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September
2017



The Journey and Arrival Japan Field Study Trip 2017

Saturday-Sunday, May 13-14

The much anticipated field study trip to Japan began with 27 students, the largest group to date in the WMU Sasakawa Fellowship Programme, meeting at Triangeln train station on Saturday just before noon. Everyone generously helped each other with boarding and check-in before we got our direct flight from Copenhagen to Tokyo. It was a smooth journey, although there were some bleary-eyed students when we arrived at Narita International Airport on Sunday morning.

It was lovely to be greeted there by the familiar face of Mr. Shinichi Ichikawa, and to be introduced to our expert guide for the week, Ms. Miyoko Wada, whom we would all come to appreciate greatly. We boarded a coach directly and were greeted at the beautiful Sasakawa Peace Foundation Building by Mr. Eisuke Kudo, a friend of WMU since it was established in 1983, an Honorary Fellow, and WMU Governor.

After a brief orientation about the week ahead, we enjoyed our first lunch together, which gave everyone the opportunity to unwind, visit, and catch up with Mr. Kudo and Mr. Ichikawa before heading to our hotel. After check-in, we had our first free evening in Tokyo. For most of the students, this was their first trip to Japan and they were excited to get out and explore. Within our group were two Japanese Sasakawa Fellowship students, Mr. Kazuhisa Takumi and Mr. Yuki

Morimasa, who throughout the trip were willing to lead groups out to explore their home country. Many of the students took advantage of that first evening to get a good sense of Tokyo and were very appreciative of the extra assistance from Mr. Takumi and Mr. Morimasa in navigating the Tokyo subway system as well as menus in Japanese.

Tokyo, May 15

Monday was a full programme that began with a visit to the Hydrographic and Oceanographic Department of the Japan Coast Guard. Japan was the first country to publish electronic navigational charts, and it was fascinating to learn about the work the Department is undertaking regarding safety of navigation and conservation of the marine environment.



Following lunch, we had our much anticipated courtesy visit with Dr. Yohei Sasakawa. Prior to his arrival, Mr. Hiroshi Terashima, Executive



Director of the Sasakawa Peace Foundation and former WMU Governor told us a bit about the extraordinary maritime history and geography of Japan, with 6,852 islands and the Seto Inland Sea that we would get to see later in the week.

When Dr. Sasakawa arrived, each student had the opportunity to introduce themselves and thank him for his generosity in making their studies at WMU possible. Ms. Johana Paola Solorzano Ardon from Honduras delivered heartfelt thanks on behalf of the students, noting their appreciation for being part of the Sasakawa Fellows Network and what it will mean for their own careers, as well as for the global maritime industry through capacity building within their nations.

Dr. Sasakawa addressed the students, highlighting his philosophy on philanthropy and ocean research. We then had the opportunity to present Dr. Sasakawa with a framed photo



of the students, with each of their signatures and country of origins in the margin. A photo together and singing the WMU song concluded our visit. Everyone was so appreciative of the time with Dr. Sasakawa.

The afternoon programme continued with a visit to the Maritime Bureau at the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) where Mr. Ichiro Hao, Director-General of the Maritime Bureau, welcomed the students. An informative presentation about the Ministry and maritime policy in Japan was delivered by Mr. Yo Shibata. On behalf of the students, Mr. Mark Phillip Cassar from Malta delivered thanks for the honor of visiting the Ministry.



The day concluded with a welcome reception at the Tokai University Club in the Kasumigaseki Building, with stunning views of Tokyo from the 35th floor. Welcome remarks were made by Mr. Terashima, and a toast by Mr. Hao as a start to a lovely evening of socializing. We were touched that so many senior representatives of The Nippon Foundation, MLIT, Japan's maritime industry, and WMU graduates were at the event to welcome us. Mr. Roger Mengistu Teah from Liberia warmly delivered thanks on behalf of the students, conveying how privileged they felt not only to be Sasakawa Fellowship students, but also to have a once-in-a-lifetime opportunity to visit Japan, with a behind-the-scenes look at the country's impressive maritime industry.

Yokohama and Tokyo, May 16

An hour's bus ride from our hotel, the first visit on Tuesday's programme was to the JXTG Nippon Oil & Energy Negishi Refinery, which is surprisingly located next to a residential area in Yokohama. An impressive presentation high-

lighted their high ethical standards and commitment to health, safety and the environment. We appreciated the opportunity for a bus tour around the facilities.



The day's programme concluded back in Tokyo with a visit to the Shin-Koto Incineration Plant. It provided a fascinating look into the efficiency and technology behind waste management in such a large city, and we were all fascinated by the cranes transferring refuse to the incinerators. We were also excited to catch a view of Mt. Fuji in the distance.



