

Driving Transformations for a Sustainable Ocean Economy:

A Leader's Vision



Mr. Kristian Teleki

Head of Secretariat, High Level Panel for a Sustainable Ocean Economy; and Global Director of the Ocean Programme, World Resource Institute

In 1998, I found myself in the Western Indian Ocean more than 1000 km from the nearest international airport, on the world heritage site of Aldabra Atoll, which is part of the Seychelles. This is a place like very few other places on the planet: countless juvenile black tip sharks, with their fins sticking out of the water at low tide like nature's own version of a sailing regatta, fish in pre-industrial fishing bounty, relics of an ancient age in the form of giant tortoises roaming the land, and the last flightless birds in the region hopping around.

All the while, the lagoon of Aldabra, which is about the size of Manhattan, drains and fills daily with the tides as if breathing in and out.

At that time, I was witnessing climate change effects on the ocean that were undeniably real and accelerating, even in some of the remotest, most far flung places on the planet.

The year 1998 saw the first truly global coral bleaching event caused by our changing climate. Coral bleaching generally occurs when the sea temperature rises to what might be considered a hot bath temperature, upsetting the delicately balanced relationship between the coral and the tiny plants that live in its tissues, giving the coral its color and feeding it, and causing these plants to be expelled, leaving the coral white in color. Hence, "bleaching". This was a global event killing huge stretches of reef, and

unfortunately coral bleaching is now a common occurrence.

At the time, what surprised me most was how little attention anyone was paying to this global event outside the science community, even in those countries which were most impacted.

I often describe this experience as being like a car alarm going off at night outside your house. Most people do not get up to see what is happening, but rather choose to turn over and put a pillow over their head to go back to sleep.

The challenge for me became "How do we get the world to pay attention to what is happening beneath the waves and make better and more informed decisions above the ocean? How much evidence are people going to need to take action?"

I came to realize quite quickly that:

- Change is not going to happen overnight.
- Two-thirds of the planet cannot be ignored in political circles, including negotiations on climate and biodiversity.
- While this is a challenge, it is also an enormous opportunity given the role that a healthy ocean plays in all our lives.
- We need a new generation of champions and leaders who see the world in a different manner—not just land, but land, sea, and climate.

e) There is a lot happening on the ground; the question is how to connect this activity at the political level.

I have spent more than 20 years at the nexus between business, government, science, and advocacy, helping to connect the dots, build bridges between these communities, and demonstrate that while the ocean separates us physically, it connects us in so many other ways. Most recently, I have been working with the High Level Panel for a Sustainable Ocean Economy in my capacity as the Head of the Panel Secretariat.

The Ocean Panel

The High Level Panel for a Sustainable Ocean Economy ("Ocean Panel") was established as an initiative by the Government of Norway in 2018. It comprises the heads of state and government of 14 countries, and is supported by the UN Secretary-General's Special Envoy for Ocean. Former Palauan President Tommy E. Remengesau Jr. (and now the new Palauan President, Surangel Whipps Jr.) and Norwegian Prime Minister Erna Solberg co-chair the Panel. In December 2020, the Ocean Panel published a final report containing a set of policy recommendations entitled "Transformations for a Sustainable Ocean Economy: A Vision for Protection, Production, and Prosperity".



The report includes 74 recommendations for five key areas: ocean wealth, health, equity, knowledge, and finance. Also published were 22 thematic blue papers and special reports aimed at addressing a wide range of issues related to the achievement of a sustainable ocean economy. The Ocean Panel was supported by scientists and an Expert Group comprising more than 250 members from 50 countries. It also received assistance from the Advisory Network, which includes more than 130 research institutions, NGOs, businesses, and international organizations. The Ocean Panel is served by the Panel Secretariat, which is based at the World Resource Institute.

Significance of a Sustainable Ocean Economy

The ocean occupies 72% of the Earth's surface and 40% of the world's population live within 150 kilometers of the coast, with hundreds of millions of others visiting there. The ocean is central to people's lives, but it is in peril as it faces multiple threats such as pollution, including contamination and marine plastic pollution, fish stock depletion, coastal and marine ecosystem degradation, marine biodiversity loss, ocean acidification, sea water temperature warming, rising sea levels, climate change, and extreme climatic events. A sustainable ocean economy is intended to safeguard the ocean while at the same time delivering economic, environmental, and social value through the sustainable use of the ocean and offering powerful solutions to global challenges. The ocean economy encompasses a variety of sectors: fisheries and aquaculture, offshore energy, shipping, and coastal tourism, etc., and accounts for 3.5%–7.0% of the world gross domestic product, which is expected to double by 2030. The return on investment in the ocean economy is estimated to be at least 5 times greater than the costs.

