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Ambitious aims for project

Ken Nomoto

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**Abraha Ambachew,
Ethiopian Shipping**

Professor Ken Nomoto

Long term benefits to take back home

Ambitious aims for project

"THE benefit from the university will be long term — two years will give us a vast knowledge which we can directly apply when we get home."

Mr Ambachew regards himself, along with the other original students who were the first to start at the university, as a "pioneer". He is conscious of the fact that the university is very much in its early days, but has been impressed by the response it has prompted from all over the world.

He points, for instance, to the help given in teaching by people from the established maritime countries. His own place at the university has been sponsored by the Norwegian government.

Before attending the World Maritime University Mr Ambachew was at sea for his company as a chief engineer. The course is part of his preparation towards taking a shore-based job. His company has several experts in the field of administration, but is hoping for new skills to be gained from the technical management of shipping companies course.

The aim is to replace expatriates in the Ethiopian Shipping Company offices with trained Ethiopian staff. The World Maritime University could play a central role in achieving this aim in the future, says Mr Ambachew.

"THE idea of international co-operation for developing countries in shipping attracted me to the World Maritime University."

It was with some "uncertain feelings" that Mr Nomoto left his job teaching naval architecture at the University of Osaka in Japan, a position he had held for 35 years.

"The idea of the university did attract me," he says, "but the project was very new. At the same time there was this aspect of international co-operation and I decided to go."

The aim of the university is ambitious he acknowledges "but not too ambitious."

In the first year a lot of work has been done in establishing the pattern of future operations. "There was no routine established and

some problems still have to be solved but we are going reasonably well."

One of the major advantages Mr Nomoto sees of the university is the type of student it attracts. No-one goes there straight from school. All have experience of some work and many are already far advanced in company or government structures. All so far are from the developing world. This is a term Mr Nomoto does not much like, but it is one that was chosen by the International Maritime Organisation to define the university's scope.

Only recently has the decision been taken by the board of governors to open the university to those from the developed world too, so Mr Nomoto's experience has been solely with students from the developing world.

"The students are so motivated," he says, "and really this struck me from the very beginning. Unlike others I have taught, these students have responsible positions in their home countries." In comparison to students he has taught in Japan, and dismissing as a "complete myth" the belief that Japanese students are particularly enthusiastic, Mr Nomoto says the world maritime university attracts those eager to learn.

"The reputation of a school is based on its graduates and what they do in the future — that will fix our reputation in the years to come."

He is confident that, judging from the first intake of students, the university's reputation can only grow once they return and take up work again.



Students and staff on a recent trip to London where they visited a wide range of maritime institutions, including the General Council of British Shipping and Lloyd's, where they were interviewed by Lloyd's List Shipping Correspondent Bridget Hogan. In the picture are Professor Gunnar Stubberud and Professor Ken Nomoto and students Mr Ambrose Beecham, Mr Charles Afouda, Ms Antonella Gaviria de Lavalle, Mr Chul Kim and Mr Abraha Ambachew.

INTERVIEWS with World Maritime University students by Shipping Correspondent Bridget Hogan

Lloyd's List Sept 24 / 1984

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Charles Afouda, Direction Marine Marchande, Benin

Need for qualified people

"MY country needs more qualified people and I think after the success of my course more students will be sent to Malmo."

When Mr Afouda returns to Benin he expects to be working in the section of the maritime administration dealing with planning and economic affairs.

It is because of the chronic shortage of trained and experienced personnel in maritime administration affairs that the decision was taken to send him to the university, he says.

Under the country's Merchant Shipping Act, all matters of safety, navigation and administration are undertaken by the Direction

Marine Marchande.

"The problems facing the maritime administration in Benin is the lack of qualified personnel and people who can work in these areas," he says.

Benin has decided to send a second student, joining Mr Afouda in Malmo, on the first year of the course.

Chul Kim, Pan Ocean Bulk Carrier, Korea

Ideal technical management course

"SHIPPING has been developing rapidly over the last decade in my country and this quantity must now be matched by quality in ship management."

Studying the management of shipping operations, Mr Kim says he is at the university to strengthen the management side of his com-

pany's services.

Generally the development of South Korea shipping has been rapid in all fields over the last decade and he explains that this has left some managements behind.

In order to cope with this success, he feels strongly that more people from South Korean com-

panies should be trained properly in the management and operational side.

The technical management of shipping companies course, which he is attending is ideally suited to this need, he feels. Now on his second year, Mr Kim is a member of the original intake at Malmo.

How you can help...

THE development of efficient and highly professional shipping and port administrations throughout the world is in the interest of all connected with the sea — from insurers and shippers to owners, shipbuilders and banks.

And even ships' crews could organise their own collections for the World Maritime University. The name of any vessel or donor contributing \$500 or more will be specially recorded at the university.

A board of trustees is being founded, including leading members of the financial and maritime world, to oversee the developing capital fund.

Donations should be sent to Professor Solve Arvedson, Rector of the World Maritime University, pictured here. His address is the World Maritime University, Post Office Box No 500, Malmö, Sweden.



Antonella Gaviria de Lavalle, of J. Vicente Londono Jaramillo, Colombia

Interesting and useful course for companies

THE course is very interesting and useful, especially to someone working in a private company who does not know all the aspects of national administrations."

Miss Gaviria de Lavalle believes there is a role for private companies in framing maritime administrations' policies.

"International conventions do effect on shipping companies specially in terms of the economic aspects," she says. "Private companies can help and give some suggestions to the administration."

Although it must be a government decision to implement a convention, such as one from the International Maritime Organisation or the United Nations Conference on Trade and Development, there is the gap to bridge to the private companies, she says.

"There are not many people in private companies who know about maritime administrations. People who have been on the general maritime administration course may be able to help provide a link between the government and industry."

Like the other students on the course, she has welcomed the opportunity to hear first hand how other companies have tackled problems.

Working for a liner company serving South America and the United States Gulf of Mexico region, she has had the opportunity to hear from those experienced in other aspects of shipping.