

WMU Graduation Ceremony 2021



On October 31, graduates from the Master of Science in Maritime Affairs and PhD programs participated in the Class of 2021 Graduation Ceremony, which was held in Malmö, Sweden. Due to the ongoing COVID-19 pandemic, the ceremony was held without guests and was live streamed for family, friends, and colleagues who joined in the celebration. The Class of 2021 has received the education required for them to contribute to their countries with regard to maritime and ocean matters, and more broadly, to the implementation of the United Nations Sustainable Development Goals (UN SDGs). Overall, the 2021 WMU graduation ceremony brought the total number of graduates to 5,634 from 171 countries.

In a pre-recorded address, HE Mr. Kitack Lim—the first International Maritime Organization (IMO) Secretary-General and WMU Chancellor to hold a MSc degree from the WMU—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. He highlighted the strength of the interdisciplinary studies offered at the WMU that ensure graduates are well-rounded, informed, intelligent individuals with a holistic approach to maritime and oceans issues. Addressing the graduates directly, he said: “Together, you form a mighty international network, and a great force for good in the world. You are the next generation of maritime leaders. You have been equipped to work in the international maritime community, and its

success rests on your shoulders. Do not forget that it will be our concerted efforts that will ensure that our beautiful oceans are passed on to future generations.”

WMU President, Dr. Cleopatra Doumbia-Henry, delivered welcome remarks. In addressing the graduates, she highlighted that the Malmö Class of 2021 had completed their degrees wholly during the time of COVID-19, saying: “You have risen above the challenges and circumstances faced during this pandemic. You have been strengthened by the education you have received and have magnificently achieved what you have set out to accomplish. Your studies will contribute to your strength of character and determination over the decades to come.” She also emphasized the important role that graduates will play in rebuilding after the pandemic through efforts to build a cleaner, greener world with low and zero carbon emissions from ships and ports. She added, “The oceans are a precious resource: make sure you do your best to protect them.” She also called on the graduates to fight for a world with greater gender equality, and to play their part in empowering women and girls.

The Guest of Honor was H.E. Dr. Daniel Seong-Hyeok Moon, Minister of the Ministry of Oceans and Fisheries (MOF) of the Republic of Korea, and WMU Professor (currently taking a leave of absence). In a pre-recorded address, he stated that graduating from WMU is a great achievement under normal circumstances, and an even greater achievement during the pandemic. He encouraged the graduates to be lifelong learners and to strive to be good leaders. He highlighted

the diversity and strength of the WMU, saying: “WMU is a place where talented people from all over the world gather and become friends. Through those friendships, they contribute to the harmony of the world and human prosperity. One person alone cannot change the world. However, if we all try to understand each other without prejudice and build friendships, we will be able to wisely overcome the crises faced by mankind and contribute to the common prosperity.”

Ms. Carina Nilsson, Chairperson of the Malmö City Council and Mayor of Malmö, addressed the graduates, saying: “The pandemic taught us that the world can shift very quickly, but also that we are also very adaptable.” The Mayor stated that the City of Malmö is proud to host the University, which is the only United Nations affiliated institution in Sweden. She emphasized that both the City of Malmö and the WMU are committed to the United Nations Sustainable Development Goals and share exceptionally international profiles, with Malmö having residents from over 180 countries and the WMU having graduates from 171 countries. She expressed the hope that the graduates had enjoyed their time in Sweden



and would be good ambassadors for Malmö on their return to their home countries. She wished them well, saying: “Today this part of your journey is coming to an end. You are about to start your next chapter in life with the whole world as your potential workplace.”

Mr. Daniel John Joseph Arulanthu (India), President of the Student Council 2020-2021, made remarks on behalf of the Class of 2021. He thanked the City of Malmö, donors, WMU faculty and staff, and family and friends for their support. He said: “Donors from around the world have made a significant difference in the lives of students from around the world. Thank you for the priceless opportunity to study in a world class institution dedicated to improving maritime industries’ capacity, and to become future maritime leaders. We are honored to be part of such a unique entity. We will work hard to

maintain our network of friendships, regardless of where we are physically located.”