Recommended Actions to Promote a Sustainable Ocean Economy

One of the distinctive features of the Ocean Panel's policy recommendations published in December 2020 was that the 14 heads of state and government underlined their commitment to sustainably manage 100% of the ocean area under their respective national jurisdictions, guided by Sustainable Ocean Plans, by 2025. This 100% approach sends a strong and

straightforward political message around the world that there is no compromise in our collective efforts to achieve a sustainable ocean and a sustainable ocean economy. The Ocean Panel also urged all coastal and ocean states to join the political leaders of the Ocean Panel in reaffirming and pursuing this commitment so that by 2030 all ocean areas under national jurisdiction are sustainably managed. To fulfill this commitment, members of the international community must support each other in enhancing social capacity to implement this policy goal and bolstering human resources and leadership development in this respect.

Ocean Action

The ocean is higher on the political agenda than ever before, and is being recognized at the G7, G20, and United Nations. Countries are championing the ocean in this year's upcoming climate change negotiations, which are being led by the UK.

The Ocean Panel represents the first time in history that heads of state and government have come together outside of the formal fora to consider, based on an enormous volume of science, what the "to do list" should be if we are serious about the plight of two-thirds of the planet. This is a big deal. We have countries signing on to historic commitments as the science and the urgency speak loudly to them, and this has opened up a new realm of possibilities for action. Underscoring the significance of these efforts, leaders' commitment to the ocean is so strong that they managed to reach consensus even under the cloud of the COVID-19 pandemic—an amazing achievement.

The science is mounting and continues to tell us, like that car alarm, that the urgency for action grows with every passing minute.

In the last two decades I have been involved with some extraordinary initiatives and had the pleasure of working with some amazing and inspiring people. As such, I suggest the following three elements for ocean action that would have a significant impact:

1. Powering Leadership

The achievement of a healthy ocean will require deeper levels of commitment from current leaders as well as the emergence of new forms of leadership. While we have had an impressive start



with the Ocean Panel, we need to empower such leadership and arm leaders with the knowledge to drive change. We need to collectively work together to provide opportunities for both current and up-and-coming leaders to take this knowledge on board and help them understand what their commitment can do for people and the planet as part of their legacy.

2. Seeing is Believing

Whether you are attempting to persuade national presidents, prime ministers, CEOs, or other decision-makers, nothing is more powerful than bringing issues to life for them; showing them the problem in real time, making it real for them, and showing them that solutions do exist. We have a long list of examples of issues that impact the ocean, and an equally long list of solutions that are not getting the visibility they require or the momentum to be transformative globally. Taking leaders and decision-makers to the front lines and giving solutions visibility make achieving these solutions possible.

3. Creating the Echo Chamber

It is wonderful to have the ocean so high up on the political agenda, but this situation could evaporate overnight. It is one thing to have this leadership, but leaders are only as good as the noise that is being created on the ground by their stakeholders and constituents saying they are happy with the leaders' decisions. We need this echo chamber of letting leaders know that the decisions and actions that they have signed on for have meaningful, real connections to people's lives.

Today, 23 years on from my visit to that Aldabra Atoll, the world is in a very different place politically, economically, technologically, socially, and environmentally—and not all for the better. However, these last few years have filled me with hope that the impossible just might be possible. Having said that, we cannot rest on our laurels, and whether you are a student, WMU alumni, or another professional, you all have a role to play. We are not going to solve the challenges facing the ocean with one single solution or actor; it will take many solutions and many actors, but we need to act now.

How We Can Cope with the COVID-19 Pandemic



Captain Akira Ohmori
Managing Director
The Japanese Shipowners' Association



Illustration is from the Japanese Ministry of Health, Labor and Welfare website.

I first heard about COVID-19 around January 2020, when the Japanese authorities issued a warning against this virus.

Then the virus started expanding as the Chinese lunar year approached, but at the time I thought this virus would be like SARS and the outbreak would soon be under control.

Shortly after, the Japanese authorities banned travelers from China and Korea in the early stages of the pandemic. The effect on Japanese shipping companies was not especially profound because the proportion of Chinese or Korean crew members is small.

However, the COVID-19 pandemic spread widely in a steep curve. I changed my thinking about this virus and became anxious about crew change operations.

I was especially concerned as transportation of Filipino crew members among Asian countries has been restricted, and this restriction has a significant impact on shipping companies that use Filipino crew members because about 70% of Japanese ship crews are Filipino.

