

F NEWSLETTER Friends of WMU JAPAN

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

September 2004 No. 8

New Guardian of the Sea

From a special interview in July with Efthimios E. Mitropoulos, who newly became Secretary-General, International Maritime Organization on January 1, 2004.

1

Why did you choose a maritime occupation?

I was born in Greece to a genuinely maritime family, my father being a merchant navy chief engineer officer and my mother the daughter of a shipmaster and owner of brigantines and schooners captained by his sons. The family comes from Galaxidi, a major Greek maritime centre during the tall ships' era - so for me, taking up a maritime occupation was almost inevitable. The sea is in my blood.

2

How did you become involved with IMO? What was your occupation before you came to IMO?

After graduating from the Aspropyrgos Merchant Marine Academy I served as apprentice, second and chief deck officer on merchant ships on voyages around the world before entering the Hellenic Coast Guard Academy. Thereafter I began a career as a commissioned Coast Guard Officer, eventually retiring with the rank of Rear Admiral. Between 1977 and 1979 I was Harbor Master of Corfu, with responsibility



Mr. Mitropoulos expresses his high expectations to the WMU graduates as managers of change.

for the sea area surrounding Corfu and all the nearby Greek islands from the safety, security and environmental protection points of view.

I joined the IMO Secretariat in 1979, as Implementation Officer in the Maritime Safety Division, and in October 1985 was appointed Head of the Navigation Section. In 1989 I was promoted to Senior Deputy Director for Navigation and Related Matters and in May 1992 was appointed Director of the Maritime Safety Division. In May 2000, I was appointed Assistant Secretary-General, retaining my duties as Director of the Maritime Safety Division, and in November 2003 I had the honor to be elected Secretary-General for the period 2004 to 2008.

However, my association with IMO goes back to 1965 when I first represented Greece at the meeting of

the Sub-Committee on Fire Protection in December of that year. Between 1966 and 1977 I participated, initially as a member and later as Head of the Greek Delegation, in the work of various Sub-Committees and the Maritime Safety Committee of IMO (which I also served as vice-chairman and chairman of working groups). During my service with the Greek Maritime Administration, I also participated at meetings of ILO, UNCTAD, OECD and the Consultative Shipping Group.

3

Please name some issues or conferences that you got involved with as an IMO official.

Before joining the IMO Secretariat I participated in the work of the Council and the Assembly as well as in the 1972 Collision Regulations and

steady flow of high calibre individuals into industry and government. The university is the lynchpin in IMO's strategy of shifting the focus away from the purely technical aspects of ships and equipment and onto the people who manage and crew them.

Through its programs, WMU provides developing countries with the latest knowledge and technological skills in the maritime transport industry, without compromising the more traditional aspects of seafaring. WMU graduates now form an exclusive group of highly trained maritime experts who act as catalysts for change nationally, regionally and internationally.

Many graduates of the World Maritime University are now regular participants in the various committees and sub-committees of IMO, where they attend as members and leaders of their national delegations. Important decisions that affect the entire shipping industry are made at these meetings.

WMU graduates, in their role as managers of change, find that they very quickly gain a firm grasp of the direction of future global developments, not to mention an invaluable network of contacts within the international maritime community which is a useful tool for the up-and-coming administrator or decision-maker.

6

What is your cherished motto?

The message that comes from Frank Sinatra's song "I did it my way".

7

Please give a short message to the readers of the "Friends of WMU, Japan" newsletter.

WMU is at the apex of all maritime training institutions and provides the focal point for IMO's goal of creating



Mr. Mitropoulos meets officials from the Directorate General for the Maritime Territory and Merchant Navy (DIRECTEMAR) on a recent visit to Chile.

a culture of safe, secure and environmentally friendly shipping, worldwide. It combines a sound, quality academic program with exposure to practical situations in the industry, which is so important for students. And the excellent body of visiting professors brings the students up-to-date with real-life experiences and knowledge that is unparalleled.

One of the main attributes of the University is that it brings together young people with various educational, cultural and social backgrounds to study and live together for two years. What is particularly significant is that this broadening of their experience and their contacts outside of their normal life at home does not end with their stay at the University. It extends into their post-graduation lives where networks of WMU graduates all over the world can call upon each other to share work experiences and offer mutual assistance, often in an informal but none-the-less helpful manner. This international network is one of the unique benefits that the WMU alumni, who are members of a very select band, can draw upon throughout their careers in shipping.

