

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



Mayor Carina Nilsson  
Mayor of Malmö

## Greetings from the Mayor



It has now been just over a year since I became the first female Mayor of Malmö. During this past year, I have been able to bring a diversity of experience to my new role as Mayor of the third largest city in Sweden.

I was elected Chairman of the Malmö City Council in October of 2018 and am the first woman to have held this position. Previously I was the Deputy Mayor in Charge of Welfare, Healthcare, and Social services from 2010 to 2018.

I received my degree as an occupational therapist in 1980 and my teaching degree at Uppsala University in 1987, after which I worked as a teacher at Lund University's institution for occupational therapy (1985-92). I also worked as a licensed occupational therapist within both the municipality and the region until 1992. After that, I held the position of Health Planner at Malmö University Hospital. In 2008 I gained my Master's Degree in Public Health from Malmö University.

My political career began in the 1980s when I joined the Sanitation Committee and became a replacement member of the Municipal Environmental Board in Malmö. After that, I held a number of municipal political roles including Chair of the Environmental Board (1997-2006) and Chair of the Cultural Board (2007-2010). From 2008 to 2010 I was the Deputy Mayor in Charge of Culture and Leisure.

Since 2016 I have been a member of the Faculty Board of the Odontological Department, Malmö University.

In addition to my municipal political roles, I am also the Chair of the organisation Social Democratic Women Malmö and was previously

on the board of the Skåne Municipal Alliance. Gender equality is an issue that I am passionate about, and throughout my career I have worked to ensure that women and men are provided with the same opportunities.

While we have come a long way, there is still work to be done. Nonetheless, today there is strong female leadership in Malmö City, the local region, and Malmö University, as well as the World Maritime University. Equality is a common goal that unites Malmö City and the WMU in working towards achievement of the Sustainable Development Goals, which are also incorporated into Malmö City Council's goals.

We are now moving into the next phase of reaffirming the commitments made in the 2030 Agenda for Sustainable Development, particularly SDG 5, which aims to achieve gender equality and empower all women and girls.

Both the City of Malmö and the World Maritime University also have a specific focus on SDG 14, which concerns ocean.

Now, as part of the Board of Governors, I am able to gain insight into and influence the work of the WMU. It is a highly interesting assignment where I feel I have been very kindly received.

The city of Malmö has a close cooperative relationship with the WMU, and this has been the case since the WMU's opening in 1983. This collaboration is now well established, and we are very proud to have Sweden's only UN institution here in Malmö.

One of my very first assignments as Mayor was to welcome students from all over the world to Malmö at the beginning of the 2019 academic

year. I enjoyed meeting these students and being able to tell them about our city, whose residents include people of 182 different nationalities, meaning that there will most likely be someone in Malmö who speaks their mother tongue.

On this occasion, I took the opportunity to speak about not only Malmö as a young, modern, and global city with a rich and varied cultural scene, but also the city's history, which is closely linked with the harbor as well as the ocean. In its heyday, the Kockums shipyard was one of the largest in the world and a major employer in Malmö. Today, the Western Harbor area where Kockums used to be located is home to IT companies. The reality is that more people go to work in the Western Harbor today than they did a few decades ago—the industry in which they do so has simply changed.

In other words, the history of WMU is closely tied to that of Malmö, and we look forward to our future being so as well.

*\* This article was contributed prior to the COVID-19 outbreak.*



View from "World Bistro (WMU cafeteria)"

# Climate Change and The Expected Role of Shipping Industry



**Prof. Masamichi Hasebe**

Visiting Professor, Kobe University

Representative for Europe, Middle East & Africa, The Japan Association of Marine Safety

As there are so many challenges with which we are facing these days in maritime and ocean domains, it was not so easy for me to choose only one topic for this short piece. Finally, I deliberately chose Climate Change as a main topic, because this is a topic which people in the world carefully observe whether professional experts engaging in a traditional, technical world of IMO can properly and timely deal with this issue by taking fully into account the ambitious global target of Carbon Neutral by 2050, which is advocated by the European Commission and will be discussed at COP 26 in 2021.

