvingly that WMU had chosen and successfully embarked on the process of radical change.

As for emerging trends and changes in higher education (HE) worldwide, the following are

relevant to WMU:

- increasing internationalization of academia (academic staff, student populations, and academic programs)
- the drive for common global academic and professional standards (e.g., the move towards common university degree programs, transferability of academic credits and qualifications, etc. in the European university milieu; the aims of the International Association of Maritime Universities (IAMU) in the field of MET)
- greater emphasis on entrepreneurial (business) activities by HE providers to generate income and enhance their financial sustainability
- increasing international competition among HE institutions for students and financial resources, and increased mobility of students across national borders
- greater emphasis on quality and transparency in higher education

Among the emerging trends or changes in the world of maritime transportation since 2000 which are particularly relevant to WMU are the following:

- the focus on maritime security in the wake of 9/11
- the growing need for periodic upgrading or refresher courses for professional staff
- the need for more intensive research on critical issues of maritime security and marine environmental protection

WMU, with its international mandate and as a player in the increasingly competitive international market for advanced professional maritime education, must be capable to respond effectively to the new challenges and opportunities arising from changes in the international educational and maritime sector.

Academic Changes and Capacity-Building

During the period 2000 – 2005 WMU has significantly raised and expanded its academic profile in advanced maritime education and research. The principal changes in the academic program of the University during the last five years are:

1. The diversification and strengthening of M.Sc. curriculum through the revision or addition of certain subjects, specializations and electives.

2. The expansion of the global outreach programs of WMU:

(a) expansion of the program of short-term, non-degree Professional Development Courses (PDCs), of which two-thirds are delivered at client locations outside Malmö;

(b) introduction of M.Sc. program in International Transport and Logistics (ITL) delivered in Shanghai;

(c) introduction of M.Sc. program in Maritime Safety and Environmental Management (MSEM) delivered in Dalian;

(d) introduction of Postgraduate Diploma Program in Marine Insurance by distance-learning.

3. Introduction of doctoral programs:

(a) Ph.D. in International Maritime and Commercial Law, a joint degree with the University of Wales (Swansea).

(b) Ph.D. in Maritime Administration focusing on the technical, legal or management aspects of maritime administration.

4. Significant increase in WMU research, consultancy work and publications (including establishment of bi-annual WMU Journal of Maritime Affairs)

Among the current academic initiatives is also the planned establishment of a maritime law program at the Master's level in collaboration with Lund University in Sweden.

This program will be delivered at Lund University starting in 2006/2007.

During the period 2000 – 2005 the University has also greatly strengthened its institutional resource capacity through the establishment and



staffing of five new academic Chairs funded by external donors – three by the Nippon Foundation and one each by the Governments of Canada and France. The University, with financial assistance from the Chinese Government, has also upgraded and greatly expanded its IT system, and enhanced its financial sustainability through greatly increased revenue generation from WMU research and consultancy work.

The University has also further expanded its linkages and alliances with higher education institutions and associations around the world. It was among the founders of the International Association of Maritime Universities (IAMU), and it has played a leading role in IAMU as well as other global organizations such as the International Maritime Lecturers' Association (IMLA).

Finally, all these changes at WMU have been underpinned by quality and its independent external validation – that is, the systematic raising of academic and other institutional standards and their validation by an effective system of both internal and external Quality Assurance (QA).

Where does WMU stand now?

Given all these changes and developments, what has been the impact on WMU and its service to the global maritime community? And how is WMU currently being regarded by the international university milieu? What is its status as a higher education institution?

First, the demand for study at WMU continues to outstrip the University's capacity: over the last five years the number of applications for a place at WMU continued to hold steady around 3 or 4:1. Total student enrollment reached a high of over 600 students in 2005: 283 full-time students in the M.Sc. and Ph.D. programs offered in Malmö, Shanghai and Dalian, some 300 part-time students in short courses (PDCs) delivered largely at client locations outside Malmö; and 25 students in the new distance-learning Postgraduate Diploma Program in Marine Insurance. Moreover, in 2005 the University had the largest-ever income from increased donor funding, revenue

generation by the University itself from research, PDCs and consultancy work, and greatly increased fellowship funding from the students' home countries, employers or themselves. Indeed, over half of the 2005 entrants were financed by the users – the students or their employers or countries. This is a remarkable progress over previous years when user funding ranged from 10 to 25 per cent of total fellowship funding. It can also be taken as an indication that "quality pays."

