NEWSLETTER
Friends of WMU JAPAN
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WMU Graduation Ceremony 2017

On Sunday, 5 November, the maritime leaders of tomorrow from over 50 countries graduated from the World Maritime University (WMU). With the education and training they have received at WMU, the graduates are ready to be operational and contribute to the implementation of the United Nations Sustainable Development Goals (UN SDGs) by the maritime industry in their home countries. They are now equipped to ensure not only safe, environmentally sound, energy efficient and secure shipping on clean oceans, but also to promote and help implement sustainable maritime and ocean development. Mr Kitack Lim, the International Maritime Organization (IMO) Secretary-General and WMU Chancellor and the first to hold a MSc degree from WMU, conferred the degrees on the graduates.

The graduating Class of 2017 represents the largest class - 296 Graduates - in the history of WMU to date. It is composed of 133 MSc graduates from the Malmö headquarters and 54 graduates from the China programme, making a total number of 187 MSc graduates in 2017; six PhD graduates this year; and 103 graduates from our distance learning programme. The 2017 graduation ceremony brings the total number of WMU graduates to 4,654 from 167 countries.

WMU President, Dr Cleopatra Doumbia-Henry, delivered the welcome remarks. The President thanked the City of Malmö and the Government of Sweden for their continued generosity and support in hosting the University, as well as the many donors for their ongoing commitment to the WMU mission and its sustainability. She encouraged the graduates on their return home to support their Governments, industry and other institutions, to use the expertise they have gained and to contribute actively to the achievement of the UN SDGs by 2030. "You are standing on the shoulders of giants, and will now join the exceptional international network of WMU graduates who came before you and are already making a difference for a better world. Use the expertise you have gained to nurture and inspire those around you to broaden their horizons, to create positive impact and to continue to contribute to the sustainable development of your country and in the maritime, marine, ports and ocean fields," she stated.

President Doumbia-Henry also remarked on the record number of six PhD graduates, "For such a specialized institution, the size of WMU, six Doctor of Philosophy graduates in one year is nothing short of impressive. These individuals have further developed their maritime specialization to the highest academic level across a broad spectrum of issues related to the International Maritime Organization's mission of maritime safety, security and environmental protection. Their specialized expertise and research will benefit not only their home countries, but the maritime community as a whole."

The Guest of Honour was Admiral Paul F. Zukunft, Commandant, United States Coast Guard, U.S. Department of Homeland Security. He congratulated the graduates

Mr. Yasser Bayoumy A. Farag from Egypt won the Chancellor's Medal for Academic Excellence

noting the conclusion of their studies was not an end, but rather a beginning. With today's unprecedented rate of change, he emphasized that keeping pace is necessary to avoid finding yourself as part of the past. He maintained that economic prosperity is enabled by maritime trade, which is in turn dependent on strong maritime partnerships. "Keep contact with your fellow students because they will be the world leaders. It is amazing that WMU transcends all cultural boundaries and animosities and is a bridging mechanism as we grow world leaders who will be relevant in the 21st century to come, and beyond," he stated.

Representing WMU's host city of Malmö, The Chairman of the Malmö City Council, Mr Kent Andersson, who is also a WMU Governor, addressed the gathering. He noted that in addition to providing professional training in all important areas in the maritime field, WMU is contributing to scientific knowledge with an expanded research agenda. He highlighted that WMU is making concrete contributions to nearly half of the seventeen UN SDGs, and imparting that knowledge of implementation to the students. He stated, "It is time to return home with new knowledge, new skills, and competencies which I am sure your countries will be eager to use and will surely benefit from."

In the graduation address, Chancellor Lim spoke of the importance of the shipping industry in shaping the modern world. Despite the fact that shipping often goes unremarked, its impact on every facet of our lives is incalculable. Mr Lim emphasized the value of learning from others, and in particular, the value of learning in the multi-national, multi-cultural, and multi-professional environment of WMU. "WMU graduates, you are the present and the future of shipping. We are one family. You play a key role in leading the global maritime community into the future. Together we can achieve great success through sound collaboration and communication," he stated.

