

WMU GRADUATION CEREMONY 2020

Maritime leaders of tomorrow from 79 countries have graduated from the World Maritime University (WMU) in the Class of 2020. Due to the ongoing COVID-19 pandemic, four small graduation ceremonies were held at WMU over the weekend of 31 October and 1 November to honour the graduates. They are now well-prepared to promote safe, secure, environmentally sound, efficient, and sustainable shipping on clean oceans in their home countries and internationally.

WMU President Dr Cleopatra Doumbia-Henry delivered the welcoming remarks, noting that the Class of 2020 will always be remembered for their strength and resilience in pursuing and completing their studies amidst the COVID-19 pandemic. She emphasized the important role the graduates will play in the rebuilding process, saying, "We will all rely on you to lead the way into the future. You are the citizens of our globalized world. Its future is in your hands."



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 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. From the perspective of being a WMU graduate himself, Mr Lim remarked that the WMU experience will have a profound impact on the lives of the graduates. The Guest of Honour was Ms Carina Nilsson, Chairperson of the Malmö City Council and Mayor of Malmö, who spoke in her pre-recorded address of the pride of the City in hosting the University and in their unique, shared partnership.

The graduating Class of 2020 comprises 226 Graduates from 79 countries. Roughly a third of the graduates are women. The Class of 2020 includes 116 MSc graduates from university headquarters in Malmö; 46 graduates from the China programmes; one PhD graduate; and 63 graduates from the distance learning programmes.



The 2020 graduation ceremonies bring the total number of WMU graduates to 5,392 from 170 countries.

At one of this year's graduation ceremonies, the degree of Doctor of Science (honoris causa) was awarded to Ms Christiana Figueres of Costa Rica in recognition of her outstanding service to the international and oceans communities and the United Nations at the highest level of national and international policy-making and multilateral negotiations.

Outstanding Alumnus Awards were presented to:

- His Excellency Dato' Dr. Azfar Mohamad Mustafar, Ambassador Extraordinary and Plenipotentiary of Malaysia (Sasakawa Fellow; MSc in 2001 and PhD in 2011), in recognition of his long and distinguished career in the service of the Government of Malaysia and his work to build international cooperation regarding maritime-related issues through constructive dialogue.
- Mr Zhang Xiaojie of the People's Republic of China (Sasakawa Fellow; MSc in Maritime Affairs in 1999), in recognition of his long and distinguished service to the international maritime community and most recently as Deputy Director-General of the Department of International Cooperation, Ministry of Transport, People's Republic of China since 2012 and as Chair of the IMO Council since 2017.
- Professor Nalaka Jayakody of Sri Lanka (MSc in Maritime Affairs in 2001), in recognition of his long and distinguished service to the highest standards in maritime education, his devotion to realizing the vision of making Sri Lanka a maritime and knowledge hub for the region, and his concern for the welfare of seafarers.

Two Honorary Fellow Awards were presented to:

- Ms Maphefo Anno-Frempong of South Africa, in recognition of her distinguished service to the maritime world as Chief Executive Officer of the Transport Education Training Authority (TETA) of South Africa
- Mr Paul Sadler of the United Kingdom, in recognition of his distinguished service to the maritime world and in particular to his 12 years as Accredited Representative at the International Maritime Organization (IMO) for the International Association of Classification Societies and his decade of contribution as a member of the WMU's Board of Governors.



The following Annual Student Prizes were also presented:

- The Chancellor's Medal for Academic Excellence: Mr Mohammed Aziem Rujub (South Africa)
- The C P Srivastava Award for International Fellowship: Mr Alexandros Atzas (Greece)
- The Secretary-General's Prize for the best dissertation: Mohammed Mojahid Hossain Chowdhury (Bangladesh) (Sasakawa Fellow)
- The Schlüter Foundation Dissertation Prize: Mr Ku Byungchurl (Republic of Korea)

Maia Brindley Nilsson
 Communications and Conference Officer

The S-100 Universal Hydrographic Data Model: A Revolutionary Approach to Nautical Cartography and Maritime Services



