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2018



A Step Towards Sustainable Cooperation WMU Sasakawa Fellows' Network Meeting in London

The WMU Sasakawa Fellows' Network Meeting of East Europe, the Middle East and North Africa was held in London from January 28 to February 1, 2018, and consisted of 18 Fellows from Albania, Algeria, Azerbaijan, Egypt, Latvia, Lithuania, Malta, Morocco, Tunisia, Turkey and Ukraine, in addition to 4 UK residential Fellows from Brazil, Egypt, Lithuania and Japan. The proceedings were prepared and administered by Mr. Shinichi Ichikawa, Mr. Tsutomu Akita and Mr. Atsushi Kato from the Sasakawa Peace Foundation (SPF), as well as Ms. Susan Jackson, the registrar of WMU.

The Fellows were delighted to see each other when they met in the pre-meeting session on the evening of January 28. Old friendships were revived and new friendships made among the different generations of Sasakawa Fellows. Certainly that is one of the main objectives of the meeting:

“Strengthen the Sasakawa Fellows' Network”. The session started with self-introductions, followed by a briefing on the upcoming program. The session continued for about an hour with a detailed explanation of the agenda and events by SPF team.

Following this, the group moved to a welcome reception, where a welcome speech was given by Mr. Akita. UK resident Sasakawa Fellows Mr. Jun Sun, Technical Officer, Marine Environment Division of IMO (China, 2005), Mr. Xiao Dong, First Secretary (Maritime) of the Chinese Embassy in the UK (China, 2005) and Mr. Aji Vasudevan, Member State Audit Officer, Department for Member State of IMO (India, 2010), and Professor and Mrs. Hikima, appeared at the reception. The Fellows were very pleased with the delightful atmosphere and enjoyed talking with each other.

On Monday, January 29, the program of

the meeting started with a welcome speech from Ms. Sandra Rita Allnutt, Head of Marine Technology and GBS, of IMO (Brazil, 1999), followed by a presentation on the enhancement of the WMU Sasakawa Fellows' Network presented by Mr. Kato, who has outlined the support of The Nippon Foundation/Sasakawa Peace Foundation in the provisions of WMU Sasakawa Fellowship Networking.

The Fellows were then divided into 4 groups to discuss possible ways to enhance the mechanism of working together and managing the network in the future. Each group had its own agenda topic covering the following:

1. Procedures to becoming a candidate and benefits of being a Sasakawa Fellow
2. Mutual Communication by internet/website utilization
3. Friend of WMU, Japan newsletter
4. Expansion of the network



Highly motivated Fellows worked on the above agenda until late, even up to the early morning, and reports were submitted and presented on the next day. Innumerable suggestions came out of the groups to make the network more active and firmly established, including:

1. Sharing information about their careers, which could be a good reference point for the Fellows as well as future applicants to seek a certain expertise and experience in the network.
2. Establishing an association to carry out missions related to different maritime issues and social activities.
3. Establishing groups in social media such as LinkedIn, Facebook or Twitter and linking to the WMU Sasakawa Fellows' website. A method of notification of members' updates should be created through smart phones/desktop applications.
4. Suggesting that the Friends of WMU, Japan newsletter could be scientifically oriented in addition to being social, to allow Fellows to publish their scientific work and projects.
5. Participating in IMO meetings as a Non-Governmental Organization (NGO).

On Tuesday, January 30, the program began with an update on current developments at WMU by Ms. Susan Jackson, who emphasized its mission towards building a legacy of global leadership in maritime education, research, training and capacity building. She then outlined the WMU master programmes in Malmö, Dalian and Shanghai, and PhD programmes in the following research areas:

1. Marine environment research
2. Maritime administration law, policy and security

3. Maritime education & training, human and organizational development (METHOD)
4. Maritime energy research group (MarEner)
5. Maritime risk and system safety (Mar/Sa)
6. Shipping and port management

Ms. Jackson then spoke about distance learning programmes, executive education and professional development courses and conferences, as well as current research projects & consultancies. She thanked The Nippon Foundation and the Sasakawa Peace foundation for their continuous support of WMU.