Over the years the University has been sustained financially by many voluntary donors, and we are ever grateful to them for providing the means whereby so many students have been assisted in achieving their Masters' level status. All the good work that WMU does is only made possible by the generous donations and support that come from various Member States and certain sectors of the international maritime community, and we are all very grateful for their continued financial contributions and assistance, particularly when we all know that budgets are tight and competition for resources is always strong.

Finally, to those of you who have applied your dedication and perseverance to graduate successfully from WMU, I should like to stress how much those of us who have spent much of our working lives in the pursuit of safer, more secure and more efficient ships, plying cleaner oceans, look to you as prospective future leaders of the industry who will share those aims and ideals and, most importantly, thanks to your time at WMU, have the means at your disposal to help achieve them.

Interview with Efthimios E. Mitropoulos Secretary-General, International Maritime Organization

1974 Safety of Life at Sea Conferences convened by IMO, where I was elected first Vice-Chairman of the Technical Committee of both. I also attended the Third United Nations Conference on the Law of the Sea (1975-1977) as the representative of the Greek Ministry of Mercantile Marine at the multi-ministerial Greek delegation.

After joining the IMO Secretariat in 1979 I acted as Secretary of the Maritime Safety Committee and served as Executive Secretary of the 1993 Torremolinos Conference, which adopted the 1993 Protocol to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels; the 1994 SOLAS Conference, which adopted new SOLAS chapters on management for the safe operation of ships, safety measures for high-speed craft and special measures to enhance maritime safety; the 1995 STCW and STCW-F Conferences, which adopted amendments to the 1978 STCW Convention and a new International Convention on standards of training, certification and watchkeeping for fishing vessel personnel, respectively; the 1995 SOLAS Conference, which adopted amendments to the SOLAS Convention to enhance the safety of ro-ro passenger ships; the 1997 SOLAS Conference, which adopted amendments to the SOLAS Convention to enhance the safety of bulk carriers; and the 2002 SOLAS Conference on Maritime Security.

Between 1989 and 1998, I also led IMO's efforts to establish a global Search and Rescue (SAR) Plan through regional Conferences in Lisbon, Cape Town, Seoul, Valencia and Fremantle and a Conference in Florence specifically to consider SAR matters pertaining to Africa.

4

Please comment on the future of IMO. What are your expectations for the Member countries?

Last year, an ad hoc Working Group of the IMO Council set out to identify the

trends, developments and challenges facing the Organization today. In order to respond to these issues, the Organization has identified three core strategic directions: enhancing the status and effectiveness of IMO; developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping; and always being aware of the profile of shipping and the needs of a quality culture and environmental consciousness.

When looking into the future, I find it hard to see beyond the six years (2004 to 2010) covered by IMO's Strategic Plan, which contains a great deal of detail about what we are trying to achieve, how we propose to go about it and how we will monitor our progress.

There is no doubt that one of our biggest challenges will be ensuring the effective, uniform implementation of existing IMO standards and regulations. Of course, the development of new regulations and the modification of existing ones is important, and we will continue to do this wherever appropriate, as part of the process of ensuring that the regulatory framework is kept up-to-date and in tune with the prevailing technologies and expectations. But the regulatory framework currently in place is essentially both comprehensive and effective. It is generally not because of gaps in the framework that accidents happen, that ships and lives are lost. We are more likely to find the causes in the way standards and regulations are being implemented and enforced.

Implementation of the various IMO safety, security and anti-pollution standards should be preceded by ratification of the conventions which lay them down, and I appeal to all Governments to accept those IMO treaties which they have not ratified so far, in particular those which have not yet entered into force. Of all these, I would single out in particular the 1993 Torremolinos Protocol and the

1995 STCW-F Convention, and from those conventions adopted more recently, the 2001 International Convention on the Control of Harmful Anti-fouling Systems on Ships, the 2001 International Convention on Civil Liability for Bunker Oil Pollution Damage, the 2002 Protocol to the 1974 Athens Convention relating to the Carriage of Passengers and their Luggage by Sea and the 2003 International Oil Pollution Compensation Supplementary Fund. In the same vein, I have called for a special effort to be made to ratify the International Convention for the Control and Management of Ships, Ballast Water and Sediments, which IMO adopted last February, given its unquestionable importance to protect the marine environment against any invasion of unwanted micro-organisms and pathogens.



5

What are your expectations for WMU graduates?

IMO considers human resources to be the greatest asset the shipping industry possesses and the principal building block with which we can achieve a culture that will promote safe and secure shipping and a clean marine environment internationally.