Rear Admiral Luigi Sinapi
IHO Director

Background

The first digital standardization project of the International Hydrographic Organization (IHO) was the transformation in the 1990s of nautical chart information from an analogue paper chart explicating coastlines, depths, and navigational aids and hazards to a digital carrier named Electronic Navigational Chart (ENC). The Electronic Chart Display and Information System (ECDIS) fed by ENCs has become one of the key information systems in the maritime community for the safety of navigation at sea since the International Maritime Organization (IMO) adopted ECDIS carriage requirements in 2012. The technical design of ENCs is defined by IHO Standard S-57 (IHO Transfer Standard for Digital Hydrographic Data) and the visual presentation of the encoded chart content in accordance with IHO Standard S-52 (Specifications for Chart Content and Display Aspects of ECDIS).



Figure 1

The concept and interoperability of S-100

The S-57/S-52 technology is now well established. Currently, over 30,000 vessels navigate around the globe using ECDIS. However, modern information technology has progressed since the inception of S-57 and S-52 and new technical options require their evolution. Reflecting this need, the S-100 development concept was conceived in 2005 with the aims firstly to allow interoperability with a wide range of marine geo-data, and secondly to overcome deficiencies for future digital nautical chart data products.

S-100 has therefore become the most important application of the ISO19100 series of Geographic Information Standards, enabling easier use of hydrographic data beyond Hydrographic Offices and ECDIS users (coastal zone mapping, security, inundation modeling, etc.), as well as plug-and-play updating of data, symbology, and software enhancements (see Figure 1).

By adopting the S-100 Universal Hydrographic Data Model, the IHO started to develop a versatile standard framework comprising S-100-based Product Specification (PS) in order to describe specific aspects of the real world. The advantage of such datasets, based on the same paradigm, is their mutual

compatibility and interoperability. The latter supports a multitude of possible combinations of the geo-information encoded in datasets, independent of the science domain to which they belong.

S-100 Product Specifications and the other domains of application

The IHO has continued working on its S-100 framework, aiming to support the creation and maintenance of interoperable maritime data product specifications accordingly. Product specifications for Electronic Navigation Chart (S-101), Bathymetric Surface (S-102), Surface Currents (S-111), Marine Protected Areas (S-122), Marine Radio Services (S-123), Marine Traffic Management (S-127), and Under Keel Clearance Management (S-129) for vessels navigating in waters of restricted depths have already received approval for testing and evaluation purposes. The series also includes a product specification for Maritime Limits and Boundaries (S-121), which aims to provide the UN's DOALOS (Division for Ocean Affairs and the Law of the Sea) with a suitable format for the exchange of digital vector data pertaining to States' maritime boundaries, limits, and zones.

Many IHO Member States currently engage in significant efforts to establish regular and frequent services utilizing datasets with national and regional coverage. Since the S-100 framework is not limited to host data product specifications native to the hydrographic domain, the IHO is proactively supporting the expansion of the S-100 concept to include marine-related domains such as maintenance of fixed and floating aids to navigation (International Association of Lighthouse Authorities: IALA), weather and sea ice coverage (World Meteorological Organization: WMO), route plan exchange formats (International Electrotechnical Commission: IEC), inland electronic charting (Inland ENC Harmonization Group: IEHG), and oceanography (Intergovernmental Oceanographic Commission: IOC). The IHO's S-100 approach is potentially applicable to all kinds of marine information, including chemistry and biology of the oceans resulting in interoperable datasets to form "The Digital Aquarium" (see Figure 2).

The IHO Strategy for the Decade

Considering its interrelation to IMO's e-navigation program and the need to assist the IHO Member States with their readiness and capacity to commence the production and integrated provision of S-101 ENC services and other S-100 Product Specifications, the IHO set out the strategic fields of engagement for developing an appropriate roadmap for implementing the S-100 Universal Hydrographic Data Model for the coming decade. The main drivers for developing the S-100 are increasing digitalization in the shipping industry for classic and autonomous navigation as well as the benefits of "smart hydrography", and providing a cyber-secure, easily maintained software foundation that will support creative industry policies.