At this stage, most countries where crew change is prohibited do not regard seafarers as essential workers, and crew members also need a vacation to refresh. Countries need to trade with other countries and keep sea-borne shipping going, but seafarers are not welcome to land even though most countries do not ban the actual ships.

This situation will soon create severe issues for shipping industries worldwide, and so the International Maritime Organization has issued a circular letter calling for member states to establish protocols for crew change. Through such actions, gates for seafarers have been gradually opened.

Recently, the main concern for ship owners (managers) has changed to the vaccination of seafarers. In the United States of America, vaccinations have been made available to non-US citizens, including seafarers. Of course, seafarers can receive vaccination in their own countries, but thus far the percentage of vaccinated seafarers is insufficient. Now, however, vaccination services for seafarers when in a port where vaccinations are available, such as at a certain German port, are expanding.

We welcome such services for seafarers, but seafarers need a one-time short-type vaccination due to stay period restrictions. As it stands, the vaccinations require two injections, both of which must be administered within the seafarer's stay period..



Former WMU Professor Toshio Hikima in the middle of his vaccine shot.

Recently, mutant COVID-19 virus strains have been developing and spreading rapidly, and this is influencing crew change because of the increased urgency of the situation.

Incidentally, what is the importance of crew change? The answer is straightforward but not easy to implement. Firstly, it is imperative to prevent the expansion of infections. At the first stage, a proper quarantine is required for all seafarers who are to board the vessel shortly. The Japanese Shipowners' Association guidelines recommend a minimum of two weeks of thorough quarantine. If the seafarers stay in their homes, family members may pass on the COVID-19 virus, so they need to do their quarantine in isolated accommodation facilities such as a hotel. Some of our members have seafarers take a PCR test before starting their two-week quarantine, and then another PCR before their flight as required by the country of destination. Furthermore, after entering the country of destination, they must take another test and undergo several days of quarantine before boarding the vessel. Of course, they cannot use public transportation.

Secondly, it is imperative to prevent COVID-19

clusters on board vessels. Many ship managers allow seafarers to board without undergoing quarantine in order to save costs. I think such a policy is risky. I know of many vessels that have had COVID-19 clusters due to short quarantines.

Thirdly, it is imperative to understand infection mechanisms.

- 1) Contagious infection: Frequent hand washing and sterile ventilation of public spaces are effective for preventing infection. Items used by multiple people, such as office copy machines and computer keyboards need to be sterilized, but this is not often being done.
- 2) Droplet infection: Maintaining physical distance and wearing a face mask properly are effective for preventing infection. However, I think most people are not wearing face masks correctly.
- 3) Aerosol infection: This is the most troublesome infection mechanism. Aerosols are generated mainly by coughing, sneezing, and speaking loudly. Microparticles float in the air for a while (three hours maximum), and we cannot completely avoid inhaling them when we breathe, even if we are wearing a mask. Ventilation is a practical means of preventing infection; we use carbon dioxide concentration meters in our office.

It is very important for all crew members to know these infection mechanisms and take proper preventive measures while on board vessels.

The end of the COVID-19 pandemic is not yet in sight, and many people are tired of coping with it. Therefore, we need international cooperation for crew change.

Lastly, I hope readers of this article are in good health and staying safe from COVID-19.



Seafarers and their families waiting to receive their COVID-19 vaccines in Manila.

Lessening the Load of Land-based Marine Plastic Debris



Tomo Shioiri, Ph.D.
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1. Human Lifestyles and the Issue of Marine Plastic Debris

Approximately 80% of marine debris originates from the land. With the invention of inexpensive, highly durable plastics in the 20th century, natural materials such as wood and cotton used in fishing gear and household items were replaced with plastic. Then, against the background of explosive growth in the global population and rapid economic growth in developing countries, there was a sudden increase in the volume of plastics being produced and used. However, it took a long time for humans to face the increasingly serious problem of marine plastic debris being discharged into the ocean—either intentionally or unintentionally—and acknowledge this as an issue shared by the entire world.

2. The Issue of Marine Plastic Debris and Marine Stewardship

In the 1980s, scientists interested in the ocean, members of the fishing industry, and people involved in environmental protection activities shared their concerns about the mounting marine plastic debris, igniting an international movement to find solutions to this problem. The world's first international workshop on marine garbage¹ was held in Hawaii in 1984. Pacific Rim countries ratified the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78) and recommendations were made for ensuring implementation of Annex V (Prevention of pollution by garbage from ships), giving momentum to subsequent discussions by the IMO regarding marine garbage countermeasures.