Matsuyama, May 17

We departed our Tokyo hotel on Wednesday morning, bound for Haneda Airport. Our 90-minute flight to Matsuyama provided us with an incredible view of the Seto Inland Sea that separates three of the four main islands of Japan. Looking out the window, it was easy to understand how Japan is made up of 6,852 islands! It was stunning to see beautiful, small, lush islands dotting the deep blue waters.

The one stop on our agenda for the day was Miura Co. Ltd., Japan's leading boiler manufacturer. After an informative presentation, we had the opportunity to tour the factory floor and see ballast water management systems and incinerators in manufacture. Miura's environmentally-conscious focus was impressive, as well as the precision and technology involved in their manufacturing. It was clear by the many questions from the students that they found the visit informative and fascinating.



After arriving at our hotel in Matsuyama, many students took advantage of the free evening to visit Dogo Onsen, one of Japan's oldest and most famous hot springs. Mr. Kudo led the group on the outing that was complete with

Japanese robes and sipping green tea within the beautiful traditional Japanese architecture.

Innoshima and Osaka, May 18

We boarded the bus early on Thursday morning and headed to the Sanwa Dock Co., Ltd., on Innoshima, where we were welcomed enthusiastically by President and CEO, Isamu Teranishi. The impressive family-owned company specializes in ship lifecycle maintenance and is dedicated to craftsmanship and advanced technology. After a presentation about the company, we had the opportunity to walk around the shipyard and maintenance areas and were impressed by the apparent skill and attention to detail.



After our visit, we boarded the bus and headed to Shin-Onomichi Station for our first ride on a bullet train. While we were waiting on the platform, we were lucky to see the yellow Shinkansen test train that is used to check the high speed train system in Japan. It is considered good fortune to see "Dr. Yellow," as it is often called, especially since its schedule is not made public. Our first ride was a quick 10 minutes to Fukuyama Station, where we boarded a second train and enjoyed a smooth, 60-minute ride to Shin-Osaka with lunch on the train.



Boarding a bus, we headed to the Port of Osaka. Mr. Akira Sakai provided us with an interesting presentation about the port, which supports 21 million people in its hinterland. It is the fifth largest port in Japan in terms of container cargo, with 94% of volume from Asian countries. This year the port is celebrating 150 years, so it was a treat to then take a boat tour and see the beautiful city of Osaka from the water.



Kobe, May 19



Our first full day in Kobe began with a visit to the Marine Technical College. We were met by former WMU Professor, Mr. Toshio Hikima, Mr. Kiyoshi Maeda, and the Rector, Mr. Reiji Tanabe. After graciously explaining the College's core role in educating and training seafarers in Japan and Asia, we divided into groups, and several faculty members led us on tours of the facilities. The students were particularly impressed by the simulators and appreciated the opportunity to ask questions about the curriculum and its scope.



After lunch, we were treated to a visit at Kawasaki Heavy Industries, Ltd., that was only made possible by permission of the Ministry of Defense. Following a presentation about the company, we went on a partial tour of the factory facilities. It was incredibly interesting to visit the birthplace of Kawasaki industries, a company with a long and distinguished history. Kawasaki is one of the few companies in the world that can produce a ship or submarine in its entirety, so it was a pleasure to visit their impressive facilities.



Our day rounded out with a quick stop at a Shinto shrine, where we had a chance to do a traditional cleansing ritual. We then attended a reception hosted by the Japan Ship Machinery and Equipment Association (JSMEA), an intermediary between parties engaged in maritime affairs. Representatives from several companies were in attendance, including the Nakashima Propeller Company, which donated the propeller that stands outside the WMU building. The students made many valuable connections, and the evening concluded with the students singing the WMU song.

Kyoto, May 20

Our final day in Japan, we were treated to cultural visits in Kyoto, the former capital, starting with the Toji Buddhist temple, which is a UNESCO World Heritage Site. We marveled at the incredible architecture and beauty of the gardens. We then continued to another UNESCO World Heritage Site, the Buddhist Kiyomizu-dera Temple, picturesquely perched on a hillside. At this celebrated temple, many students took advantage of the opportunity to drink from the Otowa Waterfall's pure waters, which are purported to promote longevity. It was a beautiful walk down the hill through the gardens.



After lunch, everyone was excited about going to the boat races in Biwako. We were treated to VIP seats and had the opportunity to place two bets - there were even some winners in the group! Mr. Yaser Bayoumy Abdelwahab Farag from Egypt delivered words of thanks on behalf of the students for the opportunity to see where the funding for the Sasakawa Fellowship Programme comes from, and for the continued support of maritime capacity building worldwide.