Honorary awards made during the ceremony included the award of Honorary Fellow to Dr Mahin Faghfouri in recognition of her immense achievements and experience in maritime legislation, multimodal transport and ocean affairs, and of the two decades she imparted her knowledge to generations of WMU students as a Visiting Professor. Honorary Fellow was also awarded in absentia to Dr Hans Ludwig Beth in recognition of his service to WMU as a Visiting Professor for twenty years, imparting his specialized knowledge of shipping economics and logistics as well as hosting generations of students at the Port of Hamburg for field studies. Mr Larry Muller and Mr Ambrose Chu Hin Wong from the Class of 1993 both received the award of Outstanding Alumnus for their unique joint service to the University as composers of the WMU Song, sung across the globe every year since 1992.

Mr Mohamed Rowihil, President of the Student Council, also addressed the gathering. He asked the audience to reflect on what is so powerful about WMU, "Please take a moment to look around you. Look into the faces of those sitting beside you, in front of you, behind you. This is what WMU is all about: diversity and bringing people from the corners of the world together towards a common goal for the good of mankind."

During the ceremony, the annual student awards were announced. The Chancellor's Medal for Academic Excellence for the MSc in Maritime Affairs 2017 in Malmö was awarded to Mr Yasser Bayoumy A. Farag from Egypt (Sasakawa Fellow), for the Dalian MSc Programme to Mr Yu Yunfei from China, and for the Shanghai MSc Programme to Mr Lu Jieling from China. The Pierre Léonard Prize for the Best Female Student was awarded to Ms Brume-Eruagbere Omovigho from Nigeria. Ms Min Jung from the Republic of Korea received the Lloyd´s Maritime Academy Dissertation Prize and the Lloyd's Maritime Academy Distance Learning Prize was awarded to Mr Leonidas Humberto Villagran Cepeda from Ecuador. The C P Srivastava Award for International Fellowship was awarded to Mr Olumide Bolarinwa Ajayi from Nigeria.

Two of the graduates in the Class of 2017 received their second diploma from WMU. Safaa Al Fayyadh from Iraq, a 2010 MSc graduate in Port Management, received a PhD at this year's ceremony. His dissertation title was Development of the Framework for a Lean, Energy Efficient and Environmentally Friendly Port: Umm Qasr Port as a Case Study. Ore Ovia Toua from Papua New Guinea, a 2014 MSc graduate in Maritime Law and Policy, received a Postgraduate Diploma in Maritime Energy. Both Dr Al-Fayyadh and Ms Toua are Sasakawa Fellows.

Maia Brindley Nilsson
Communications Officer
World Maritime University

Sasakawa Awards 2017 – A New Beginning

In September 2016, we enthusiastically entered the WMU building as students, meeting new colleagues from around the globe, looking forward to what life in Malmö would offer. As we greeted each other, some of us had the opportunity to say, "You are a Sasakawa Fellow like me". Fourteen months later, the Sasakawa Fellows of 2017 gathered again, this time enthusiastically being awarded for their successful achievements in their studies.

On November 4, 2017, the annual Sasakawa award ceremony was held in Malmö on the WMU premises. Present at the event were representatives from The Nippon Foundation, Mr. Mitsuyuki Unno, Executive Director; Mr. Tsutomu Akita, the Senior Specialist for SPF; Mr. Shinichi Ichikawa, Manager of the Ocean Research and Development Department at SPF; Dr. Cleopatra Doumbia-Henry, President of WMU; along with the Nippon Foundation members and staff of WMU, Sasakawa students from 2018, and the newly graduated Sasakawa Fellows and their families. Other distinguished guests were also present from the university and SPF.

Several remarks were made during the speeches about the Class of 2017. Dr. Doumbia-Henry highlighted the effort that SPF does in providing scholarships to students, 27 in all for the graduating class. This year several other records were noted, with more than 40% of the students being female. The president also mentioned that during our academic year, The Nippon Foundation contributed to the initiation of an oceans institute.

Mr. Unno congratulated the new Sasakawa Fellows, mentioning that with the new technologies available to use in the maritime industry, "in this new environment, we will need to strike a balance between safety, innovation, and sustainability". Addressing the new graduates: "You will set sail to seize new opportunities on your professional voyage, making a lasting contribution towards the sustainability of our oceans". He stated that The Nippon Foundation would be supportive, like in the past, in bringing forward new initiatives for discussion.