Thanks to these efforts, the problem of marine plastic debris became an issue recognized on the international political stage as well. The Leaders' Declaration G7 Summit 2015 specified reductions in waste being discharged from the land into the ocean.² At the G20 Osaka Summit in 2019, participants shared the "Osaka Blue Ocean



2019 G20 Osaka Summit (Source: Official Website of the Prime Minister of Japan and His Cabinet. https://www.kantei.go.jp/jp/98_a/be/actions/201906/29g20.html)



Vessel for collecting marine debris (Source: Shikoku Regional Development Bureau, Ministry of Land, Infrastructure, Transport, and Tourism. <https://www.pa.skr.mlit.go.jp/takamatsu/main/fivebusiness/marine.html>)

Vision", which clearly states the importance of not only stopping the discharge of waste into the ocean but also undertaking lateral efforts transcending social systems in which there is a diversity of stakeholders,³ including national/regional governments, the private sector, the general public, NGOs, and academia.

3. Efforts of Ocean Stakeholders

On the land side of the issue, laws and rules aimed at reconciling conflicting interests are being meticulously prepared and socioeconomic activities are being developed with an emphasis on efficiency, while on the marine side of the issue, the Preamble to the United Nations Convention on the Law of the Sea states that "the problems of ocean space are closely interrelated and need to be considered as a whole", and the importance of addressing these problems with comprehensive response capabilities through cooperation is being emphasized.

Plastic supports society from various sides, including not only the role that the material itself plays, but also the generation of employment in related industries. Governments, businesses, and members of the general public need to deepen their mutual understanding of the effects on various aspects of society that come hand-in-hand with resolution of the plastic waste problem, promoting measures aimed at reducing plastic waste and stopping its discharge into the ocean while reaching a consensus.

Expectations are now held for those who are involved with marine issues and have learned through experience how to handle such problems to demonstrate their response capabilities to respond to issues that need addressing beyond the boundaries of existing social systems.

4. A Global Model from Japan

Japan's Seto Inland Sea is a semi-enclosed coastal sea studded with islands. The coastline is dotted with cities, and the region has a concentration of industries including shipbuilding, automobile, petrochemical, and fishing industries. Very little marine debris flows into the Seto Inland Sea from external seas, and that which does is unmistakably debris generated by people living in areas along the coast. Accordingly, local efforts to reduce marine debris are certain to produce visible results.

In 2020, The Nippon Foundation launched

the SETOUCHI OCEANS X project with the aim of tackling the problem of maritime debris and presenting the world with a model for resolving this issue. An MOU has been concluded among the governors of the four prefectures sitting on the Seto Inland Sea (Hiroshima, Okayama, Kagawa, and Ehime) and The Nippon Foundation Chairman, Yohei Sasakawa, and four initiatives (survey research, coordination with businesses and local communities, enlightenment/education/action, and policy formation) are being undertaken under a five-year plan.



Remarks from Chairman Sasakawa at the launching of SETOUCHI OCEANS X

With regard to the launch of this project, Chairman Sasakawa clearly expressed his resolve to change the world's oceans, saying, "The issue of protecting the marine environment impacts the survival of humankind. Seventy years ago, the Seto Inland Sea that I saw while on an elementary school trip was extraordinarily beautiful. Working together with everyone in the local community, I intend to do my utmost to protect this sea, of which we all should be proud."

I am currently overseeing this project in the Seto Inland Sea area. It is my earnest hope that we will be able to nurture as many individuals as possible who have the specialized knowledge and human networks to become involved in marine issues as well as the ability to contribute to marine management.

1.The Workshop on the Fate and Impact of Marine Debris

2.Ministry of Foreign Affairs of Japan: Leaders' Declaration G7 Summit 2015 in Schloss Elmau, Germany (June 2015)

3.Ministry of the Environment of Japan: G20 Implementation Framework for Actions on Marine Plastic Litter (June 2019)

Marco Polo: Telling the Tale of Merging Seas



Dr. Fabrizio Bozzato

Senior Research Fellow, The Sasakawa Peace Foundation;
Ambassador Extraordinary and Plenipotentiary of the Sovereign Order of
Malta to the Republic of Nauru



The Polos began their homeward journey from Xiamen, a port in southern China, embarking on a fleet of fourteen ocean-going ships together with their six-hundred-people party. Their route took them along the coast of Annam (modern Vietnam), past the Malaya Peninsula, and to the Island of Sumatra, where they stayed for five months waiting for the monsoon rains to end. Then they continued across the Bay of Bengal to India, hugged the subcontinent's coast, stopping several times, and crossed the Arabian Sea to the Persian Gulf. From Hormuz they traveled overland across Iran to the Black Sea. From there, they sailed to Venice. The entire journey lasted about four years. The passage from China to Persia was the most dangerous part of their itinerary. Only eighteen people of the original six-hundred survived.