Our week concluded with a lovely farewell reception attended by many of the representatives we had met in Kobe, friends of the Sasakawa Peace Foundation, WMU graduates and many well-wishers. It was a lovely opportunity to reflect on the incredible week behind us and thank the many people who had contributed to the planning and success of our visit. Ms. Abigail Yanique Bryan from Jamaica delivered heartwarming remarks on behalf of the students,

thanking our hosts for a once-in-a-lifetime experience and opportunity that would leave a lasting impression. We sang the WMU song for the last time in Japan.



Departure, Sunday, May 21

It was very early in the morning as we headed to Kansai International Airport. It had been a whirlwind week with 12 extraordinary field study visits. We had experienced the stunning beauty of Japan from air, land and sea, and were so grateful for the warm hospitality and generosity we experienced at every location. Our sincere thanks are extended to The Nippon Foundation for their generosity, as well as SPF, MLIT, our site visit hosts, and all who were involved in arranging our exceptional programme. A very special thanks is extended to Mr. Kudo, Mr. Ichikawa and Ms. Wada for accompanying us all week and making us feel at home.

It was clear during our time together that this group of students is forging the bonds that are intended to be created among Sasakawa Fellows to strengthen not only the maritime industry, but also to fundamentally make the world a better place. In November, these 27 students will graduate and return to their home countries. They will carry with them the educational and cultural knowledge they gained at WMU, as well as the connections and experiences as Sasakawa Fellows that will not only benefit them professionally and personally throughout their lives, but also the lives of the people who surround them. Japan will forever be in their hearts, and in mine as well.

Maia Brindley Nilsson
Communications Officer
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Entry into Force and Implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004: Future Considerations

Takeshi Mizunari

Senior Researcher,
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The Japan Association of Marine Safety



Ship Pumping Ballast Water¹

After the deleterious effects of aquatic organisms transported in ships' ballast water were observed in 1903, scientists began to review the problem in detail in the 1970s, prompting discussions on the need for controlling and managing ballast water on a global scale. At IMO, Canada and Australia submitted a paper discussing this issue to the Marine Environment Protection Committee (MEPC) in the late 1980s. The discussions gained further momentum when IMO was requested to address the issue in Agenda 21, adopted at the United Nations Conference on Environment and Development in 1992, and the Ballast Water Management Convention was adopted by IMO in February 2004. Although the number of states signing up to the Convention did not increase rapidly, the conditions for the Convention to enter into force were met when Finland became the 52nd contracting state on September 8, 2016. This brought the total number of contracting states to more than 30, with a combined merchant fleet of 35%, or more of the gross tonnage of the world's merchant shipping. The Convention will enter into force on September 8, 2017. As of the end of July 2017, 62 states have signed up to the Convention with a combined merchant fleet of 68.47% of the gross tonnage of the world's merchant shipping, including Panama, Liberia, and the Marshall Islands, the three countries with the world's largest merchant fleets.

Ships of 400 gross tonnage or above - to which the Convention applies - including existing ships, must install a ballast water treatment system that has been approved within seven years from the date the Convention takes effect, and must be issued a "International Ballast Water Management Certificate" from a competent government authority.² As newly constructed ships as well as existing ships must meet this requirement, shipowners around the world are working hard to overcome the issues of limitations in the availability of shipyards for the installation, and the need to meet the required schedule, as the Convention takes effect.

The Guidelines for Approval of Ballast Water Management Systems (G8) provide guidance for administration when they approve ballast

water management systems. As considerable time has passed since the guidelines were adopted at MEPC 58 in 2008, they were revised at MEPC 70 in 2016 by incorporating the latest scientific knowledge.

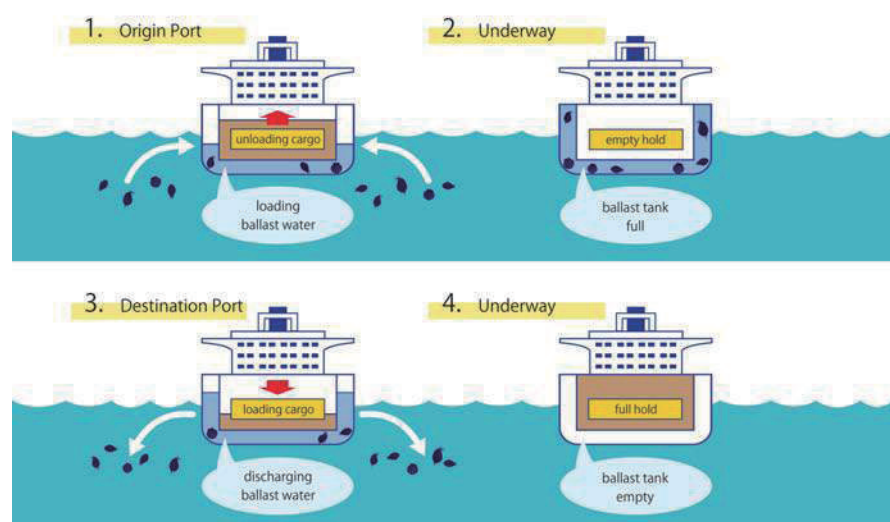
The 2016 G8 Guidelines³ recommend that these government authorities apply the Guidelines as soon as possible and no later than October 28, 2018, when approving ballast water management systems.