Following these speeches, the award presentation took place. The graduating students were presented with a Friends of WMU, Japan certificate for successfully completing the MSc course and being granted membership to the Sasakawa Fellowship. The motto written on the certificate, "The world is a family, and all humankind are brothers and sisters" has inspired us and will help us guide those that follow.

As the ceremony came to an end, attendees gathered at the World Bistro for a delicious buffet, prepared for us by Niclas, Nikola and their team. They deserve accolades for providing us tasteful and healthy food throughout our studies at WMU. But they outdid themselves on this special event with a taste of Japanese cuisine, making it different from our daily fare. Photos taken by Mr. Ichikawa, Wael Abdulbaqi and Maia Nilsson will be treasured memories throughout our lives. It was also exciting to meet the new students, who have started settling into the WMU system, and discuss with them our experiences. Last but not least, it was an opportunity for us graduates to meet officially with representatives from SPF and thank them, discussing our future in our careers and being congratulated individually for our achievements.

Mr. Mohmmed Shahnawaz from India, a great friend, gave a spontaneous closing speech, mentioning all the good moments we shared as Sasakawa students, making us think about the wonderful year we had together and how we can now make a difference. A difference through the new knowledge we absorbed, a global network of WMU alumni, and us 27 students who now form part of the growing WMU Sasakawa Fellows, 581 members from a total of 69 countries.

This event, a celebration of achievement during 14 months of hard work, is not the end of a journey, but a new beginning towards a better future for the maritime industry in our countries, with us implementing the knowledge we gained.

Mark Philip Cassar (Malta, 2017)

Proud to Be a WMU Graduate and Sasakawa Fellow: Sharing my Ph.D. Story

Safaa Abdul Hussein Jaiyz Al Fayyadh (Iraq, 2010)

After completing my Master's at the World Maritime University in 2010, sponsored by The Nippon Foundation, I felt motivated to continue on to my PhD studies. Although carrying on a research project was possible at several universities all over the world, I decided to apply for a PhD degree at WMU for a number of reasons. First, the university has the unique position of being the International Maritime Organization's centre of excellence for postgraduate maritime education. Second, as a PhD student at WMU, we are expected to create a research project that reflects our interests and can have a real, significant impact in our community or our profession. Third, WMU asks us to engage in a research project that can make a positive difference in the world, reflective of our university's mission of effecting positive social change and contributing new ideas to academic fields. From this perspective, I began exploring and attempting to solve a real-world problem from day one, especially concerning the challenges that my port was facing. Therefore, my research focus was to examine rigorously how the implementation of Lean improves the operation processes at the Umm Qasr Port, and to explore the Lean impact on environmental improvement and energy efficiency management. In this research, a visual representation is created as to how the current value stream map for different port processes has been established on the identification and elimination of non-value-added activities or "waste" involved in delivering services in Umm Qasr Port for customers. The impact of the identified waste has been quantified in terms of cost, working time efficiency, energy consumption cost and carbon dioxide emissions. This research is the first attempt to develop a Lean port model for improving port processes, as there have been no previous studies aimed at providing a holistic framework for improving port performance, which can be used by other ports.

My successful journey began on the day when I was awarded the Sasakawa Fellowship back in 2008 when a dream became reality, as my dream would not have been possible without this generous funding. As a WMU graduate, I have been given a big task in my country as the director of Umm Qasr Port to implement my knowledge and improve port efficiency, productivity and service levels while helping economic growth.

Distance Learning Post Graduate Diploma in Maritime Energy

Ore Ovia Toua (Papua New Guinea , 2014)

On the 5th of November 2017, I received my Post Graduate Diploma in Maritime Energy, a brand new area of study in the Maritime Sector offered by the World Maritime University and Lloyds Maritime Academy.

The qualification equips me with the skill set to assist SPC members through the Maritime Technology Cooperation Centre in the Pacific (MTCC Pacific) Project in the areas of Climate Change mitigation and reduction, particularly GHG emissions, through the implementation of a proper safety management system that includes an energy management plan (domestic vessels) from the shipping sector.

The MTCC Pacific Project is funded by the European Union and implemented by the International Maritime Organization. It also raises the prominence of the scientific and technical work of SPC as an expert organisation in this field.