Since a number of Fellows had raised the important issue of certain countries recognizing degrees offered by WMU, Ms. Jackson reported that the university is currently working on getting recognition by the Swedish government, which will facilitate the same in other countries.

The meeting then moved on to "Fellow presentations on current maritime issues", where a wide variety of issues were addressed covering different aspects of the maritime industry, including Safety, Education and Training, Port and Shipping Management, Maritime Law, and Human Element in

Maritime Industry, as well as Fisheries and Aquaculture. Issues were discussed on local and international levels, and interesting perspectives were shared by each country, highlighting both common areas of interest and specific national differences.

The presentations and abundant debates on maritime issues continued till the evening, followed by presentations of reports on each agenda item on ways to enhance the mechanism of working together and managing the WMU Sasakawa Fellows' Networking in the future.

The following day, the Fellows moved to the IMO building, where they were met by Mr. Berty Nanya, External Relations Officer of IMO, who gave an extensive briefing on the different divisions of the organization and their working mechanism in developing international treaties and other legislations. He also elucidated about the internship program at IMO.

In the meeting room, the Fellows listened to lectures on maritime issues by Mr. Frederick Kenney, Director of Legal Affairs, External Relations Division, and Mr. Milhar Fuazudeen, former Head of the Maritime Training and Human Element Section.

Deep discussions followed on the current challenges in the implantation process of many IMO conventions and other





instruments, due to conflicts with domestic legal systems in many Member States. The STCW Convention was the keystone subject addressed by Mr. Fuazudeen, and queries concerning mutual recognition requirements of STCW were raised and were intensely discussed and clarified by Mr. Fuazudeen. The Fellows were delighted to have had the opportunity to meet and discuss maritime issues with these IMO experts.

Lunch at the cafeteria allowed many Fellows the chance to see their countrymen and women working at the Organization, and they enjoyed buying IMO souvenirs at the gift shop before moving to the main hall where they met and had a photo session with Mr. Kitack Lim, the first WMU graduate to hold the office of IMO Secretary-General. The Fellows were very honored, delighted and indeed inspired that Mr. Lim has risen to assume such an important function in the maritime community.

The rest of the afternoon was spent on a cruise boat along the Thames River, exploring the picturesque scenes of London: Big Ben, the Imperial War Museum, London Eye, Parliament and others. The fourth day ended with a farewell reception aboard the Tattershall Castle floating Pub and Restaurant.

Guests from IMO and UK-based Japanese maritime entities came to the farewell reception and enjoyed the evening's sumptuous banquet. The program started with speeches by the guests who expressed their appreciation and pleasure at being invited to spend the evening with the Fellows. Business cards were exchanged, and many fruitful discussions took place.

The most senior Fellow of the group, Mr. Robertinas Tarasevicius (Lithuania, 1999), gave a speech expressing their gratitude to the Sasakawa Peace Foundation and Mr. Yohei Sasakawa for the very generous hosting and invaluable events offered. The farewell reception ended four informative and delightful days, with fond goodbyes said by all.

This network meeting reminded us how unique the WMU Sasakawa scholarship is, in that it doesn't end when students graduate. Many thanks to The Nippon Foundation, the Sasakawa Peace Foundation, and special thanks to Mr. Sasakawa for everything he and his organizations have done to make all of us more effective members of the international maritime community.

Ehab Ibrahim Othman
(Egypt, 2004)