After the Convention enters into force, port state control (PSC) inspection will include not only documentation checks, but also sampling of ballast water and providing supervisory guidance, which were not included in PSC inspections before. Therefore, it is anticipated that more experience-building will be required after the entry into force of the Convention, and that the guidelines will be further revised. The experience-building phase (EBP) is expected to be implemented in three stages of 1) data gathering, 2) data analysis, and 3) convention review. It is also envisioned that steps will be

implemented not to penalize shipowners who installed a ballast water management system prior to the revision of the G8 Guidelines.

As for the detailed method of implementation of the Convention, MEPC and the Sub-Committee on Pollution Prevention and Response (PPR) have developed the manual "Ballast Water Management - How to do it"⁴ for future publication by IMO Publishing.

The United States has not ratified the Convention and has its own regulations. Therefore, ships traveling the coastal waters of the United States are required to have installed a ballast water management system type approved under U.S. regulations and not under the Convention. As of the end of July 2017, there are four ballast water management systems that have been approved under U.S. regulations.⁵ It should be noted that none of these systems match the systems approved under the Convention⁶.



Source: JAMS based on MLIT Report

1: There are many ways for Ballast Water Discharge

Source: https://en.wikipedia.org/wiki/Ballast_water_discharge_and_the_environment

2: IMO Resolution A.1088(28), MEPC 71/17

3: IMO Resolution MEPC.279(70) (MEPC 70/19/Add.1 Annex.5)

4: PPR 4/21 Annex.5 (Draft Manual on Ballast Water Management - How to do it) and MEPC 71/17

5: <http://cgmix.uscg.mil/Equipment/EquipmentSearch.aspx> then search "Ballast Water Management System"

6: <http://www.imo.org/en/OurWork/Environment/BallastWaterManagement/Documents/Table%20of%20BA%20FA%20TA%20updated%20November%202016.pdf> Table 3

Human Element Training and Watchkeeping for the Technological Innovation of Autonomous Vessels

Rear Admiral (ret'd) Peter Brady

Director General Maritime Authority of Jamaica
Former Chair of the STCW Sub Committee 2002-2012
Vice Chairman of the Board of Governors
of WMU since 2015



When the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention) was amended and adopted in Manila in 2010, one of the new provisions brought about by technological advancements was Section A-III/6 of the STCW Code “Mandatory minimum requirements for certification of electro-technical officers,” which was introduced *inter alia*, to provide special competency for on-board seafarers to operate, manage, control, repair and maintain the ever-changing technology that was facilitating motive and other power requirements, communications, safety systems and equipment of ships.

Not even ten years hence, the narrative is changing as much maritime related advanced technological research and development has taken place, and it seems inevitable that ships, their systems and equipment will be partially or fully controlled from a remote operating base. To underscore the point, I will simply include from Bloomberg News an item dated 2017-08-23, “Japan’s largest container line plans to test a remote-controlled vessel across the Pacific Ocean in 2019 as it pursues fully autonomous technology that could disrupt the global shipping industry.”

During the meeting of the 98th session of the Maritime Safety Committee (MSC 98) at the International Maritime Organization (IMO) in London in May 2017, the issue of Maritime Autonomous Surface Ships (MASS) was energetically debated and this has caused me to reflect deeply on the evolution of shipping and prospects for the training of seafarers.

As I reflect, I am reminded of the reference by seafarers of old to “the days when ships were made of wood and crewed by men of iron,” and I pause to think that future operators of ships

may someday soon refer to the “days when ships were made of steel but crewed remotely.”

I share the view that IMO must lead the charge in preparing the industry for the advent of MASS and therefore preparation for changes in vessel construction, vessel operations, and training for the seafarers of the future. I am particularly pleased that the Organization, through MSC 98, has pledged support for a regulatory scoping exercise “to make informed decisions about work required to accommodate MASS within IMO’s regulatory framework”.