I am a firm and strong advocate for young women breaking into the maritime industry as qualified professional experts in the areas of Seafarers, Maritime Surveyors, Naval Architects, Maritime Lawyers and even the Executive Management level in general.

The number of women in maritime professions is increasing yet shipping remains a male-dominated industry. As the industry continues to grow, sustainability for shipping will logically be dependent on more women entering maritime professions.

Attracting women to maritime careers and promoting equality requires developing formal strategies to overcome challenges inhibiting women in the maritime sector.

Such strategies include reserving spaces for women in training programs as well as short and long-term goals for gender equality with corresponding timetables to ensure progress. It is noted that differences between women and men are not challenges; they are talents that should be exploited and will add economic value to the workplace in the maritime sector.

I believe that as the shipping industry continues to evolve, emerging issues will also spring up. One of the main methods of capacity building is defined as mentoring and coaching. It is evident in shipboard operating, where a senior officer takes a lower ranking officer under his wing; there is also evidence in onshore-based jobs of senior managers showing the subordinate how the job is done – but in most cases these opportunities are found among males.

I also believe that mentoring and coaching can be a catalyst from women who are already in a leadership position towards younger women to achieve equal participation and promotion of women in the shipping industry.

Ore Toua currently resides in Fiji and is the Maritime Training Adviser with the Geoscience Energy & Maritime (GEM) Division, Pacific Community (SPC) www.spc.int

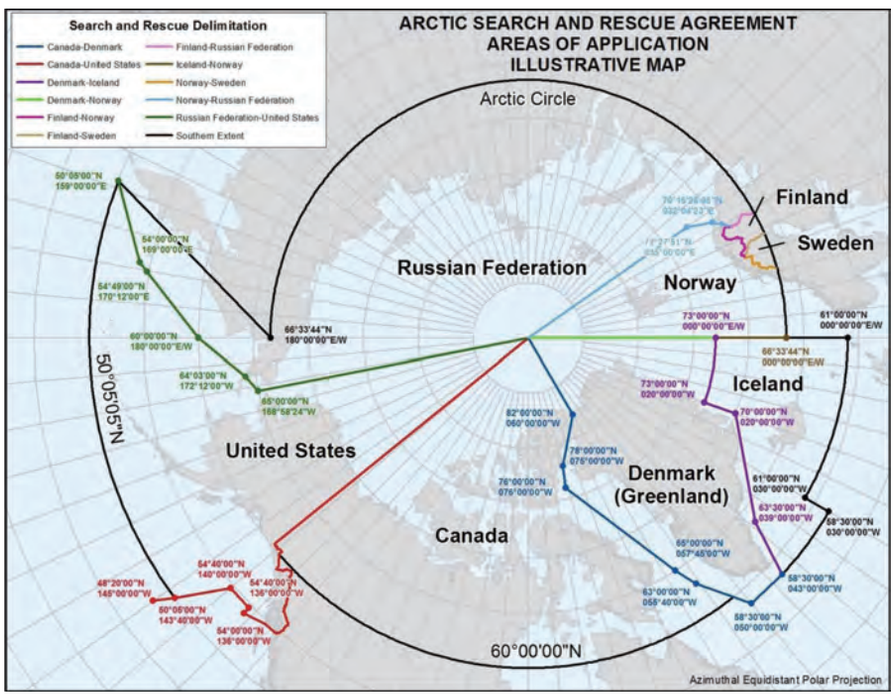
The First Milestone in IMO's Struggle for an Ideal Polar Code

Hiromitsu Kitagawa
Visiting Research Fellow, OPRI
The Sasakawa Peace Foundation

IMO's Polar Code, or International Code of Safety for Ships Operating in Polar Waters, entered into force on January 1, 2017, for existing ships. Bearing the long history of arguments on the code and guidelines, this marked a major milestone on the road toward ideal safety regulations on ships and protecting measures of the environment in polar waters.

The Antarctic Treaty came into effect on June 23, 1961. During the ratification process, debates arose about its areas of application, Arctic and Antarctic, taking a global view on pollution. However, when the Treaty entered its final stage, the issue remained a muted debate but one of some importance for the future.

