Port-city University League 4th Meeting

- Port as a Gateway to the Multi-Cultural and Multi-Civilizational World -

Abstracts

21-23 May 2009, Yokohama Japan
Port Opening Memorial Hall
Setting an agenda at Southampton for humanities disciplines related to maritime studies

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Prof. John Oldfield_

Humanities subjects at the University of Southampton are in the process of setting an agenda for maritime studies, building on existing strengths and reaching out to the wider intellectual community. In this presentation I shall be discussing the major themes we have identified thus far, among them ‘port cities’, Southampton as a ‘gateway to empire’, and ‘maritime technologies’ (meaning in this context the social, political, cultural, and economic impact of maritime technologies). These themes, in turn, we hope will dictate the shape of institutional partnerships between Southampton and other UK and overseas higher education institutions, museum and archives, as well as the shape of teaching programmes and collaborative research.

International cooperation for preventing piracy

- Two contrasting examples of Japan—

_International Graduate School of Social Sciences, Yokohama National University
Prof. Toshiyuki Tanaka_

Piracy has been regarded as “hostis humani generis (enemy of mankind)” by international law since the 18th century. Piracy, defined by international law, is limited to “any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed against another ship or aircraft, or against persons or property on board such ship or aircraft, on the high seas”. It is a firmly established principle that ships on the high seas shall be subject to exclusive jurisdiction of a flag state. However, it is easily understood that no state can always effectively prevent piratical acts committed worldwide by ships using its flag on the high seas located far from its territory. On the other hand, it is crucial for maritime states to ensure security of marine transportation and protect the lives and property of their nationals. That is why international law has established universal jurisdiction which enables any state to exercise executive and judicial powers against pirates, as set down in Chapter 104 of United Nations Convention on the Law of the Sea (UNCLOS) in present days.

UNCLOS also establishes Duty to cooperate in the repression of piracy in Article 100 for that
purpose. The provision prescribes “[a]ll States shall cooperate to the fullest possible extent in the repression of piracy on the high seas or in any other place outside the jurisdiction of any State.” This provision does not necessarily oblige the state parties to exercise executive and judicial powers, though Japan has participated in the cooperation recently.

Piracy defined by UNCLOS is limited to acts committed on the high seas, as mentioned above. However, illegal acts of the same nature can be committed in territorial seas or internal waters also. Such acts in territorial seas or internal waters are usually called “armed robbery” in order to distinguish from piracy defined by international law. However, if armed robbery is not effectively prevented by a coastal country, international cooperation is likewise necessary, despite the principle that no countries other than the coastal country have executive jurisdiction in its territorial sea. On the contrary, if the activities of the coastal state can prevent piracy on the near high seas as well, no other countries need to send warships or governmental ships so far in order to combat piracy.

Here we notice two clues for methods of international cooperation. One is shown in the Malacca Straits and the other is shown in Somalia. · · · ·

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Regional Centres of Expertise on Education for Sustainable Development
--Enhancing Partnerships across Geographic, Knowledge and Sectoral Boundaries

*United Nations University-Institute of Advanced Studies (UNU-IAS)*

*Dr. Yoko Mochizuki*

The United Nations University · Institute of Advanced Studies (UNU-IAS) is part of the network of research and training centres within the UNU system, an agency, which in its role as the think-tank for the UN, aims to contribute, through research and capacity building, to efforts to resolve pressing global problems. UNU-IAS conducts research, postgraduate education and capacity development, both in-house and in cooperation with an interactive network of academic institutions and international organisations.

As the UNU’s response to the 2002 UN General Assembly resolution 57/254 to initiate the United Nations Decade of Education for Sustainable Development (UN DESD), Education for Sustainable Development (ESD) programme was established at the United Nations University-Institute of Advanced Studies (UNU-IAS) in 2003. In 2004, UNU-IAS moved its office from the UNU Headquarters in Tokyo to Yokohama Minato-Mirai. UN DESD will mark its midpoint at the end of this year, and it was announced at the World Conference on ESD—Moving into the Second Half of the UN Decade (Bonn, Germany, 31 March - 2 April 2009) that the Government of Japan would host jointly with UNESCO the end-of-decade world conference on ESD in 2014.
After introducing the concept and development of ESD as a transformative education movement, this presentation will focus on the UNU’s major contributions to UN DESD. The UNU Initiative “Regional Centres of Expertise on Education for Sustainable Development (RCE)” is one of the responses to UN DESD that truly have a global reach. An RCE is a network of existing local institutions of formal education, non-formal education and informal learning. Today there are 62 RCEs officially acknowledged by UNU, including six in Japan, together constituting an expanding global network of RCEs.

