

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



WMU Graduation Ceremony 2018

Maia Brindley Nilsson

Communications and Conferences Officer
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On Sunday, 4 November, the maritime leaders of tomorrow from over 70 countries graduated from the World Maritime University (WMU). The graduates have received the education required to contribute to the implementation of the United Nations Sustainable Development Goals (UN SDGs) in their home countries as well as within the broader maritime and ocean community. They are equipped to become the maritime and ocean leaders of tomorrow that will promote safe, secure, environmentally sound, efficient and sustainable shipping on clean oceans.

The graduating Class of 2018 is one of the largest to date and includes 267 Graduates from 71 countries. A third of the graduates are women. The Class is composed of 124 MSc graduates from the Malmö headquarters, 58 graduates from the China programme, making a total number of 182 MSc graduates in 2018; two PhD graduates; and 83 graduates from the distance learning programmes including 14 LLM graduates. The 2018 graduation ceremony brings the total number of WMU graduates to 4,919 from 168 countries.

WMU President, Dr. Cleopatra Doumbia-Henry, delivered welcome remarks, noting that 2018 is the 35th anniversary of WMU, and the 70th anniversary of the University's parent institution, the International Maritime Organization. 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. Noting highlights from the academic year, the President referred to the ongoing commitment of WMU to the UN SDGs, the inauguration of the WMU-Sasakawa Global Ocean Institute, and the successful WMU Global Ocean Conference. Further, she referred to the advancement of the WMU Research Agenda and expansion of WMU publications that extend the University's global outreach and service to the maritime and ocean community. The President also announced "The WMU-Koji Sekimizu PhD Fellowship" to be funded by former Chancellor Koji Sekimizu and the Government of Singapore on "Maritime Governance", as well as the SwAM-German Government PhD and Post-Doc fellowships for ocean research that will be funded by the Swedish Agency for Marine and Water Management (SwAM) and Germany.

In addressing the graduates, President Doumbia-Henry called on them to return to their home countries and activate national alumni groups to foster the power of the global WMU network. With the knowledge and capacities gained at WMU, each graduate has the capacity to help build the maritime, ports and ocean sectors of the economy in their home countries. She stated "The transformative power of your experience has developed your knowledge, critical thinking skills, and



enlightened you in innumerable ways. Your WMU experience has expanded your horizons, your professional network and enriched you personally in ways that you may only fully appreciate as you advance in your career. You will go on to change the world."

Mr. Kitack Lim, the first International Maritime Organization (IMO) Secretary-General and WMU Chancellor to hold a MSc degree from WMU, conferred the degrees on the graduates. He reflected on his own WMU experience noting it is a privilege to study at WMU in programmes designed to meet the maritime industry's need for highly trained and specialized professionals. "From today, each one of you will join an elite group of maritime professionals in the global industry that has shaped the modern world. WMU has provided you with the key tools to succeed in making a difference in the global maritime industry," he stated. Mr. Lim also announced that all current and future Malmö students will be provided with free access to the IMO searchable database of all IMO Conventions and key Instruments.



The Guest of Honour was Dr. Anders Wijkman, Co-President of the Club of Rome. He highlighted the active contribution the graduates will make to the achievement of the UN SDGs by 2030 and emphasized that the inherent challenges could only be addressed successfully through working together. Despite the current political climate, he maintained that pessimism is not an option, stating, "We need to focus on the challenges and believe in the opportunities to bring about change. We have the knowledge. We have the technologies. It is often the will that is lacking." He continued, "Each of you here today is likely to be in the position to influence decision-making...You will be on the forefront of the battle to save our oceans."

Representing WMU's host city of Malmö, the Mayor and Chairperson of the Malmö City Executive Board, Ms. Katrin Stjernfeldt-Jammeh, remarked that Malmö is the most diverse city in Sweden, making it a perfect home for WMU. In addition, the UN SDGs are guiding stars for both WMU, and the City of Malmö. "You have the latest knowledge and the whole world as your field of work...You are the future leaders within the maritime field and we have very high expectations for all of you," she stated.