Awards Presented to Sasakawa Fellows during the Ceremony

Regarding annual student awards, the C P Srivastava Award for International Fellowship was awarded to Ms. Laura Noelia Sanchez (Argentina) and Mr. Aymen Abdaoui (Tunisia) received the Schlüter Foundation Dissertation Prize for an outstanding dissertation in the field of Shipping and Marine Environmental Protection. Recipients of the Kalmar Prizes, awarded by Kalmar Global to students who are recognized as leaders among their peers, included Ms. Sedigheh Zarei (Iran) and Ms. Sanchez.

Maia Brindley Nilsson
Communications and Conferences Officer,
World Maritime University



Schlüter Foundation Dissertation Prize

First things first, receiving this once-in-a-lifetime opportunity to attend the World Maritime University was a dream for me, and I’ll always be grateful to the Sasakawa Peace Foundation for making it come true. The graduation ceremony was one of the most memorable moments of my life, the culmination of a long journey of hard work, sacrifice, and determination. I was extremely excited that not only were my efforts finally bearing fruit and I was able to graduate with a Master’s Degree in Maritime Energy Management, but also that my name had been announced as the winner of the Schlüter Foundation Dissertation Prize for an

Aymen Abdaoui
(Tunisia, 2021)

Outstanding Dissertation in the Field of Shipping and Marine Environmental Protection.

This prize is awarded for the purpose of promoting science and research to improve sustainability in the area of maritime shipping by taking into account innovative solutions and approaches. No words can adequately describe how I felt while standing up on the stage receiving this honored award from the President of the WMU. I do remember being surprised and delighted, however. At that moment, just one thought crossed my mind: “This is clearly one of the most significant events of my professional career.”

Mission Accomplished



C. P. Srivastava Award for International Fellowship

I am an officer in the Argentine Coastguard and have been Sasakawa Fellow since 2020. SPF supported me and the 30 other Fellows of the Class of 2021 during the long 14 months of hard work we spent in Malmo, Sweden, to finally achieve a Master of Science in Maritime Affairs—in my case specifically, in Maritime Safety and Environmental Administration (MSEA).

At the beginning of the program, when I was selected by my colleagues as the MSEA representative, I could not imagine the wonderful moments and recognition that were to come. I finally finished the program and received the C. P. Srivastava Award for

Laura Noelia Sanchez
(Argentina, 2021)

Learning about International Fellowship in the Sasakawa Family

International Fellowship at the graduation ceremony. This award is given to students who have demonstrated outstanding skills in friendship and understanding in an international environment. At the moment of the announcement, I was totally surprised, not just because I was not expecting it, but also because of the effusive reaction and support of my colleagues and friends. The audience cheered and clapped, and every step taken to reach this scene was full of emotion. I am still feeling honored because I believe that recognition and appreciation for being a kind human in these tumultuous times is a gift.



Kalmar Prize

God always surprises me with his never-ending blessings. I was selected by SPF to be a student at WMU, providing me the unique opportunity to not only expand my knowledge, but also to find a new family with members from all over the world. Through living together in the HSR, we became close friends, creating a situation where we supported each other like family. However, I also received much support from my peers, all of whom were role models for me in my life in Malmö. One day, I received an e-mail informing me that I had been selected to receive the Kalmar Prize for

Sedigheh Zarei
(Iran, 2021)

Blessings of Many Forms

being a role model to the other members of my class throughout my enrollment. It was my honor to receive this prize from Kalmar Global’s Training Manager, Mr. Eliasson, who gave a presentation about Kalmar Global that made us more familiar with this tremendous company. I am grateful to all the people who selected me. I hope God will help me to be a role model for Iranian women who wish to work in the maritime industry. Thank you again, Dr. Sasakawa, SPF, WMU, and Kalmar Global for the great moments that you have created in my life.



Averting, Minimizing, and Addressing Disaster Displacement



The Platform on Disaster Displacement Secretariat

Many of you no doubt follow the negotiations at the annual United Nations Conference of the Parties (COP). The attention directed towards specific issues over recent years is welcome; the “Pacific COP” under the Fijian Presidency (COP23) highlighted the challenges faced by Pacific States, while the Chilean Presidency labeled COP25 the “Blue COP” to draw attention to the impact of climate change on the oceans. Of particular relevance to the work of the Platform on Disaster Displacement (PDD), COP26 was “the first COP in the era of loss and damage from climate change”, according to Dr Saleemul Huq of the International Centre for Climate Change and Development, Bangladesh. Within the negotiations, displacement has been discussed under both adaptation and loss and damage, but it is a fact of life that many states in Asia and the Pacific are already dealing with, often with the support of the PDD.