The total academic output in terms of research, consultancy work and academic publications has also increased considerably. As for the current status of WMU as an HE institution, it must be recognized that WMU is a comparatively small player in a relatively narrow and specialized academic field. However, despite the limitations of size and narrow intellectual scope, reviews of WMU by leading university education authorities such as the European University Association (EUA) have concluded that:

- the academic standards of WMU compare well with good international university standards;
- WMU has become a real university in terms of its academic program, academic standards, and operating processes;
- the program of WMU is that of a genuine graduate school with a comprehensive Masters, Doctoral and research program;
- WMU has made considerable progress in enhancing its global role issuing from its international mandate and linkage with IMO.

The fundamental aim of the World Maritime University remains making the acronym "WMU" an internationally recognized brand name for academic and professional excellence.

The progress to date indicates that the University is on course to achieve this.

Karl Laubstein
President

January 2006



Life in Malmö

A New Amazing Landmark in Malmö

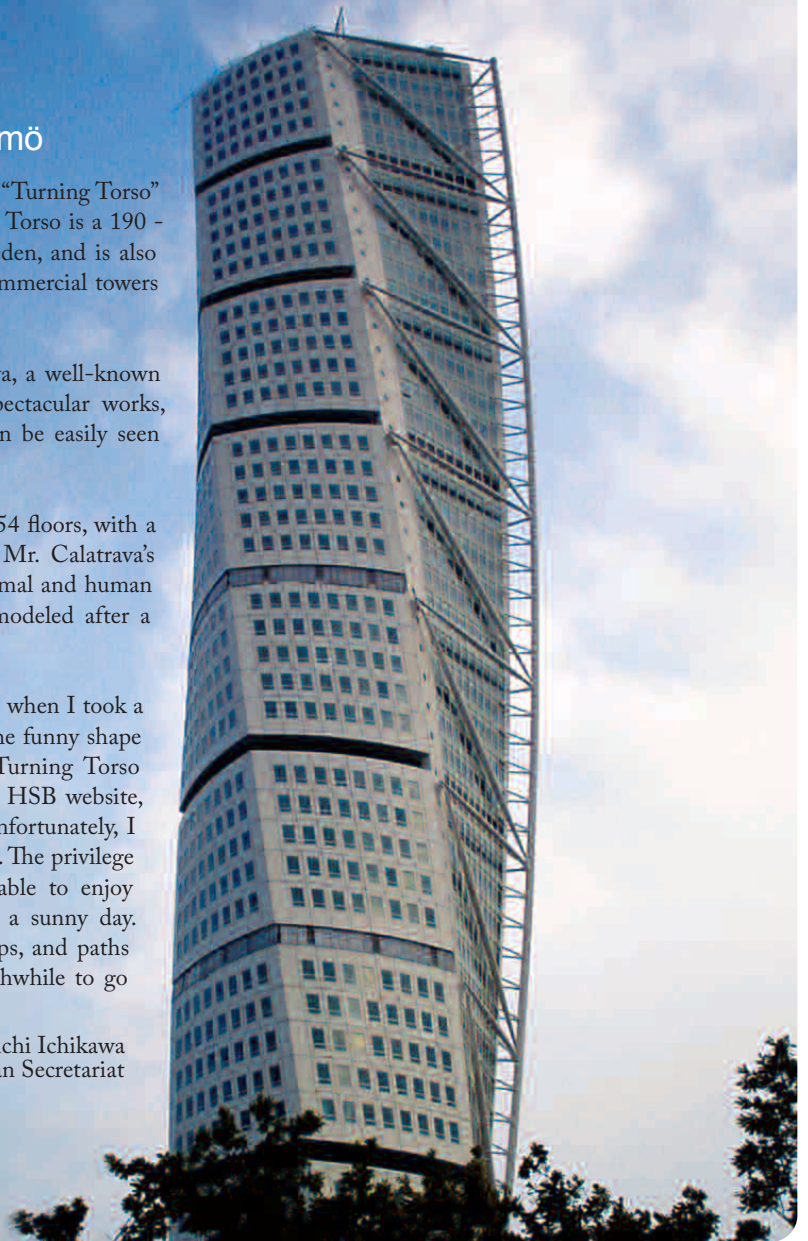
A new amazing landmark building in Malmö called "Turning Torso" was officially finished in the late fall, 2005. Turning Torso is a 190-meter - high building, the highest building in Sweden, and is also one of the highest spine-tingling residential and commercial towers in Europe.