WMU is uniquely placed to foster quality shipping by encouraging a

International Maritime Information

WMU Sasakawa Fellows Met with Japan Ship Centre (JETRO) and The Nippon Foundation Executives at IMO



The recently concluded 78th Maritime Safety Committee (MSC) meeting at the International Maritime Organization (IMO) Headquarters in London again served as a semi-reunion venue for WMU Sasakawa fellows. The meeting which proved to be significant due to the upcoming entry into force of the ISPS Code, brought together WMU Sasakawa graduates who were present either as delegates of their respective countries or as IMO staff members. Also present were graduating students of the WMU Maritime Safety and Environmental Protection (MSEP) course who were attending the meeting as part of their field study in the UK. Aside from the new maritime security code, the MSC78 meeting held from 12 to 21 May 2004 also focused its discussion on additional safety measures for large passenger ships, the human element, and goal-based new ship construction standards. Consequently, new amendments on the SOLAS, SAR, and STCW Conventions were adopted.

The IMO meeting also provided an opportunity for interacting separately, and accordingly a dinner hosted by the Japan Ship Centre led by Director-General Mr. Tanaka, Director Mr. Kato and Director Mr. Taguchi was held on 12 May 2004. Attending the dinner were prominent personalities in the maritime society in Japan, including Mr. Yoshikura (Assistant Manager of Domestic Program Section Department of Maritime Affairs, The

Nippon Foundation), Mr. Ishida and Mr. Yamada (Maritime Department, Ministry of Land, Infrastructure and Transport), and former WMU lecturer, Mr. Uemura (Embassy of Japan). Sasakawa fellows present included six successful alumni, namely Mr. Prasetyo (Indonesia 1992), Transportation Attaché - Embassy of Indonesia; Ms. Xu (China 1996), First Secretary - Embassy of China; Mr. Shaheen (Pakistan 1998), Master Mariner - Ministry of Communications; Mr. Baron (Colombia 2002), Technical Officer - IMO; Mr. Hayashi (Japan 2002), Maritime Security Liaison Officer - Japan International Transport Institute Washington DC Office; and Mr. Furuya (Japan 2003), Chief of International Search and Rescue - Japan Coast Guard. Ms. Yakabe (Japan), Mr. Zhou (China), Mr. Dela Vega (Philippines), Mr. Htut and Mr. Wynn (Myanmar) were the WMU MSEP Sasakawa students present during the dinner.

The group had a delightful time while enjoying sumptuous Chinese cuisine. The conversation grew lively and would not seem to come to an end, as many experiences and views relating to current maritime issues were shared, and numerous stories and memories of WMU life were reminisced. As expected, the ISPS Code remained the hottest topic of discussion during the night. Finally, it ended with a great hope, that the friendship among WMU Sasakawa fellows will keep on and its global

network will be maintained forever.

The field study trip is one of the unique programs at WMU, and visiting IMO, the parent organization of WMU, is the highlight of its various field studies. All students in different courses are given a chance to attend a meeting depending on their specialisation. Visiting the Technical Co-operation Division, IMO Publishing Service and library are also included in the program at IMO. Other WMU class of 2004 students visited the following committee and sub-committee meetings:

- Maritime Education and Training (MET) course: STW35 (26-28 January)
- Maritime Administration (MA) course: FSI12 (15-17 March)
- Port Management (PM) course: MEPC51 (29-31 March)
- Shipping Management (SM) course: MSC78 (17 May)

It is an educational and inspiring occasion for students to observe actual discussions on the different maritime issues at IMO. It gives them actual learning experiences on how international safety and environmental protection standards are recommended, deliberated and adopted. It also motivates them to stay focused on our common goal of ensuring safer ships and cleaner oceans, as well as securing ships and ports, which can only be achieved through the spirit of worldwide cooperation.

- Sasakawa scholarship students in MSEP Class of 2004

Ten Years Development of the Tokyo MOU



Ning Zheng
Technical Officer
Tokyo MOU Secretariat
(Graduate of WMU, China 1993)



This year is the tenth anniversary of the Tokyo MOU. A decade ago, the maritime Authorities in the Asia-Pacific region gathered in Tokyo, Japan, and concluded the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU), aiming to establish an effective and harmonized Port State Control system to eliminate substandard ships and promote maritime safety and protection of the marine environment.