An RCE builds an innovative platform for multi-sectoral and interdisciplinary information-sharing, dialogue and collaboration for promoting ESD among local-regional stakeholders. RCEs aim at enhancing the vertical alignment of school curriculum and horizontal linkages among schools at all levels, as well as linking ‘formal education’ (school education) and ‘non-formal education’. The concept of RCE embraces diversity within and across RCEs, and can be viewed as a facilitative mechanism to articulate a global vision in local terms. With the expansion of the global network of RCEs, there is a growing level of cooperation among them. The RCEs have begun to establish regional networks in Africa, Asia-Pacific, North America, and Europe, as well as thematic networks such as Biodiversity, Sustainable Health and ESD, Sustainable Production and Consumption (specifically on Education & Food Systems) and Youth.
Fisheries management and conservation in Japan: Long traditions and modern challengers

*Faculty of Environment and Information Sciences, Yokohama National University*
*Prof. Hiroyuki Matsuda*

I explain (1) its history of Japanese fisheries, (2) co-management in Shiretoko World Natural Heritage site, and (3) approach in Convention on Biological Diversity in Japan, and (4) paradigm shift from neither no-take nor sustainable yield to maximum sustainable ecosystem services. Marine Management Plan for the Shiretoko Shiretoko World Natural Heritage Site, Japan, provides a case study for adaptive marine ecosystem management and co-management of coastal fisheries. The natural resource management plan of the Shiretoko site is characterized by transparency and consensus building, because (i) UNESCO and IUCN require that the plan be sustainable; and (ii) the Government of Japan has guaranteed local fisheries that there will be no additional regulations included in the plan. The Marine Management Plan describes which species and factors are monitored, how these data are evaluated, and how the benchmarks specified by ecosystem management are determined. The Plan will provide a valuable example for the establishment of "environment-friendly fisheries" in Japan and other countries, because it includes voluntary activities by resource users that are suitable for use in a local context, flexible to ecological/social fluctuations, and efficiently implemented through increased legitimacy and compliance.

Seaport system in the southern key area of Vietnam: Present status and development strategies

*Faculty of Civil Engineering, Ho Chi Minh City University of Technology*
*Dr. Nguyen Danh Thao*

Since the renovation policy came into effect, the Vietnamese economy has experienced significant growth. In order to shift from the traditional export structure of raw products into a trading structure, it is vital for Vietnam to relocate port complexes, develop new ports, particularly deep water ports, in the time ahead. The present study reports on research conducted to evaluate the present conditions of the port system in the key area of south region of Vietnam, including natural as well as socioeconomic conditions and existing ports.

A plan for feasible development of the port complexes in the key area will be prepared in which some ports will be suggested to move to other locations, enlarge and change the function to catch up
The National Oceanography Centre, Southampton: the UK Focus for Marine Science

National Oceanography Centre, Southampton, University of Southampton
Prof. Mike Coffin

The National Oceanography Centre, Southampton (NOCS) is a collaborative Centre of the Natural Environment Research Council (NERC) and the University of Southampton. NOCS is based at a purpose-built waterside campus in Southampton, and is home to some 520 research scientists, lecturing, support, and seagoing staff, as well as approximately 750 undergraduate and graduate students.

NOCS is the national focus for oceanography in the UK with a remit to achieve scientific excellence in its own right as one of the world's top five oceanographic research institutions. NOCS delivers a diverse mission, which ranges from managing the national research vessel fleet and other major facilities, to programmes of strategic research for NERC, and academic research and education in ocean and earth sciences in support of the University's mission.

NOCS activities also encompass major ocean technology development; long-term observations;
managing international science programmes; promoting enterprise and knowledge transfer; providing advice to Government, business and charities; and the engagement between science and society. Moreover, the Centre is also specifically charged with working with the wider science community to provide strategic leadership, coordination, and facilitation for the whole of the UK marine and related earth sciences.