List of Fellows

| | |
|----------------------------------|------------|
| Albania | |
| Ermal Xhelilaj | MLP 2008 |
| Algeria | |
| Mohamed Taalbi | MSEA 2014 |
| Azerbaijan | |
| Aynur Maharramova | MSEA 2017 |
| Egypt | |
| Ehab Ibrahim Othman | MET 2004 |
| Amr Moneer Ibrahim | MET 2013 |
| Mohamed Nabil Elnabawi A. Bahriz | PM 2015 |
| Hossameldin Bakr Mohamed | PM 2016 |
| Mohamed Shawki El Khadrawi | MLP 2017 |
| Latvia | |
| Anete Logina | MLP 2009 |
| Lithuania | |
| Robertinas Tarasevicius | MSEPA 1999 |
| Andrius Daujotas | PM 2005 |
| Malta | |
| Mark Philip Cassar | MEM 2017 |
| Morocco | |
| Nabil Anwari | MA 2005 |
| Fatima Zahra El Marzouki | MLP 2016 |
| Tunisia | |
| Chihebeddine Badir | MSEA 2015 |
| Turkey | |
| Ozlem Mulun Akpinar | MLP 2007 |
| Ukraine | |
| Anna Rabotnova | SPM 2012 |
| Igor Pishenin | MET 2013 |
| UK Resident Fellows | |
| Brazil | |
| Sandra Rita Allnutt | MSEP 1999 |
| Egypt | |
| Mohab Mohamoud Abou-Elkawam | MSEP 2003 |
| Japan | |
| Yasuhiro Urano | MSEA 2012 |
| Lithuania | |
| Nadezda Kovtunova | MP 2002 |

WMU-Sasakawa Global Ocean Institute Inauguration and Global Ocean Conference 2018

Maia Brindley Nilsson (Communications Officer, WMU)



The WMU-Sasakawa Global Ocean Institute was officially inaugurated on May 8, 2018 and was followed by the WMU Global Ocean Conference that brought together over 240 participants from more than 50 countries. The outcomes of the conference will inform the priorities for the newly inaugurated Global Ocean Institute, as well as strategies to ensure active engagement by stakeholders with the new Institute.

The Global Ocean Institute is founded on the vision to bring to life a convergence platform where policy makers, the scientific community, regulators, industry actors, academics, and representatives of civil society can meet to discuss how best to manage and use ocean spaces and their resources for the sustainable development of present and future generations. Established in partnership with The Nippon Foundation and with generous support from the Governments of Canada, Sweden and the City of Malmö, the Institute will complement the International Maritime Organization's (IMO) current and future engagement in the broader sphere of ocean governance.

The official ribbon cutting for the Institute, which is located next to the WMU headquarters, was done by Mr. Kitack Lim, IMO Secretary-General and WMU Chancellor, Ms. Isabella Lövin, Minister for International Development Cooperation and Climate, and Deputy Prime Minister of Sweden, Dr. Yohei Sasakawa, Chairman of The Nippon Foundation, and Dr. Cleopatra Doumbia-Henry, President of the World Maritime University.

In his inauguration remarks, Dr. Sasakawa acknowledged the global impact of WMU in maritime and oceans capacity building, particularly in developing countries. "The Nippon Foundation has been a long-standing supporter of the maritime industry working to achieve a sustainable ocean that we can pass on to the next generation. To date, The Nippon Foundation has granted fellowships to over 600 students from more than 70 countries and the holders of The Nippon Foundation Professional Chairs have educated thousands of WMU alumni," he said. "We are

pleased to see that WMU is continuing to advance its mission, establishing itself as an educational and research institution that can address ocean issues not only from the perspective of the maritime industry but also most importantly today, in support of the long-term sustainability of our Oceans."



Following the inauguration of the Global Ocean Institute, President Doumbia-Henry opened the WMU Global Ocean Conference noting the important role the Institute will play in bringing together key stakeholders to determine ways forward in the sustainable management and use of ocean spaces. She stated, "The ocean is humanity's most precious resource and its lifeblood. Shipping and the ocean are inseparable with over 80% of world trade carried by sea. It is essential that we protect and restore the ocean through science, data collection, education, capacity-building and international cooperation. Through the WMU-Sasakawa Global Ocean Institute, WMU will also build important bridges between maritime and ocean fields."

In his welcome remarks for the conference, Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, commended the University for establishing the Institute to tackle the complex challenge of the evolving world of maritime and ocean governance. "The oceans are in crisis and we must act immediately and decisively. In maritime and ocean governance, such actions must involve partners beyond the maritime sector, encompass long-term perspective, and have sustainability at their core," he stated.



