

NEWSLETTER Friends of WMU

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

JAPAN

March 2004 No. **6**

Sasakawa Fellows Met in Singapore

Located within sight of the famous Marlion statue, Marina Mandarin Hotel in the Marina district of Singapore was the venue of "The Expert Meeting on Maritime Safety and Marine Environment Protection in Southeast Asia" - the first of its kind that invited WMU Sasakawa Fellows in neighboring countries to exchange expert views and information with each other on various maritime issues.

The meeting that took place on November 19-20, 2003 was organized and sponsored by the Shipbuilding Division of the JETRO Singapore Center, under financial support from SOF. Two representative Fellows each from four countries managed to squeeze time out of their busy routines to participate in the meeting.

Vietnam

Msc. Vu The Quang, Vietnam National Maritime Bureau
Mr. Nguyen Hai Nam, Hochiminh City Port Authority

Indonesia

Mr. Rusman Hoesein, Indonesia Maritime Institute
Mr. Roy Kasiono, Directorate General Sea Communications

The Philippines

Ms. Sonia B. Malaluan, Maritime Industry Authority
Mr. Joseph B. Badajos, Philippine Coast Guard

Thailand

Ms. Wanna Waiwingrob, Ministry of Transport
Mr. Narinsak Sattaprasit, Ministry of Transport



Sasakawa Fellows at the Expert Meeting held in Singapore, November 19-20, 2003

The first day - November 19, 2003

Opening Session

The day's meeting was attended by Mr. H. Ishiwata and Mr. I. Teranishi, President and Vice-President, respectively, of The Cooperative Associations of Japanese Shipbuilders.

Mr. M. Uesono, Director of Shipbuilding Department of JETRO Singapore Center described the scope and purpose of the meeting. The meeting had two agendas:

- 1) Current regulations on ships engaged in domestic transportation in the participant countries
- 2) Promotion of information exchange on maritime safety and marine environment protection

Mr. Eisuke Kudo, Managing Director of SOF, made introductory remarks, followed by the keynote address of Mr. Ikuo Ishida, Director of Safety and Standards Division, Maritime Bureau, Japanese Ministry of Land, Infrastruc-

ture and Transport (MLIT).

Presentation of Country Reports

Concerning the first agenda, the participants gave a presentation of country reports, taking turns as chairperson.

Indonesia

Maritime safety (including marine pollution prevention and combating / response) is carried out by the Directorate General of Sea Communications.

As a flag state and port state, Indonesia has its own regulations for non-conventional ships in Indonesian waters, oriented to international standards.

Regarding the ISPS code, Indonesia has already issued Minister of Communication decree No. 33/2003 for its implementation, and it will be executed through the national maritime safety committee.



Sasakawa Fellows Met in Singapore

The Philippines

International conventions and codes applicable to or covering Philippine registered ships are being implemented by MARINA and PCG, while applicable or practicable provisions are also adopted in some areas to non-conventional ships.

Several national legislations were promulgated and specific rules and regulations were implemented to prevent pollution or to protect the marine environment. Contingency plans were also prepared in case of accidents/incidents of oil spill or marine pollution.

Other safety policy measures were introduced to smaller domestic vessels to enhance or improve maritime safety in the domestic trade.

Thailand

According to a recent strategy plan of Thailand, the Ministry of Transport is urged to create safe and environmentally friendly transportation for better quality of life through the revision and innovation of laws concerned.

Particularly, in domestic transport, the marine department has taken an important role in improving national laws such as the revision of navigation in the Thai Waters Act and enacting of new rules for ship surveys. All laws are intended to contribute to better maritime safety, environmental protection, to fit a rapidly changing world. Thailand strongly believes that safer domestic transport will benefit society, and support national economic development to a great extent.

Vietnam

The Vietnam country report gave an overview of the country's location and geographic feature, commercial port system, Vietnam National Merchant Fleet, and occurrence of marine disasters and marine pollution in Vietnamese territorial water.

It also described the maritime and inland waterway administration in Vietnam, including the organizational structure, main functions of administrative bodies and sub-bodies such as port authorities, the maritime

safety agency, the maritime safety inspectorate, the maritime search and rescue coordination center, and ship communication and electronic companies.

The report also presented current regulations and policies on maritime safety of ships and maritime environment conservation for ships engaged in domestic transportation.