Research and Education in Istanbul Technical University

Faculty of Naval Architecture and Ocean Engineering, Istanbul Technical University
Prof. Ahmet Ergin

Istanbul Technical University (ITU) was established in 1773, during the time of Ottoman Sultan Mustafa III. With its original name, The Royal School of Naval Engineering, its responsibility was to educate chart masters and ship builders. In 1795, The Royal School of Military Engineering was established to educate the technical staff in the army. In 1847, education in the field of architecture was also introduced. The school of Civil Engineering, established in 1883, assumed the name of Engineering Academy. Gaining university status in 1928, the Engineering Academy continued to provide education in the fields of engineering and architecture until it was incorporated into ITU in 1944. Finally, in 1946, ITU became an autonomous university.

This talk will outline the education and research activities within Istanbul Technical University, with a particular emphasis on subjects with a maritime theme. Furthermore, a short maritime history of Istanbul will also be provided.
Shanghai, Jiao Tong, and Young Students

School of Naval Architecture, Ocean and Civil Engineering, Shanghai Jiao Tong University
Prof. Xuefeng Wang

Dynamic and prosperous city – Shanghai is also a famous port city. Sixteen Port, Wusong Port and the new Yangshan Deep Water Port construct a port net of Shanghai. Some large shipyards, some famous institutions in Shanghai support its port industry, and their all research sources of science and technology comes from Jiao Tong.

Jiao Tong – as an abbreviated name of Shanghai Jiao Tong University, is well known in China, especially in Shanghai. It is one of the oldest universities in China. The University, through its century-long history, has nurtured large numbers of outstanding figures and made significant contributions to the thriving and prosperity of the nation and the development of science and technology. And the school of Naval Architecture, Civil and Ocean Engineering is the one of most famous school in the university. It has been advancing towards the world’s first-class level.

With some social activities, plus its reputation, Shanghai Jiao Tong University, especially the school of Naval Architecture, Civil and Ocean Engineering attracts many young students, from primary schools to high schools, all over China. And after young students entered the university, they participate these social activities, are active in scientific researches, experiments and all kinds of competitions.

Shanghai, Jiao Tong and Young Students show us a harmonic picture.

The Latest Efforts to Promote the Naval Architecture and Ocean Engineering Education for young generation in Yokohama National University

Faculty of Engineering, Yokohama National University
Dr. Motohiko Murai

A phenomenon that young people have dislike of science and engineering is getting intensified with progress of recent years' rapid low birthrate. It’s said that the problem of such dislike of engineering and manufacturing is the large problem which should be settled immediately for Japan where the science and technology are made the feature. It’s a very important problem because such dislike of engineering is directly connected with student’s decrease for an engineering department of
a university in particular. On the other hand, it is said that such dislike of engineering and manufacturing is caused by the decrease of opportunity of experience of engineering work in the life of the young school students.

Yokohama National University is coming into action actively about naval architecture and ocean engineering research and education by leading with System Design for Ocean Space course. From the above reason, the target of our activity is expanding to a high school student, a junior high school student and a schoolchild as well as a college student in recently. In this presentation, two recent activities will be introduced.

One of the activities is “Omoshiro-Fune lesson” which is held for junior high school students and schoolchildren. One of the activities is “Omoshiro-Fune lesson” which is held for junior high school students and schoolchildren. “Omoshiro” and “Fune” mean respectively an “interest” and a “ship”. In other words, “Omoshiro-Fune lesson” is the lesson which young children make a trigger which has an interest in a ship and the ocean. This lecture performed in a period the summer holidays at school continues from about 10 years before and is the very popular lecture which has an applicant beyond 100 people every year. In this lecture there are a lot of experiment of the buoyancy and waves.

Another one is a new contest for high school students (Ocean-Space for System design Cup) from 2007. The contest gives high school students the opportunity of experience of engineering work and a trigger which has an interest in a ship. The high school students who participated in the race were very vividly, and a race of the tournament form also rose very much. It can be thought that the event was greatly success as the whole. We could enjoy ourselves very much by a race by the characteristic model in which the respective teams showed ingenuity, too.