The building is the work of Mr. Santiago Calatrava, a well-known Spanish architect, and is definitely one of his spectacular works, located in the Western Harbour (This building can be easily seen from the World Maritime University).

The building consists of nine cubes with a total of 54 floors, with a 90 degree twist from base to top. According to Mr. Calatrava's official website, his work is basically inspired by animal and human movements. And this unique shaped building is modeled after a human torso in a turning motion.

It was my first visit in Malmö in October 2005, and when I took a look at the building, I was deeply impressed with the funny shape and height. It is truly an astonishing building. Turning Torso mainly has rental apartments, and according to the HSB website, there are 147. I really wanted to see the inside. Unfortunately, I was not allowed to go into the building at that time. The privilege was reserved for residents only; however, I was able to enjoy walking around the building and its outskirts on a sunny day. There are a number of gorgeous houses, cafés, shops, and paths here and there in the Western Harbour. It is worthwhile to go visit there for fun if you have a chance.

Shinichi Ichikawa
Friends of WMU, Japan Secretariat



Four Seasons in Malmö

Mohd. Fairoz bin ROZALI
(Malaysia, 2006)

Our lives in Malmö, Sweden revolve around the four seasons. A life packed with interesting and bountiful experiences. Therefore, it's up to the individual himself to manoeuvre his vessel towards a common goal.



WINTER

Basically there are two events which claim the interest of many students. Those coming from warmer countries find that they can try ice skating in Malmö. There are a few places you can find free ice skating, such as Folkets Park or Raoul Wallenberg's park. For those who want to be part of a historic moment in Malmö, Tuesday, the 8th of March, 2006, at 11:00 am the Swedish Prime Minister, Göran Persson, will officiate the beginning of the construction of the city tunnel. He will be drilling the first hole

in the ground in central Malmö. I believe that WMU students should take this wonderful opportunity to be present at this very momentous occasion.

SPRING

While enjoying the beautiful panorama within Malmö, you can learn to scuba dive, which is ideal to do in spring. Take a PADI (Professional Association of Diving Instructors) Open Water Diver course, the most widely recognized and respected diving certification in the world. Within a few days, you can be enjoying the underwater world.

Not sure if a full-blown course is for you? Take a Discover Scuba Diving program at a PADI Dive Center or Resort through www.dykterminalen.se and experience what you're missing. So what are you waiting for... Learn to dive today!



International Maritime Information

Current news of the International Maritime Organization

The twenty-fourth regular session of the Assembly

The twenty-fourth regular session of the Assembly was held from November 21st to December 2nd at the headquarters of IMO in London. During the session a number of issues were discussed and some resolutions were adopted as the outcomes of the deliberations.

The following list includes the specific items discussed and reflected in the resolutions.

- Adoption of amendments to the International Convention on Load Lines, 1966 (A.972(24))
- IMO Member State Audit Scheme (A973 (24), A974 (24), A975 (24))
- Safety of Navigation (A.976(24), A.977(24), A.978(24))
- Piracy off the coast of Somalia (A.979(24))
- Ship recycling (A.980(24), A.981(24))
- Particularly Sensitive Sea Areas (PSSAs) (A.982(24))
- OPRC Convention 1990 and OPRC-HNS Protocol 2000 (A.983(24))
- Facilitation of the carriage of the IMDG Code Class 7 radioactive materials (A.984(24))
- Maritime security (A.985(24))
- Support for the United Nations Millennium Declaration (A.986(24))
- Fair treatment of seafarers (A.987(24))
- Protocol of 2002 to the Athens Convention (A.988(24))
- Wreck Removal Convention - Conference to be held

More detailed information is available at the following IMO web-site:

(http://www.imo.org/Newsroom/mainframe.asp?topic_id=144&doc_id=5342)