In his memoirs Polo offers a detailed account of the broad network of trade relations that existed between Chinese mainland ports and cities in modern-day Indonesia, India, and along the Persian Gulf. Along maritime

routes, Chinese and Southeast Asian products reached the Arabian and East African shores, in what are today Somalia and Eritrea as well as other neighboring territories. According to Chinese and Arab 10th century records, there were three trading circles around the Indian Ocean: Between China and Southeast Asia, between Southeast Asia and Arabia and the Persian Gulf, and between the Arabian region and East Africa. However, even back then a string of maritime avenues linking together the Indian Ocean waters with the seas of Southeast and East Asia had been in existence for centuries.

For example, at the onset of the 1st century CE more than one-hundred ships set sail to India every year from Myos Hormos, a port on the Red Sea coast of Roman Egypt. Trade was thriving. In fact, wealthy Romans were fond of spices, jewels and precious woven cloth from India. To such an extent that coeval historian Pliny the Elder wrote accounts of the Romans' addiction to Indian luxury products. In particular, he lamented the heavy drain of gold from Rome into India. The ports of Barbaricum (modern Karachi), Bharuch (Gujarat), Muziris and Arikamedu in Southern India were the main hubs of trade, where much of the Roman gold landed. Today, some of that metal continues to glitter in the local temples.

Maritime trade routes, like Rome's to Southwest India - or those between China and India controlled by the Sumatra-based Srivijaya Empire between the 7th and early 12th - afforded the exchange of goods as well as ideas among distant peoples. Ships were circulating not only cloth and spices, but also religious creeds, philosophical teachings, political models and new technologies. For example, according to traditional accounts of Syrian Christians of Kerala, a state on India's Malabar Coast, Thomas - one of the twelve Apostles of Jesus - landed on their shores in the year 52. His legacy endured. In 1498 the famous Portuguese explorer Vasco da

Gama reached Kerala after navigating around Africa, and was surprised to find Christians there. Similarly, Islam entered Southeast Asia through two different routes: northern and southern. The northern route was through the ancient land route which connected Europe, Arabia, Persia, Central Asia, and China - known as the "Silk Road". The southern route, called "Ceramic Route", was sea-borne: from Arabia through India, then to Aceh and beyond.

Actually, the latter route was followed westward by a Muslim Chinese explorer: Admiral Zheng He. Between 1405 and 1433, Zheng was sent by the Ming dynasty Emperor Yongle on seven great voyages through the South China Sea, Indian Ocean, Arabian Sea, Red Sea, and along the East coast of Africa. His ocean expeditions, much celebrated in present-day China, were diplomatic and trading ventures for spreading Chinese prestige and commerce.



For millennia Indo-Malaccan maritime routes have been connecting empires and civilizations - from Egypt to Japan, from Sri-Lanka to Indonesia - often determining their prosperity or decline. It was the case in Marco Polo's time, and it is still true today. Political leaders are well-aware of that. Accordingly, Japan is actively fostering a peace and prosperity growth corridor between Asia and Africa. Many governments have come to support Tokyo's initiative. For sure, Misier Polo would had approved enthusiastically, because navigare necesse est (Latin: "to sail is necessary").

Staying in Good Health During the Pandemic



Thanatip Jantarapakde
(Thailand, 1998)

Greetings from Bangkok. I have been working at the Marine Department of Thailand since I graduated from the maritime safety administration of WMU in 1998. My responsibility is vessel traffic management, which gives me chances to travel to many countries and meet many WMU graduates and Sasakawa Fellows.

Going back in time 3 years ago, my wife and I started running because of health problems. I have deep vein thrombosis which causes complications of the heart and lungs, and my wife has office syndrome. We believed that running would improve our health, and moreover, all we needed for this was a pair of shoes. Then we were

ready to start running anywhere.

I have participated in many running events, from mini marathons (10 km) to half marathons (21 km), and to full marathons (42.195 km) - we never stopped running. It not only makes me healthier, its also allows me to participate in holiday activities with my family. In addition, we have been to many interesting places in various countries, including Japan, and met new friends as well as old friends who haven't seen each other in a long time.