The PDD is a State-led initiative working towards better protection for people displaced across borders in the context of disasters and climate change. It aims to further efforts to implement the recommendations within the Protection Agenda of the Nansen Initiative, the predecessor of the PDD.

The Steering Group is the governing body of the PDD, and comprises 17 States and the European Union. It is complemented by an Advisory Committee, which gathers individuals and representatives of international and regional organizations, research institutions, academia, private sector, non-governmental organizations and other civil society stakeholders to support the PDD through technical advice and assistance. In addition, the PDD also includes a Group of Friends, an open-ended group of interested States and regional organizations that are supportive of the objective of the PDD.

The PDD has a history of engagement with issues that affect communities at risk from the adverse impacts of climate change, who understand the importance of the marine environment and the influence it has on lives and livelihoods. This engagement stretches back to the earliest days of the Nansen Initiative, when the Pacific Regional Consultation in the Cook Islands (May 2013) began the process that would lead to the development of recommendations on how to avert, minimize and address displacement; the adoption of the Nansen Initiative Protection Agenda; and the subsequent formation of the PDD. Currently under the Chairmanship of Fiji, the PDD continues to support States to pre-



Image provided by the Platform on Disaster Displacement

pare for human mobility across borders, and it was at the 2013 consultation that the Hon. Henry Puna, the then Prime Minister of the Cook Islands, declared that “to fail to plan, is to plan to fail”.

The PDD supports States, as well as other stakeholders, to effectively plan for displacement, to become better prepared to protect disaster displaced persons and to manage disaster displacement risk in the country of origin. It does this through promoting enhanced cooperation, coordination and action at the national, regional and international levels, across a broad range of policy and action areas. These include humanitarian assistance and protection, human rights, migration management, refugee protection, disaster risk reduction, climate change mitigation and adaptation, and development.

Through partnerships and the sharing of knowledge and effective practices, the PDD pursues its objective of enhancing protection for displaced people. To this end, the PDD has recently launched a joint project with the Norwegian Agency for Development Cooperation which focuses on improving knowledge of displacement as loss and damage, and intensifying action and support for averting, minimizing, and addressing it. The work will be carried out in five countries in different regions, over three years, in close collaboration with PDD partners. They will contribute their expertise in areas such as preparedness, risk assessment, policy coherence and financing, to complement the growing understanding of and responses to displacement and loss and damage.



Image provided by the Platform on Disaster Displacement

Work is also ongoing in two projects in the Pacific region. The first, the Pacific Response to Disaster Displacement (PRDD), aims to support regional and national efforts to reduce the risk and impact of disaster displacement, and strengthen response capacity in Pacific island countries. It fosters this by means of improving data collection and analysis, risk modeling, policy relevant research, and tools and training to build capacity at the regional and national levels.

The Pacific Climate Change Migration and Human Security (PCCMHS) Programme is designed to support communities adversely affected by climate change and disasters in the Pacific region. It aims to do so through local training and skills development, as well by increasing the capacity of government and non-government stakeholders to promote mobility that is safe, regular, and inclusive. The Programme is also supporting the development of a regional framework response to climate change-related displacement, migration, and planned relocation, which may stand as an example to other regions dealing with similar challenges.

Scientists warn that climate change is projected to increase displacement in the future, both internally and across borders. This implies that loss and damage are set to become an even more critical element of climate change negotiations - especially considering its importance for the upcoming Presidencies of Egypt (COP27) and the UAE (COP28). However, it is key to ensure that climate action complements action in other areas and sectors; disaster displacement is an issue that cuts across climate change, humanitarian, development, disaster risk reduction and other policy domains. The strength of the PDD is in building strong partnerships between policymakers, practitioners and researchers across these different disciplines, and providing a multi-stakeholder forum for dialogue, information sharing as well as policy and normative development. If you are interested in learning more, please contact the PDD Secretariat at info@disasterdisplacement.com, or visit <https://disasterdisplacement.org/>.