The following strategic fields of engagement for developing an appropriate roadmap—operational infrastructure, technical standardization, coordinated implementation of services, synchronization with the IMO, collaboration with industry, Capacity Building of Hydrographic Offices, and development of global distribution capability—will enable IHO Member States, the IMO and all other affected stakeholders, including industry partners, to adjust their legal and technical arrangements to contribute to the establishment of S-100-based product services.

Particular attention will be given—through the IHO Capacity Building Sub-Committee (CBCS) and the relevant Capacity Building regional coordinators—to assess the needs of Hydrographic Offices and assist them with the transition of ENC production to S-101, considering activities to raise awareness of the benefits for producer nations. Also, as new services are matured for S-1xx Product Specifications (other than S-101) and relevant production and quality systems are developed, those producer nations with technology and expertise will be encouraged to share these within the framework of IHO Capacity Building strategies or the respective Regional Hydrographic Commissions (RHC), as well as bilaterally in order to support the growth of these new services.

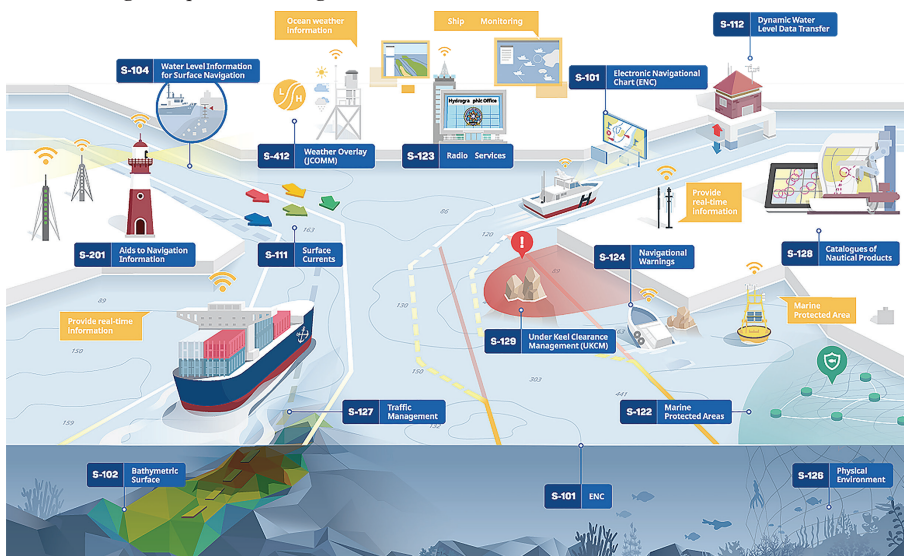


Figure 2

e-navigation: History and Future



Mr. Hideki Noguchi
Chair, IALA ENAV
Committee

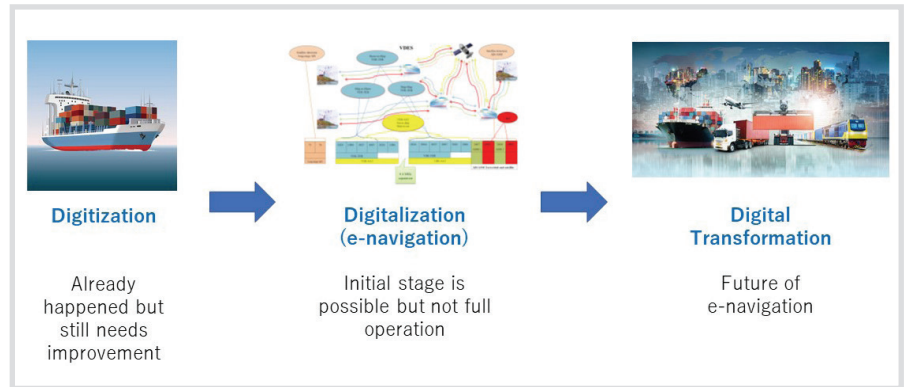
The readers of this newsletter may have heard of the word “e-navigation,” but it is probably hard to correctly explain this concept. Even for me, the Chair of the IALA e-navigation Information Services and Communications (ENAV) Committee, it is difficult to explain what “e-navigation” is. Accordingly, in this article, I will attempt to explain “e-navigation” by describing the history, present status, and future of e-navigation from my viewpoint using the words “digitization”, “digitalization”, and “digital transformation”.