“Ministerial Conference on International Transport Security” in Tokyo

“Ministerial Conference on International Transport Security” was held by the Ministry of Land, Infrastructure and Transport, Japan from January 11 to 13, 2006 in Tokyo. The conference discussed the following three topics: (1) Maritime security (2) Aviation security (3) Land transport security, under the main theme of enhancing transport security while realizing smooth and efficient transportation. A total of approximately 220 participants from the countries of Australia, Canada, China, France, Germany, Indonesia, Italy, Japan, Republic of Korea, Malaysia, Russian Federation, Singapore, the United Kingdom, and the United States of America were at the conference, as well as the organizations of the European Commission (EC), the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), and the World Customs Organization (WCO). The Ministers responsible for transport security from major

countries exchanged views and information for enhancing transport security and discussed issues that should be addressed in a coordinated, cooperative manner. As a result, the Ministers were unanimous in their desire to send a strong message to the world of their commitment to assure security in transportation through cooperation among countries, capacity building assistance, and endorsement of the initiatives of relevant international institutions. Also, since avian influenza and transport security are similar in their need for emergency response, Ministers agreed to endeavor to minimize any negative impact on transport systems arising from such diseases.

(Mr. E.E. Mitropoulos, the Secretary-General of IMO, came to Japan to attend the conference and visited Mr. Sasakawa on January 13 in order to have a broad exchange of views on various maritime problems.)

Alumni News



Beach field trip (2005)

The Technical Side of the Maritime Industry

By Fernando Bustamante
(Mexico, 2004)



Breakwater construction units (2005)



Mr. Bustamante and his wife, Mrs. Claudia Gonzalez, taken in front of Delft City Hall, Netherlands.

During my studies at WMU, one of the lectures for the Port Management specialization was “Port Infrastructure and Long Term Planning”. For a civil engineer like me, this was a very interesting subject, so I decided to talk to the lecturer, Mr. Ronald de Heer, a visiting professor from UNESCO-IHE Institute for Water Education, who suggested that I study at his institute after my studies in Sweden. To complement my knowledge of port management acquired at WMU with the technical aspects of ports and coasts offered an interesting opportunity, and I decided to take it.

UNESCO-IHE is an institute specializing in hydraulic and environmental engineering. It is located in Delft (Holland), a city known for a high level of technical education, represented by the Technical University TU-Delft, and UNESCO-IHE, which has strong links with the university. Similar to WMU, UNESCO-IHE is an international organization, part of the UN educational system, and most of the students come from countries from all over the world.

The course I am following is a M.Sc. in Coastal Engineering and Port Development, which includes the study of the physical phenomena of the sea and the coast, in particular coastal morphology, as well as the planning, design and construction of ports and harbours. Topics like ocean waves, tides, sediment transport, remote sensing and GIS, port design and coastal infrastructure (e.g. dikes, groins, breakwaters, berths and access channels), dredging and land reclamation, coastal zone management, and environmental impact assessment are taught in detail during the course.

It is quite interesting to learn all these aspects of the maritime field that have a vital role in the development of maritime industry. For instance, in the construction of a port more than 60% of the investments are related to dredging and coastal protection; therefore the proper site-selection and location of a port, and detailed studies of the physical conditions (waves, wind, sediment transport, soil characteristics, etc.) are extremely important for a port manager in order to decide how and where to invest in port infrastructure. Certainly, terminal construction and equipment selection must be considered as well.

Furthermore, the impact of ports in the coastal morphology is also important; there are many examples in the world where port breakwaters have interrupted the sediment transport balance generating erosion down-drift, which can affect beaches and constructions near the coast. In this respect, my thesis topic is “Analysis of the Erosion/Accretion Process in Puerto Chiapas, Mexico”, in which I am modelling the effect of the port on the coast, and the alternatives to solve erosion down-drift and sedimentation in the access channel. For this I am using specialized software called Delft-3D, developed by Delft Hydraulics.

Undoubtedly, after my studies at WMU and UNESCO-IHE, I feel well prepared and very motivated to apply my knowledge to the development of the maritime field in my country and globally, because as we all well know, the sea has no borders, and we all should contribute to the improvement of what we work for: ports, ships, trade, water... the ocean.