Honorary awards made during the ceremony included the award of Doctor of Science, honoris causa to Ms. Isabella Lövin, Deputy Prime Minister of Sweden and International Development Cooperation and Climate, in recognition of her outstanding work and deep commitment to safeguarding the future of the world's oceans. In her remarks, Ms. Lövin spoke of "the great murder mystery of the Silent Seas". She noted that we are all responsible for their degradation, and that we all now have a

responsibility to safeguard them. She stated, "We can't just go on with business as usual. We have to rethink how we are acting because our oceans aren't limitless. They are, in fact, finite."

Mr. Abud Jamal Said, President of the Student Council, also addressed the gathering, and to his classmates, in particular, he stated, "I urge us all to embrace unity in diversity, and not only maintain the friendships we created throughout our studies, but to improve on our networking for the advancement of international maritime agendas and development." He then handed over the WMU flag to the new Student Council President, Mr. Natig Hasanov, who is a Sasakawa Fellowship Student.

Additional awards made during the ceremony included:

As the graduates accepted their diplomas on stage, the Award for the 1000th female graduate was made to Ms. Naandem Rita Njin from Nigeria. With this graduation ceremony, there are 1,029 female WMU graduates. Women represent 21% of all WMU graduates, of which 18% were enrolled in the MSc programmes.

Special 35th Anniversary awards were made to the City of Malmö for their ongoing support since the University was founded in 1983, and to the Royal Fire Brigade Band that annually provides the music for the WMU Graduation Ceremony.

Dr. Olof Lindén was awarded Professor Emeritus in recognition of his service to WMU as a Professor for almost fifteen years, as holder of The Nippon Foundation Chair in Marine Environmental Management, and as head of the Marine Environment and Ocean Management specialization and as Director of Research and the Doctoral Programme.

Mr. Michael Ircha was awarded Honorary

Professor in recognition of his service to WMU as a Visiting Professor for twenty years, and supporting and mentoring generations of WMU students, both in Malmö and in Shanghai, in his specialist field of ports and logistics.

Mr. Patrick Donner was awarded Honorary Professor in recognition of his service to WMU as Associate Academic Dean for 10 years and as Associate Professor for 22 years, and for supporting and mentoring generations of WMU students, both resident and by distance learning, in his specialist fields of maritime law and marine insurance.

Mr. Gary Crook was awarded Honorary Fellow in recognition of his service to WMU as a Visiting Professor for over twenty years, and supporting and mentoring generations of WMU students, both in Malmö and in Shanghai, in his specialist field of ports and logistics.

Mr. Fidel Reyes Melendez was awarded Honorary Fellow in recognition of his service as a member of WMU's Board of Governors since 2015, his support of WMU through his role as Director of the International Office at Peru's DICAPI, and his personal support and work for the WMU Regional Conference for the Americas in 2017.

Mr. Iván Valenzuela Bosne was awarded Outstanding Alumnus in recognition of his lengthy service as a Visiting Professor at WMU, as an active member of the Board of Governors since 2012, and having served with great distinction as Director of Maritime Safety, Security and Operations in DIRECTEMAR, Chile's maritime administration.

The Chancellor's Medal for Academic Excellence for the MSc in Maritime Affairs 2018 in Malmö was awarded to Sasakawa Fellow, Mr. Banshidhar Singh, from India.



Sasakawa Awards 2018 - A New Beginning



Naohiro Saito
(Japan, 2018)

On Saturday, November 3, the Sasakawa Fellows of 2018 went to their Award ceremony, hosted by the Sasakawa Peace Foundation (SPF), which was held at the Sasakawa auditorium. At this same event last year, we were definitely excited at jumping in an unknown world with our new classmates, ready to learn about the overall maritime field, having a chance to meet many people from different backgrounds and spending wonderful, daily school life. Now we see that, indeed, what we expected last year came true. Looking back at those days, we realize that we have shared invaluable and precious time. WMU has equipped us to contribute to safe, environmentally sound, energy efficient and secure shipping on clean oceans. Through our studies and communal life at WMU, we have not only gained great knowledge, but also the precious experience of meeting people with different views and ideas, and discussing future issues. We now have confidence that we will be able to contribute to the effective implementation of the goals and objectives of IMO as well the UN-SDGs in our countries.

WMU President, Dr. Cleopatra Doumbia-Henry welcomed us and gave an opening speech that highlighted our efforts throughout the year. The president thanked The Nippon Foundation and SPF for supporting the university and for their ongoing commitment to the expansion of WMU and its mission. In addressing the graduates, she encouraged us to take advantage of the global network of WMU Alumni and to remember it as a resource for future collaboration, no matter what we studied at WMU.

Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation, offered us

congratulations, and referred to the importance of professional expertise. Mr. Unno remarked that in the near future, Artificial Intelligence could possibly replace our jobs, and we need to be mindful of our roles. Inspired by this statement, we reviewed our work and thought of what additional value we can create. Following the statement, Mr. Unno gave each of us certificates, and we took photos together, which we were honored to receive. *(Please refer to the attached sheet.)*



At the end of the memorable ceremony, attendees were kindly invited to join a reception party at the WMU Bistro for a wonderful buffet, prepared by Mr. Nikola Korak and his team. Whenever we were at the university, they always provided us with tasty and healthy meals and drinks throughout our school life. We were so grateful for their amazing contributions. Of course, at this reception, we enjoyed everything even more, especially since we were joined by the new students who have just come and started their studies this year. It was exciting to share the experience of WMU with them and give them some advice about what to expect. And also, it was fun to discuss future plans with our professors.

Finally, Mr. Michael Asiamah from Ghana



expressed our sincere gratitude to The Nippon Foundation, SPF and WMU faculty and staff. His field was Maritime Safety and Environmental Association, and he played an outstanding leading role both in group studies and classes with his glowing personality. We all felt happy to hear his remarks about how proud we should all feel at this moment and to keep in touch through the network.

Graduating from WMU is an interim goal for all of us, one step in the process of achieving our major goal. As maritime leaders and experts of tomorrow, we will move forward in collaboration. What we learned at WMU will stay with us and guide us. And of course, our relationships among Sasakawa Fellows will be very valuable in the future.

On behalf of the Sasakawa Fellows 2018, I would like to say thank you for such a great opportunity to Dr. Sasakawa, Mr. Unno, and the entire SPF staff.



Action Plan on Marine Plastic Litter from Shipping



Yasufumi Onishi
Japan Ship Technology
Research Association



Worldwide concern regarding plastic litter in the oceans has been increasing in recent years. Damage to oceans caused by marine plastic litter includes damage to the marine environment and ecosystems, obstacles to ships' navigation, impacts on tourism and fisheries, impacts on the environment of coastal areas, and in recent years there is concern about the effects of microplastics on ecosystems.

According to a report released by the United Nations Environment Programme (UNEP), about 400 million tons of plastics are produced worldwide annually, 36% of which are single use plastic for disposable packaging and containers (2015 data). Furthermore, it is estimated that 9% of this plastic waste is recycled, 12% is incinerated, and the remaining 79% is disposed of in landfills or dumps, or is discarded in nature as is. According to an estimation by Jambeck et al. in 2010, the amount of plastic litter flowing from land into the oceans was set to rise to 4.8-12.7 million tons annually.

In view of these conditions, many resolutions on marine plastic litter have been adopted in various international forums. For example, the United Nations addressed the issue of marine litter at the United Nations Conference on Sustainable Development (Rio +20) in 2012. The first meeting of the UN Environment Assembly (UNEA-1), which was held in 2014, confirmed the need for measures for marine plastic litter as a resolution of the Assembly.

Under the Sustainable Development Goals (SDGs) adopted in September 2015, one of the goals (Goal 14) is a commitment to prevent and drastically reduce all kinds of marine pollution stemming from land activities in particular, including marine waste and eutrophication by 2025.

At the G20 held in Hamburg, Germany in July 2017, marine plastic litter was taken up in the leader's declaration for the first time, and it was agreed to launch the G20 Action Plan on Marine Litter, which incorporates efforts to curb its generation, establish sustainable waste management, and promote educational activities and research.

The third meeting of the UN Environment Assembly (UNEA-3), held in Nairobi, Kenya in December 2017, adopted a resolution concerning marine plastic litter and microplastics, and made a decision to establish expert group meetings to consider obstacles and options in dealing with them.

At the G7 summit held in Charlevoix, Canada in June 2018, Canada, France, Germany, Italy and the United Kingdom approved the Maritime Plastics Charter. Under this charter, countries made commitments to specific numerical targets such as making all plastic reusable, recyclable or recoverable by 2030.