Free Discussion

After the presentations by the participant countries, Ms. Sonia Malaluan chaired an open discussion on additional questions and clarifications on the presentations as well as the following issues: 1) Issues on demolishing/recycling domestic voyage vessels; 2) Regulations on river-going vessels and ocean-going vessels, as well as Search and Rescue operations and handling of crimes; and 3) Harmonization of domestic regulations in view of international voyages using rivers.

The second day - November 20, 2003

The participants continued discussions with the second agenda, promotion of information exchange on maritime safety and marine environment protection.

Under the chairpersonship of Mr. Ishida, vigorous discussion was held on the following topics:

- Double Hull regulations for small tankers (600-5000 DW) carrying heavy grade oil
- AFS convention
- Exhausted gas (MARPOL Annex VI)
- Fishing vessel safety (Torremolinos convention / protocol)
- ISPS code (SOLAS chapter X1-2)
- Marine accident statistics
- IMO discussions and positions of Asia
- Ship surveyors and PSC officers

For the agenda of the next meeting, the following topics were proposed:

- Impact of technological innovation on ships and ports towards safety and environmental regulations
- Training of ship surveyors and PSC officers
- Implementation of ISPS code

The participants reviewed the draft minutes of the meeting and approved it unanimously, and came to share the following:

1) Whether or not the participant countries become parties related by international conventions, it is of primary importance for each of the countries to pursue the utmost effort to ensure maritime safety and marine environment protection under the current circumstances in the respective countries, and

2) To promote maritime information exchange among the Southeast Asian countries, the participants recognize the usefulness and importance of expert meetings based on the trans-border comradeship of WMU graduates, and will endeavor to make known the results of the present meeting to the peers and the people concerned in their own countries.

In appreciation of support from MLIT, The Nippon Foundation and SOF, the participants voiced the expectation that expert meetings on various maritime topics be held continually or at regular intervals in the future.

Lastly, SOF announced that they are ready to give support and assistance for the national chapters of WMU Sasakawa Fellows to voluntarily implement activities useful to the maritime communities in their own countries. SOF's concrete proposals to this end included the following:

SOF believes the creation of a web site is instrumental to promote communication among WMU Sasakawa Fellows at home and abroad. Consequently, SOF is ready to help any Chapter to create its own web site, if it has yet to make one.

To raise the professional status of WMU Sasakawa Fellows in their own countries, SOF will help them to stage a conference, a technical seminar or an expert forum that will be beneficial to the maritime community in their countries.

The participant Fellows agreed to bring SOF's proposals back home to discuss with their peers.

A workshop staged by Sasakawa Fellows in Vietnam



Reunion of Sasakawa Fellows and WMU graduates during the workshop at Vietnam Maritime University

Sasakawa Fellows and WMU graduates in Vietnam implemented "The Workshop on the Reform of Training Methods for Seafarers to Meet Requirements in the 21st Century" at Vietnam Maritime University (VIMARU) in Haiphong on December 15, 2003. This article features the VIMARU workshop.

The workshop began at 08:30 a.m. with an opening address of Dr. Tran Dac Suu (1992), rector of VIMARU and representative of Sasakawa Fellows and WMU graduates in Vietnam. His address was followed by greetings from Mr. Nguyen Cong Duc, Vice-Chairman of VINAMARINE, and a keynote address by Mr. Eisuke Kudo of SOF.

Among many presentations were an informative one on concrete measures to reform maritime education and training in Vietnam by Capt. Nguyen Duc Hung, director of Seafarer Training Center in Hochiminh City, and a special lecture by Prof. Hiroaki Kobayashi, Tokyo University of Marine Science and Technology, on "A Basic Idea and Methods on Simulator Training." The presentations continued until 5:00 p.m. Participants took notes on the speeches and presentations, and joined actively in question and answer sessions.

Vietnamese participants contributed as many as 10 papers for the workshop. Official languages at the workshop were Vietnamese and English.

Preparations for the workshop began with an announcement of the event conveyed by Dr. Tran Dac Suu to Mr. Yohei Sasakawa at their meeting

in Tokyo in June 2002.

The participants from industry, government and universities were offered a valuable opportunity to exchange views and information on the issue of seafarers' education. The workshop was attended by a total of some 70 people including 28 WMU graduates and Sasakawa Fellows.