## 1. Impacts of Climate Change

Since the Industrial Revolution began in about 1750, CO<sub>2</sub> levels have risen more than 30%. As a result, the world is about 1°C warmer than before the Industrial Revolution. According to the World Meteorological Organization (WMO), if the current warming trend continues, temperatures could rise 3-5°C by the end of this century. Global warming has been causing many impacts such as melting ice, sea level rise, floods, heat waves, forest fires and droughts. Many developing countries, including especially Small Island Developing States, have been the most affected by these impacts. People living there often depend on their natural environment.

In order to mitigate and/or adapt climate change, the Paris Agreement was adopted in Paris in December 2015. The Agreement aims to keep a global temperature rise in this century well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase even further to 1.5°C. The Paris Agreement requires all Parties to put forward their best efforts through Nationally Determined Contributions (NDCs).

## 2. Actions taken and being considered by IMO

(1) GHG emissions from international shipping

While the third IMO GHG Study

2014 estimated that international shipping emitted 796 million tons of CO<sub>2</sub> in 2012, accounting for about 2.2% of the total global anthropogenic CO<sub>2</sub> emissions for that year. On the other hand, according to most recent “2019 Annual Report from the European Commission on CO<sub>2</sub> Emissions from Maritime Transport” based on the EU MRV scheme, emissions reported by 11,600 ships have added up to over 138 million emissions in 2018, representing 3.7% of total EU CO<sub>2</sub> emissions. While it is not easy to compare correctly those shares, since European share of 3.7%, is 68% larger than that of IMO, it may be natural for European people to feel stronger impact by shipping emissions and to wish to have more quicker and stricter reduction of CO<sub>2</sub> from ships.

### (2) Improvement of Energy Efficiency

An initial measure of combating climate change by IMO has been an improvement of energy efficiency of ship, which can contribute not only indirectly to climate change but also economically to shipping industries' interest. Accordingly, it was agreed that the Energy Efficient Design Index (EEDI) was made mandatory for new ships and the Ship Energy Efficiency Management Plan (SEEMP) was also made mandatory for all ships at MEPC 62 (July 2011) by amending MARPOL Annex VI and these measures entered into force on 1 January 2013. The CO<sub>2</sub> reduction rates have been established until the period 2025 and onwards, when a 30% reduction is mandated for applicable ship types.

In May 2019, MEPC 74 approved amendments to MARPOL Annex VI, for adoption at MEPC 75, to strengthen the existing EEDI for some categories of new ships. In particular, the entry into effect of “phase 3” will be brought forward from 2025 to 2022 for several ship types – including containerships, gas carriers, general cargo ships and LNG carriers – and the reduction rate of phase 3 for containerships is significantly enhanced, e.g. it is set at 50% for containerships of 200,000 DWT and above, from 2022 (instead of 30% from 2025).

The SEEMP also provides an approach for shipping companies to manage ship and fleet efficiency performance over time using, for example, the Energy Efficiency Operational Indicator (EEOI) as a monitoring tool. The EEOI enables operators to measure the fuel efficiency of a ship in operation and to gauge the effect of any changes in operation, e.g. improved voyage planning or more frequent propeller cleaning, or introduction of technical measures such as waste heat recovery systems or a new propeller.

### (3) Data collection system for fuel oil consumption of ships

In response to the EU Monitoring, Reporting and Verification of CO<sub>2</sub> emissions (EU MRV), MEPC 70 (October 2016) agreed to introduce mandatory MARPOL Annex VI requirements for ships to record and report their fuel oil consumption from 1 March 2018. Under the data collection system (DCS), ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use from 1 January 2019. The aggregated data is reported to the flag State after the end of each calendar year and the flag State is required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO is required to submit an annual report to MEPC, summarizing the data collected.

### (4) Initial IMO Strategy on reduction of GHG emissions from ships

On 13 April 2018, MEPC 72 adopted resolution MEPC.304 (72) on Initial IMO Strategy on reduction of GHG emissions from ships. According to the Initial Strategy, GHG emissions from ships shall be peaked as soon as possible and the total annual GHG emissions shall be reduced by at least 50% by 2050 compared to 2008. In October 2018, IMO Member States approved a Programme of follow-up actions of the Initial Strategy up to 2023.