As explained above, the need for measures concerning marine plastic litter has been recognized, and resolutions and other actions promoting concrete measures have been adopted at many international forums, including meetings where heads of state participate such as G7 and G20.

Plastic litter that is present in the oceans today is mainly caused by the inflow of plastic waste from the land. Results of rough calculations by Eunomia, a private consulting firm commissioned by the European Commission, indicate that approximately 0.3-3.3 million tons of marine plastic litter are attributable to shipping activities. Although it can be said that marine plastic litter derived from shipping is less than that derived from land, plastic litter generated by shipping cannot be ignored.

In view of these circumstances, at the 30th Assembly of the International Maritime Organization (IMO) held in December 2017, island countries such as Vanuatu and European countries put forward a proposal requesting the commencement of a consideration by IMO of measures concerning marine plastic litter from shipping. At the 72nd session of the Marine Environment Protection Committee (MEPC72) held in April 2018, a proposal to set the agenda concerning marine plastic litter from shipping was made and unanimously agreed on.

At MEPC73 in October 2018, the Committee discussed specific actions based on the proposals of various countries regarding measures for reducing marine plastic litter from shipping. During its deliberation, the Committee recognized the need for prompt initiatives, and formed a working group to flesh out measures and engage in focused discussions. At the working group, a lot of countries expressed their keen interest, and there were so many people participating in the discussion that there was standing room only where the working group meeting was held.

As you are all aware, in maritime affairs, under the rules of Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL Convention), the dumping of

waste in the ocean, including plastic, is prohibited in principle. Furthermore, the London Convention and London Protocol also prohibit the dumping at sea of waste from land. Therefore, the specific actions discussed at IMO focused on a review of measures for promoting compliance with relevant regulations rather than the strengthening of emission regulations.

While there are cries for the need for measures to deal with marine plastic litter, it cannot be said that sufficient data has been obtained, particularly in regard to the volume and the source of plastic litter generated by shipping. To consider effective measures, it is extremely important to grasp current conditions, and to take appropriate measures for the more serious discharge sources. Therefore, during the review of action plans at the MEPC, participants not only discussed specific measures but also confirmed the need to conduct research to identify the current status of marine plastic litter derived from shipping.

As a result of deliberations, the MEPC adopted as a resolution an action plan summarizing future initiatives of IMO in regard to measures for reducing marine plastic litter from shipping. In addition to enumerating the items reviewed, which consist of 30 items relating to marine plastic litter from shipping, the action plan aims to achieve these by 2025, bearing in mind the target year for the SDGs concerning oceans (Goal 14). Furthermore, the MEPC has decided to conduct annual reviews as well as a comprehensive review in 2023 in regard to the time frame of the action plan. As initiatives in the lead-up to the next MEPC74, the Committee has also decided to set up a Correspondence Group and to conduct a consideration to identify existing frameworks of IMO and other international and regional organizations and determine ways of conducting the IMO study on the discharge of marine plastic litter, etc.

It is not easy to estimate or identify total volumes or sources of pollution of marine plastic litter present in the oceans. Furthermore, this is not an issue for a single country; its devastation extends to all corners of the world. In the future, through international cooperation under IMO, I hope to make good progress in grasping the current status of marine plastic litter from shipping, and to examine and implement feasible and effective measures based on relevant information.

WMU and Sustainable Arctic Marine Navigation



Lawson W. Brigham

The World Maritime University has given considerable attention since 2015 to sustainable Arctic marine operations and shipping. On August 25-28, 2015 WMU hosted a major international conference entitled Safe and Sustainable Shipping in a Changing Arctic Environment (ShipArc). WMU teamed with the International Maritime Organization (IMO) and the Arctic Council's Working Group on Protection of the Arctic Marine Environment (PAME) to lead discussions at ShipArc on a broad range of topics including: the IMO Code for Ships Operating in Polar Waters (implementation and enforcement of what is referred to as 'the Polar Code'); future measures beyond the Polar Code; Arctic governance; protection of the Arctic marine environment; sustainable Arctic business development; and, training, capacity building and research. Key presentations affirmed that the new maritime Arctic is driven by rapid climate change (greater marine access with retreating Arctic sea ice), globalization (the linkages of Arctic natural resources to global markets), indigenous peoples' challenges, and regional and global geopolitics. Responding to these historic changes, the conference noted that the Arctic Council released its Arctic Marine Shipping Assessment (AMSA) in 2009, which focused on a framework for the Arctic states to pursue enhanced measures of Arctic marine safety and environmental protection. Many of the AMSA recommendations were discussed at the ShipArc conference, including the key requirement for mandatory rules and regulations for ships operating in Arctic and Antarctic waters, and critical needs for a vast array of marine infrastructure missing in most of the Arctic Ocean.