It's been almost 2 years since the coronavirus has spread around the world. Staying safe during the epidemic is very important. Though COVID-19 may disrupt running events, it gives me a chance to adjust to a "new normal" of running, such as running in the city with fitness masks for protection while keeping my distance, or running in a safe place near my home. I think that one important way to fight against COVID-19 is to stay healthy, and exercising is one of the things that keep us healthy. Others may not to run like me because you can choose

the other exercise that you like and is appropriate for your health.

My goal when the COVID-19 situation improves is for my family and I to go running in Japan again, maybe even joining the next Tokyo Marathon or Fuji Marathon. I truly hope that this pandemic will be over and look forward to meeting all friends face-to-face again soon.



Panamanian Ports & COVID-19



Melissa Barria Villarreal
(Panama, 2015)

Because of the COVID-19 pandemic, Panama declared a State of National Emergency through the enactment of Cabinet Resolution No.11, dated 13th March, 2020.

As the result of this resolution, several regulations were enacted. These regulate and affect the execution of activities carried out in all sectors, including the maritime and port sectors, which play key roles in the country's commercial activities. Accordingly, the Panama Maritime Administration set out a series of nationwide measures aimed at guaranteeing both the fluidity of maritime traffic in government-managed ports and private concessioned port terminals and the safety of crew changes.

The implemented measures are as follows:

- Adoption of IMO Guidelines through Circular No. 4204, as amended;
- Coordination with relevant government entities, such as the Ministry of Health (MINSAs), Ministry of Security (MINSEG), and National Immigration Service;
- Enactment of security and Panamanian maritime economic measures, and

their effective communication through enactment of circulars; and

- Drafting of procedures for the purposes of repatriation and the safe embarkation/ disembarkation of crew members.

Additionally, on an international level:

- Panama has been using the Panama Maritime Single Window System (VUMPA) since 2017. This is a tool successfully implemented in logistics and port operations for overseeing the arrival, stay, and departure of vessels. With the COVID-19 pandemic, the system has been adjusted to the "new normal" of social distancing, standarization, and digitalization of documents in ports. The Panama Maritime Administration intends to reinforce this system through the integration of technologies that will maximize facilitation of international maritime commerce.

- Panama supports and has subscribed to the Declaration of Members of the Port Authorities Roundtable (PAR), an initiative of the Maritime and Port Authority of Singapore (MPA), in order to ensure that maritime commerce is carried out without delays and at no risk for all parties involved.

The Panama Maritime Administration has always stated that its main objective is to maintain operations of all ports in Panama without interruption and for the safety of all

personnel involved. This challenge is being handled successfully. In this sense, we are pleased to say that, because of the measures that have been adopted, the country has been able to achieve the following:

- ✓ Low rate of personnel infected with COVID-19 in relation to the number of workers involved in the ship-port interface at private port instalations.
- ✓ Successful implementation of logistical efforts to provide humanitarian help to the cruise ships Zaandam and Rotterdam, facilitating the exchange of medical personnel, passengers, and various supplies needed by the ships and passengers. Panama was the only country in Latin America to offer humanitarian assistance.
- ✓ Provision of uninterrupted services at the main government-managed ports, ensuring that the populations of nearby islands received food supplies and could carry out their main fishing activities in a safe manner.
- ✓ Ship-to-ship oil transfer operations carried out succesfully once safety measures were verified in order to prevent risks to the marine environment.

In conclusion, the efforts made by the Panama Maritime Administration facilitated the achievement of positive results for comercial activities within the country, throughout the region, and worldwide.

On Receiving the RINA Ian Telfer Prize



Eko Maja Priyanto
(Indonesia, 2017)

On March 17, 2021, I was informed that I have been awarded the Ian Telfer Prize by the Royal Institution of Naval Architects (RINA) for the best published paper on energy and environment related issues by authors under the age of 35. My paper was titled “The Potential of Methanol as an Alternative Marine Fuel for Indonesian Domestic Shipping” and was published in the Transactions of the Royal Institution of Naval Architects (Ref IJME590). This paper was also part of my WMU MSc dissertation. My WMU co-authors were also involved in authoring this paper, namely Professor Aykut I. Ölcer, Associate Professor Dimitrios Dalaklis, and Assistant Professor Fabio Ballini. The objective of this paper is to

provide recommendations for the Indonesian Government and related stakeholders to consider methanol as a promising marine fuel for the domestic shipping industry and on how to improve their capacity-building toward energy security by utilizing potential resources.

The award was then formally announced and conferred at the Annual General Online Meeting on April 29, 2021. I was fortunately able to attend the meeting together with Prof. Aykut Ölcer, Nippon Foundation Professorial Chair in Marine Technology and Innovation, who was my MSc dissertation supervisor.