“e-navigation”: “Digitization”

According to the Oxford Dictionary of English, “digitize” means “convert into a digital form that can be processed by a computer”. The digitization of maritime navigation started as a means of radio-communication in 1974 with Digital Selective Calling (DSC), then Automatic Radar Plotting Aids (ARPA) were developed in 1975 to assist radar operation. It took 20 years for the emergence of the next digitized navigation equipment, Electronic Chart Display and Information System (ECDIS) in 1995. In 1985, during the period in which ARPA and ECDIS were introduced, Vessel Traffic Services (VTS) were also introduced, not as onboard navigation equipment but as onshore navigation support. Furthermore, the Integrated Bridge System (IBS) was introduced in 1996 followed by the Automatic Identification System (AIS) in 1998. In addition to these devices and systems, the Global Positioning System (GPS) was introduced in 1995 as an important maritime navigation infrastructure and the first global navigation satellite system. These digitized devices and systems have greatly contributed to and improved the safety of navigation in the world, but they were originally designed to operate independently from other devices/systems.

“e-navigation”: “Digitalization”

What is “digitalization”? The Oxford Dictionary of English explains that “digitalize” means the same as “digitize”. However, in the IT world, “digitalization has a wider meaning than digitization. For example, according to an online Forbes article, Brennen and Kreiss state that “We refer to digitalization as the way in which many domains of social life are restructured around digital communications and media infrastructures,” with the article’s author adding, “In other words, how people interact.” According to the IMO, “e-navigation” is



defined as “the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.” Thus, it can be said that e-navigation is how mariners and people on shore interact with digital communications and infrastructures and could be described as the “digitalization of navigation”.

Having achieved the digitization of navigational equipment and systems, in 2005 the United Kingdom proposed to the IMO that an e-navigation strategy be developed. Consequently, the IMO developed the e-navigation Strategy in 2008 and the e-navigation Strategy Implementation Plan (SIP) in 2014. SIP considered five e-navigation solutions from the perspective of user needs and identified 18 tasks; as of 2020, nine of these 18 tasks have been completed, three are ongoing, and six have not been initiated. We therefore need to wait a few more years for full implementation of e-navigation.

However, initial e-navigation is already possible. For example, the United Kingdom’s proposal explained that one of the reasons that e-navigation is necessary is to “contribute positively to the reduction of the burden on all countries, including developing countries, in having to maintain physical aids to navigation.” This need is already fulfilled by virtual AIS aids to navigation. Furthermore, using AIS Application Specific Messages, some maritime data such as meteorological and hydrographic data can be sent to a ship using standardized symbols.

The IALA ENAV Committee is now working for the development of new digital maritime radio-communication systems such as the VHF Data Exchange System (VDDES) and new digital data formats for electronic nautical charts such as the S-100 series in collaboration with the IMO, ITU, IHO, IEC and other international bodies. Accordingly, the digitalization of navigation—i.e. “e-navigation”—is gradually but steadily emerging in onboard and onshore operations.

Beyond “e-navigation”: “Digital Transformation”

Like digitalization, “digital transformation” does not have a clear definition. The same Forbes article explains that digital transformation goes beyond digitalization and enables an organization to become a customer-driven end-to-end enterprise. Of course, the article was written from more of a business perspective, but the information provided can also be applied to maritime navigation and possibly shipping as well.

The definition of “e-navigation” given in the e-navigation Strategy states that e-navigation enhances berth-to-berth navigation and related services for safety and security at sea and protection of the marine environment. Accordingly, discussions of e-navigation by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), which operates under the IMO’s Maritime Safety Committee (MSC), have mainly focused on navigational aspects of maritime transportation related to safety, security, and marine environment.