On Sunday, December 14, a plenary meeting of the Vietnamese Chapter of WMU graduates took place at VIMARU under the chairmanship of Dr. Suu. Activities to date were reported to the members, while a draft charter for the Chapter was adopted. Action plans for future activities were discussed as well. On the evening of the same day, a get-together was held, which was greatly appreciated by the members, who ordinarily have little opportunity for reunion, due to the great distance between Hanoi and Hochiminh City. The participants joined in singing the song of WMU, which seems to have inspired the feeling of comradeship among the WMU graduates in Vietnam.



Future of seafarers' education was discussed at the workshop

SOF Research Delegation visited Malaysia and Vietnam



SOF delegation was welcomed in Malaysia

SOF, in cooperation with the Japanese Ministry of Land, Infrastructure and Transport (MLIT), has been implementing research into a potential network for seafarers' education and training by use of simulators since FY 2001. Experts were dispatched to Europe in FY 2001, and the Philippines and Indonesia in FY 2002, which are major providers of seafarers for the world fleet.

As for FY 2003, the SOF-sponsored delegation of MET experts visited Malaysia and Vietnam during the period of December 10-18, 2003 to look into the present state of seafarers' training by using simulators in the two countries. The mission was headed by Prof. Hiroaki Kobayashi, Tokyo University of Marine Science and Technology, and Prof. Makoto Endo, Toyama National College of Marine Technology. They were accompanied by Mr. Eisuke Kudo, managing director of SOF, and Mr. Tatsuya Sendo, general manager of International Affairs Department of SOF.

The delegation paid a visit to the following organizations in those countries: Ministry of Transport Maritime Department Peninsular Malaysia; Malaysia Maritime Academy; Vietnamese Ministry of Transport (MOT); Vietnam National Maritime Bureau (VINAMARINE); Vietnam Maritime University (VIMARU), and VINIC (The Center for Training and Improvement of Maritime Professions, Nippon Steel Shipping Co., Ltd.).

The delegation visited Malaysia Maritime Academy on December 12 and met with the following people: Zainar Akbar Abdul Samad, M.Sc. Mni, Milt M.Ikmal, Master Mariner, Director of Training and Education; Chong Chee Wah, Head of Marine Electronics & Communication; Ahmad Zahari Mohd Tahir, MS (Ed), B.Sc., Academic Registrar; Ben Lee, Msc., Master Mariner, Adv. Dip. Logistics; and Wong Yoon Quee.

Mr. Abdul Samad (1992), head of the education and training department of the university, had time to accompany the Japanese visitors on a small campus tour, providing total support for their research.

The three-year long SOF/MLIT research program has developed an agenda of technical cooperation for Asian countries in the area of seafarers' education and training, and expedited the creation of a network linking those seafarer supplying countries and Japan. SOF would like to take this opportunity to thank all the WMU graduates for their cooperation and hospitality extended to us in execution of the program.

Prof. Hikima met WMU graduates in the Philippines

By Prof. Toshio Hikima
Marine Technical College

Although I'd taken business trips to a great number of countries by sea and air, it was my very first time to visit Manila, the Philippines in October. At the MARINA meeting, I was so happy to see a Sasakawa Fellows on the other Philippine side, and I was very proud to see them doing a great job. Also, I was pleased that I had a chance to meet and talk to many WMU graduates when I visited Philippine Coast Guard (PCG). It is my greatest pleasure to see WMU graduates working extensively and with pride.

I think that I am very lucky to be one of the WMU graduates all over the world, and it is even more meaningful to me because I am working in the field of maritime affairs. Needless to say, this business trip also turned out to be such a joyful one.



Prof. Hikima with WMU graduates of Philippine Coast Guard

News from Alumni

Sasakawa Fellow Alumni 2003

Specially attentive to the necessity of building and maintaining friendship and communication, the Sasakawa Fellows of Class 2003 voluntarily set up an alumni association to 1) facilitate an exchange of information among their peers; 2) promote international understanding and policy harmonization in maritime matters; and 3) maintain a close relationship and cooperation for the development of maritime industry worldwide.

Similar associations like this are expected to work together with the individual national chapters of Sasakawa Fellows, to which members of such associations belong on a country basis, as warp and woof of the Sasakawa Fellows' global network.

The voluntary alumni association, "Sasakawa Fellow Alumni 2003 (SAF)," was established on October 11, 2003. Mr. Tafik Fajar Nugroho, the 2003 recipient of the C. P. Srivastava Award for International Fellowship, became the first Secretary General of SAF. He will gather and update information on SAF members and distribute it through the SAF mailing list. The members will take on the one-year-term position in turn in alphabetical order of the names of their countries. SAF

members will keep in contact and exchange updated information through the Internet.