Discussions focused on building transformative partnerships for ocean sustainability and improving ocean governance generally. Opportunities and challenges were identified within the themes of Ocean Economy, Science & Technology, UN System Bodies, Ocean Industry, Regional and National Issues, and Civil Society. Representatives of international organizations, governments, ocean industries, research communities, civil society and academic institutions contributed to the discussions. Contemporary and emerging threats and issues faced by the world's oceans and marine sectors were addressed as well as ways to build transformative partnerships to deliver the ocean-related goals under the UN 2030 Agenda for Sustainable Development.

At the UN Ocean Conference in June last year, WMU registered a commitment that aims to contribute to the implementation of Goal 14 by training a new generation of maritime leaders through the delivery of specialist post-graduate educational programmes in Ocean Sustainability, Governance and Management, as well as through cutting-edge oceans research, among others. The Global Ocean Institute and the WMU Global Ocean Conference 2018 are concrete responses to that commitment. The Institute's impact-oriented research will work across the sectoral divides in ocean affairs, engage in forward-looking dialogue among representatives of governments, ocean industries, research communities, civil society and academic institutions, and produce policy and regulatory advice on the implementation of the 2030 Agenda for Sustainable Development and beyond.





Thoughts on Automated Ships Prior to MSC 99

Yuji Okugawa
Junior Professional Officer
Subdivision for Maritime Security and Facilitation,
Maritime Safety Division, IMO

I have been working with the Maritime Safety Division (MSD) of the International Maritime Organization (IMO) since April 2018. In my previous position, I was in charge of projects concerning systems for Maritime Autonomous Surface Ships (MASS) at the Japan Ship Technology Research Association (JSTRA). After taking up my present position at IMO, I had the good fortune to be assigned to support discussion on MASS as the MASS Task Force.

As of mid-April, the momentum of our activities at MSD has been gradually building as we prepare for the Maritime Safety Committee's 99th session (MSC 99) on May 17, 2018. In this article, I would like to introduce you to MASS based on my own experience. This is an area likely to attract attention along with GHG in IMO discussions as well.

To begin, let me briefly review previous discussions on MASS at IMO. At MSC 98 in 2017, a resolution was passed to implement "a framework for a regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)." IMO aims to complete a summary of discussion issues by 2020. Based on this, discussions on MASS will proceed at MSC 99 under Agenda Item 5: Summary of issues in MASS. There are as many as 19 written proposals (six of which are information documents) concerning this agenda item, and we can expect robust discussions to take place. The above is my brief review.

To take initiative in the discussions concerning MASS and to achieve its commercialization, in 2017 the Japan Ship Technology Research Association established a collaborative comprehensive review framework including industry, government and academia in regard to three points: the system, business model, and technological development. In particular, in the review group on the system, where I was previously in charge of the secretariat, we identified issues in relation to the system and mechanisms for achieving MASS, as well as IMO rules requiring revision in FY2017. During this yearlong review, many opinions were expressed about the need for a review focused on domestic systems, responsibility and security and I became keenly aware of the extent to which MASS was attracting attention and that the discussion was widening.

In the meantime, the IMO secretariat estab-

lished a MASS Task Force within the secretariat, and put in place a cross-sectoral review framework. With the understanding that discussions should focus on MSC, the Task Force was placed within the Maritime Safety Division. To promote the smooth identification of issues for MASS, the secretariat is giving priority mainly to the following items, but these are simply based on views of the secretariat.

1. To avoid repetition in discussions, they should be based on a clear framework
2. There should be a shared understanding regarding the level of autonomy and terminology
3. Grouping on regulations concerning MASS (Is revision unnecessary, is a revision review necessary? In which committees should discussion and execution take place?)
4. Efforts should proceed in cooperation with committees other than MSC (a structure for this should also be considered)

I believe that the above priority items, particularly the "level of autonomy and terminology" in 2 and "grouping" in 3 will require time for deliberation. The discussion of matters such as terminology and definition will form the basis for future discussions and, at the IMO conference where many members with extensive knowledge and good oratorical skills will be present, I believe heated debate will be unavoidable.

Furthermore, as a premise for 3 above, I believe it is necessary to confirm whether member countries and organizations have a common interpretation regarding existing rules. If we start checking the interpretation of each and every related rule, however, it will take a tremendous amount of time and will inhibit prompt discussion. I believe that we must steadily proceed with discussions to avoid having to return to the starting point.