Windship Introduces the Airliners of the Seas



Mr. Nick Savvides
News Editor
The Loadstar



Image: Windship

In 2020, the International Maritime Organization (IMO) released its Fourth Greenhouse Gas (GHG) study, based on data collected in 2018. It showed that emissions including carbon dioxide, methane, and nitrous oxide, known as CO₂e, increased from 977 million tonnes in 2012 to 1,076 million tonnes in 2018, an increase of 9.6%.

It is now critical that emissions from industry, including the maritime sector, show rapid and sustained declines. It is for this reason that Windship, headed by six key industry figures from the maritime and yachting world came together to design a zero-emission ship.

Chairman Robert Elliot has a banking background; Guy Walker is a director at Windship and the current CEO at Star Marine; Lars Carlsson, formerly Concordia Maritime's CEO, has ten years-experience at the American Bureau of Shipping; and significantly, award-winning sail and cruise yacht designer Simon Rogers, who led the development of the vessel design.

Windship believes that its ship design offers hope that reductions in deep-sea shipping can be met. IMO's GHG study showed that around 86% of maritime emissions came from deep-sea tankers, bulkers, and container ships.

By targeting these larger ships, particularly tankers and bulkers, Windship has potentially developed a vessel that operates with the same costs as a conventional ship, but with the introduction of carbon pricing, it has the potential to cut millions of dollars from fuel bills as well as substantially reduce GHGs for retrofits, and down to zero for new ships.

Critical to the design of Windship are the maritime adaptations of existing technology, the most obvious of which includes the tri-foil sail rigs which bear more than a passing

resemblance to vertically mounted aircraft wings, three to a mast, complete with trailing edge flaps, with the wing design optimising wind energy to provide a major power source.

The tri-foil rigs are computer controlled for optimum thrust and generate significant levels of energy, even at oblique wind angles. The rigs are designed in 36m and 48m sets with a 60m design under way. The rigs sit on top of a steel cruciform base attached to a slew bearing on the main deck, allowing the whole rig to orientate to the required wind direction.

The tri-foil sails are patented technology. "The rigs provide the highest power density of [any] current wind technologies," claimed Windship. They added, "The performance of the Windship Rigs has been developed using computational fluid dynamics (CFD) by Cape Horn Engineering, and independently verified by the University of Southampton's Wolfson unit. The rig [design] has been wind tunnel tested," for verification of the design.

The Norwegian classification society DNV

issued its Approval in Principle for Windship in August last year, following extensive analysis of the design, with DNV privately admitting that it is very positive about the overall vessel configuration.

Aiding the wind power will be route-planning technology that will rapidly calculate the quickest and most environmentally favourable route for a vessel, depending on wind, currents, and weather extremes such as storms.

Windship reveals that "the effect of these rigs on the ship has been modelled via CFD analysis which shows that three 36m rigs installed on a 74,000dwt ship would sail, with no engine required, at 12 knots with typical Southern Ocean wind strengths."

As wind can be capricious in its nature, each vessel will need back-up power. The Windship design comes with a diesel electric system with top-up energy from solar panels and a carbon capture and a storage (CCS) system developed by Calix in Australia.