Greetings from the Members

Reflections from a Host Family



Anna Kuylenstierna

From left: Mr. Song (China 2006), Mr. Ekdahl, Ms. Kuylenstierna, and Mr. Sun (China 2005)

We – Anna Kuylenstierna and Jonny Ekdahl – are a host family for WMU students in Malmö, Sweden.

Here is a little about our background: while I am a former primary school teacher, Jonny has had a maritime career. He started as a cadet on a Swedish training sailing ship to the islands of the West Indies in 1954-55. He completed his military service with the Swedish navy, mainly in the submarine division. He was later employed by the Swedish shipbuilding yard “Kockums” in Malmö. His hobby for many years has been the seaman’s craft of making items out of wood and hemp rope, such as pencil holders, candlesticks and seaman’s puzzles.

These items have spread all over the world!

At the WMU Graduation Ceremony in 2005, we had the pleasure of meeting Mr. Eisuko Kudo, when we were asked for a contribution to this newsletter about what it is like to be a host family.

We have been hosts for ten years now, and our students have come from many countries, some of them sponsored by the Ship and Ocean Foundation of Japan. Life as a WMU student is very busy: the schedule is tight and your spare time is limited. Host families are aware of that and do not want to interfere with their students’ studies. But they do take time to meet us. Jonny and I usually invite them to our home. We talk about Swedish traditions and offer them Swedish food to eat. Sometimes we take outings by car into the countryside around Malmö. When WMU organises activities, we always try to participate.

On their part, the students give us a lot in return. They invite us to share meals with them, give us gifts and talk about their culture and everyday life in their countries.

Being a host family has given us the possibility to increase our understanding of different cultures. It is also a great honour and pleasure to realise that “the world is a family and all humankind are brothers and sisters.”

Remediation Work in Canada



Ben Selirio
(Philippines 1998)

I recently immigrated to Canada and landed a job as a remediation facilitator for a company called Environmental Solutions Remediation Services (ESRS). Our company grew from the insurance industry and from the need to reduce or remove environmental liability from accidents. The sites we go to are varied: It could be a ditch contaminated with diesel fuel from a truck accident or a house with leaking heating fuel.

Site remediation involves removing, reducing or managing

contaminants to eliminate or reduce health and ecological hazards. My job as a remediation facilitator basically entails assessing sites with environmental impacts, deciding the best way to remediate, and project managing the remediation.

You might say that my current job as a remediation facilitator is far from my previous job with the maritime profession. In a sense it is true and false. I’m more involved now with trucks and household heating fuel than with ships and ports. However, water still plays a vital factor in my current job. The presence of ground or surface water potentially directs the way a site needs to be remediated. This is where a marine environmental training comes in handy. Water is water, be it an ocean, pond or underground water, and needs to be protected to remain at a certain level of quality.

In Canada, environmental protection plays a very important role compared to some places I’ve been to. Canada’s soil and water quality criteria may be more stringent, but the general objective of protecting the environment is the same anywhere. I’m glad I received environmental training from WMU, and I’m doing my part in making the world a safer and cleaner place to live in.

HNS Meeting in Yokohama



Xu Cuiming
(China 1996)

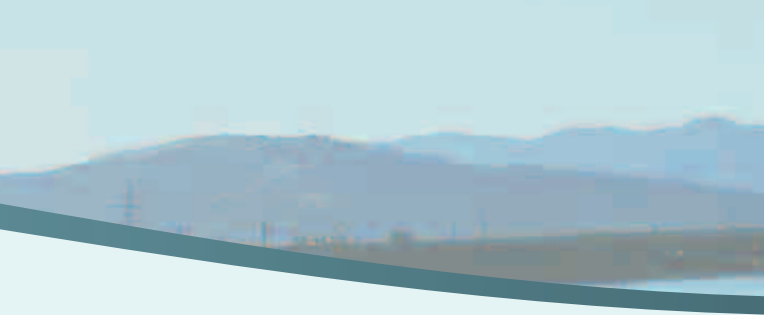
From left: Mr. Shimizu, Ms. Suzuki, Ms. Xu, Mr. Nakazono, and Mr. Saito

First of all, I would like to express my sincere appreciation to the Japan Coast Guard and Ocean Policy Research Foundation (OPRF) for inviting me to attend the Expert Meeting on Preparedness and Response to Pollution Incidents by Hazardous and Noxious Substances (HNS), which was held on January 25-26, 2006 in Yokohama, Japan, and to give the presentation on China’s Strategy and Resources for Emergency Response to HNS Accidents

and an Example of Emergency Response to HNS Accidents. I am also grateful for the opportunity to meet with and talk to experts from Australia, Japan, Korea, Singapore, United Kingdom, United States, and to exchange information and views regarding emergency response to HNS incidents and accidents in order to further improve our practical response measures, human resources and to solve the problems we are facing at present. An interesting technical tour was arranged for us to the Maritime Disaster Prevention Center (MDPC) and the Tokyo Wan Traffic Advisory Service Center on January 26th.