According to the Initial Strategy, measures to improve the operational energy efficiency of existing ships have been discussed at the

Intersessional Working Group (ISWG) of GHG. Proposed measures can be classified into two approaches. The first approach is a technical approach including the proposal from Japan and Norway on EEXI and proposals from Greece and BIMCO on power reduction. The second approach is an operational approach including the proposal from Denmark et al. on strengthening SEEMP, the proposal from China on the rating mechanism and proposals from France and CSC. At the ISWG-GHG 6, there seemed to be a general agreement that a mandatory global-based approach would provide the needed flexibility and incentive for innovations. The Chair of the ISWG submitted a concept paper to ISWG-GHG 7, including a possible regulatory framework reflecting the possibility to combine the two approaches so as to assist progress of discussions.

### 3. EU Green Deal and EU ETS

The new President of the European Commission, Dr. Ursula von der Leyen's first priority rests on a European Green Deal, which aims to have no net emission of GHG in EU by 2050. She has already presented the European Green Deal in December 2019 and proposed a European Climate Law in March 2020. While shipping is under umbrellas neither of the Paris Agreement nor the EU Emission Trading System (ETS), the European Commission is now working on an ETS-extension proposal, which makes shipping to be included in the ETS. The proposal could be published at the earliest in mid-2021. However, for example the Netherlands, a country owning the largest port in EU, would insist on a thorough impact assessment of the extension and full coordination with the IMO.

In order to avoid EU-ETS extension to shipping, shipping industries, including ICS and BIMCO, alternatively proposed to establish an International Maritime Research and Development Board (IMRB), in order to accelerate the introduction of low-carbon and zero-carbon technologies and fuels. The total cost of the IMRB is expected to be approximately \$5bn, generated by total contributions from shipowners of approximately \$500m per year between 2023 and 2035, which would be levied via a \$2 per ton global tax on fuel.

### 4. Short-term Prospects by 2023

According to the Paris Agreement, all parties have to review their existing NDCs

and submit their revised NDCs to the UN by the end of 2020. However, as COP 26 was postponed to 2021 due to the COVID-19 pandemic, most parties seem to postpone their consideration on revised NDCs to 2021 too. While it is premature to assume possible results of COP 26 concerning possible higher target of revised NDCs, as the European Commission has already proposed, it is expected that quite a few like-minded countries including EU and UK, would voluntarily commit Carbon Neutral by 2050. In that case, those ambitious countries will surely strengthen to put pressure on the shipping industry and on IMO to show concrete short-term measures, which can make them sure that IMO is surely on the right way to achieve the 50% reduction goal by 2050.

On the other hand, due to COVID-19 pandemic, IMO postponed ISWG-GHG 7 and MEPC 75 and has not yet decided whether and when those meetings can be held in 2020 (at the time of drafting this writing e.g. end of May). If IMO unfortunately fail to demonstrate that member countries can reach an agreement on practical and effective short-term measures by 2023 as scheduled in the Initial IMO Strategy, importance of alternative market-based mechanism will be inevitably highlighted. If majority of IMO member countries prefer an own universal market-based mechanism to EU ETS, IMO and shipping industries need to seriously and promptly consider a concrete and practical system and level of fuel levies based on the proposed idea of the IMRB, which is ideally expected to start from 2023.

### 5. Great Green Recovery from the COVID-19 pandemic

While I have not been subjectively involved in discussions at IMO regarding GHG reduction from ships, I have fully acknowledged and appreciated; firstly, IMO has already succeeded in improving energy efficiency of ships; secondly, it was a remarkable achievement for IMO to agree on 50% reduction of GHG by 2050 without having required concrete technologies to achieve this goal; lastly, under very severe economic recovery from the pandemic, it will be huge financial burden for shipping industry to achieve this goal. According to ICS, it will cost \$5 billion just for R&D over a 10-year period, and according to the Getting to Zero Coalition, it will cost \$1-1.4 trillion

for infrastructure investment between 2030 and 2050. On the other hand, I heard some short-sighted shipowners have abandoned their planned investments for improving energy efficiency, because they need not save energy cost thanks to recent plummeted bunker oil price. Accordingly, I can fully share sympathy with people in shipping industries and professional delegations to IMO and understand how hard for them to achieve their ambitious goal to halve emissions by 2050.