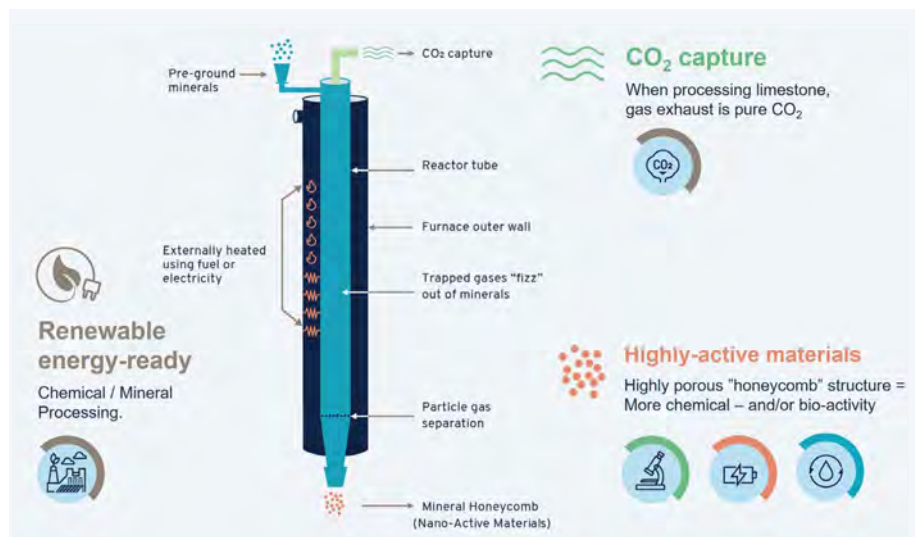


Image diagram: Carbon Capture Storage technologies on board

Calix's Recast CCS requires the development of a circular carbon economy using a calciner to heat limestone, a material used in the production process of cement. The limestone, or calcium carbonate, is broken down by the heat process into calcium oxide which can be used in the exhaust gas of Windship's diesel electric system, collecting GHG's and returning the calcium oxide to its original calcium carbonate.

Recast designer Brian Sweeney said, "The development process has already begun in Australia with a 2MW diesel test genset currently under construction." He added, "We will soon begin building a full-scale cement plant, with zero emissions which will be ready by 2025."

According to Mr. Sweeney, shipping does not have a good alternative for deep-sea vessels, but the Recast system combined with sail and solar energy will deliver a propulsion system that will cut carbon emissions to zero, with comparable operational costs to a conventional vessel.

Designer Simon Rogers, who began his career as a racing yacht engineer, said, "Over typical transoceanic trade routes (Windship tested three major routes) the Windship Technology system saves two-thirds of the fuel used and hence, costs, whilst emitting zero CO₂."

Mr. Rogers' Windship design includes a series of innovations, but one appealing factor is its comparative simplicity with propulsion delivered through a single shaft using a direct electrical drive. Electrical energy is provided by four 2MW gensets mounted on flatrack rails, allowing the gensets to be easily overhauled or replaced through a side panel in the hull.

Additionally, gensets can be set to operate at an optimum load and used as and when needed, meaning one to four gensets can be operational depending on energy demand, increasing fuel savings and further cutting emissions.

Another innovation is the waste heat recovery system which uses heat from the exhaust, which reaches 350°C to create steam, driving a turbine to generate more energy. The CCS system will add to the waste heat with the calcium oxide reaction boosting the heat in the exhaust to 500°C, offering substantial power generation for the ship.

According to Mr. Sweeney, the Windship, over a standard voyage, derives one-third of its motive power via sails, one-sixth from solar energy, one-sixth from CCS, and one-

third from electricity generated through the diesel electric system.

That means a Windship Kamsarmax will burn only eight tonnes of fuel a day compared to the 20 tonnes for a comparable conventional vessel design.

CCS operations require four tonnes of calcium oxide per tonne of fuel and the system captures three tonnes of carbon dioxide in the process. However, expelling calcium oxide into the ocean can capture 1.3 tonnes of CO₂ from the atmosphere per tonne of calcium oxide, according to Mr. Rogers, which would make the system carbon negative.

"The question is, how much calcium oxide do you want to go into exhaust dosing? You capture more carbon by putting it into the ocean, [and it is environmentally benign] but you get less energy from the heat recovery system," explained Mr. Rogers.

Capital expenditure for a Windship vessel will be around \$6-8m more than a standard Kamsarmax, but projected savings with the introduction of carbon trading at \$75/tonne are more than \$2m a year, with eight tonnes of fuel consumed daily, fully loaded, and six tonnes/day in ballast depending on the routes operated. However, again, this is in line with conventional ships.

Overall, the return on the extra investment costs would be repaid within three years according to Windship calculations, without an industry-wide carbon levy.

Meanwhile, Mr. Rogers explained, "In a retrofit situation there will be a large two-stroke engine, whose specific fuel consumption will increase as power requirements drop."

As a result, any retrofitted vessel will not benefit from the diesel electric and CCS element of the Windship design, but will nevertheless reduce a vessel's fuel consumption considerably with a significant return on investment at current fuel prices. The return is dependent on the trading patterns of each vessel, but it is expected to reduce fuel consumption by more than 30%.

Windships, of course, are a modern design of old technology. In the 1970s, the Japan Marine Machinery Development Association commissioned research into sail-assisted ships which led to the development in 1980 of the tanker Shin Aitoku Maru, built by Japan's Nippon Kokan shipyard, which sported computer-controlled sails.