College students participate in these events aggressively as staffs. Such students’ growth is also one of a big outcome.

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Encouraging young people into university education in science and engineering  
- A Southampton perspective

School of Engineering Sciences, Ship Science, Fluid-Structure Interactions, University of Southampton  
Dr. Mingyi Tan

In order for a nation to maintain the global competitiveness and to keep up with progress in science-based development, it is vital for the educational establishment to attract young people into university education in science and engineering. This will not only help to provide much needed knowledge and skills in the workforce but it will also give young people more opportunities to realise their full potential for a better future in their lives.

To this end, a variety of activities have been organized in the University of Southampton to
encourage young people into higher education and, in particular, the School of Engineering Sciences (SES) has been proud to be involved in a breadth of outreach events to inspire and encourage the next generation of engineers.

In this presentation, some of the outreach activities provided by SES in collaboration with other interested organisations will be highlighted and different events for young people in different age group with diverse background will be discussed.

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**Growing Up as Vietnamese-Japanese Bilinguals – Vietnamese Heritage Children in Yokohama**

*Faculty of Education and Human Sciences, Yokohama National University*

*Dr. Tomomi Hasegawa*

A group of Vietnamese people reside in an area in Yokohama, where the Vietnamese children comprise a large part of the school population. In this presentation, I will report part of the findings from my on-going research on bilingual language acquisition of Vietnamese and Japanese.

Wong Fillmore (1991) reports how immigrant and refugee children are losing their home languages as they enter school in US and start speaking English. Home language loss often results in a serious breakdown of parents and children and may affect academic achievement in school; however, very little is known about home language proficiency of the Vietnamese children in Japan. I will report bilingual proficiency of the children and discuss the relationship between their first language (=Vietnamese) and second language (=Japanese).

**Reference**

What will Expo 2010 Shanghai China deliver to the world? What will Shanghai Jiao Tong University contribute to the Expo?

In this presentation, three parts will be introduced: “Better City”- Shanghai, “Big Party”- Expo 2010 Shanghai China, “Dynamic University”- Shanghai Jiao Tong University. And, of course, the combination of these three ones will be introduced.

Shanghai City: streets, shops, parks, highways, ports, airports, subway till maglev line; food, shopping, arts, sports and education; industry, finance, scenes and culture; ancient and modern buildings, citizen and their lives, children and the future. The international city Shanghai will give you a great concerto.

Expo 2010 Shanghai China: a great event to explore the full potential of urban life in the 21st century and a significant period in urban evolution. As the first World Exposition on the theme of city, Exposition 2010 will attract governments and people from across the world, focusing on the theme "Better City, Better Life." For its 184 days, participants will display urban civilizations to the full extent, exchange their experiences of urban development, disseminate advanced notions on cities and explore new approaches to human habitat, lifestyle and working conditions in the new century.

Shanghai Jiao Tong University: one of the oldest universities and the top universities in China founded in 1896. With energetic scholar faculties, active young students, many advanced facilities, rich original researches, it is contributing and will continue to contribute to the Expo 2010 Shanghai China.

Welcome to Shanghai, Welcome to Expo 2010, Welcome to Shanghai Jiao Tong University!

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The year 2009 marks the 150th anniversary of the 1859 opening of the Port of Yokohama. To commemorate this anniversary, the city of Yokohama is sponsoring “EXPO Y150”, a grand exposition
focusing on the history and attractions of the city, based on the theme “Set Sail”.

Events venues include the Bayside Area, centered in the Minato Mirai district; the Mother Port Area of popular eateries and fashion shops around Yokohama Station and in the Yamashita-Yamate neighborhoods; and the Hillside Area adjacent to the lush natural setting of Zoorasia. Events held in these three areas of “sea”, “city” and “nature” will plant the seeds of a vibrant future for the city of Yokohama. The ship named “EXPO Y150” is setting sail!

**Bayside Area (Yokohama Red Brick Warehouse Area)**

Against Yokohama’s distinctive backdrop of the sea and the port, the Bayside Area is the focal point for Y150 celebrations. In the evening, the area is enlivened with lavish night shows and illumination.