It is very difficult to achieve a balance, and discussion coupled with the expectations of the individual members may make matters more complicated. On the other hand, it can also be said that these difficulties and complexities are the true charm of a multi conference. I must highlight that the discussion about MASS does not stem from an accident but is prompted by the development of technology and, therefore, can be thought of as forward-looking discussion. With expectations that the outcome of deliberations will be a plus for the maritime industry in the long term, I am determined to make every effort as a member of the IMO secretariat.

As my final point, I would like to mention the marketing term "critical mass." While you are having a conversation about the importance of maritime autonomous surface ships, why not use the term "critical mass" in a play on words with this marketing term. It should go down very well. Why not give it a try?



The Cape Town Agreement on the Safety of Fishers and Fishing Vessels



Sandra Rita Allnutt
(Brazil, 1999)

Background

The Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (the Agreement) was adopted by the International Conference on the Safety of Fishing Vessels, held from October 9-11, 2012, in Cape Town, South Africa, as the result of strenuous work and intensive discussions over a five-year period.

The safety of fishers and fishing vessels forms an integral part of IMO's mandate. However, the fishing industry, from a global perspective, does not have an acceptable safety record; and, while there may be a number of factors that have contributed to this, there can be no doubt that the lack of an effective internationally binding regulatory regime has played a significant part in the status quo. In this context, neither the Torremolinos International Convention for the Safety of Fishing Vessels, adopted in 1977, nor the Torremolinos Protocol, adopted in 1993, entered into force due to a variety of technical and legal constraints. The Agreement was a renewed commitment for the provisions of the 1993 Torremolinos Protocol to come into force and is expected to play an important part in improving safety standards and reducing loss of life in the fisheries sector.

In accordance with IHS Maritime and Trade statistics, the current annual fatality rate for ships' crews (excluding fishing vessels) is about six fatalities per 100 million work hours. This is 10 times the Organization for Economic Co-operation and Development (OECD) average rate for all industries. In this connection, it can be estimated that this rate is presumably higher for fishing vessels. It should be noted that the statistics on fatalities provided by relevant databases may be accurate for cargo and passenger ships, but they are very inaccurate for fishing vessels.

In light of the above, the entering into force of the Agreement is vital to give fishers the same safety level that seafarers have. There are approximately 1.4 million seafarers who enjoy the protection given by enforceable international instruments. Comparatively, there are 24 million fishers, with an estimated 24,000¹ lives lost each year, without any internationally binding instrument to ensure their safety.

Linkage between safety, protection against pollution of the marine environment and Illegal, Unreported and Unregulated (IUU)

At the third session of the Joint FAO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters (JWG), held at IMO Headquarters from November 16-18, 2015, it was noted that there is a linkage between safety, the protection against pollution of the marine environment (i.e. fishing gear as marine debris) and IUU fishing. This linkage can be distinguished and enhanced so that the sector can mutually benefit from the management of fisheries at the level of the Food and Agriculture Organization of the United Nations (FAO), and the management and implementation of safety and protection of the marine environment policies, together with the training of fishing vessel personnel, at the level of IMO.

The estimated global cost of IUU fishing is \$10-23.5 billion annually, with developing States being the most susceptible. Among other impacts, IUU fishing undermines the sustainable management of fisheries, promotes unfair market competition to sustainable seafood and threatens food security and socio-economic stability in many parts of the world by reducing the productivity of legitimate fisheries, including subsistence and artisanal fisheries in coastal areas.

It has been recognized (FISH-i Africa Task Force) that the entering into force of the Agreement could help countries to combat illegal fishing, reduce modern slavery on board fishing vessels and improve the overall level of safety within the fisheries industry. It should be noted that if a vessel is fishing illegally, it is likely to be committing other violations, including those relating to safety.

International Conference on the Safety of Fishing Vessels – Resolution 3

Having adopted the Agreement, the International Conference on the Safety of Fishing Vessels adopted Conference Resolution 3 on Promotion of technical cooperation and provision of technical assistance, requesting IMO to intensify its efforts to provide States with the assistance they may need in implementing the Agreement.