The Shin Aitoku Maru successfully cut 10% of the vessel's fuel consumption, thereby also reducing the ship's carbon emissions. While this is only a fraction of the fuel and emission savings of the Windship design, the Shin Aitoku Maru was an early indication of what the modernisation of sail technology could achieve.

Like Nippon Kokan before him, Simon Rogers believes that the timing for the Windship design is perfect with the market conditions, political understanding, and technological requirements all becoming aligned at the right moment.

"With newbuild shipping we can unlock the full potential of the rigs. The amount of fuel and emission savings will depend on the vessel route and the amount of solar installed, but savings of 70% over an existing ship can be expected."



Official sea trial of MV Shin Aitoku Maru August, 1980
Image provided by THE AITOKU CO.,LTD.

The Serious Problems of the Cargo Container Shortage and Shipping Tonnages (Space)



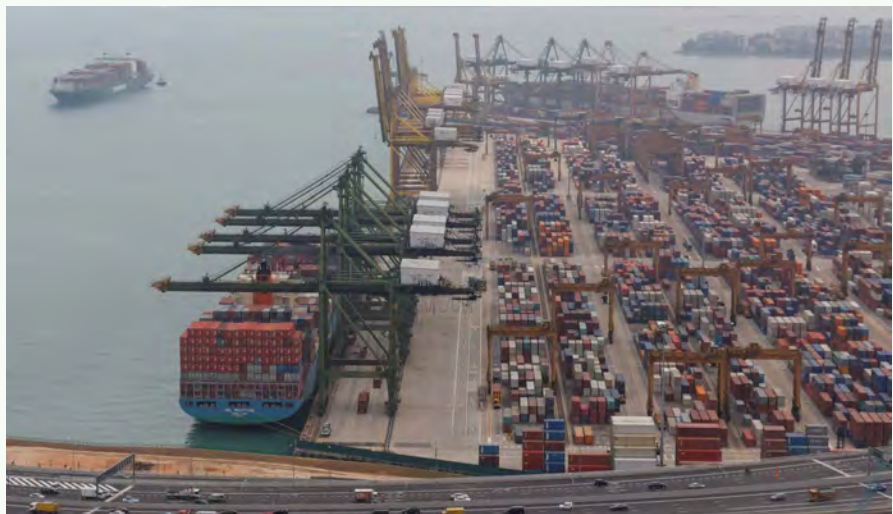
Supakorn Pattarawichean
(Thailand, 2001)

Thailand is one of the world's export countries suffering from dramatic increase in freight. For this reason, Mr. Chaicharn Charoensuk, Chairman of the Thai National Shippers' Council (TNSC), presented and discussed the serious problems of the cargo container shortage and shipping tonnages at a seminar conducted at the United Nations Conference on Trade and Development.

These problems have been caused by COVID-19 pandemic lockdowns, resulting in: decreased labor and port efficiency in many countries and temporary closures of manufacturing facilities; Chinese exports recovering and US and EU demand increasing; Suez Canal issues and disruptions to operations at several major ports; and limitations on container production and data links between stakeholders. These lead to the current issues of: port congestion and longer transit times between ports, ships being delayed beyond deadlines, and scarcity of containers and ships from fierce increases in freight rates.

The impact on international trade in Asia is clear. For example, the waiting period for cargo to be loaded onto mother ships at ports has grown longer and longer, and longer freight times create the risk of raw material shortages in the global value chain. Longer transportation times lead to longer payment periods under certain trading terms and conditions, causing cash flow problems for exporters. Schedule delays caused by container shortages and management of logistics-related activities cause conflicts among domestic stakeholders such as shipping carriers, ship agents, dock operators, and trucking companies. Container stacks, etc., accumulate in warehouses, increasing inventory costs due to the large quantities of finished product stocks. Exporters have higher costs, but cannot raise prices because consumer purchasing power has not yet recovered.