The knowledge and experience that I acquired during my time studying at WMU, particularly in maritime energy and environmental subjects, significantly paved the way for me to pursue work in line with my field of specialization, and also contribute to my organization and home country. For instance, I am currently supporting the Ministry of Energy and Mineral Resources together with an Indonesian state-owned company to conduct a feasibility study on the use of Liquefied Natural Gas (LNG)

as an alternative marine fuel. This study aims to provide insight into and explore potential applications of LNG as an alternative fuel for offshore supporting vessels, such as AHTS and crew boats, in Indonesian oil and gas exploration. As this is a pilot project and parameters need to be identified, it has been beneficial for me to share ideas based on my experience with how Sweden and other countries have been able to improve their capabilities and capacities in introducing new ecofriendly technology into their respective maritime industries.

Receiving the Ian Telfer Prize would not have been possible for me without the support and opportunities provided by His Excellency Dr. Yohei Sasakawa and the Nippon Foundation that enabled me to gain invaluable knowledge from the experts at WMU. Also, I wish to express my highest appreciation to Prof. Aykut Ölcer for his encouragement and support throughout my academic journey at the WMU specializing in Maritime Energy Management (MEM).

Domo arigatou gozaimasu.

My Journey Since Graduating from WMU



Prasad Subhawickrama
(Sri Lanka, 2019)

It has been more than a year since the grand graduation ceremony at World Maritime University (WMU), but my sweet memories of my time in Malmö are still alive and I cherish them every moment. Also, the technical know-how and hands-on experience I gained at WMU has enabled me to build up a lot of confidence and trustworthiness in my professional career. Practical application of the cutting-edge knowledge and skills I gained at WMU has led to inspiring scenarios despite the numerous encounters I have faced due to the COVID 19 pandemic since resuming my duties at the Port of Colombo.

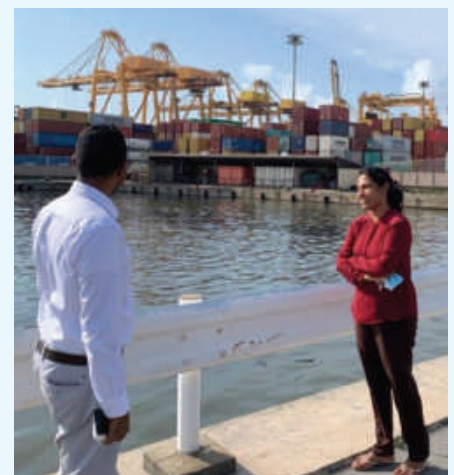
Being back at work at the Port of Colombo was a challenging period amid the pandemic environment, but things are getting better post-pandemic. The short-term port congestion caused by worker shortages and the falling number of ship calls resulted in negative growth in container throughput in the year 2020. However, these consequences highlighted the need for strong resilience in

port activities and new business opportunities that guarantee cargo for the Port of Colombo. Paperless communication with port stockholders providing automated or semi-automated solutions where possible and the development of a port-related logistics sector have been identified as the key areas to be improved or introduced in the post-pandemic era in response to the lessons learnt during the pandemic.

The process of introducing a new port community system is underway with the aim of creating a completely paperless environment for stockholders. Furthermore, the application of automation technologies in new container terminal operations is under review. There is a window of opportunity for value-added services related to transit cargo due to the growing trend of soft product transshipment. Hence, new port logistics centers are being planned for the Port of Colombo in order to entice global 3PL players to commence logistics activities here, providing a much better logistics network for the port with guaranteed cargo. I am very happy to have had such challenging opportunities in my workplace that have enabled me to practically apply what I learned at WMU.

The role of port professionals in executing these new developments is vital, and their

technical competency plays a major part in the outcomes. Hence, the opportunity I received to study at WMU with the assistance of the Nippon Foundation was a much-valued juncture in my professional career. While I was encountering difficulties at the Port of Colombo, the Sasakawa team—especially Kudo-san and Takeshi-san—arranged a warm reception for my wife, who was participating in a study visit to Japan. She told me that the reception was a memorable occasion for her during her time in Japan, and she appreciated the kind hospitality of the Sasakawa family despite the COVID 19 pandemic situation.



Announcement from the Office!