I have learnt a great deal from the above-mentioned experts’ presentations, discussions and exchanges during important meetings for further improving our emergency response, measures and actions to HNS accidents and reducing the damage to a minimum.

I would also like to take this opportunity to express my thanks to Mr. Kudo and his colleague Mr. Ichikawa and some WMU students from Japan for very kindly talking with me at the meeting (reception).



An OPRF Staff Member Visits Malawi



Mr. Msowoya (left) and Mr. Saeki (right)

Mr. Seiji Saeki of OPRF (one of the Secretariat members of "Friends of WMU, Japan") visited the Republic of Malawi in Southern Africa in November, 2005. The purpose of his visit was to investigate the current situation of vessels, shipbuilding facilities, and ship repairing facilities in African countries as a part of OPRF research activities.

Mr. Saeki met Mr. A. D. B. Msowoya, Director of Marine Services (Ministry of Transport and Public Works) in order to ask for his cooperation on Mr. Saeki's research work in Malawi. Mr. Msowoya is one of the first graduates of the WMU Class of 1985 and was the first student of Prof. Kensaku Nomoto at WMU. Coincidentally, Prof. Nomoto was also Mr. Saeki's professor at Osaka University before his transfer to WMU in 1983. What a small world! Mr. Msowoya and

The 55-year-old M/V "Ilala" on Lake Malawi

Mr. Saeki cherished each other's memories of their great Professor.

During Mr. Saeki's stay in Malawi, he had a chance to meet another WMU graduate (Class of 2001), Capt. Jones Kazembe, Vice Principal of the Marine Training College (MTC) in Monkey Bay on Lake Malawi. Capt. Kazembe works actively on seafarers training in Malawi. MTC has produced a total of 196 graduates.

Though Malawi is a landlocked country, its maritime industries are active due to Lake Malawi (22,490km²), the third largest lake in Africa. Malawi has produced twenty-one WMU graduates so far. Through the trip to Malawi, Mr. Saeki reaffirmed the significant contribution of WMU to the maritime fields of the world. The WMU graduates are playing active roles in the maritime fields from studying at WMU.

Emi Senuma,
Friends of WMU, Japan Secretariat

WMU-Sasakawa Fellows' and Graduates' Reunion in Manila

Tom Okamura
(Japan 2002)



The seminar on Developing Manpower and Human Resources for Seafarers in Asia hosted by Ministry of Land, Infrastructure of Transport of Japan was held December 6-7, 2005 in Manila, Philippines. This seminar was financially supported by Ocean Policy Research Foundation. The participants from Indonesia, Japan, Philippines and Vietnam discussed related topics and adopted a summary record.

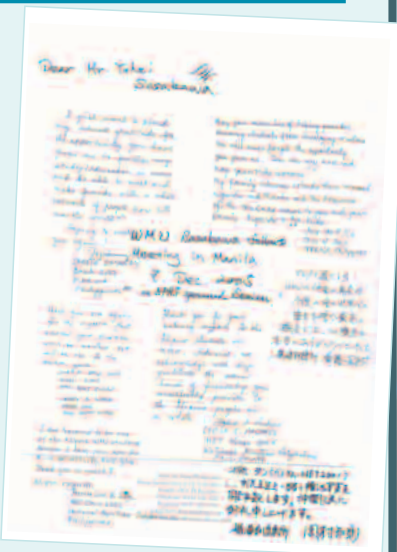
On this occasion, Mr. Naoki Saito (2004) and I attended the seminar

from Japan, along with Mr. Vo Duy Thang (2001), a Vietnamese delegate. Dr. Takeshi Nakazawa (Professor of WMU) and Mr. Shuichi Teramae (Counselor of OPRF) also participated in the meeting. After the seminar, Mr. Rolando L. N. Punzalan, Jr. (2002), Mr. Rogello Estrada Villanueva Jr. (2004), Mr. Alla Victor Tamayo Dela Vega (2004), Mr. Joeven Libreja Fabul (2004) and Ms. Lydia Sinangote Pacheco (2004) enjoyed a delicious meal and a nice view of Manila Bay with us.