**Hillside Area (Adjacent to Yokohama Zoorasia)**

Located in Yokohama Dobutsu-no-Mori Park, spanning Midori and Asahi Wards, this green area, surrounded by satoyama hills and fields, is enlivened by the efforts of local citizens. Here visitors can experience the bonds and connections between people and people, people and nature, people and the earth.

**Mother Port Area (Yokohama Station-Yamashita/Yamate)**

Discover the attractions of Yokohama’s well-known shopping and entertainment districts. The entire area welcomes each and every visitor with a smile!

Local businesses and citizens' groups in the areas around Yokohama Station and Yamashita/Yamate join together to make the Y150 celebration a success. Show a copy of a Yokohama Tour Map produced by knowledgeable local residents or a Bayside admission ticket (actual ticket) to take advantage of special offers (discounts) during the course of the Y150 event.

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**Lisbon and her Port as a Gateway to the Multi-Cultural and Multi-Civilizational World**

*The President's Office, The Universidade de Lisboa*  
*Dr. Moisés Silva Fernandes*

After Rome, “the Eternal”, it was from Lisbon, the “Oceanic” city, that many of the first ships from the Western world set out to make contacts with countries from many regions of the world. The end of the 16th century saw Lisbon, thanks to her geographical position, concentrate within itself all the efforts and energy of the Portuguese people and thus be able to answer the great call and challenge of the Atlantic Ocean. Her sailors and scientists, travelling to unknown lands carried with them Western knowledge and upon returning brought back to Europe the rudiments of other and different
types of culture, and in this way, the Ocean, teaching men to live in harmony together, to exchange ideas, and to compare their different ways of life, made a great and important contribution to Western knowledge about other civilizations.

Since the mid-1990, with the sudden influx of immigrants from all over the world, Lisbon has become a gateway to a multi-cultural and multi-civilizational World. In this presentation, we shall analyze the impact of these newcomers on the city and her port.
Different from other cities in Japan, city Yokohama was so called politically formed one because port-Yokohama was open in 1859, after Japan abandoned the policy of national isolation. The rapid growth of the Yokohama city was the results of large amount of trade based on the silk. That contribution was continued until 1939 from the port opening. So the status of Yokohama as the gate way of trade was very high. On the other hand, about the Yokohama city, the infra as a modern city was lacked, and it took over 30-years for completing the modern water works and ship-birthing equipment, for example.

Many foreigners gathered in Yokohama and many demand was given to the city, so it became the most advanced in Japan. Many “first one in Japan” was initiated in Yokohama. For example, through Yokohama, ship-maintenance, mechanical technology, western style buildings, publishing, western music, western paintings, western food, etc., were introduced and diffused into Japan.

On the other hand, “Japonism-boom “happened in Europe in the latter half of 19-century was forced Yokohama as the city that many traditional culture were gathered. The Japanese paintings Ukiyo-e and handiwork gave great influences to that Japonism-boom and some art-dealer agency in Paris was put in Yokohama. According to such a situation, many good handiworks were gathered in Yokohama. Furthermore, some high level pottery was initiated in Yokohama.

Western peoples visited Japan after its opening were exposed to the Japanese culture on gardening. Some boom on Japanese flowers occurred in Europe, and the trade of gardening through port-Yokohama also became unequaled in Japan.

一般に日本の都市は、封建都市から近代都市に移行したものが多い。しかし横浜の場合は異なり、開国・開港政策によって政治的に設定され、発展をうながされた。

1859 年に開港した横浜が急成長した理由には、当時ヨーロッパで蚕病が流行し、生糸が世界的に欠乏状態にあったことが大きな要因である。生糸は開港後日本の中輸出の首座となり、その地位は全輸出額中における比重を低下させつつも、1939 年まで続いた。さらに生糸輸出は 1923 年の関東大震災ま
SANTOS: MAIN PORT FOR BRASIL AND JAPAN INTERCHANGE

Faculty of Engineering, University of São Paulo
Prof. Toshi-ichi Tachibana

With the "Treaty of Friendship, Commerce and Navigation, signed in Paris in France, November 5, 1895, was officially started diplomatic relations between Japan and Brazil. It opened the doors of friendship between the two peoples, by transposing the geographical distances and cultural differences.