A few decades later, on October 1, 1987, then Secretary General Gorbachev of USSR declared the Northern Sea Route open as an international shipping route, which represented an end to the old, cold-war regime previously in place. As Russia is one of the most resource-rich countries in the world, the market believed Russian natural energy would be gradually exploited, and there would be a considerable number of ships sailing along their coast. The disaster of the Exxon Valdez in 1989 and a German suggestion to modify Chapter II-1 of SOLAS pushed IMO to start working on a code for navigation in polar waters, as a matter for the IMO Sub-Committee on Ship Design and Equipment. Taking account the existing UNCLOS Article 234 and domestic regulatory regimes such as in the Canadian Arctic, Baltic Sea and Russian Arctic, an Outside Working Group, led by Canada, was established in 1993 with the task of developing a framework for an international polar code within existing IMO instruments, rather than seeking a new regime. After heated arguments arose concerning the positive and negative effects of the Polar Code on various stakeholders in the marine industry, the Arctic guidelines, not legally bound, were finally adopted as the next best choice by suppressing criticism from environmentalists. This became the voluntary MSC Circular 1056/MEPC Circular 399, "Guidelines for Ships Operating in the Arctic Ice-covered Waters" in 2002. After the accident of the MV Explorer, which sank in the Southern Ocean near the Antarctic, together with pressure from the signatories to the Antarctic Treaty and increasing shipping activities, IMO adopted



Resolution A1024 (26), "Guidelines for Ships Operating in Polar Waters" in 2009. The harmonization of Unified Requirements for Polar Ships adopted by the IACS was not fully accomplished. In the same year, the IMO MSC, Arctic States then proposed to add a mandatory application of the polar guidelines and to have a crucial agenda of it. For the next five years, fiery debates raged on over the mandatory parts of the code. The Arctic Council also responded to the guidelines, suggesting that IMO should make further efforts to establish the Polar Code as early as possible.

IMO formally adopted the safety parts of the Polar Code at its Maritime Safety Committee on November 21, 2014 and on May 15, 2015, it did the environmental parts at its Marine Environmental Protection Committee.

The Polar Code consists of:

- IMO Polar Code Overview: Organizational Structure, Application, Thresholds for Regulations (Ice, Ship Categories, Low Air Temperature, Ice Accretion);
- Certification and Documentation: Polar Ship Certificate, Polar Water Operation Manual, Operational Limitations;
- Ship Design and Construction: Ship Structures, Subdivision and Stability, Watertight and Weathertight Integrity;
- Machinery, Equipment, and Systems: Machinery Installations, Fire Safety/Protection, Life-saving Applications and Arrangements;
- Navigation and Communication Systems;
- Operational and Environmental Regulations: Voyage Planning, Manning and Training, Environmental Protection Regulations, Conclusions and Recommendations.

The Polar Code is intended to cover the full range of shipping-related matters relevant to the two poles – ship design, construction and equipment; operational and training concerns; search and rescue; and equally important, the protection of their unique environment and eco-systems.

The Polar Code includes mandatory measures covering the safety part (part-A) and recommendatory provisions for both (parts I-B and II-B).

Ice conditions over the Arctic seas vary to a considerable extent. Gaining a rich experience sailing in various natural and icy conditions is vital to the safety of navigation, and in preventing or mitigating human errors. To this end, the adoption of a regional ice regime concept would be a primary modification of the code, although several sets of questions remain.

IMO Member State Audit Scheme

Aji Vasudevan (India, 2010)

1. General

The mission statement of IMO mentions "the effective implementation of IMO instruments, with a view to their universal and uniform application," showing the growing importance of implementing IMO treaties by its Parties. In order to achieve this aim, the member States have adopted an IMO Member State Audit Scheme (IMSAS), intended to assess the level of implementation of treaties and to help the States in overcoming difficulties. It may be interesting here to note that IMSAS is a mechanism under which the member States evaluate themselves and co-operate in providing assistance. In other words, suitably qualified and experienced persons from member States are nominated to the auditor's panel and a team of such auditors carry out the audit of a State in an impartial and objective manner.