In the open seminar and the reception on Dec. 7, we had a chance to see Ms. Presca Lee B. Lugo (2002), Ms. Jabeth S. J. Aleman Dacanay (2003), Ms. Jean V. Pugal Pia (2003), Mr. Joselito F. Dela Cruz (2003), Mr. Jerry A. Nibre (2003) and Ms. Lydia Sinangote Pacheco (2004).

Finally, we had a Sasakawa fellows meeting at the Manila Diamond Hotel and mailed our greetings and photos to Mr. Yohei Sasakawa, Chairman of the "Friends of WMU, Japan."

Thank you everyone. "Mabuhai!"



Message to Mr. Sasakawa

A Year-end Party in Tokyo



Friends of WMU, Japan Chapter held a year-end party in Tokyo on December 28, 2005, welcoming two newcomers who are enrolling at WMU in the class of 2007. Japan started to send Japanese students to WMU in 2001 and 10 in total have studied at WMU up until last year. With guests from our sponsor OPRF, Mr. Kudo, Mr. Ichikawa, and Mr. Sakai (who is also joining the ESSP course in the class of 2007), we sat at the same table eating delicious Vietnamese cuisine together, renewed our friendships, and recalled memories of WMU days.

From front right, Mr. Kudo (OPRF), Mr. Emi (2007), Mr. Matsui (2007), Mr. Nakazono (2005), Ms. Yakabe (2004), Mr. Sakai (OPRF), Mr. Okamura (Big Tom: 2002), Mr. Shimizu (2004), Mr. Saito (2004), Ms. Suzuki (2003).

The Fifteenth Meeting of The Port State Control Committee in The ASIA-PACIFIC REGION (Tokyo MOU)

Naoto Nakagawa



The fifteenth meeting of the Port State Control Committee in the Asia-Pacific region was held in Bangkok, Thailand, from November 7 to 10, 2005. The meeting was organized by the Marine Department of Ministry of Transport and Communications, Thailand. The meeting was attended by the representatives of the member Authorities, observers and the Secretariats of the IMO, the Black Sea MOU, the Indian Ocean MOU and the Paris MOU.

Some alumni of WMU, including Sasakawa Fellows and the editor of the newsletter, participated in the meeting. It was the last meeting for Mr. Sasamura who lectured at WMU several years ago to participate as the Secretariat of the Tokyo MOU.

Information from the Secretariat

The International Association of Maritime Universities' (IAMU) 6th Annual General Assembly was held at World Maritime University in Malmö, Sweden on October 24-26, 2005. One of our WMU Sasakawa Fellows, Mr. Nabil Anwari (Morocco, 2005) presented his thesis at the Assembly, "The Doctrine of seaworthiness in the context of the ISPS

Code and the relevant amendments to SOLAS 1974". Therefore, the Friends of WMU, Japan Secretariat has decided to post his excellent thesis on the website, "Friends of WMU, Japan" (<http://www.wmu.sof.or.jp/>). If you have a chance, please take a look at his outstanding work.

Editor's Postscript

It was an honor for me to have worked on the WMU newsletter. I have been a member of the editorial board of the newsletter for two years, and in particular I have been reporting IMO meetings. For me this is the last opportunity to write something for the newsletter. My greatest pleasure was that it allowed me to meet many alumni of WMU. I was very impressed that so many alumni are participating in IMO and other maritime related meetings, including their excellent contribution to the discussions. Actually, I remember some of them as tough negotiators during IMO meetings. I felt their high degree of professionalism, their logical way of thinking and rich knowledge of

the maritime sector, and I believe this common professional spirit among alumni of WMU can be called 'WMU spirit'. I respected this and I enjoyed doing business with them. I wish that I can work with them in the future. Thank you very much, readers and I hope my reports were useful to all of you.

Naoto Nakagawa
Japan Ship Technology Research Association



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