Select experts from the ShipArc conference provided chapters for a book that would explore the challenges and opportunities of sustainable Arctic shipping. The new book, entitled Sustainable Shipping in a Changing Arctic (Edited by Lawrence Hildebrand, Lawson Brigham and Tafsir Johansson), was published in September 2018 by Springer as Volume 7 of the WMU Studies in Maritime Affairs. Important attention is given to the IMO Polar Code as a key governance framework for the future of the Arctic Ocean that creates a uniform and non-discriminatory set of rules and regulations for polar marine operations. The Code for commercial carries and passenger ships (500 tons or more) includes: ships structural standards; required safety equipment for cold environments; training and experience standards for the ship's officers and crew; and, environmental rules focused on oil, noxious liquids, garbage and sewage. Three key chapters focus on the elements of the Polar Code, the human element in polar navigation (risks, acci-



dents, and uncertainty), and measures beyond the Polar Code (risk assessment; routing and reporting measures; port state control; and, special areas such as Particularly Sensitive Sea Areas, emission control zones, and marine protect areas).

Tracking and monitoring of Arctic ships primarily by land-based and satellite Automatic Identification Systems (AIS) receivers has become an essential element of Arctic marine infrastructure. Knowledge of real-time Arctic marine traffic patterns, as presented in five chapters, can influence the effectiveness of enhanced marine safety and environmental protection measures. A seminal and valuable chapter illustrates the interactions of marine traffic (from AIS) and coastal communities in the Bering Strait region. Indigenous traditional knowledge can make important contributions to developing safe Arctic marine operations. Chapters on Arctic governance including the legal regime of marine insurance, Arctic high seas governance of biodiversity, and Arctic governance strategies of non-Arctic states illustrate the range of approaches to governing an Arctic Ocean under accelerating changes. Additional chapters focus on training and capacity building, including the improvement of Arctic oil spill response and managing mass rescue operations in the Arctic. The volume includes for reference key Arctic agreements (for example on Arctic search and rescue, and Arctic oil spill preparedness and response), the AMSA recommendations, and declarations concerning governance of the Central Arctic Ocean.

The future of Arctic marine operations and shipping is uncertain, with a host of complex constraints as well as opportunities influencing the way ahead. Sorting out this complexity to achieve safe and sustainable shipping will be challenging. The IMO Polar Code is certainly only the beginning of a long

process of developing an effective regulatory regime in the Arctic Ocean. More scientific research is required to better understand Arctic marine ecosystems and formulate effective conservation and management measures. Enhanced situational awareness for Arctic marine operations will also be required to perform effective law enforcement. For the final release of the AMSA report by the Arctic Council in April 2009, the assessment's 17 recommendations were divided into three categories or themes:

- Enhancing Arctic Marine Safety
- Protecting Arctic People and the Environment
- Building the Arctic Marine Infrastructure

These three themes form the basis of the Arctic Council's strategy for sustainable Arctic marine operations and shipping. The first two elements are well underway, and progress has been made with the approval of the IMO Polar Code and for example, signing of an Arctic state search and rescue agreement. Progress on building an appropriate level of Arctic marine infrastructure has been slower and requires international focus and investment by governments and the private sector. WMU and its new Sasakawa Global Ocean Institute will surely continue the legacy of the AMSA strategic themes by pursuing leading research and capacity-building on sustainable Arctic marine operations and shipping for the 21st century.

Dr. Lawson W. Brigham is a Distinguished Fellow and Faculty in the International Arctic Research Center at the University of Alaska Fairbanks. He was a U.S. Coast Guard officer and served as captain of the polar icebreaker Polar Sea on Arctic and Antarctic expeditions. He was chair of the Arctic Council's Arctic Marine Shipping Assessment 2004-2009.

First High-Level Regional Meeting of Marine Environment Protection of South East Asian Seas Project



Gus Rional
(Indonesia, 2011)

As we all know, modern trade nowadays mostly occurs on the oceans, which is especially important to those countries lying along shipping routes. The South East Asian (SEA) seas are no exception.