In conjunction with the Asian Shippers Alliance (ASA)—which comprises the export councils of allied nations in Asia—the TNSC outlined recommendations to the international community to expedite solutions. Firstly, raising standards to reflect the role of exporters, who are currently growing rapidly in number but remain



Singapore Container Port by Kimon Berlin
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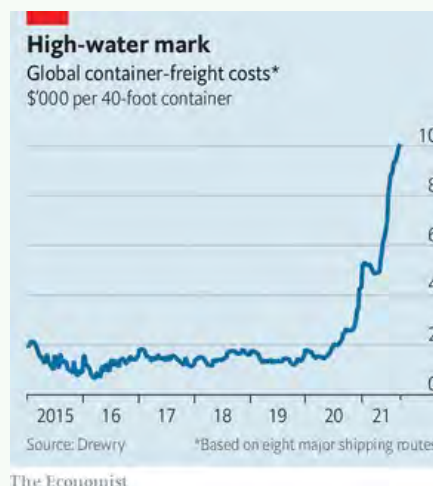
constrained by logistics costs and domestic costs (local charges), as well as shortages in facilities that support the efficiency of international shipping vessels. Secondly, pushing and cooperating with government agencies and international organizations governing trade competition to monitor the provision of maritime freight services in accordance with fair trade competition supervision. Thirdly, promoting cooperation between the Exporters' Councils in each country such as exchanging information about the availability and quantity of containers, and best practices in each country; and applying these in member countries.

urgent consideration and resolution of common issues among member nations.

Secondly, trade competition regulators in each country need to prioritize and expedite the development of competition control mechanisms and rate determination and service charges related to maritime transportation. They should define or make legal recommendations for establishing a clear pricing policy for transport and logistics providers. This is important to ensure the credibility of the pricing policy, as well as to help maximize the effectiveness of solutions to today's problems, including creating a platform for stakeholders to discuss common solutions before enforcing the law.

Thirdly, many governments also have the idea of setting up shipping lines in order to promote policies for reducing transportation costs. However, we need to take into account the fiercely competitive conditions for shipping lines, focusing on building comprehensive service routes and linking major and secondary ports and trade routes around the world, with the aim of enabling economies to reduce costs related to cargo size, which is a barrier for smaller vessels with limited capital to invest in order to meet requirements.

Fourthly, the long-term situation of the maritime shipping market, which may stagnate again in the future, could lead to unsuccessful investments, causing national debt. Fifthly, each country should carefully enhance its management of daily in-and-out container information systems in order to increase efficiency in addressing the shortage of containers. And finally, each country must accelerate development of the National Digital Trade Platform and regional digital trade platforms, as well as digital systems in their domestic commercial industry.



Seminar participants commented that firstly, container shortages and rising freight rates continued to hinder international trade and affect all sectors throughout the global supply chain, including importers and exporters, agents of the contractors transporting goods along shipping lines, and related logistics providers such as warehouses. These players should, therefore, push discussions to the global stage for

My Contributions to the Prevention and Control Efforts of Marine Litter in Nigerian Seaports

Roland Ijabiya (Nigeria, 2019)



At the Environmental Laboratory of the Nigerian Ports Authority

The challenge of marine litter has become a global menace, costing billions of dollars in losses annually. Particularly problematic is marine plastic litter (MPL), an inexpensive, persistent, and non-biodegradable material. According to the International Union for Conservation of Nature, plastic pollution constitutes 80% of all marine litter. Scientists have also warned that if left uncontrolled, the volume of plastics in our oceans will outweigh the fish by the year 2050.

Nigeria is no exception in this global MPL crisis. Our waterways and coastal areas are reeling from the pressure of plastic pollution. Efforts have been made at different levels of government to control this through measures such as public sensitization to reducing single-use plastics,

enforcement of regulations, and execution of marine clean-up projects.

I am privileged to have built a successful career in port environmental management with over 20 years of experience working with the Nigerian Ports Authority as a Senior Manager for Pollution Control. Recently, I acquired a Master's Degree in Ocean Sustainability, Governance, and Management from WMU, which was made possible by generous funding from SPF. My WMU experience has equipped me with the tools and the voice needed to make contributions towards MPL control in Nigeria.

As part of my duties, I supervise the provision of port reception facilities for the management of ship waste in our seaports, following the Reduce, Reuse, Recycle principle. I also oversee Port State Control functions to ensure ships' compliance with the MARPOL 73/78 Convention and London Convention & Protocol. These regulations have helped to significantly reduce pollution in our ports and coastal waters.

At the regional level, I am a member of the Marine Security and Environment Protection Operations Sub-committee of the Port Management Association of West and Central Africa, which develops technical solutions to the challenges faced by seaports in the region, including solutions to MPL.