Under the auspices of IMO, more than 50 international instruments have been adopted on various maritime regulatory matters related to safety, pollution prevention, the human element, liability, etc. The adoption of an instrument during an international conference does not assign any legal value or status to that instrument. In order for it to enter into force, a sufficient number of States must become a Party to that instrument, thereby agreeing to implement its provisions and to meet its obligations. Even after this, the provisions of an instrument attain legal status only when each Party promulgates a corresponding national legislation, under their own legal regime. These provisions may be in its role as of a flag State, port State or a coastal State, depending on the instrument.

2. Evolution of the audit scheme

As the shipping industry is global in nature, the global standards adopted at IMO can only be achieved when IMO instruments are uniformly implemented by member States who have become Parties to these instruments. During the early 2000's, it was highlighted at IMO that there are wide variations in the capabilities of IMO member States in the implementation and enforcement of IMO instruments and that these have significantly affected achieving the desired level of uniformity and consistency in implementation.

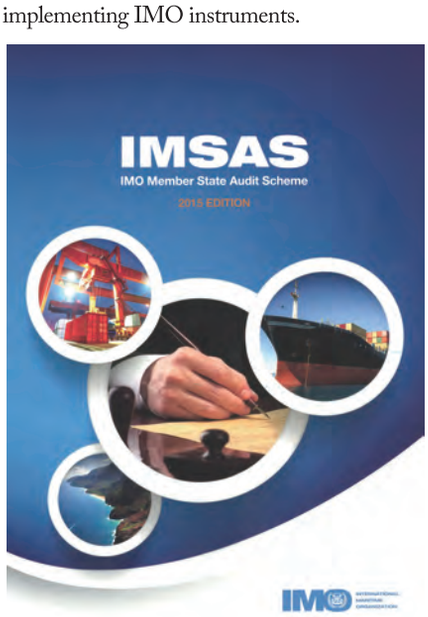
After due deliberations aimed at achieving uniformity, the States agreed to have a mechanism to identify the problem areas in individual States, and to provide suitable support and assistance in overcoming these difficulties through mutual co-operation. A voluntary IMO member State audit scheme soon started in 2007, and the feedback received from member States confirmed that the audit scheme had a positive development in enhancing effective implementation of IMO instruments. The scheme eventually became mandatory from January 1, 2016, after incorporating the necessary amendments to eight mandatory IMO instruments. The "Code for Implementation of IMO Instruments" (or III Code) was adopted as the audit standard. The III Code, inter-alia, expects the member States to formulate a national maritime strategy, including performance indicators, to ensure that international obligations and responsibilities as flag, coastal and port State are met. Every member State is audited once in seven years, under IMSAS.

In order to obtain the full benefits from IMSAS by member States, IMO provides a platform for capacity building in respect to human and financial resources as well as for technical assistance to prepare for the audit and to address the audit findings. An annual report to the Technical Co-operation Committee provides an overview of the audits carried out and identifies possible areas where technical assistance could be provided to member States. For example, the five major areas identified in an analysis carried out in 2017 were (i) flag State surveyors, (ii) delegation of authority, (iii) initial actions/legislation, (iv) implementation, and (v) enforcement. Apparent unavailability of qualified personnel to assist in the promulgation of the necessary national legislation was also identified as a factor. In this aspect, resolute efforts by The Nippon Foundation to enhance the global availability of qualified maritime experts is highly relevant and laudable. The Sasakawa Fellows should be proud of the fact that the Foundation focused on the development of talent in the maritime sector well before the audit scheme formally identified it.

3. Current status

During the voluntary phase of the scheme up to December 2015, 75 States were audited, and after the scheme became mandatory in January 2016, 41 more States were audited (up to January 31, 2018). Summaries of audit findings are circulated annually for the benefit of member States, without bearing any reference to the name of the States. In addition, the progress of implementing corrective action is also shared among member States for their benefit.

An interactive workshop on the general drafting of national legislation was held in September 2017 at IMO to assist the States, and more such workshops may be held in the future. Since 2006, 1084 individuals from 154 member States have been trained in implementation through 56 technical co-operation activities around the world. It is evident from the feedback available so far that IMSAS has been highly successful in providing assistance to member States and in improving the level of global uniformity in implementing IMO instruments.