In 1908 the ship Kasato-maru docked in Santos, in São Paulo State, carrying the first 791 Japanese immigrants, and this event is the starting point for a close relationship between the two countries. When landing in Santos, with theirs baggage of hopes and optimisms, the pioneers bound
migratory agreement signed between Brazil and Japan could not imagine how the impact of their work, their struggle and their efforts would contribute to building a world entirely new. Throughout the migration process, which extended more intensely from 1908 to 1970, approximately 210 thousand Japanese immigrants came to Brazil and are incorporated in the formation of a new cultural identity, the Japanese-Brazilian.

The result of these exchanges can be found in our day to day in many ways. The recent popularity of football in Japan is due to the performance of players and Brazilian technicians. The music and Brazilian cuisine has been appreciated by the Japanese, who increasingly sympathize with Brazil and its people, known for his joyful spirit and big heart.

So the Evolution is the word that summarizes the history of our Port of Santos. Always at the forefront of the Brazilian economy, the largest port in Latin America is modern and competitive. He enjoys an excellent location and a unique infrastructure, but continually strives to continue advancing. Therefore, added agility, efficiency and productivity of their operations. And progress will continue, confirming the role of the Port of Santos for the lead.

With the changes initiated since 1993, private companies began to work in operations and lease areas for installation of new terminals, resulting in a significant contribution to investment. This process is transforming the port into one of the most functional, profitable and busiest in the world.

For facilitating the transport of goods a modern road network connecting the Port to São Paulo City and the rest of the country. The rail complements this infrastructure, linking the port to the Tietê-Paraná waterway, one of the most important in Brazil. Two major international airports, Guarulhos and Viracopos, are located in a radius of 100 kilometers, extending the resources of the modern inter foreign trade requires.

Moreover, only Santos is a Brazilian port served for all lines by regular shipping to anywhere in the world. The large storage capacity and distribution of the Santos Port supports operations more efficient and safer. Are 480 square meters of warehouses and covered more than 1,100,000 square meters of yards. The Port also has 255 tanks with a capacity of 545 thousand cubic meters and facilities for operation with special chemicals and petrochemicals, our alcohol, grains, sugar and many other inputs. There are also a duct network for liquid products with more than 55 kilometers long and 100 kilometers of railways internal.

In its 13 kilometers of quays, the port of Santos has specialized in general cargo terminals, bulk (solids and liquids) and containers. The operation is continuing the Port operates 24 hours a day, seven days a week. The most modern technical resources are available for handling and workers accumulate a long experience. All this ensures more flexibility in the handling of cargo and reduces the residence time of vessels at berth.

The Port of Santos is located only 60 kilometers of the most industrialized region of the hemisphere, the Greater São Paulo, where they live more than 20 million people. The State of São Paulo accounts for 35% of the Brazilian Gross Domestic Product. And besides being the largest producer in Latin America center, is also its biggest consumer market.
A Historical View on Shipbuilding Technology and its Role in the Development of Oceanic Trade in China

School of Naval Architecture, Ocean and Civil Engineering, Shanghai Jiao Tong University
Prof. Ning Ma

The evolution of socio-economic and cultural patterns has been considered intimately connected with technical developments. Accordingly, we can consider that technological innovation in the field of shipbuilding and voyage was one of the main forces behind economic development in the region.

The vast network of large rivers, lakes and canals that criss-cross the Chinese mainland, together with a fairly long coastline, provided an environment favorable to the development of technologies for shipbuilding and voyage as well as harbor construction. Such Chinese traditions have been long known, by scholars as well as by the general public, to have been highly sophisticated and to have provided the world with the original, often unique solutions to the kind of problem that posed when large ships have to be built and sailed. Typical Chinese ancient ships and their construction techniques, including large ocean-going vessels are introduced, their impacts on evolution of oceanic trade are discussed. The great voyage of admiral Zheng He, who traveled down to South-East Asia, the India and western countries as friendly envoy of Ming dynasty has been well known both in China and abroad. His fleet is said to be the world largest one and he developed and employed the most advanced shipbuilding and navigation technology in his time. We discuss the historical significance, spirit of Zheng He's voyage and its impact on culture exchange and human harmonization.