Mr. Kentaro Furuya drafted the Deed of Establishment of Sasakawa Fellow Alumni 2003, which was signed by all 25 members from 14 countries.



The Deed of Establishment of Sasakawa Fellow Alumni 2003 signed by the members

The Filipino Chapter chairman joined in an international cooperation program for marine accident investigation.



Mr. Tsuya (left) and Mr. Tuason (right)

"The Mock Drill/Meeting for Asia Regional Cooperation on Marine Accident Investigation" was held at Moji, Kitakyushu, Japan, on December 4-5, 2003.

The event was organized and hosted by the Marine Accident Inquiry Agency (MAIA) of Japan, under the sponsorship of SOF. A total of 15 experts from Korea, China, Hong Kong, Indonesia, Malaysia, the Philippines, Russia, and the United States were invited to the drill-cum-meeting program. To our joy, among the foreign

participants was a familiar face from the Philippines, Mr. Luis Masangque Tuason Jr., Commander, the Philippine Coast Guard Intelligence and Investigation Force, and chairman of the Association of WMU-Sasakawa Fellows (Philippine Chapter), Inc. Mr. Tuason represented PCG at the program.

Keeping in mind that extensive international cooperation is essential to cope with marine accidents involving foreign flag ships where owners and other parties of investigation are of different nationalities, MAIA has provided an opportunity to exchange views and information among experts from Asia, thereby forming an effective cooperation scheme of joint investigation of marine accidents in the future.

Between-meetings, Mr. Tuason recounted the action plan for 2004 of the Filipino Chapter to Mr. Takuo Tsuya, manager of the International Cooperation Division of SOF, who also participated in the program representing the sponsor.

International Maritime Information

The 23rd IMO Assembly

By Kei Tanaka

Director General, Japan Ship Centre



WMU graduates playing important roles at IMO Assembly

The 23rd session of the IMO Assembly was held from 24 November to 5 December 2003. It was noted that many graduates from WMU including Sasakawa Fellows also made positive contributions to the proceedings.

Admiral E. Mitropoulos of Greece was unanimously approved as the next

Secretary-General of the IMO, and many significant Assembly Resolutions were adopted, such as:

- IMO Guidelines on Ship Recycling
- IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships
- Guidelines on Places of Refuge for Ships in Need of Assistance

MEPC50, which was held from December 1 to 4, tackled legislative matters related to the oil tanker Prestige incident, which occurred on the west coast of Spain. As a result of constructive discussion at this meeting, a new universal rule on oil tankers was adopted, relating to the phase-out and survey regime of Single Hull tankers.

On December 2, five Sasakawa Fellows and Japanese participants in the Assembly met and renewed their old friendship over an Indian lunch. They had a very enjoyable time talking about the major topics at this Assembly and cultural matters, as well as catching up on how they have all been getting along in recent years.

What made a get-together like this possible were the efforts of the

Secretariat of "Friends of WMU, Japan" at SOF who were quick to find Sasakawa Fellows from among the participants in the recent session and advise us to contact them. Two Sasakawa Fellows - diplomats stationed in London - Mr. Heru Prasetyo (1992) of Indonesia and Ms. Xu Cuiming (1996) of China helped organize the get-together. My proposal in connection to this is that the Sasakawa Fellow who will be attending IMO meetings contact the Secretariat of the "Friends" beforehand. In this way, the Secretariat can make the necessary arrangements for a reunion or other get-together for the fellows.

WMU graduates are playing a much more important role in maritime matters than ever before, particularly through IMO related activities. And this Assembly was a good opportunity to recognise this. Thus it is to be expected that all Sasakawa Fellows of the WMU will become key players in the field of maintaining safety and security at sea, preserving the marine environment, and promoting sound shipping. The future is in your hands!

IMO guidelines on ship recycling were adopted

Responding to the growing concerns about environment, safety and health matters in the ship recycling industries, IMO started discussions on enhancement of vicious ship recycling practices from March 2000. As an outcome, Assembly Resolution 962(23) on IMO Guidelines on Ship Recycling was adopted in December 2003, which offers advice to all stake holders in the recycling process, including shipowners, shipbuilders and recycling yards.

In the Guidelines, the term "ship recycling" is used instead of "ship scrapping," because virtually nothing goes to waste in the process. It is also noted that the industry makes a positive contribution to the global

environment, if properly handled.