Currently, Tokyo MOU consists of 18 Maritime Authorities as full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Viet Nam. The executive body of the Tokyo MOU is the Port State Control Committee which meets periodically to monitor and control the implementation and on-going operation of the Memorandum. The Secretariat of the Memorandum is stationed in Tokyo, Japan, and the information system (APCIS) is hosted by the Authority of the Russian Federation in Vladivostok.

Ever since its inception, Tokyo MOU has achieved significant progress and development on Port State Control activities. The total number of inspections conducted by member Authorities has been increased from 8,000 in 1994 to more than 20,000 in 2003, and the regional annual target inspection rate of 75% has been achieved and maintained since 2002. In addition to normal PSC inspections,

Tokyo MOU also organizes concentrated inspection campaigns (CIC) for facilitating the enforcement and implementation of certain important convention regulations, such as the ISM Code, GMDSS, bulk carrier safety, ISPS Code and operational requirements. Recently, Tokyo MOU formally introduced a ship targeting system which would provide PSC officers with a useful tool for selecting ships for inspection. For the purpose of providing more transparent and timely information on PSC activities, Tokyo MOU publishes ships' detention information every month and a full set of PSC inspection data on a real time basis on the web-site (<http://www.tokyo-mou.org>).

One of the most important successes of the Tokyo MOU is the development and implementation of effective and comprehensive technical co-operation activities. From the very



beginning, Tokyo MOU has kept the training and improvement of professional qualification of Port State Control officers as a high priority. Based on an integrated strategic plan for training and exchange of Port State Control officers, Tokyo MOU organizes and implements three kinds of technical co-operation programs, i.e. a training program which includes a basic training course and expert mission training for junior or new entrant PSC officers, and fellowship training for middle or high level PSC officers; a PSC officer exchange program for exchanging PSC officers among Authorities and PSC seminars to update knowledge. To date, 280 PSC officers have been trained under basic training courses, 21 expert training missions have been organized, 98 PSC officers have attended fellowship training, 25 PSC officers have participated in the exchange program and 10 seminars have been held. Successful implementation of the technical co-operation programs enables Tokyo MOU to enhance Port State Control activities and promotes harmonization of Port State Control procedures throughout the region. The Nippon Foundation kindly rendered generous support for Tokyo technical co-operation activities by providing funds.

After ten years of development, Tokyo MOU has attracted more and more attention and gained wide recognition from the shipping industry and the general public, becoming one of the most active regional Port State Control regimes around the world.

Integrated Coastal Management: Towards Sustainable Development and Management of Coastal and Marine Areas in the Seas of the East Asia Region



Alam Syah Mapparessa
(Indonesia 2002)
Ministry of Environment /
National Focal Point
Agency for PEMSEA
Republic of Indonesia

Chapter 17 of Agenda 21 calls for integrated management and sustainable development of coastal and marine areas, and mandates states to co-operate in preparing national policy for integrated coastal zone management and development. In that context, Integrated Coastal Management, a resource management system that employs an integrative, holistic approach and interactive planning, has been proven as the only comprehensive approach to address complex coastal management issues. It serves as a blue-print for attaining the goals of sustainable development by maintaining the functional integrity of coastal resource systems, reducing resource-use conflicts, maintaining the quality of the environment and facilitating the progress of multisectoral development.

ICM provides comprehensive frameworks that can be applied in various aspects to achieve sustainable development and management of coastal and marine areas, ranging from pollution prevention and management, coastal tourism development, development of sustainable fisheries and coastal aquaculture, biodiversity protection, functional zoning of uses of coastal and marine areas, up to integrated waste management.

As a region with fast economic growth, the semi-enclosed East Asian Seas encounter tremendous environmental pressure, threatening sustainable development, due to the expansion of industries - particularly the maritime trade - and the rapid increase in coastal population in the region. Management measures to prevent, control and mitigate environmental degradation in the coastal areas are therefore recognized as an urgent need. Over the last two decades, countries in East Asia have attempted to address their environmental problems (Chua and Yu, 1998). Regional and sub-regional co-operation and initiatives have been established to strengthen the capacity of national and local

governments in the region to adopt more and more holistic approaches in addressing coastal and marine environmental issues. As a remarkable achievement of regional cooperative efforts, "Sustainable Development Strategy for the Seas of East Asia" has been developed and adopted by twelve countries in the region (Brunei Darussalam, China, Cambodia, the Democratic People's Republic of Korea, Japan, Indonesia, Malaysia, the Philippines, Republic of Korea, Singapore, Thailand, and Vietnam), facilitated by GEF/UNDP/IMO Partnerships in Environmental Management for the Seas of East Asia (PEMSEA). The Sustainable Development Strategy presents implementation approaches for the integrated management and sustainable use of the environment and resources of the Seas of East Asia. Yet, commitment and efforts from countries remain a challenge in the near future to finalize the Implementation Plan of the Sustainable Development Strategy, as one important step in the road-map towards sustainable development and management of the Seas of East Asia.