Having the highest rate of shipping activity in the world, the SEA seas stretch from the Bay of Bengal to the Philippines. They account for 30% of global sea area under national jurisdiction and 40% of the world's total fish catch, with 75% of the SEA population living in coastal areas. This has an enormous impact on the region, both positive in terms of monetary gains, and negative in terms of damage to the environment. The latter includes spills (releases or discharges of oil and other contaminants from ships); introduction of invasive species through the uncontrolled discharge of ships' ballast water; contamination from anti-fouling materials used in ships' paint; greenhouse gas emissions; and the dumping of waste at sea. These are the biggest threads resulting in the unsustainable use and the degradation of coastal and marine ecosystems, impacting the population of the SEA region.

A number of existing International Maritime Organization (IMO) conventions have already been set up to deal with ship-sourced marine pollution, but they need to be implemented. Coping with this matter, IMO and the Norwegian Agency for Development Cooperation (NORAD) forged a partnership in a project assisting the East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment. The so-called "Marine Environment Protection of the South East Asian Seas Project (MEPSEAS)" covered 4 notable IMO Conventions relating to marine environmental protection:

1. International Convention for the Prevention of Pollution from Ships (MARPOL) Annex I, II, and V;
2. International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention);
3. International Convention for the Control and Management of Ships' Ballast Water Sediments (BWM Convention);
4. The 1996 Protocol to the Convention on



the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Protocol).

Seven participating countries in the region (Cambodia, Indonesia, Malaysia, Myanmar, Philippines and Thailand) joined the project and held the First High-Level Regional Meeting at the Trans Resort Hotel, Bali, Indonesia from June 25-27, 2018. Senior decision makers in each country's Maritime Administration were joined by IMO's Deputy Director (Major Projects) Mr. Jose Matheickal, NORAD, observer countries, the ASEAN Secretariat, the Tokyo MOU Secretariat, the Partnership in Environmental Management for the Seas of East Asia (PEMSEA), Women in Maritime (WIMA ASIA) and shipping industry representatives. I was there as a delegate from the Directorate General of Sea Transportation, Ministry of Transportation, Republic of Indonesia.

In his opening remarks, Indonesia's Director General for Sea Transportation, R. Agus Purnomo, said "About 40% of the world's fleet sails through South East Asian seas, which shows the importance of the region to the world, and our involvement in the MEPSEAS Project proves that we have the same commitment in protecting our marine environment." Jose Matheickal added, "The MEPSEAS project is a clear demonstration of the continued commitment of the ASEAN countries to move towards a sustainable maritime transport system and to address significant marine environmental issues."

Whilst the common target of MEPSEAS is focusing on enhancing the countries' capacity in initiating, facilitating, and coordinating legal policy making in order to implement these four high priority IMO Conventions, each of the seven nations also has specific targets.

Indonesia, for instance, having ratified the BWM in November 2018, is focusing on the implementation of the Conventions in ports, as well as offering Port Biological Baseline Survey

training to a team of marine biologists from universities and research organizations to strengthen the country's ability to monitor port biological baseline on a regular basis. Cambodia is targeting the drafting of MARPOL specific implementing legislation and institutionalizing the Cambodia Ship Registry. Malaysia is focusing on London Protocol related activities, such as national training for general stakeholders and the establishment of a task force to develop national policy and legislation to facilitate the accession of LP. The Philippines aim to re-established a National Task Force to develop an action plan for the implementation of BWM and AFS Conventions, setting up a National Maritime Knowledge Management portal to facilitate information exchange among various stakeholders dealing with marine environmental protection, and launch a green shipping, green ports and green shipyards initiative. Thailand wants to re-establish a National Task Force to complete the ratification of MARPOL Annex V and London Protocol. Vietnam intends to complete the preparatory process of BWM ratification and put the Convention into their National Legislation. Myanmar, the latest country to join MEPSEAS, wants to set up a National Task Force and develop an action plan to draft policies and legislation towards the ratification of the Conventions.

From 2019, the project will start with train-the-trainer workshops in each of the participant countries led by IMO consultants and nominated training institutions. These workshops will enhance the ability of national experts towards the objectives of the MEPSEAS Project.