Basic principles of the Guidelines are identification of potentially hazardous materials in ships and minimization of hazardous substances. It is difficult to mention everything in this limited space, but the main ideas of the Guidelines are:

1. Shipbuilders and manufacturers of marine equipment should be aware of the need to minimize hazardous substances used in new ships and their equipment and to create designs that facilitate removal of hazardous materials.

2. Shipowners (and shipbuilders) should prepare a Green Passport, which describes where and how much the potentially hazardous materials

are used in the ship, and keep it updated.

3. Recycling facilities should have a capability to recycle ships, and competent authorities in Recycling States should assess the capabilities of facilities and make the results available.

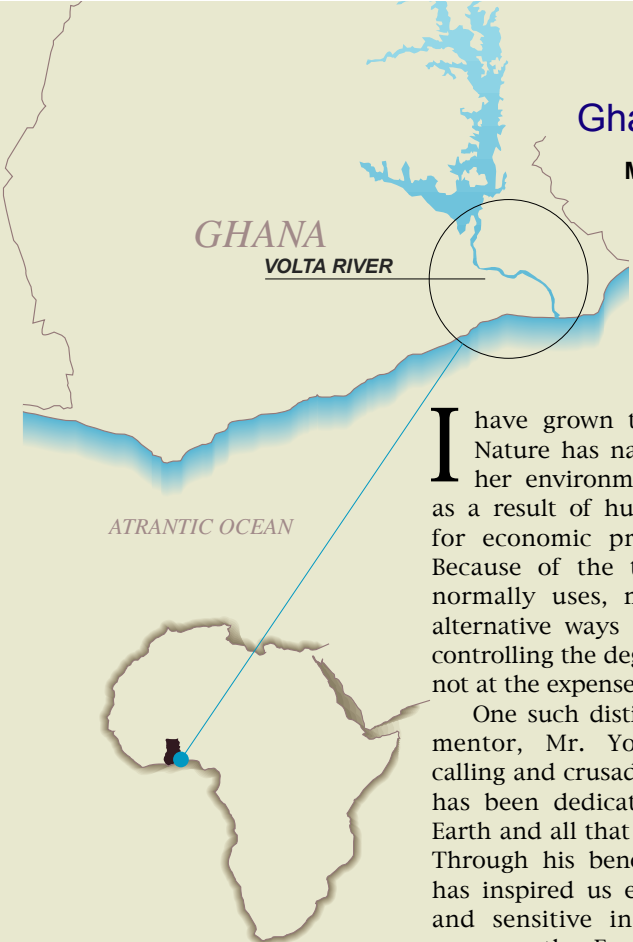
4. The last owner of a ship sold for recycling should, consistent with the safe operation of a ship, remove or minimize potentially hazardous materials from the ship and should provide the recycling facilities with the Green Passport.

5. Recycling facilities, in consultation with the shipowner, should develop a Ship Recycling Plan.

Essay

Ghana's River Volta

Ms. Felicity Ankoma-Sey
(Ghana 2001)



I have grown to believe that Mother Nature has natural ways of repairing her environment that gets degraded as a result of humans' unending search for economic prosperity and comfort. Because of the time frame which she normally uses, man continues to find alternative ways of restoring or quickly controlling the degraded environment but not at the expense of economic activity.

One such distinguished person is my mentor, Mr. Yohei Sasakawa, whose calling and crusade amongst other things, has been dedicated towards preserving Earth and all that it has from destruction. Through his benevolence, Mr. Sasakawa has inspired us even more to be caring and sensitive in joining the quest to preserve the Earth's rich and beautiful resources amongst developing economic activity. This cause can be pretty difficult and fruitless if it is tackled on an individual basis. I am therefore privileged to be a member of 'Friends of WMU', a distinguished association made of international intellectuals who can share their experiences and expertise for the common interest of preserving Earth whilst promoting economic activity.

Mother Nature has blessed Ghana with the River Volta. It lies on the eastern part of the country and stretches from the coast to the north, covering about three-quarters of the total length of the country. It is used amongst other things for irrigation, aquaculture, hydroelectric power generation and transportation. Though all these economic activities are very important to Ghana, my interest is transportation. I have two concerns:

First, the River Volta provides the nation with easy access to the landlocked West African countries. Ghana's corridors, which are already highly rated, could gain even higher competitive advantage over its neighboring countries in providing logistics services if the potential of this

gold mine is seriously tapped. This would support Ghana's vision of becoming the gateway to West Africa.