In the context of the above, IMO organized a series of regional/sub-regional seminars on the subject to explain what the Cape Town Agreement is, why it is important, how it can be implemented into national legislation and what the next steps are for a Party to the Agreement. The latest seminar was the Cape Town Regional Seminar (October 2017), which was attended by participants from 10 countries in the Africa Anglophone region. It followed similar events, organized by IMO in cooperation with FAO, including, in the Cook Islands (August 2017) for 10 countries in the Pacific region; in Côte d'Ivoire

(December 2016) for 12 countries from the Africa Francophone region; in Indonesia (April 2015) for 11 countries from the East Asia region; in Belize (October 2014) for 13 countries in the Caribbean; and in Peru (June 2014) for 12 countries in Latin America.

Future seminars are planned to be held in further region(s) during 2018.

The Agreement has been given extra momentum by the entry into force of related treaties under FAO and the International Labour Organization (ILO). FAO's Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (PSMA), 2009, entered into force on June 5, 2016. It seeks to prevent, deter and eliminate IUU fishing through the adoption and implementation of effective port State measures. ILO's Work in Fishing Convention, 2007 (Convention No. 188) entered into force on November 16, 2017. It sets minimum requirements for work on board fishing vessels including hours of rest, food, minimum age and repatriation.

The work done to promote the Agreement and other activities to improve safety and sustainability in the fishing sector and fight IUU fishing is also being supported by international governmental and non-governmental organizations. These include the General Fisheries Commission for the Mediterranean (GFCM), the North East Atlantic Fisheries Commission (NEAFC), the Organisation for Economic Co-operation and Development (OECD), the Institute of Marine Engineering, Science and Technology (IMarEST), the International Transport Workers Federation (ITF), the Pew Charitable Trusts, the World Animal Protection and the World Wide Fund for Nature (WWF).

The Agreement will enter into force 12 months after the date on which not less than 22 States have expressed their consent to be bound by it, these States having an aggregate of not less than 3,600 fishing vessels of 24m in length and over operating on the high seas. To date, ten countries have ratified the Cape Town Agreement: Belgium, Congo, Denmark, France, Germany, Iceland, Netherlands, Norway, South Africa and St. Kitts and Nevis. Between them, they have an aggregate of 1,020 fishing vessels of 24m in length and over operating on the high seas.

We are seeing increasing commitment from a number of IMO Member States as well as from regional organizations and international governmental and non-governmental organizations to promote the Agreement and other measures to make fishing a safer and more sustainable industry. This is something to be welcomed for the millions of people worldwide who work in the fishing sector.

¹ This estimative figure has been provided by ILO.

Some Proud Sasakawa Fellows

Srey Sokhdara (Cambodia, 2016)

Our respected father, Dr. Yohei Sasakawa, Chairman of The Nippon Foundation, visited Cambodia to attend the “Handover Ceremony” of new English material for the lower secondary of Cambodia on April 5, 2018.

At the ceremony, Dr. Sasakawa also received the Royal Order of Monisaraphon by Dr. Hang Chuon Naron, Minister of Education, Youth and Sport of Cambodia for his contributions to the country over many years and, in particular, for his commitment to supporting the development of English education in Cambodia.

On the occasion of his visit, the Cambodian WMU Sasakawa Fellows’ Gathering was held on April 6, at the Sofitel Phnom Penh Phokeetra Hotel, with an objective to give opportunities for Cambodian WMU Sasakawa Fellows to get to know each other even more and at the same time to meet Dr. Sasakawa. Seven Cambodian Fellows currently working at the Ministry of Public Works and Transport and the Ministry of the Environment attended this event.

In his opening speech, Dr. Sasakawa was pleased to welcome the Fellows and was glad to meet them in Cambodia. He was especially happy to see that most of them have been working in the government, and to know that those who received a scholarship from the Sasakawa Peace Foundation returned to their



country to contribute to the development of the Maritime Sector. Dr. Sasakawa hoped that they would work even harder to bring this sector to an even higher level.