It is envisioned that the ships of the future will have different levels of automation: semi-autonomous with crew complement drastically reduced, and perhaps even fully autonomous unmanned ships. Will there be a need for some practical training of watchkeeping officers on board a ship prior to being certified to stand watch on a remotely controlled vessel? Under present requirements, practical application of the knowledge gained in Maritime Education and Training (MET) is required under the STCW Code. In other words certification is competency based. These STCW requirements should not change whether or not the officer of the watch is navigating while physically standing on the ship’s bridge, or doing so remotely.

The most important skill set that will be required by future crew or operators of MASS will be strong situational awareness, engineering integration and problem-solving skills. Autonomous ships or semi-autonomous ships of the future will be fitted with sensors for critical onboard systems that will send information back to a shore-based control center that will inform if these systems are working effectively and efficiently. Shore based engineers will thus be able to plan maintenance in port or effect repairs as necessary.

Technological innovation in telecommunications as well as innovation in robotics and control engineering will bring to the industry personnel who are able to design and develop systems which can interpret complex navigational programs. This will enable vessels to safely navigate between ports by automatically interpreting data, adjusting to commands, and taking the actions necessary to safely complete ocean passages.

Ships of the future will be remotely commanded and piloted by shoreside personnel who monitor and track the vessel’s movement. The ship’s remote commander must have the ability to interpret information received from many navigation sources and weather reports and also performance data from all the machinery onboard. The seafarer who will be operating the autonomous or semi-autonomous ships of the future will ideally be technically inclined with exposure to robotics, control engineering and an appreciation for computer based training and operation. The proportion of simulator training may have to be re-assessed and probably increased.

Among the several regulatory instruments which IMO will examine during its scoping exercise, a major revision of the STCW Convention is contemplated before MASS becomes operational. At present the rules only allow for human control on board ships. Nautical colleges may find that training in robotics and computer simulated vessel operation will become integral to nautical training. The skeptics will be concerned about loss of seafaring jobs, however, many new jobs will be created ashore for seafarers who are retrained with the new skills required to operate Maritime Autonomous Surface Ships.

Mediterranean MoU on PSC

Adm. Mokhtar Ammar
Secretary-General

Within the Maritime Safety Division of IMO, financially supported by the EU, a Port State Control System was agreed upon for southern and eastern Mediterranean countries at the Euro-Med conference 1995. For this to be realized, efforts were made by several people, such as Mr. Fernando Plaza, Senior Deputy Director MSD - IMO, followed by Mr. B. Martin-Castex, Head, Implementation of Instruments Support, Department for Member State Audit and Implementation Support.

The agreement was prepared during two meetings: March 25-29, 1996 in Tunisia, and December 10-14, 1996 in Casablanca, Morocco. The name was changed to "Mediterranean Memorandum of Understanding on Port State Control."

The Third Final Preparatory Meeting on the establishment of a PSC Agreement in the Mediterranean region took place in Valletta, Malta, July 8-11, 1997, where it was signed by the representatives of eight Countries (Algeria, Cyprus, Egypt, Israel, Malta, Morocco, Tunisia and Turkey). In late 1997 the Med MoU was also signed by Lebanon and in July 1999 by Jordan. The first Chairman was Mr. Lino C. Vassallo, who served in his position until 2011 and was followed by Capt. Mark A. Chapelle until today.

The Med MoU Secretariat is currently located at 746 Blue Horizon Building, El Cornish St., 17th

Floor, Mandara, Alexandria, Egypt, and its first Secretary General was Admiral Hani Hosney, and his Deputy was Capt. Emad Islam. The current Secretary General is Admiral Mokhtar Ammar.

The Med MoU on PSC has its Information Center at Immeuble Direction de la Marine Marchande, 27 Boulevard Félix Houphouët, BOIGNY 20000, Casablanca, Morocco. The former director was Mr. Omar Hassein, and the current Acting Director is Mr. Mehdi Loutfi.

Med MoU on PSC Statistics for year 2015

5,740 inspections were performed in 2015, with a detention rate of 5.22.

The greatest number of deficiencies recorded was on "Safety of navigation" with 2,907, followed by "Nautical publications" with 1,075 deficiencies, and "Charts" with 460.

2017 Concentrated Inspection Campaign (CIC)

The Med MoU on PSC will participate in the 2017 CIC on "Safety of Navigation, including Electronic Chart Display and Information System (ECDIS)" which is jointly organized by the Paris MoU and Tokyo MoU.

Training Programs for Port State Control Officers (PSCOs)

National training for PSCOs is being conducted by each of the Med MoU member states in the same context and for enhancing harmonization

between PSCOs of the member states; the Med MoU Secretariat allocated a specific budget to deliver regional training for its PSCOs.

Also, to enhance harmonization between PSCOs of all MoUs, training is delivered to Med MoU PSCOs in cooperation with the European Commission (SAFEMED Projects) and with other MoUs under the umbrella of IMO.