Having said that, changing sights from inside of IMO to external world, as UN Secretary General has already made it clear we shall pursue to Great Green Recovery rather than recovery to status-quo from COVID-19 pandemic, it will be essential how we can maintain our environmental ambitions and incorporate them into the Great Green Recovery plan even during very harsh economic recessions within a coming few years. Accordingly, it will be very important and crucial whether majority of countries can agree to upgrade their NDCs to an ambitious target of Carbon Neutral by 2050 at COP 26 in the next year. If the carbon neutral goal by 2050 will be agreed and shared by majority of countries, it is very easy to foresee that shipping industry and IMO will inevitably face with a very stronger pressure from all over the world even before 2023. That's why I'd like to draw distinguished readers' attention to the fact that; if IMO and shipping industry really want to keep their credibility of achieving their own target, they need to continuously demonstrate to external world that they are capable of successfully progressing their short-term, middle-term and long-term measures with very clear plan to be understood and without spending precious time too much for very detailed and professional discussions such as which short-term measure will be the best solution.

While I have been very grateful to find many WMU Sasakawa Fellows have contributed to discussions at IMO as a delegate of their country or as a member of Secretariat of IMO, it would be appreciated if you would have not only dedicated professional views but also have understanding on external and wider discussions of Great Green Recovery from the COVID-19 pandemic. It would be appreciated if you would contribute to discussions at IMO from progressive side rather from defensive side of status quo.

# My Longstanding Relationship with the WMU



## Prof. Måns Jacobsson

Member of the WMU Board of Governors  
Former Director of the International Oil Pollution Compensation Funds (1985-2006)  
President of Chamber of the Stockholm Court of Appeal (ret.)  
Doctor of Laws *honoris causa*

I am privileged to have a longstanding relationship with the World Maritime University (WMU). In fact, as a Swedish civil servant in the Ministry of Justice, I was already part of discussions in the early 1980s between the International Maritime Organization (IMO) and the Swedish Government regarding the creation of WMU. I must confess that at that time I was not at all convinced that the envisaged institution would be viable and achieve its objective, namely to contribute to capacity building in developing countries in the maritime field. How wrong I was!

Having lectured at WMU on maritime law issues every year since 1984 (except 2020, due to the COVID-19 crisis) and served as a member of the Board of Governors since 2010, I have been able to closely follow the developments of this unique institution. During the WMU's early years the scope of the courses offered was relatively narrow, but the curriculum has expanded over time. In the beginning, the WMU offered only a course leading to a Master of Science in Maritime Affairs degree, whereas in recent years it has been offering a range of courses in the maritime field. Co-operation with the Maritime Universities in Dalian and Shanghai (People's Republic of China) has been of great value for both WMU and these Chinese Universities. By offering courses in the form of distance learning, WMU has given professionals in the maritime sector the opportunity to strengthen their credentials in parallel with continuing their usual professional activities.

Another positive development is that WMU faculty members have in recent years become involved in numerous research projects, often in the form of consultancy agreements. This not only contributes to their professional development but also generates considerable

income for the institution. In addition, WMU has attracted a number of PhD students who have carried out, or are currently carrying out, important research.

Of great importance is the inauguration in 2018 of the WMU-Sasakawa Global Ocean Institute, which operates as an independent focal point for all those involved in ocean affairs, giving interested stakeholders a forum in which to discuss how to manage the oceans and their precious resources. In this way, the Institute will contribute to progress towards accomplishment of the Sustainable Development Goals set out in the United Nations 2030 Agenda for Sustainable Development.

The impressive development that has taken place within the WMU is to a large extent due to the leadership of the successive Presidents and the quality and devotion of the academic faculty and other staff. However, a major reason for the WMU's success is the quality and motivation of its students. When lecturing at the WMU, I have always been impressed by students' professional approach to the various subjects taught. Indeed, teaching at the WMU is quite demanding because the students often raise very difficult questions.

It has been very rewarding for me to be a member of the Board of Governors, where I have had the privilege of being involved in discussions of policy issues and been able to see the difficulties that the President and senior management continuously face as they steer the WMU through sometimes troubled waters. This year has of course been particularly difficult as a result of the crisis caused by the global spread of the COVID-19. I fear that this crisis will cast a shadow over the activities of the WMU for many years to come.

It would be amiss of me not to mention the

crucial importance of the strong support that the WMU has received over the years from the Nippon Foundation in the form of numerous scholarships and in many other ways.