Recently, I was appointed to the Glolitter National Task Force for Nigeria. The Glolitter Partnerships Project is a joint initiative by the Government of Norway, IMO, and FAO to support developing countries in tackling MPL within their marine transport and fishing industries.

Plastic pollution in the Nigerian marine environment is an issue of national concern, particularly considering the resultant economic losses and the impact on ecosystem goods and services. I am honored to be playing a role in tackling this challenge, both in my capacity as an environmentalist and as a member of the prestigious WMU Sasakawa Fellowship.



Shaking hands with IMO Secretary General, Mr. Kitack Lim

Gathering Fellows' Letters for Dr. Sasakawa.

Yutaka Emi (Japan, 2007)

Here, I would like to share with you a story of an experience last year. On 13 December 2021, six Japanese Sasakawa Fellows and I had the fortunate chance to meet with Dr. Sasakawa, during which we handed him a set of letters written by many Japanese Fellows. You see, prior to this visit, I had asked all the Japanese Fellows to fill out a form with the following information: name, position, and career after graduating from WMU. At the bottom of each page was a short and personal message addressed to Dr. Sasakawa. Lastly, I requested that they also include a photo of themselves on the form. Then, I waited to hear back.

To my great luck, I ended up receiving 22 forms. During our meeting with Dr. Sasakawa, he looked through each and every one of those letters, digging into them eagerly. Even though all the Fellows who wrote in weren't able to participate in the meeting, they still had the chance to "tell" him how their lives had changed thanks to his generosity.

Something else happened that I also appreciated very much. During this process of gathering letters, a friend whom I haven't been in contact with for a long time reached out to me, even though she had kept some distance from our Fellows' activities since leaving her employment. If you were able to reach out to your friend after a long silence, wouldn't you feel happy? I certainly was!



Announcing OPRI's New Twitter Account

In the pursuit of becoming more social media savvy, the Ocean Policy Research Institute (OPRI) at SPF recently started a Twitter account. All OPRI-related news, events, and publications will be tweeted here. Though much of the content will be in Japanese, expect English updates as well – maybe even related to the Sasakawa Fellows! Please follow [@OPRI_SPF](https://twitter.com/OPRI_SPF) if interested.



Correction and Apology Regarding Issue #77

The name of a Sasakawa Fellowship student was incorrectly printed on their resolution in the previous issue (December, “New Members of WMU Sasakawa Fellowship, Class of 2022”, page 2). “Raga Dicklies PURWANTO” should be the correctly listed name. The Friends of WMU, Japan Secretariat regrets the error and would like to apologize to Mr. Purwanto for this oversight.

Editor's note

According to “Our World in Data,” as of February 1, 2022, the 7-day average of new COVID-19 cases exceeded 3 million per day. 2 years have passed since the World Health Organization declared a Public Health Emergency of International Concern on January 30, 2020. However, it hasn't been all a long and dark tunnel; we glimpsed brighter signs as well. As the saying goes, “There is no night without dawn,” and the morning will surely come. However, that morning is the morning of a new world.

The Tokyo University of Marine Science and Technology (TUMSAT) is implementing a hybrid learning approach, which incorporates new online classes in training ship exercises to provide more effective trainings. In order to prevent the spread of infections, overnight voyages were cancelled and replaced with day trips. As a result, the period which would be dedicated to group work prior to the ship training became shorter, and students were able to watch training materials beforehand. In addition, students also watched videos of a real training

taking place on board the ships, and were tested on their knowledge and skills. As it turns out, these students who had watched these materials ahead of time achieved higher average scores than those before the COVID-19 pandemic, in all categories they were being evaluated for. Furthermore, their average rates of success improved by 6.0%. Even after the pandemic is over, we would like to conduct even more effective trainings through hybrid learning and make best use of such online resources for trainings on training ships.

This is just one small example from the field of maritime education and training, but I am sure that novel, improved methods are emerging in places all over the world. And it is you who will play a leading role in this. Yes, WMU is the platform for you to create a new world of “connections” where we can care for and learn from each other.

As of this issue, I, Kunieda, will be stepping down as head of the Friends of WMU, Japan Newsletter's Editing Committee. I would like to wish you all continued success in your future endeavors.



Scenes from a training on board a training ship
(Top: inside the bridge, Left: forward, Right: ECDIS screen)



Dr. Yoshiaki Kunieda
Tokyo University of Marine
Science and Technology