About 600 years passed, China becomes more involved in the global economy again after she entered the World Trade Organization (WTO). Her major seaports and surrounding areas become pivotal places in the world where the international shipping and shipbuilding industry are precocious and growing fast. Shanghai is one of the most famous historical and cultural port cities in China. Located at the mouth of the Yangtze River where it flows into the East China Sea, Shanghai becomes the center of economy and oceanic trade of China as well as shipbuilding industry including the surrounding Yangtze River Delta (YRD). Furthermore the construction of Shanghai International Shipping Center is undergoing in order to establish an international hub port. This presentation attempts to reveal the relation between shipbuilding industry and the development of maritime transportation as well as harbor construction from technical points of view.
The history and culture of Busan as a port city

Faculty of History, Pukyong National University
Prof. Park Hwa-Jin

Busan, a bustling city of approximately 3.6 million residents, is the second largest city in Korea, and acts as the main port city of Korea. Active exchange with foreign nations including Japan since ancient times creates lots of historic remains and cultural traditions that remain till this day. To be a marine capital of Korea in 21st century, Busan is struggling to make those historical and cultural traditions international and popular.

First of all, I would like to start with a culture interchange business called “Revival of Joseon Tongshinsa parade” which is now performed in Busan by involving both Korean and Japanese citizens. Various Korean-Japanese citizen festivals, beginning with the appointment of 3 envoys in Seoul in every April, continue in Busan in the name of “revival of Joseon Tongshinsa parade” every early May which attract hundreds of thousands people to participate in these festivals connected with several local festivals in Japan through Tsusima to Tokyo. For reference, from first to third of May 2009, 50~60 thousands people’s participated just in the “Joseon Tongshinsa parade festival”. Truly, the origin of this festival as an international culture interchange event goes back to the modern era of Japan. In 2007, there were various events for the 400th anniversary of the Tongshinsa parade.

The Joseon Tongshinsa parade carried out under the catch phrase: “learn from the history.” The parade was warmly welcomed by Edo Makbu as a mission dispatched by the Joseon dynasty 12 times in Edo Ages, and a huge group of people over 400~500 attended consisting of several envoys including senior envoy, a vice envoy, Jongsaqwan, doctors, painters, secretary, band and etc. Furthermore, a long journey from Hansung, the capital of Joseon dynasty, to Busan, landing Tsusima across Korean Strait, and through Osaka to Edo, the final destination, was undertaken by parade members. The scale of labor for the parade was incredible, and the expense was for the preparation and guard was huge, too. Now, beyond 400 years from that period, beyond the sea, and beyond the boundary of country, culture interchange between citizens of both countries shows a possibility to be new international interchange.

Since the middle Ages, to solve the problems such as Japanese pirates which had disturbed East Asian ocean’s order, several places including Busan had government organs called Wegwan and admitted residence of Japanese people and trade with Japan. Wegwan constantly opened and closed over the period from 1407 to 1876, but since 1544 it was only in Busan and assumed full charge of diplomacy between Korea and Japan. As a result, Busan is closely bound up with Japan as a frontier base for diplomatic and trading policy.

In pre modern Ages known as the Joseon era, Busan formally called Donglaebu, had been the
center of administration and a quiet seaside village, but since the opening of the port in 1876, rapid
development created a modern port city. In the early 20th century, railways and wharfs were
constructed and a new town was formed after reclaiming work. In addition, modern buildings
appeared and Busan became one of colonized cities under Japanese rule. However, before and after
1945, while Korea has been independent from Japan, Busan swept away all the administrative
names and styles of buildings under Japanese way, and newly established itself as a foremost port
city in Korea. The center of Busan transferred from Nampodong which used to be the one under
Japanese rule to Haeundae and Seomyun by construction of subway and expansion of town. During
the modernizing development of Busan, Japanese historic remains in pre modern Ages almost
destroyed or not recognized.

However, we are dreaming of revival of Korean-Japanese goodwill interchange by Joseon
Tongshinsa parade event from 2003 with participation of both countries citizens since ancient times.
Moreover, February of this year (2009), the joint statement: ‘The year of friendship for Korea-Japan’
by Busan and Fukuoka is trying to shrink the nations into a one-day life zone. Actually, by making
the community beyond the boundary of nations, various way of citizen exchange is about to revitalize.
It could be a merit of port city. Citizen exchange must be an image of the future for 21st century's
international exchange.