I am a true Malmö boy, born and bred in that City. It is therefore greatly satisfying for me that the WMU is contributing to the international flavor of this multi-cultural City. I am also proud of the support that the Government of Sweden and the City of Malmö have given the WMU since its inception.



At the reception after the graduation ceremony

Studying at the WMU gives students an in-depth knowledge of the entire shipping industry and the international framework of regulations governing it; shipping is by its very nature a global industry. I am convinced that through their understanding of this framework they will as alumni contribute to an enhanced uniform application of shipping-related international legal instruments. The students who have resided in Malmö will also have learned how to work together with colleagues without regard to nationality, cultural background, or religious beliefs. The WMU alumni maintain close ties with each other, and this has created a unique maritime global network that is of great value to not only the alumni themselves but also the entire shipping industry.



Photos courtesy of WMU

# Sasakawa Fellows Class of 2019 on Horizon for Determination



**Tangeni Haimbala**  
(Namibia, Class of 2019)

On 2 November, 2019 (Saturday), the Sasakawa Fellows Class of 2019 had the privilege of attending an awards ceremony and reception hosted by the Sasakawa Peace Foundation (SPF). This event was held at the magnificent Sasakawa Auditorium at the World Maritime University. Among the ceremony's attendees were WMU President Dr. Cleopatra Doumbia-Henry and Mr. Mitsuyuki Unno, Executive Director of the Nippon Foundation. In his address, Mr. Unno emphasized that graduates are encouraged to make significant contributions to the development of their respective countries upon their return home.

For the Sasakawa Fellows Class of 2019, this was an auspicious day to celebrate not only our academic achievements but also the precious moments we had spent together at the WMU, the friendships cultivated as well as the cultural values shared. During our studies we were equipped with the knowledge, skills, and confidence to thrive in a challenging international environment where we will continue to pursue improvements. The WMU prepared us for the world, to perform in diverse global segments of our respective professions—particularly in the maritime sector, which is highly competitive and technologically innovative and where sustainable oceans, green energy, and safe and secure shipping are celebrated.

The ceremony was marked with the presentation to Mr. Unno of a remarkable document entitled “Determination to Contribute to the Sasakawa Fellows Network”. Proposed by the Sasakawa Fellows Class of 2019 and adopted on 20 September, 2019, the determination aims to highlight Fellows’ commitment and contributions to the Sasakawa Fellowship Network. In the document, the Fellows of 2019 recall the SPF mission statement to enhance cooperation with international communities and establish ocean governance of the future. The



group also remarks on the mission statement of the WMU, which serves as a global maritime institution regarding shipping, maritime, and oceans. Also highlighted in the document is the promotion of the United Nations Sustainable Development Goals (SDGs), particularly SDG 14, by The Nippon Foundation, SPF, WMU, and IMO. Moreover, the Sasakawa Fellows Class of 2019 commits to acknowledging and honouring the distinguished philanthropist Dr. Yohei Sasakawa for his tireless vision, initiatives, and concern about the complexity of social issues around the globe. Dr. Yohei Sasakawa is indeed an inspiration and motivation for all of us; hence, we endeavor to emulate his exceptional work.

As members of the Sasakawa Fellows Class of 2019, we commit to making a significant contribution to the IMO. Even more, we pledge to make a strong commitment to support our own countries. As maritime leaders, we are determined to steer our countries towards a more inclusive and sustainable path through efforts to address climate change and meet the goals set by the Paris Agreement. We are therefore keen to continue engaging with each other by sharing the challenges faced by our institutions, organizations, and countries and finding approaches that can mitigate these challenges. Furthermore, we will endeavor to strengthen the Sasakawa Fellow Network by expanding

directory information as well as contributing to this Newsletter. Finally, we will strive to share both our professional and personal stories with the WMU Alumni through The Nippon Foundation and SPF.

As 2019 drew to an end (a few weeks after our graduation), we saw the COVID-19 pandemic disrupting lives worldwide. The pandemic has brought even more threat to the already fragile world, killing hundreds of thousands of people and infecting millions while affecting the well-being of billions more. Moreover, the pandemic has exposed broader structural weaknesses in world governance systems. As a result, existing global challenges such as climate change are being abandoned. Now more than ever, the voices of those at the forefront of saving the planet are at risk. For this reason, collective action is needed across international institutions, national governments, and regional organizations. We should not use the crisis as an excuse to push through completely different agendas. Above all, we must ensure that we do not harm or inflict wounds on the already bleeding planet.