Source: IMO

Implementation of STCW Convention in Guatemala

Edwynn Alejandro Raxon Herrera (Guatemala, 2015)

The Standards of Training Certification and Watchkeeping Convention (STCW) entered into force for Guatemala in December 2002 under Article XIV of the Convention and took the responsibility of implementing in full the ratified instrument by decree of law Number 28-2002. Moreover, the Ministry of Foreign Affairs designated the Ministry of National Defense as the authority responsible for the administration and implementation of the STCW Convention. Subsequently, the Ministry of National Defense as Maritime Authority assigned two of its institutions to develop administrative and legal measures: the Guatemalan Navy School and the Directorship of Maritime Affairs.

The Directorship of Maritime Affairs was created with the objective of planning, organizing, coordinating, developing, and implementing regulations and procedures related to maritime safety, security, prevention of pollution by ships, education and training of seafarers. On the other hand, the Guatemalan Navy School under the supervision of the Directorship is the unique maritime education and training institution for seafarers under the STCW convention.

Certainly, the implementation of the Maritime Education and Training (MET) System will help to increase the global economy, providing well-trained seafarers under STCW standards to the shipping industry. Furthermore, for the Guatemalan government there is an essential social component, because "in 2015 Guatemala reported a 2.0% unemployment rate and in 2016 reported 3.2% of the active population looking for job opportunities, and only 35% of the employed people have employment benefits" (INE, 2016).

Finally, after eight years of hard work, teamwork, capacity building, and the creation of maritime law, the International Maritime Organization has included Guatemala on the list of countries that fulfill the STCW Convention in the Circular Letter 1163 of the Maritime Safety Committee, dated May 23, 2016.

Unquestionably, the impact for a developing country like Guatemala to fully implement the STCW Convention is decisive, as it will create job opportunities in the shipping industry for the next generations. It is also an essential step in the development of the Guatemalan Maritime Economy.

Wonderful Opportunities in Ports of Call

Tomomi Okubo (Japan, 2006)

Spring will soon be here. That reminds me of "semla," which looks like a cream puff but with such a different taste and only on offer for a short period during spring in Sweden. I enjoyed them a lot when I was in Malmö. I, therefore, joined a semla cooking course when I saw one in Tokyo two years ago. At the time, I learned that one of the tricks to making it is using almond paste in the cream. Have you ever tried it while at WMU?

Almost 11 years have passed since my graduation. Since then I've met a few classmates on business trips and at conferences. Such opportunities, however, do not happen frequently. As an officer onboard the Japan Coast Guard Academy training ship "KOJIMA", I was lucky to have the chance to meet four Sasakawa classmates last July in Singapore and Manila, while doing around-the-world training from the end of April to early August.

When the ship docked in Singapore, I saw Mr. Ahmad Irfan and Ms. Anh Thu Thi Nguyen. They told me about the shipping industry, the pilotage situation and the harbor schedule there. I was so impressed that they were taking such an active part in the maritime business.

In Manila, our last port of call before returning to Japan and my first visit to the Philippines, I saw Mr. Enrico Efren Acasio Evangelista and Mr. Rodolfo R. Diawa. They informed me about their organizations and how they will increase the number of staff/officers in the near future.

All four of my friends agreed to meet me despite their busy schedule and warmly welcomed me, guiding me to historical and sightseeing spots, delicious restaurants, local shops, etc., by car. Thanks to their hospitality, I had a wonderful and most memorable time.

I treasure having such great friends overseas, and belonging to a strong network. I feel so grateful, and hopefully I will have similar opportunities again and again. Till then, I wish not only my four friends but all Fellows the best of luck.

Happy Wedding

Ud Tuntivejakul (Thailand, 2016)

After graduating from WMU, I decided to get married to my girlfriend, now my wife, Ramita Musikapong. We first met when we were 18 during our time at Burapha University where we studied together for our bachelor degree. She came to my graduation day in Malmö, then we spent some time traveling around Europe before going back home. A year later on January 7, 2018, our dream came true at a garden restaurant in the heart of Bangkok. The venue was filled with friends and relatives. Now I feel that my life is finally complete, and this marks a new chapter in our lives. Lastly, I would like to express my sincere gratitude to our family who were always there to cheer us up and give us support, and also our friends and relatives who attended the ceremony. I am so happy to share this wonderful news with my Sasakawa Fellows family.