Cooperation with other MoUs

The Med MoU has established and maintained effective and close cooperation with all PSC regimes both at the administrative and technical levels.

The Paris MoU, Black Sea MoU and US Coast Guard have an observer status in the Med MoU, and the Med MoU is always represented at the Paris MoU and Black Sea MoU Committee Meetings.

Also, cooperation between other MoUs is clearly demonstrated through the implementation of the annual CIC, code harmonization and PSCO exchange programs.

Further activities

The Med MoU recently signed data exchange agreements with Lloyd's List Group and Genescope Vessel tracker, regarding data of inspection results.

Caribbean MoU on PSC

Jodi Munn-Barrow
Secretary-General

Introduction

The Memorandum of Understanding on Port State Control in the Caribbean Region was signed in Christ Church, Barbados, on February 9, 1996 by nine authorities: Antigua and Barbuda, Barbados, Dominica, Grenada, Jamaica, Netherlands Antilles, Suriname and Trinidad and Tobago. The Commonwealth of Dominica is not considered to be a Member State at this time as it has not submitted the necessary documentation to do so.

The membership has since been expanded to 17 Member States and 1 Associate Member State.

The first Chairman of the CMOU, Commander Curtis Roache of Trinidad and Tobago, and the Vice Chairman, Capt. Hopeton Delisser of Jamaica, led the CMOU through the stages of infancy and growing the membership. They were well assisted by Ms. Valerie Browne of Barbados in the position of Secretary General.

The current Chairman is Ambassador Dwight Gardiner from Antigua and Barbuda, and the Vice Chairman is Capt. Dwain Hutchinson from the Bahamas. The Secretary General is Mrs. Jodi Munn-Barrow from Jamaica. The secretariat is currently located at the Offices of the Maritime Authority of Jamaica. The Caribbean Maritime Information Centre which houses the database of

the CMOU is located at the offices of the Maritime Authority of Suriname and is overseen by the Database Manager, Mr. Majere Ajambia.

Activities during 2015

Training

The 8th Annual PSC Seminar and 3rd OJT were held in Fort-De-France, Martinique, from April 11 - 15, 2016. The Seminar was hosted by the Government of the Republic of France and was assisted by the Netherlands Shipping Inspectorate. The Seminar was attended by twenty PSCOs from fourteen member States and two observer States. The areas that were discussed during the Seminar included training on the Concentrated Inspection Campaign on Crew Familiarisation and Enclosed Space Entry and MLC 2006 & Human Element.

Following the three-day Seminar, On-The-Job training was held from April 14 - 15, 2016, also in cooperation with the Netherlands Shipping Inspectorate. Seventeen PSCOs from eleven member States and two observer States attended the OJT.

Data Exchange

With respect to Data Exchange, data is being provided to the IMO GISIS and EQUASIS. Currently, data is provided to LLI and IHS on a manual basis.



Concentrated Inspection Campaigns

The CMOU will undertake a CIC on Life Saving Appliances in 2017.

PSC Statistics Overview

The Caribbean Maritime Information Centre (CMIC) is located in Paramaribo, Suriname and was established in 2005 to administer PSC records which are added by the PSCOs of the Member States. In 2014 the database was switched to the Med MoU as the new host and provider of the system.

For the period ending December 31, 2015, the CMOU recorded the following results for the region:

Inspections - 867
Deficiencies Observed - 2047
Detentions - 18

Paris MoU on PSC

Richard W.J. Schiferli
Secretary General

BACKGROUND

The first regional co-operation on Port State Control (PSC) dates back to 1978 (the Hague Memorandum), when a number of European nations signed an agreement under which they would harmonize their efforts to inspect the living and working conditions on board visiting ships, according to guidelines from the International Labour Organization (ILO). The event that sparked their commitment to further action was the sinking of the tanker Amoco Cadiz, which spilled 1.6 million barrels of oil over 200 miles of coastline. The oil spill prompted the 14 countries from the Hague Memorandum to focus also on vessel safety and pollution. They signed the Memorandum of Understanding on Port State Control. Currently the Paris MoU has 27 member States: Belgium, Bulgaria, Canada, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Latvia, Lithuania, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Romania, Slovenia, Spain, Sweden, United Kingdom.

The Secretariat of the Paris MoU is hosted by the ministry of Infrastructure and the Environment. The Secretariat has a staff of 8 persons, and Capt. Richard Schiferli is the Secretary General.

INSPECTION

Each year thousands of PSC inspections take place aboard ships to assess compliance with inter-

national safety, security, environmental standards and living and working conditions.

In 2015 a total of 17,858 PSC inspections were completed. 41,436 deficiencies were recorded, and 595 detentions took place. The most frequent recorded deficiencies were on Certificates and Documentation, Pollution prevention and Working and Living Conditions.