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Working in Washinton D.C.

Ryoji Hayashi
(Japan 2002)
Japan Coast Guard

I seem to have a ringing in my ears. It is reported that this year is the breeding season for "cicadas", which come only once every 17 years. I can hear many people screaming when I'm walking on the street because cicadas flit toward them. The way of chirping and the size of the cicadas differs from the ones in my country.

I put a cicada perching on my clothes back on a branch of a tree lining the street, thinking that I am lucky because I'm here at this precious time.

I started work in Washington D.C.,



Mr. Sha Zhengrong (China 2002 Sasakawa Fellow) [left], LCDR Ryoji Hayashi [second left], Ms. Chakhvadze Aliona (Georgia 2002) [second right], Mr. Milton Alfredo Baron Perico (Colombia 2002) [right]

as a Maritime Security Liaison Officer to the US Government, effective last April.

I am now building a human network here through WMU Alumni and other connections.

Here in the US, the experience gained in WMU works well.

I would like to mention one more thing about the WMU network.

I attended MSC78 Meeting at IMO, London last May. It was earlier than 7 o'clock in the morning when I arrived from Washington.

When I got to the plenary room of IMO directly from Heathrow Airport with my sleepy eyes, what abruptly

came into view was a face so familiar that I thought, "Am I still dreaming?" It was one of my WMU classmates from Colombia, working for IMO as a member of the Secretariat since just a few weeks before.

When I was in the meeting, I saw a man with a relatively bright head, also very familiar, sitting in the front. He was a classmate from Malta, and I recalled his hard work at WMU.

There was one more classmate in the Chinese delegation.

How nice to have so many friends from all over the world!

So long as I work in the maritime field, there will be a lot of opportunities

to see my friends from WMU, who have all studied together with me.

I would like to keep in touch with all my WMU friends forever since I consider it a precious relationship. In this sense, please do not hesitate to contact me when you, or even your colleagues and friends with an introduction from you, get a chance to come to either Japan or the US.

Again I would like to thank the Sasakawa Fellow Scholarship Program for giving me this precious human network.

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Being Contact Persons for Students at the WMU

Marianne and Jan Kraft



Mr. and Mrs. Kraft with Ms. Retna Sulistyawati (Indonesia 2003) and Mr. Ricardo Eliseo Valdés Cerda (Mexico 2003)

Midsummer is a very special holiday in Sweden. It is always traditional. Everywhere people from the village or the region where they live gather at a certain place. Guests are always welcome. In the middle of an open field a pole decorated with flowers and leaves that people have brought is raised. Around the pole, accompanied by music, children and grown-ups enjoy singing, dancing and playing together. Quite often many of them wear flower garlands on their heads. Later in the day the party turns into a feast with typical midsummer food, especially fresh farm products.

Of course, being in Sweden the students of WMU also celebrate midsummer when they are here. And the place where they do it, some 80 kilometers east of Malmö, is chosen for

its extraordinary values. Firstly, it is a beautiful place near the sea. Secondly, it has a special meaning not only for Swedes but for everyone coming to enjoy the atmosphere.

It is called Backåkra and was owned by the former Swedish General Secretary of the UN, Dag Hammarsköld. He acquired the place to peacefully spend time off from the world of conflict that was his field of work. Now it has been turned into a museum which bears homage to Mr. Hammarsköld. After his tragic death it has come to symbolize his intentions to help form a better world of peace, understanding and international fellowship. Thus WMU has chosen a very suitable place for its midsummer celebrations.

We look upon the task of being

contact persons for students of WMU as acting in line with enhancing the international connections and understanding that Backåkra symbolizes. We believe the placing of WMU in Sweden and Malmö is a very good example of this way of thinking, and the role of acting as contact persons is truly rewarding. Getting to know people from other countries, especially far away ones that you do not know so much about, is really educational. At the same time it gives you the opportunity to introduce your student guests to Sweden and its social and cultural way of living.

And of course we also enjoy offering support when it is needed, whether it concerns studies or the difficulties of coping with being a long way from home and family.