Indeed, our academic experience gained at the WMU could help to shape our goals and aspirations for the world. In particular, the knowledge we gained throughout the course of our education as well as in our field studies and within our specializations has proved to be crucial in developing more systematic and solution-oriented approaches to unforeseen situations like the COVID-19 pandemic. I therefore emphasize that the Sasakawa Fellows of 2019 have an obligation to create opportunities and find solutions that will make a difference in our respective countries, organizations, and communities, as well as in the lives of others.



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## Resolution

Adopted on 20 September 2019

### DETERMINATION FOR CONTRIBUTION TO SASAKAWA FELLOWS NETWORK

SASAKAWAFELLOWSHIP 2019,

RECALLING SPF Mission Statement, to make efforts to enhance cooperation with the international community to establish the ocean governance of the future,

RECALLING ALSO WMU Mission Statement, to serve as global maritime leaders in maritime and oceans,

RECALLING FURTHER Goal 14 of the Sustainable Development Goals by UN, to manage life below water carefully,

ACKNOWLEDGING AND HONORING the vision, initiatives and concerns with the increasing complexity of social issues of the distinguished philanthropist, Dr. Yohei SASAKAWA,

APPRECIATING the efforts and contributions of SPF, Nippon Foundation, WMU and IMO in the promotion of Sustainable Development,

RECOGNIZING the Contribution of Sasakawa Fellows including all of Sasakawa Fellow

WMU alumni, more than 600 people from more than 70 countries, so far,

RECOGNIZING ALSO the further need for a global network to optimise individual potential in promoting the Sustainable Development,

BEING COMMITTED to ensuring the fulfilment of our aims and objectives on a global basis of Sasakawa Fellows Network,

Do hereby RESOLVE to join and contribute to Sasakawa Fellows Network through Contribution to own country and Contribution at IMO, as set out in annex.

INVITE all of Sasakawa Fellowship 2019 to consider and follow this determination.

## Annex

### DETERMINATION FOR CONTRIBUTION TO SASAKAWA FELLOWS NETWORK

#### MISSION STATEMENT

International initiatives such as the Sustainable Development Goals (SDGs) are calling for global action against a diverse range of crises including global warming, ocean acidification, biodiversity loss, and pollution. At the same time, new movements are emerging such as the voluntary "Our Ocean" commitments and the concept of the "Blue Economy," which encompasses the environment, society, and economy.

As a member of maritime society, Sasakawa Fellowship 2019 determined to cooperate with each other and contribute to these issues.

#### VISION STATEMENT

We belong to different organizations located in more than 28 countries. Even after our graduation, we should keep action plans which Sasakawa fellowship 2019 discussed at Sasakawa Gathering 2019, as shown below, in our mind and take actions.

#### ACTION PLAN

##### 1. Contribution to one's own country

Our affiliated organizations are different from each other between maritime bureau, coast guard, navy, research institution, educational institution, classification society and shipping company; and each aim and benefit sometimes conflict.

On the basis of Sasakawa Fellows' common ideal, we should cooperate with each other and try to solve the domestic issues in our own country.

##### 2. Contribution to IMO

We come from 28 countries and each aim and benefit sometimes conflict. On the basis of Sasakawa Fellows' common ideal, we should cooperate with each other and try to solve the diplomatic issues beyond country and region.

For Action plan 1 and 2, it is important to construct and deepen Sasakawa Fellows Network with measures introduced as below. Also, this network should not be limited within classmates and region but beyond the generation and region.

##### 3. Contact each other

We have a lot of opportunities to contact each other (i.e. business travel, private travel and social media). We should deepen our network even after our graduation. Especially, at IMO conferences, we should check the list of representatives in advance and boost exchanges actively.

##### 4. Renew and expansion of Sasakawa Fellows network directory

We consider the importance to renew and expand the information in the directory, which enable to contact with another Sasakawa Fellow when we want.

If possible, one of graduates on the year from each country should check the directory and encourage alumni from his/her country to renew the directory on the year.