CONCENTRATED INSPECTION CAMPAIGN

MoU will consider if specific areas of a ship need to be inspected more closely. This may occur when legislation is changed or new legislation enters into force.

PSC officers will then perform a Concentrated Inspection Campaign (CIC). This means that as part of a regular PSC Inspection, a questionnaire with specific questions will be completed.

In 2014 the Paris MoU and the Tokyo MoU agreed to co-ordinate the development of CICs. In 2017 the CIC will be on "Safety of Navigation".

DATABASE

All inspections are recorded in the database. The database is developed and managed by EMSA, on behalf of the Paris MoU member States. Based on the historical inspection data THETIS indicates which ships have priority for inspection. The goal is to target high risk ships. The reports are made available to all port State control authorities in the Paris MoU and are also available on www.parismou.org.



TRAINING

The Paris MoU invests in the training and development of PSC Inspectors in order to establish a higher degree of harmonization and standardization of inspections throughout the region. The Secretariat organises three different training programmes for PSC Inspectors: PSC Seminars, Expert Training, Specialized Training.

COOPERATION WITH OTHER MOUS

Nine regional MoUs have been established. All regional agreements have observer status to the Paris MoU: Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU, Riyadh MoU, Acuerdo de Viña del Mar, Abuja MoU and Indian Ocean MoU. The US Coast Guard is also an observer at Paris MoU meetings.

FUTURE ACTIVITIES

The Paris and Tokyo MoU will consider how to implement the decisions taken by the Ministers during the 3rd Joint Ministerial Conference on Port State Control held in Vancouver, Canada on May 3-4, 2017: "Safeguarding Responsible and Sustainable Shipping".

The Third Joint Ministerial Conference of the Paris and Tokyo MOU — Eliminating sub-standard shipping —

Yusuke Mori (Japan, 2014)
Section Chief,
Japan PSC office, MLIT

The Third Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding (MOU) on Port State Control (PSC) was held in Vancouver, Canada, on May 3-4, 2017.

The Conference had been held twice before, in 1998 and 2004, for the purpose of strengthening inter-regional cooperation and harmonization between the two organizations in order to eliminate sub-standard shipping. Participating Ministers and delegations agreed upon and signed the Joint Ministerial Declaration at both conferences. While measures had been taken to eliminate sub-standard shipping in both MOUs, some sub-standard ships still exist and jeopardize safety at sea and the marine environment. As a result, both Memoranda decided to hold the Third Joint Ministerial Conference in Canada, which is a member of both the Paris and Tokyo MOU.

A total of 141 Ministers and delegations from 37 member and international organizations, including the International Maritime Organization and the



International Labour Organization, participated in the conference, and discussed "Safeguarding responsible and sustainable shipping". All of the Ministers and delegations made a speech to support the principles of the declaration, and signed it at a final ceremony on May 4.

There are several actions to be taken in accordance with the ministerial declaration, such as enhancing the application of PSC; supporting efforts of ILO and IMO; attracting, recruiting and training qualified PSCOs; and investigating any allegations of corruption. Both Memoranda will establish concrete actions in each MOU's committee in accordance with the Ministerial Declaration.

As one of the programs during the conference,

the Japanese delegation hosted an excursion to the Training Ship, KAIWO MARU, which coincidentally was calling on the city of Richmond, close to Vancouver. More than 60 participants, including Mr. Kitack Lim, Secretary General of IMO, joined the excursion and were welcomed by Mr. Yasutada Ohno, Parliamentary Vice-Minister of Land, Infrastructure, Transport and Tourism, and guided around the ship by the Master, Chief Engineer and officers. They seemed to really enjoy the tour and got a good understanding of Japanese Maritime Education and Training.

As one of the Japanese delegates, I was proud to attend with our Vice-Minister and contribute to a fruitful conference.

Mr. Sasakawa in New Uniform in Hanoi

Pham Thu Trang
(Vietnam, 2014)



The morning of July 11, 2017 was so special to me because Mr. Sasakawa came to meet us Fellows (WMU Vietnam) in Hanoi after attending the Ocean Conference at the United Nations Headquarters in New York. 21 Sasakawa Fellows came from different cities in Vietnam (some of us from 1700km away!) and all were so eager to meet him. It was a short meeting of one hour and a half, but we had a wonderful time together.

Mr. Sasakawa shared some thoughts concerning the Ocean Conference: "The sea is not in good health anymore. The sea is seriously ill, actually, but many leaders are not aware of this reality." He also reminded us of our responsibility to support sustainable development to protect our ocean.