In a following speech, H.E. Chan Dara, Director General of the General Department of Waterway-Maritime Transport and Ports, as a representative of Cambodian WMU Sasakawa Fellows, welcomed Dr. Sasakawa and the staff of The Nippon Foundation to our country. He stressed the friendship between the governments and people of Japan and Cambodia for many decades and the priceless benefits that The Nippon Foundation has provided to Cambodian Fellows. Most of them working for the government have

been promoted to different positions, mainly because of the specific knowledge they gained from WMU, which has given them a strong foundation in the work that they are doing. At the end of his speech, Chan Dara stressed that his gratitude towards the Foundation would remain forever and be passed on to the next generation. He confirmed that the Cambodian WMU Sasakawa Fellows will commit themselves to the development of the Maritime Sector in Cambodia.

The participants enjoyed chatting with one another and taking memorable pictures while food and drinks were being served, until the gathering ended at 8:30pm.

WMU Sasakawa Fellows’ Meeting on ASEAN-Japan Cruise Promotion Strategy (AJCPS)

Sonia B. Malaluan (Philippines, 1998)



The 6th Experts Group Meeting on ASEAN-Japan Cruise Promotion Strategy was hosted and chaired by Ministry of Land, Infrastructure, Transport, and Tourism of Japan. Delegates from the tourism department and maritime administration of the ASEAN Member States gathered together to share information, initiatives and progress on the promotion of cruise tourism on March 23, 2018, at the Hotel Metropolitan Edmont, Tokyo, Japan.

Mr. Srey Sokhdara (Cambodia, 2016) from the Port Administration Department of Cambodia presented data on tourists and passenger ports in Cambodia, as well as the number of cruise ships and passengers in the two international ports, Sihanoukville and Phnom Penh. Cruise promotion strategies in Cambodia include the modernization of cruise terminals, diversification of services in ports, and improvement of current destinations as well as the creation of new ones. Other strategies cover safety and security as well as ship clearance procedures.

Mr. Nguyen Hai Nam (Vietnam, 2003), Director, Maritime Administration of Ho Chi Minh City, Vietnam, also presented statistics on foreign tourists and the policies being implemented to attract more passengers. Recent approaches include the improvement of port infrastructure and transportation, and inviting investors for development-integrated projects in passenger terminals. They are also undertaking research in cruise tourists and training human resources. Initiatives to promote tourism are visa exemptions for South Korea, Japan and ASEAN members, extended visa-free for travelers from Europe, an e-visa system for tourists from 46 countries, and reduced visa fee and port dues for cruise tourists.

The Philippines likewise made a presentation on how cruise tourism in their country has grown in the last 6 years, both in terms of port calls and number of cruise tourists. The National Cruise Tourism Strategy (NCTS) includes, among others, programs to make the Philippines cruise-friendly and cruise-ready, creating incentives and building awareness and acceptance through consultation with service providers and customers. The NCTS provides direction to both the government and private sector towards increasing cruise ship calls, creating excellent guest experiences, increasing economic benefits and promoting sustainable tourism.

Also included in the report are government initiatives in terms of policies and infrastructure projects.

All other ASEAN Member State representatives made their country presentations. Japan shared the current state of the cruise market there, improvements needed to promote the market and other future approaches. One future action will be the gathering of cruise information for posting in the ASEAN JAPAN Transport Partnership website. Delegates agreed to provide information after receiving the template of what should be posted.

The meeting concluded with a port and ship visit at the Port of Yokohama and on board the cruise ship “Asuka II”.

The visit to Japan would not be complete without meeting our friends from the Sasakawa Peace Foundation. Indeed, it was a very happy occasion to be given the opportunity to meet Mr. Kudo, Mr. Akita, Mr. Ichikawa, and other WMU graduates. We always enjoy seeing our “extended family” in Japan. Once again, domo arigato!



A Sasakawa Fellow Appointed as New Philippine Coast Guard Commandant

In a letter of appointment signed on January 4, 2018, by the President and transmitted to Department of Transportation Secretary Arthur P Tugade, Admiral Elson E Hermogino was designated to steer the country's leading maritime law enforcement organization.