The first of our years as contact persons we met the following students. Ms. Presca Lugo from the Philippines, who studied Maritime Administration, Ms. Aliona Chakhvadze from Georgia and Ms. Viktoriya Paunova from Bulgaria, who both took part in Shipping Management. The second year we had Ms. Retna Sulistyawati, Indonesia, and Ms. Yasuko Suzuki, Japan, both in Maritime Administration, and Mr. Ricardo Valdés Cerda, Mexico, who studied Maritime Safety and Environmental Protection as "our" students. This year we meet Ms. Rachael Kasiyandima from Zimbabwe and Ms. Dyah Punamaningum, Indonesia, both in Maritime Administration.

We believe strongly that all these students and the future ones we are looking forward to meeting will play an important role in their respective nations' future.

Sasakawa Fellowship Students Meet at the Henrik Smith Hostel



On Wednesday, June 9 at 19:00, a social gathering of Sasakawa Fellowship Students was held at the Henrik Smith Hostel in Malmo, Sweden. Visiting Malmo at the time to attend the 22nd Session of the Board of Governors and the First Lecture of the Kinney Lecture Series was Dr. T. Inoue, a Governor of WMU. Taking advantage of his visit as an opportunity to promote exchanges between the students and Governor Inoue, the meeting was organized mainly by scholarship students from Japan. In spite of the gathering taking place just before the start of exams, it

was attended by over 40 fellowship students.

After opening greetings from Prof. T. Nakazawa, Governor Inoue addressed the students saying:

"I understand that the students from the Class of 2005 who started classes in May will commence mid-term exams next week and that the students from the Class of 2004 are right in the middle of their research for their Master's Dissertations. Speaking from my own experience, I know that studying or doing research overseas is very intense. The motto of a certain university I

attended in my youth was "Patience and Success" and I believe that this motto is universal. I hope that you will inscribe these words in your memory and make the most of the remaining period of your studies here.

"Those at the Sasakawa Fellowship and Ship and Ocean Foundation look forward to the results of your studies and the important role that they will play in the field of world maritime affairs. We believe that your current endeavors will result in success, which you will discover is just around the corner."

Dr. Inoue's address was followed by a toast proposed by Capt. E. Siebert of Malmo to open the evening's activities. Local dishes were offered and the meeting provided Sasakawa Fellowship students an opportunity to meet each other for the first time. Some students showed off their skills singing popular Japanese songs with perfect accents and the party proceeded in a friendly and lively atmosphere. The meeting continued until after 21:00 and adjourned after students affirmed their determination to continue their hard work.

Message from the Secretariat

Kindly inform us of your latest contact information

The secretariat is planning to make an entire list of Sasakawa Fellows this year. The list will help serve Sasakawa Fellow Network activities. Please return the enclosed form to confirm your contact information if you did not do that after this April. You can request the form in digital format from 'wmujapan@sof.or.jp'.

Surabaya Sub-Chapter was Launched

Six Indonesian Sasakawa Fellows living in the East Java region declared the establishment of the Indonesia Sasakawa Fellows Surabaya Sub-Chapter on 16 July, 2004. The founding members are Capt. Fadjar Santoso (1991), Mr. R.O. Saut Gurning (2000), Ms. Dothy (2001), Mr. Adrian Syahminur (2002), Taufik Nugroho (2003) and Mr. Rahman Fajriyansah (2003). Also, the Indonesian Chapter relaunched their Web site. Their new URL is <http://www.idwmu.sof.or.jp>.

Editor's Postscript

In summer 2004, many of us shared the excitement of Greece. In Vol. 8, let us share the passion to promote safe and secure shipping and a clean marine environment by a splendid man from Greece who has the sea in his blood. His wish for Sasakawa Fellows to become highly trained experts who act as catalysts for change by using their valuable network of contacts within the international maritime community has been proven to be realized by other articles in this issue.

Tokyo MOU is celebrating its 10th anniversary this year, and it is wonderful to know that the regional PSC is very effective and efficient and that the regional

training courses are very meaningful for PSC staff, providing a common vision to share.

WMU fellows are lucky to be supported and advised by Mr. and Mrs. Kraft, a Swedish family that is keenly concerned about forming a better world of peace, envisioned by Dag Hammarsköld, former Swedish UN Secretary General. We will be more than happy if this issue reminds you of the sense of unity which was fostered at WMU.

Masako Bannai Otsuka
Director, International Ocean Institute-Japan

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