All Sasakawa Fellows were invited to share our stories not only about work but also family. To Mr. Sasakawa's surprise, one couple had gotten married to each other after graduation: Ms. Mai Thi Anh Tuyet (WMU 2008) and Mr.

Do Cong Bien (WMU 2009). At present, Fellows with different specializations at WMU have devoted themselves to governmental organizations or the private sector in different fields, such as maritime safety, logistics, shipping, training... Mr. Sasakawa emphasized that he is very proud of all Fellows and always looks forward to meeting with us and listening to our stories.

We all expressed our sincere gratitude for his contribution not only to the maritime field but also to other fields to change the world. The Fellows also sent regards and thanks to Mr. Kudo and Shin, who helped to arrange the meeting.

All the Fellows came to the meeting in T-shirts specially designed by me. My idea behind the uniform was to strengthen bonds in our network. The symbol of Daruma on the back of the T-shirt represents wishes of good health. May the wish come true for Mr. Sasakawa and all Sasakawa Fellows.

Welcoming a new member of the Family



Mulbah Kabedeh Yorgbor, Jr. (Liberia, 2014)

Our family has a new member – OLUMATI! Students from the class of 2014 know this name well, as the one who bears it was a friend, father and mentor to a lot of students in this batch. Yango Olumati Yorgbor joined our family in the early afternoon hours of May 15, 2017. His mother seems to believe he's the last (smile). I named him after Chief Iyke Olumati (Nigeria, 2014), because of the relationship I continue to have with this astute statesman even after graduation – a feat that was made possible through a Sasakawa Fellowship to study at the World Maritime University. Every time I call our son by his name, memories from my time at WMU and

HSR are renewed. It has been so far the best 14 months of my life, and I am exceptionally grateful to The Nippon Foundation and Dr. Yohei Sasakawa for the opportunity afforded me to study in Sweden.

I am particularly grateful to my dear wife Mrs. Christiana Johns-Yorgbor for the courage and strength of character displayed while I was away studying. She kept the family together and healthy during the worst Ebola Virus Disease Outbreak ever, which took the lives of thousands of people from Guinea, Sierra Leone and Liberia. Giving birth to another handsome young man is icing on the cake. I am a lucky man to have her as my wife.



Komain Intarakamhaeng (Thailand, 2012)

Greetings to Sasakawa Fellowship family members! I'm Komain Intarakamhaeng of MSc (Maritime Law and Policy), Class of 2012. I was a judge in Thailand when I received a scholarship from The Nippon Foundation and joined WMU. Before I graduated, I had a visit from a beautiful lady judge, Pat. We traveled through Sweden and Europe, and before I let her fly back to Thailand, I proposed to her by St. Stephen's Cathedral in Vienna, with a Tiffany ring I had bought in the morning. She said Yes! After graduation, I worked in the maritime field at the Central Intellectual Property and International Trade Court. We got married and worked as judges at the Samutprakan Provincial Court, located in central Thailand and renowned

for one of the most case loaded courts in the country. We spent 3 years adjudicating civil and criminal cases there, then decided to move up north, to the scenic mountains and cooler area of Chaingrai Province, which borders Myanmar and Laos, and is known as the Golden Triangle. We learned that my wife got pregnant in our second week after our relocation, and it seemed like my baby-to-be loved the atmosphere there. He was born in November, a healthy 4kg baby named 'Greg'. A new chapter of my life has begun. One day when Greg is ready, I will tell him about my precious experiences at WMU and the great vision of Mr. Yohei Sasakawa.

Editor's note

As the number of Sasakawa Fellows reached 230 in the summer of 2002, it was proposed to set up an international network as a comprehensive platform for promoting the exchange of information and views. It was also decided to launch a website and an English-language newsletter as media to support the network. On September 26 of that year, the editorial board of Friends of WMU NEWSLETTER met for the first time, and the memorable, inaugural issue was published in October. The newsletter is currently in its 60th issue.

Fifteen years have passed in my role as editor-in-chief from the first to the 60th issue of the newsletter. Only two other members remain from the original editorial board, attesting to the passage of time. In retrospect, my time served as the editor-in-chief went very fast. Looking over past issues brings back memories. And notwithstanding our editorial policy of providing timely information, the articles are still relevant, even today.

I met many wonderful students at Malmö during my stint as a Visiting Professor and Resident Professor at the World Maritime University from 1995 to 2002. After leaving WMU, I continued to be engaged, as a member of the editorial board of the newsletter and through my participation in the annual Japan field study trip. I feel proud to be able to contribute to maintaining and expanding the Sasakawa Fellows' network.

The first requirement for me to continue as editor-in-chief and in our quest to reach the milestone of the 100th issue of the newsletter is simple: stay healthy.



Prof. Toshio Hikima
JMETS

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