Gus Rional (Indonesia, 2011)
Deputy Director of Navigation (Aids to Navigation and Workshop)
Directorate General of Sea Transportation
Ministry of Transportation – Republic of Indonesia

From Analog to Digital: 25 years of Tokyo MOU



Ning Zheng
Technical Officer,
Tokyo MOU Secretariat

25 years ago, the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (Tokyo MOU) was signed on December 1, 1993 in Tokyo, Japan. I learned about it while in Malmö, Sweden, after just completing my thesis deliberation and starting to prepare for the graduation ceremony at WMU. Since then, my career has been closely linked with Tokyo MOU.

At the end of that year, I returned to my home country, China, and the first thing I was asked to do back at the office was to make arrangements for the 1st meeting of the Tokyo MOU Port State Control Committee (PSCC), which was to be held in Beijing in April 1994. During the period of preparation, I was nominated to the position of Technical Officer at the Tokyo MOU Secretariat, and soon after, I was formally appointed as the Technical Officer among a number of nominees. I guess that my WMU background might have made me a bit more competitive and in a better position for the appointment. I joined the Secretariat in August 1994 and have worked for Tokyo MOU ever since.

Tokyo MOU celebrated its 25th anniversary in 2018, and in the course of preparing the brochure, I had a chance to review its path of development and success. Apart from the great progress and achievements attained during the past 25 years, I was also very impressed by the ways Tokyo MOU and PSC have adapted since the time I joined.

At the beginning of Tokyo MOU, the main means of communication between the Secretariat, Authorities and observer organizations were by fax and post; all documents and materials were prepared in hard/photo copy; personal computers were oper-

ated under Microsoft Windows 3.1, using floppy disks as storage media; Authorities needed to transmit inspection data to the database center using a DOS based program through expensive international telephone lines. During that period, it wasn't unusual to take 2-3 hours to send a fax circular letter to Authorities, and to take days to produce photocopies of batch documents for meetings, which were sent by courier and received by Authorities/members of the Committee a month later. To train PSC officers, millions of Japanese yen were spent buying IMO conventions (SOLAS, MARPOL, Load Line, Tonnage, COLREG) each year, which were not only very expensive books but also heavy luggage for trainees, some of whom were reluctant to bring the books back home due to weight limitation for air luggage. It was almost impractical for PSCOs to use traditional cameras for inspections, as there would be no way to check photos taken during inspections onboard.

Synchronized with the rapid development and improvement of information technology, dramatic changes have taken place during the past quarter century. Now of course, we use e-mails, not faxes, for all correspondence with our membership internally and with industry bodies or the general public externally; we are able to distribute and publish MOU information & data, materials and documents through Tokyo MOU public and internal websites effectively and swiftly; most of our computers are operated under Windows 10 with a huge capacity hard disk and the ability to attach additional storage devices such as USB flash drives or removable/portable hard disks. There is no problem for all member Authorities to connect, via internet, to the MOU PSC database system, which is able to collect and store full details of inspections conducted by PSCOs and provide all relevant information and references for targeting/selecting ships for inspection. An advanced IT environment, facilities and devices make our work much easier and more efficient. No more waiting for information, as it is sent by email

with one click. No more dispatching hard copy documents, as they are all in electronic format and uploaded to the MOU homepage server, from where members of the Committee can download them immediately. Trainees need not to worry about overweight luggage, as they can bring home a tiny USB flash memory containing all conventions, resolutions and circulars (KR-CON software, donated by Korean Register). And the majority of PSCOs use compact digital cameras or smart phones to take pictures of deficiencies during inspections, which can be checked on board immediately and transmitted to the database later on.

I've become used to these advances during my day-to-day work, but, when comparing things to 25 years ago, it could seem like scientific fiction that, with a laptop, tablet or smart phone and an internet connection, we can deal with most of our tasks anywhere in the world. It has been a great privilege to witness and to be involved in the developments, progress, and achievements of Tokyo MOU since its establishment.

Even though Tokyo MOU has achieved many great results, we must continue to work hard to attain our goal: "Elimination of sub-standard shipping in the Asia-Pacific region". I will dedicate myself to further enhance maritime safety, marine environment protection and living and working conditions of seafarers in the region.