##### 5. Contribution to Newsletter

Newsletters, Friends of WMU JAPAN, have been published once a quarter and been a measure to know the recent Sasakawa Fellows' activity. Also, it could be a measure to let others know what we are doing. We recognize the importance of Newsletter and our contribution to it.

##### 6. Letter to the chairman

As we sent letters to the chairman of the Nippon Foundation, Dr. Yohei SASAKAWA from WMU, we should keep on informing of not only our official event but also private event such as our promotion and marriage, which make it possible to cooperate with each other around the Nippon Foundation and SPF.

## WMU- A Cradle of Maritime Leadership

**Rajinder Kumar**

(India, 2019)

Commander, Indian Coast Guard

Every moment spent at the World Maritime University was an enriching experience that has shaped my personal and professional views. Imbibing education with 131 top-notch students from 57 countries has broadened my perspective of the maritime arena. My dream of studying at a premier institution would never

have become reality without the unflinching support of the Nippon Foundation. It is my sincere hope that such assistance continues so that we Sasakawa Fellows may continue to make this world a better place by creating "Cleaner Oceans and Safer Ships".



# Better education at WMU contributes to higher performance



**Enas Nadi Al-Mahariq**

(Jordan, 2019)

Head of Planning and Developing the Institutional Performance Unit  
Jordan Maritime Commission

According to Dr. Cleopatra Doumbia-Henry, the President of the World Maritime University (WMU), “You are the vanguard, the elite experts who will become the leaders of our enterprises.” WMU thinks beyond the sky’s limits by offering phenomenal opportunities to connect with the global maritime community and ocean leaders. Students have a tendency to forget the importance of learning in the midst of submitting assignments and studying for exams. However, the WMU provides effective

opportunities through field studies to learn how the theory taught in specialized subjects can be practically applied. This way of learning gives me the chance to learn from experts in diverse fields and explore my passions in order to tailor my academic and career paths. In addition to enabling me to explore and immerse myself in new horizons, the WMU has given me the experience of travelling abroad.

During the COVID-19 pandemic, this

way of learning has given me the chance to broaden my perspectives by performing my professional and leadership responsibilities, thereby demonstrating the practical value of my education. This was evident in IMO Circular Letter No. 4235/Add. 1, dated 21 April 2020, regarding Communication from the Government of the Hashemite Kingdom of Jordan (Action taken by the Jordan Maritime Commission for the prevention of COVID-19).

## Student life at the WMU

**Natig Hasanov**

(Azerbaijan, 2019)

Student life is a special time, full of activity—gaining knowledge, discovering innovations, and making new acquaintances. During their time at the WMU, students are not limited to studying, lectures, seminars, examinations, and assignments, but also have opportunities to express themselves. They can expand their educational opportunities, show their special talents in a liberal atmosphere, and/or get involved in sports activities.

During my time at the WMU, there were 131 students from 57 different countries studying there. This was a great opportunity for students to share their cultures with each other as well as propagate information about the history and traditions of their respective countries.

At WMU, we were one team. Students studied together, preparing group presentations and assignments together. We also cooked and ate together, and even organized parties together.

During their time studying at WMU, the most comfortable place for students was the Henrik Smith Residence (HSR). All kinds of social activities were held at the HSR, including parties, movies, watching big football games, and group studies.



Social parties were an irreplaceable part of student life at WMU. Different types of welcome and farewell parties were organized by students. During party preparation, students worked together as a team to make special meals, prepare drinks, and put up decorations. Moreover, everyone had a fun time dancing to the music. These parties were an excellent chance for students to relieve the stress and pressures of study and to relax for a while.

Undoubtedly, a healthy lifestyle is key to being able to focus on study. WMU offered students opportunities to participate in sports activities. During free time, we could play football, basketball, volleyball, badminton, chess, and various other games. Furthermore, special sports competitions and contests were organized for students to display their abilities.

For students with a special interest in singing and/or dancing, the “Maritime Boys Band” provided an excellent stage for displaying their talents. Moreover, on International Day—a WMU tradition—students had a great opportunity to show off their own national

culture, traditions, cuisine, dress, music, and/or dance.

The WMU Student Council played a major role in enhancing student life by presenting the ideas and requests of students to the University as well as protecting students’ rights and welfare. The Student Council worked closely with the WMU administration and students services in discussing and solving students’ problems, as well as implementing new ideas and projects.