We would like to inform all Sasakawa Fellows of a survey we are conducting on the Friends of WMU, Japan Newsletter. This confidential survey is your opportunity to help shape the future of the Newsletter. Your feedback will help guide further positive changes across the Sasakawa family, so we would like to get 100% participation in order to ensure that each and every Fellow's voice is heard! When you receive the survey by mail (physical) and/or email (digital), please give it your prompt attention. Thank you very much ahead of time, and we look forward to your responses!



Online WMU Class Reunion

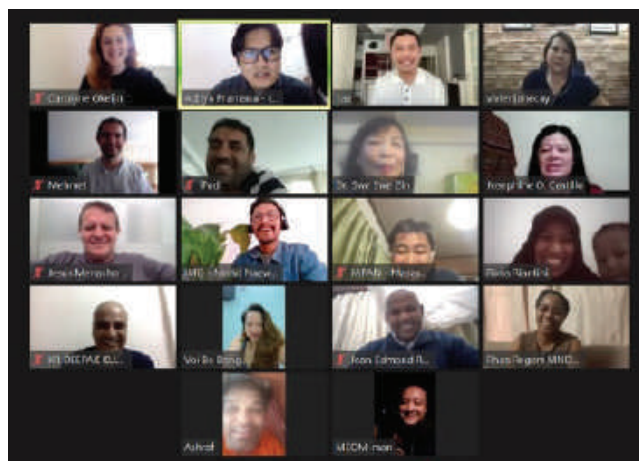
Aditya T Pramana (Indonesia, 2010)

Amidst the global pandemic situation worldwide, we (the WMU Class of 2010) have been able to continue communicating with one another through internet meetings using the most popular methods available nowadays.

This all started with a simple instant message on a social media platform from one class member, Rona Riantini, who said that she misses seeing all the members of the Class of 2010. Magically, many people replied with the same message, and I suddenly thought: "Hey! Why don't we meet online?" Accordingly, as suggested by my colleague, Tazril, we set a time and date for an online class reunion.

This simple message then took on "amazing race" momentum, with all of us tasked with the mission of gathering as many class members as available at the designated time for the online reunion, which was less than 48 hours away. Who would have thought such a reunion could indeed be so fruitful! Furthermore, what's a class reunion without a WMU song, right? So, yes! We did sing the WMU song at the beginning of the meeting, since most of the participants were also Sasakawa Scholars who remember the song by heart.

Despite the global time-zone challenge for conducting the meeting, we did have a lot of fun. Class members from across the globe were present, joining in from Bangladesh, Belize, Belgrade, Cape Verde, Dubai, India,



Indonesia (Jakarta, Surabaya), Japan (Tokyo), London, Madagascar, Malta, Peru (Lima), the Philippines, Turkey, Vietnam, and Yangon.

We talked about not only our current work after graduating from WMU, but also about our families and events that have happened in our lives over the 11 years since we were last together. After the session ended, we set up a social media group including even more Class of 2010 members, which also sparked the idea of ANOTHER online reunion!

So, why wait if you want to have a virtual class reunion? Trust me, it will be FUN! And I would also like to thank my dear friend Sugomori Masashi for giving me the chance to write about our class reunion.

Correction from Previous Issue and Apology

We, the Friends of WMU, Japan Secretariat, neglected crediting an image provided by ReCAAP for Newsletter 75. The photograph (middle of right column, Page 4), which was of the ReCAAP ISC Piracy and Sea Robbery Conference in 2019, was used for the article titled, "A Dialogue with Professor Mejia: On Maritime Issues, Treaties, and Career." The Secretariat sincerely apologizes to ReCAAP as well as our readers for this mistake.

Editor's note

This August, the Intergovernmental Panel on Climate Change (IPCC) published a part of its sixth assessment report on climate change based on the latest scientific understanding, stating that "human influence has warmed the climate at a rate that is unprecedented in at least the last 2000 years." While international shipping is the most efficient mode of transport supporting the sound development of the global economy, it accounts for around 2% of global CO2 emissions, equivalent to those of a country, and actions should be taken to address this urgent matter. To accelerate the decarbonization of shipping, IMO has actively developed legal instruments since the 2000s, and recently the private sector has also started initiatives to provide financial incentives and put pressure to urge actions from the shipping sector.

I would guess many readers work in the public sector; I would like to emphasize the importance of cooperation with peoples from the private sectors, as actions by both sectors complement each other. From my experience, there is a limit in what the governments can do and thus to think about what you can do with the private partners is inevitable in order to make a social impact and achieve goals. I expect that readers have already been building cooperative relationships with the private sector and working together, so I hope those connections will be strengthened more and global challenges, such as climate change, would be solved in the future.

Marika Nishimuro

Japan Ship Technology Research Association (JSTRA)