Born in San Carlos City, Pangasinan and raised in the Science City of Muñoz, Nueva Ecija, Admiral Hermogino began his military career in 1981 when he entered the Philippine Military Academy and graduated as a proud member of the prestigious "Sandiwa" Class of 1985.

His passion for learning enabled him to successfully complete his post graduate studies at the World Maritime University in Malmö, Sweden, and earned the degree of Master in Maritime Administration in 1996 (Sasakawa Fellow).

Prior to his appointment as Commandant, Admiral Hermogino became the Station Commander of various PCG stations and eventually became the Commander of Coast Guard districts in Bicol, Northern Mindanao and Southern Tagalog in Batangas, and CGDNCR-CL in an acting capacity. He was also entrusted with positions and commanded major units of the PCG, such as the MEPCOM, Coast Guard Fleet, and Maritime Safety Services Command.

He successfully earned the most coveted Command-at-Sea Badge as he

commanded three Coast Guard search and rescue vessels, which are the primary ships for operations of the PCG, and seven other vessels during his service in the Philippine Navy.

His dedication to service has been reflected through his remarkable achievements and numerous awards received throughout his career. Among these are: Coast Guard Legion of Honor and Ribbon (Degree of Maginoo), Coast Guard Outstanding Achievement Medal and Ribbon, Coast Guard Distinguished Service Medal and Ribbon, Coast Guard Gawad sa Kaunlaran Medal, Coast Guard Merit Medal, Coast Guard Commendation Medal, Coast Guard Search and Rescue Medal, Long Service Medal, Coast Guard Visayan Campaign Medal & Ribbon, and Coast Guard Civic Action Medal.

Admiral Hermogino is a dedicated husband to his wife, Rutchel, and a loving father to his three children, Reiner John, Renson and Reizels.



New Member to the Family



Wynchester C. Florentino (Philippines, 2016)

Greetings to all from my family!

Many fathers' desire is to have a son in the family, as did I. Last January 21, 2018 at exactly 2:21 in the morning, almost 14 months after graduating from WMU, my dream of having a son at last came true when my wife Jennifer gave birth to our third child, a healthy cute baby boy, joining our girls, Wynnona Yzabelle, 9 years old, and Jenine Beatrice, 5 years old. Both of them are equally active in their academics and sports activities.

Since having a son in the family has been our dream, my wife and I decided to name him Mikko, which means a "Gift from God". In our heart, he is indeed God's gift. I can still recall that wonderful moment and the feeling of excitement when he was brought to me and laid into my arms for the first time. There and then I felt the feeling of gratefulness, love and joy. Here then, I may say that having three lovely girls and one handsome boy in the family makes my life complete.

Lastly, my deepest gratitude, as always, to the Sasakawa Peace Foundation for the opportunity to contribute in my simplest way to the SPF newsletter. More power SPF!

Editor's note

It is a great pleasure to be asked to contribute the Editor's Note for this edition of the Newsletter of the Friends of WMU, Japan, at the time when IMO is celebrating its 70th Anniversary and WMU is celebrating its 35th Anniversary.

During the first week of May, an exciting series of international events took place, including the annual meeting of WMU's Board of Governors, a grand Gala Dinner hosted by the City of Malmö, the inauguration of the WMU-Sasakawa Global Ocean Institute (GOI), and the WMU Global Ocean Conference on building transformative partnerships for ocean sustainability.

The inauguration of the GOI attracted over 200 senior participants and keynote speakers, including Dr. Yohei Sasakawa, Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, and H.E. Jun Yamazaki, Ambassador of Japan to Sweden. The GOI is founded on the personal vision of Dr. Sasakawa, to forge a convergence platform where policy makers, the scientific community, regulators, industry actors, academics, and representatives of civil society can meet to discuss how best to manage and use ocean spaces and their resources for the sustainable development of present and future generations.

I believe the GOI will transform WMU, and also offer a forum through which all graduates can be involved in ocean stewardship in the future. As someone who has now spent 25 years at WMU, I am certain that the coming years will bring even more excitement and achievement for the whole WMU family.



Susan Jackson
Registrar, WMU

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