Presently the transport services along the river are used for the movement of oil/oil products to the north, as well as transporting foodstuffs from the hinterland to urban areas. Statistics show that this mode carries only 9% of Ghana's cargo traffic. I am looking forward to the day when containers can be moved to and from the hinterland using this service, and also when the tourism potential of the river can be boosted.

Secondly, over the years, statistics have shown that the maximum water level of the river has a pattern of steady decline. The foundations of some dolphins along the riverbanks, which were completely submerged, can now be clearly seen. In some months of the year, some parts of the river are not navigable even though vessels with very shallow drafts are used. Could this be due to environmental factors and human activities? For example, the source of this river lies in neighboring Burkina Faso. This source in recent years has been dammed at a point to serve irrigation and other purposes. My personal fear is that if nothing is done in due course to save the river, the generation of my children's children may learn about this beautiful river in history books.

Further research in these areas is yet to be undertaken to explore the potential of this river. Your countries' experiences, as well as suggestions, would be much appreciated. Matters of major interest include government policies and international laws governing the use of inland water bodies running through more than one country, environmental issues, and nature of transport/trade on inland water bodies. These may go a long way to help restore the river and boost trade. They may also serve as good lessons for 'Friends' in other countries who are facing similar problems. Please contribute to this topic in the next or coming editions of the newsletter.



Mr. Sasakawa talks about the Northern Sea Route

The following is an excerpt from a speech delivered by Mr. Yohei Sasakawa at an international forum on Resource Development and Environmental Protection in the Northern Seas. The forum was held at the Hotel Kaiyo in Tokyo, on November 6, 2003. This selection should give readers a glimpse of the wide-ranging contributions that the Chairman of "Friends" is making in the international maritime field.

INSROP (International Northern Sea Route Program) has its origins in a 1992 meeting I held with the Norwegian ambassador to Japan. The ambassador brought me a proposal for a joint research project into the viability of a commercial sea route that would pass through the Arctic Ocean. When I thought of the fact that the sea is becoming less and less a part of humankind's dreams and hopes, I decided that this was a project worth taking on.

Thus, I got involved as chairman of the INSROP Steering Committee of Sponsors. The international project began in 1993 and ran for six years: a cooperative effort between the Fridtjof Nansen Institute of Norway, Russia's Central Marine Research and Design Institute, and the Ship & Ocean Foundation. We studied the potential of a

northern sea route from every possible angle, including an experimental voyage to test our theories. Finally, in Oslo in 1999, the results were presented before a large audience of experts. Our conclusion was that such a route was definitely possible. (This project report, entitled *The Northern Sea Route - The Shortest Sea Route Linking East Asia and Europe* is available at the WMU library.)

I have strong expectations for this second phase of INSROP, which will study two things: the development of natural resources in the areas bordering the Arctic Ocean and Sea of Okhotsk, and the improvement of the lives of people living in such harsh arctic regions.



A message from the Chairman

"My Dear Sasakawa Fellows:

I would like to express my deepest gratitude for the large number of Christmas cards and letters that you students and graduates have written to me. In 2003 I spent a total of 125 days traveling abroad, working on such projects as Friends of WMU. Your letters have continually buoyed my spirits.

Though my busy schedule does not permit me the time to respond to each of you individually, I would like to take this opportunity to thank all of you from my heart.

*Yohei Sasakawa
Chair, Friends of WMU*

Editor's Postscript

This is the 6th issue of the newsletter and, fortunately, we had no difficulty in finding main articles. It might be owing to the effort of the SOF staff, but I believe that it shows that the network of Sasakawa Fellows is growing and their activities have expanded.

Many Sasakawa Fellows from Southeast Asian countries gathered in Singapore to attend the Expert Meeting on Marine Safety and Marine Environment Protection in Southeast Asia, which will strengthen the cooperation among Sasakawa Fellows of those countries. Since it was the first attempt in the region, SOF organized the meeting, but I hope Sasakawa Fellows will make a plan,

possibly with the support of SOF, to operate such activities in the near future.

In early December, I visited Malmö in order to attend two meetings, one an IMO stability correspondence group meeting, and the other ISO/TC8/SC11 security working group meeting. It was my first trip to Malmö for me and I was impressed by the beautiful sights in the city. As everybody at WMU knows, it was the winter season and daytime was very brief. I hope to go there again in summer.

*Ko Koiso
Chief Researcher, The Shipbuilding Research Association of Japan*

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