Ning Zheng

Course and year of graduation from WMU: MSA (N)/1993

Current position: Technical Officer, Tokyo MOU Secretariat

Employment history:

August 1994 ~ present: Tokyo MOU Secretariat

1984 ~ 1994: Maritime Safety Officer, Headquarter of China Maritime Safety Administration, Ministry of Communications

Education:

1979-1984: Navigation Department, Dalian Maritime University

1992-1993: World Maritime University



A happy reunion in Tokyo



Vijay Raju
(India, 2014)

It was on October 31, 2018 that I landed in Tokyo on an official tour along with Mukund Gujar (S15). I had informed Kudo-san about my visit and was delighted to see him after nearly four years. My friend Yusuke Mori picked us up from the hotel in the evening on November 1, and we walked up to the restaurant, recollecting our time spent at the World Maritime University and inquiring about our friends, especially Sasakawa Fellows in our respective regions. Finally, we met Kudo-san at the restaurant, dressed in his impeccable attire, always adorned with his great smile. It was a wonderful moment; his energy and warmth made us feel special. It was indeed a great honour to be able to spend some quality time with him and exchange fond memories of WMU and how our lives have greatly changed since. Kudo-san expressed his joy in seeing our professional progress and the valuable

contributions we are making due to the knowledge gained from the University. He was delighted to find out that the Indian Coast Guard would visit Yokohama in January 2019 as part of a goodwill visit to enhance mutual cooperation between both Coast Guards. He was also happy to hear about the contributions being made by Fellows more senior to me at my institution and expressed his appreciation to the Indian Coast Guard officers who have consistently performed well at WMU. We presented him with a few mementos in appreciation of his humble hospitality, and prior to bidding farewell, we conveyed our thanks to Dr. Sasakawa and The Nippon Foundation for giving us such a wonderful opportunity to bond with fellow mariners across the globe under the one umbrella of the Sasakawa Fellowship.

Recent News from the Office



<https://twitter.com/SasakawaYohei>
@SasakawaYohei



Greetings to All from My Family!



Afif Amrullah
(Indonesia, 2016)

In early 2018, our little one was born, 15 months since I graduated from WMU. We named him “Mahir Abdulkarim Amrullah”, meaning “expert”, inspired by a Muslim Scholar in Indonesia. We hope that he will become expert in everything he learns and will become a good man with a great understanding of life.

To take care of our son, some of my daily activities had to be adjusted. Almost no more weekday sports after office hours, like badminton or futsal, which I do regularly, because I want to see his smile waiting for me at home. Together with my wife, I read him books, play, swim, etc. I also help her feed him his favorite meal. During the weekend, we spend time riding bicycles together, so he will know that this is his

father’s hobby.

I thought being a parent would be a very demanding job, with endless tasks that never seem to get done. It’s challenging, but as long as we strive to give the best to our children, there is a way. A lesson I’ve learned is that parenting is actually focused on parents, not children. Our children will learn most from our examples and habits, as they see us every day.

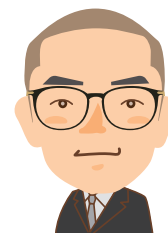
It reminds me of what I learn at WMU on educational psychology, especially on pedagogy and andragogy, and I thank the Sasakawa Fellowship that allowed me the opportunity to study there. Lastly, my deepest gratitude to SPF for the opportunity to contribute to the SPF newsletter. Wassalam!

Editor's note

I am Sadaharu Koga, manager of the Regulation Unit at the Japan Ship Technology Research Association (JSTRA). As some of you know, I am a 2015 WMU graduate. Although three and a half years have already passed, I still clearly remember my great days in Malmö. How are you doing, my dear friends?

Currently, my work deals with issues at IMO, covering maritime environmental protection issues, such as GHG reduction and sulphur limit of fuel oils. The issues are complicated, and it is always very challenging to find solutions because Member States of IMO have various positions based on their respective social and economic backgrounds for each single issue. But I consider those issues worthy enough to work hard for. Thankfully, what I learned at WMU is helping me a lot.

Since last year, I have been a member of the editing team of this newsletter. I will try my best to bring you up to date with WMU news and other maritime topics. Your cooperation and contributions are greatly appreciated. Thus, please do not hesitate to contact us if you have any news which you would like to share through this invaluable Sasakawa Fellows’ network.



Sadaharu Koga

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