WMU offers students the best chance to gain valuable knowledge about the maritime community, as well as see different types of cultures, enjoy both education and social activities together, and gain new friends from all over the world.



## From WMU: WMU appoints Alumni Assistant



**Ms. Charlotte Wara**  
WMU Alumni Assistant

WMU was very pleased to welcome Charlotte Wara to the University on 1 October as our new Alumni Assistant.

Charlotte is looking forward to working with the Sasakawa Fellows Network as part of her new role. Holding Master's degrees from Linköping University and the University of Yaoundé 1, Charlotte was born in Cameroon but has lived, worked, and studied in Sweden for over 11 years. She has previously worked for the Swedish Migration Agency, Region Skåne, and the UNHCR in Copenhagen.

"This new role offers a new dimension to my previous work in capacity building and advocacy," said Charlotte. "Many exciting initiatives are coming on stream in 2020—new alumni webinars in the 'Knowledge for Life' series, for example, and of course the 2020 Alumni Homecoming Conference."

If you have not heard from WMU recently, then your current contact details need to be updated. If this is the case, please send an update to Charlotte ([alumni@wmu.se](mailto:alumni@wmu.se)). She is always delighted to receive news and photos for our website's new alumni section and newsletters.



## We tied the knot!

**Hussain ZAMEEL** (Maldives, 2019)

Here is some good news I would like to share. I got married on 21 December, 2019! My wife, Aminath, and I first met eight years ago when she was in high school. Since the very first moment I saw her, I knew she was the one, and all thanks to the Almighty, we have now tied the knot! Our wedding ceremony was held on my island, Hithadhoo, which is one of the southernmost

islands of the Maldivian Archipelago.

I appreciate the Sasakawa Peace Foundation giving me this opportunity to share my happiness with my brothers and sisters in the WMU Sasakawa Fellows' global network! May the Almighty bestow his blessings and protect all of us and our loved ones amid the COVID-19 crisis. Stay safe and take care.

### *Editor's note*

## WMU: holding fast in an uncertain world

The world is facing unprecedented disruptions caused by the COVID-19 pandemic, and when we emerge from this crisis, we need the international maritime economy to get back on course as quickly as possible. A strong and resilient maritime industry is a vital driver for world trade, and is a fundamental necessity for building sustainable global development. Without highly educated maritime and ocean experts, the international community will have a much more difficult task in the years ahead.

WMU has been very much open for business, and the faculty and staff are all working as normal, whether from home or from the office. The main building, including the library, has been open to any student who wants to use the facilities, and students have been welcome to come in for dissertation supervision. Since 16 March, faculty have been delivering the classes taught in the Specialisation Term remotely while students have remained safely in the Residence. The students have been magnificent, facing the situation with great courage and commitment, and have embraced the challenge of learning at a distance.

The whole WMU community regrets that implementing the field study programme has not been possible, but we are constantly assessing the situation in the hope that, in the near future, we will be able to offer at least some experiences to link students' academic and technical knowledge to practical experience and provide valuable insights into professional practice.

The health and well-being of our students has been paramount for WMU. The University President, Dr Cleopatra Doumbia-Henry, has made several visits to the Residence to speak to students, as have other senior faculty members. This programme of weekly visits has been warmly welcomed by students. As graduates will remember, WMU students have always formed close bonds within their specialisations, and the visits by senior faculty have reinforced these.

The University is also helping student in their non-academic lives. The Assistant Registrar for Student Services, Lyndell Lundahl—who many graduates will remember fondly—has visited the Residence every day, and has arranged regular Zumba classes to relieve students' stress.

The University has also been able to deliver freshly made meals from the World Bistro to the students in the Residence every day.

The English & Study Skills Programme will be delivered online as scheduled from 15 June 2020, as incoming students will likely face continuing travel restrictions. For the intake to the standard MSc course beginning on 14 September, we are moving forward on the basis that we will be teaching either in person or online, with plans formulated for both scenarios.

I must admit that those of us who have been in the office every day have found WMU a very quiet and lifeless place—clearly, our students are the heart and soul of the University. We cannot wait to welcome them all back to normal classes!



**Sue Jackson**  
Registrar, World Maritime University  
Editor, Friends of WMU Japan Newsletter

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