New Member to the Family

Syafiuddin (Indonesia, 2016)

July 22, 2017 was a precious day for me and my wife. After a long and exhausting wait of almost 7 years since our marriage, our prayers were finally answered. Our baby boy was born into this world to complement our happiness.

If we calculate the interval from which I came back to Indonesia following my graduation from WMU in November 2016, it means that God "created" my son while my wife and I were in Sweden. For that reason, my colleagues suggested using a Swedish name. Yet, since we believe that a name is not merely a word but a manifestation of prayers, we opted for one inspired by two great, elderly Indonesian scholars. We named our son "Hamim Abdullah Faqih" in the hope that he will become a meritorious person and a worthy member of his community. Aamiin...

Tom Okamura (Japan, 2002)

At the height of summer in Japan last August, a baby boy was born into our family. The child's name is the first gift parents bestow on their child. A child does not have the ability to decide his own name. After much contemplation, we named him Takeshi. To write our child's name in Kanji characters, we combined two characters meaning "healthy" and "will." Later someone pointed out to me that Takeshi is the same first name as that of Professor Nakazawa. While the two names are pronounced the same, the meanings of the two characters used to write them are different. (If you have the chance, please ask Professor Nakazawa the meanings of the characters in his name by all means.)

Raising children is hard work. Husband and wife need to cooperate in this task. I am doing everything a father possibly can. I give Takeshi a bath every day, change his clothing and diapers, read picture books with him, and comfort him when he cries. As I do this, I realize that this is how I was also raised and it makes me all the more appreciative of my own parents now.

I do not know what kind of person he will grow up to be but I hope that he will live true to his namesake by staying healthy and maintaining a firm will of his own.

Takeshi, we are so happy that you were born!

Thet Hlaing Swe (Myanmar, 2014)

I am very glad to share my updated information with Mr. Sasakawa and my dear Fellows. In 2017, my life changed a lot. In October, I got married to my boyfriend after 13 years of planning, which was a big surprise to my friends. And at the beginning of our new life, we fortunately had a beautiful baby girl. My husband and I were extremely happy for this unexpected blessing from God. Now, she is about to be 4 months old and she can respond very cutely. Even though she is small, she is fit and growing rapidly and healthily. I can also take good care of her as I got maternity leave for 6 months. My husband also takes care of us among his duties. We have not yet named her, but we call her "Mee Mee," which means "lovely daughter" in Myanmar. If you come to my country, please visit Mee Mee and Me.

Editor's note

One of the major issues at IMO in recent years has been the formulation of measures to reduce GHG. At MEPC72, which is to be held in April, discussions will take place concerning the formulation of an initial strategy for IMO's reduction of GHG emissions.

Unlike discussions concerning IMO's technical rules up until now, the GHG reduction strategy has a top-down political nature requiring an ambitious commitment. At the same time, since the stakeholders are expected to bear the economic burden in the implementation of GHG reduction measures, a realistic, economic bottom-up discussion will also be necessary. We understand that every country has its own opinions, and we hope that at the upcoming MEPC72 we can overcome these differences to establish a workable strategy.

In the previous WMU newsletter, we explained technical trends concerning GHG emission reductions, and further development of a technical discussion will be necessary at the upcoming meeting. Shipbuilders are already implementing measures to improve the energy efficiency of ships, and further improvements are likely to result in an increase in the cost of ships or a lowering of ships' designed speed. Although improvements in energy efficiency are important, if they are too strict, the burden placed on the shipping and shipbuilding industries to conform to these will be quite severe. To work out appropriate regulations, we hope to move ahead with discussions in the corresponding groups.

Furthermore, in regard to regulations concerning ships' minimum output, which are to be discussed at the same time, ensuring a ship's safety during rough weather is essential, but installing an unnecessarily large engine for this reason is a problem. From the viewpoint of hydromechanics, a ship with good energy efficiency can generally maintain the same speed and the same deadweight tonnage (DWT) with a smaller engine output. If the engine output cannot be changed, improvements in energy efficiency cannot be implemented. On this matter too, we are hoping to liaise with the countries concerned to work out appropriate regulations.

We still need further discussion in the lead up to MEPC72 and 73, and we hope we can arrive at appropriate conclusions. We look forward to meeting all of you at MEPC.

Yasufumi Onishi
Japan Ship Technology Research Association

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