釜山は今、人口三百八十万前後の韓国第二の大都市で、もっとも代表的湾岸都市でもある。また古代
より日本を含む外国との活発だった交流のため、市街地の中には国際的歴史遺跡や文化伝統が少なくな
い。現在、釜山市は 21 世紀に於ける海洋首都を試み、こういう歴史文化的の国際化・大衆化に腐心してい
る。

まず、湾岸都市釜山の歴史・文化について、韓・日両国における各地市民参加による□ 朝鮮通信使行列再現 □ 文化交流を以って紹介していく事からはじめたい。

毎年5月初頃、釜山で開始される朝鮮通信使行列再現は、10 月に至るまで対馬を経て東京へと、日本
各地の祭りと連携されながら何万という韓・日両国の市民参加を伴う。まさに国際的な文化交流で、
歴史的意義は日本近世(江戸時代)に求めることができる。特に 2007 年は通信使 400 周年であったため、
韓・日両国において諸々の記念行事が開催されたのであった。

□歴史から学ぶ□というキャッチフレーズをもって展開される朝鮮通信使行列は、江戸時代に於いて
12 回に亘って朝鮮から派遣された使節であり、江戸幕府から盛大な歓待を受けたといわれる。通信使行
列の規模は、正使・副使・従事官・良医・画員 (絵師)・軍官・書記・楽隊 (楽楽・旗手・鼓手)・錦手・船長など、
合わせて四〇〇～五〇〇人の大人数であった。その過程は朝鮮王朝首都の漢城から釜山浦へ、そして玄海
灘を渡り対馬へ入り、大坂・淀をへて江戸にいたる長い道であった。その準備や護衛のため、何千に及
ぶ人員動員などは並々ならぬ負担だったと思われる。対馬藩と江戸幕府の準備や努力は、大変だっただ
Research, education and dissemination: maritime archaeology at Southampton

School of Humanities, University of Southampton
Dr. Lucy Blue

Maritime Archaeology is a thriving and critical contributor not just to Archaeology and Humanities at the University of Southampton but to developments in the field as a whole both nationally and internationally. This paper will highlight some of the key research, education, development and dissemination projects in which the Centre for Maritime Archaeology has been involved in recent years. Research projects include deep water survey in the Mediterranean; mapping submerged landscapes in the North Sea; geophysical survey of the Trajanic harbour at Portus, the ancient port of Rome; recording traditional fishing craft and maritime communities of coastal India; survey and excavation of Medieval and post-Medieval shipwrecks in the Baltic; and investigating Roman harbours and landscapes in Egypt and the Red Sea. A brief insight into the successful Masters programme: an overview of the ‘The Port Networks Project’: an introduction to the EU funded Tempus project that is currently establishing a new Centre of Maritime Archaeology at the University of Alexandria, Egypt, the first of its kind in the Arab world, will be presented.
Finally, aspects of dissemination will be explored through the recent involvement of a CMA staff as a presenter on BBC TV ‘Oceans’ series.

The Crossroads of the Whole World

Faculty of Arts, Alexandria University
Prof. Ashraf Farrag
Dr. Emad Khalil

Alexandria has, at all periods in its history, occupied a distinct position among the cities of the world. Since its foundation by Alexander the Great in 331 BC, and for the three centuries that followed, Alexandria was the political, economic and cultural capital of one of the most powerful kingdoms in the ancient world the Ptolemaic Kingdom. And when Egypt was annexed to the Roman Empire in 30BC, Alexandria remained one of the most important ports of the Mediterranean, to the extent that it was described in early 2nd century AD by the Greek orator Dio Chrysostom, as "the crossroads of the whole world".

At present, Alexandria is the second largest city in Egypt and the main seaport of the country. Moreover, the Alexandria University is the second oldest and largest university in Egypt, established in 1942. It contains twenty faculties and three research institutes. Three departments are particularly concerned with marine studies. These departments are Department of Naval Architecture & Marine Engineering, Department of Oceanography and the Centre for Maritime Archaeology and Underwater Cultural Heritage.

In this presentation various activities of the Alexandria University will be introduced and potentials for collaboration will be discussed.