However, the discussion is currently broadening to include all aspects of shipping, and so the Facilitation Committee (FAL) and NCSR Sub-Committee are cooperating to develop data formats for vessel shore reporting. If this expansion of the concept of e-navigation continues—i.e., beyond the scope of e-navigation—it may come to cover the whole of shipping as well as the logistics chain and could ultimately connect end-to-end customers or users of shipping or logistics chains. Therefore, it is no exaggeration to say that the digital transformation of shipping may be achieved through the continuation of e-navigation development.

Conclusion

So what is e-navigation again? My answer now is that e-navigation is connecting people onboard and onshore through digital technology for safer, cleaner, and more efficient navigation, and it may lead to the digital transformation of shipping and logistics.

1 <https://www.forbes.com/sites/jasonbloomberg/2018/04/29/digitization-digitalization-and-digital-transformation-confuse-them-at-your-peril/>

Friendship Across the Seas: An Online Forum with Sasakawa Students and the SPF



The skies above Tokyo were already darkening by the time we commenced the online gathering on 7 December with the Sasakawa Fellowship students. In contrast, it was a bright and early morning in Malmö, Sweden, for the Class of 2021.

“Good morning, Sasakawa Fellowship students Class of 2021 and our friends at the World Maritime University. To everyone else: Good afternoon!”

The Master of Ceremonies greeted the audience with a small nod to the not insignificant 8-hour time difference between Japan and Sweden. It may have taken some tactical schedule manoeuvring between the Sasakawa Peace Foundation (SPF) and the World Maritime University (WMU) to coordinate the Zoom event, but both parties were now seated comfortably in front of their respective screens and ready for the next hour of talks and engagement.

What prompted the organizers at the SPF to co-host this online event with WMU? The answer is simple: the earnest and necessary desire to see the thriving faces of the Class of 2021. Educational institutions worldwide have had to impose restrictions on classes and social gatherings due to the COVID-19 pandemic, and WMU is no exception. The university also had to transition to online classes and implement self-isolation practices in abiding with COVID-19 measures. Not only did the Sasakawa students have to balance their rigorous studies while adjusting to life in a foreign country, but they also had to cope with an unpredictable and undesirable situation. We wanted to know how they were doing and show them our support.

Several notable figures opened the event. SPF President Dr. Atsushi Sunami provided the



opening remarks and encouraging words for the students. WMU President Dr. Cleopatra Doumbia-Henry graced the screen next with cheerful greetings and words of appreciation for the SPF. Lastly, Eisuke Kudo, Senior Advisor to the SPF, rounded off the welcoming speeches with a joke: “It’s almost evening in Japan. Normally, it’s around this time that we start thinking about where to go for a drink today.”

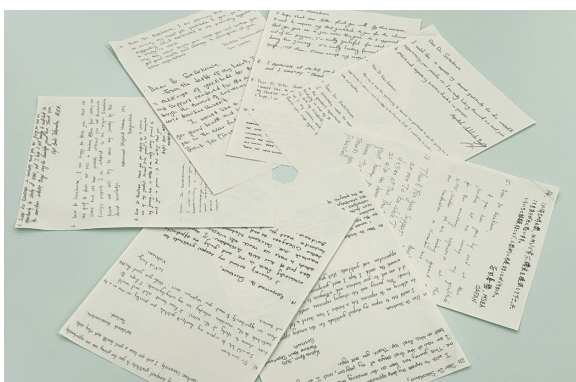
The welcoming speeches were followed by presentations by six Sasakawa students: Garry Laynesa (OSGM), Ayumi Sato (MET), Laura Sanchez (MSEA), Chris Pilara (PM), Aymen Abdaoui (MEM), and Sedigheh Zarei (MLP). As the main focus of the event, these presentations each covered a variety of topics. A few touched upon the immense travel difficulties the students had faced prior to their arrival in Malmö. Several of the students mentioned their progress in the foundational subjects and their experiences thus far

with distance learning. Others elaborated on their day-to-day lives and expressed their gratitude for the opportunity to learn at such a renowned institution as WMU.

Although the presentations provided only a brief window into their lives, I could clearly see how the Sasakawa students were showing positivity and fortitude in the face of these unprecedented times. Their firm support for each other was obvious throughout the entire event, and despite the physical distance, the camaraderie and spirit of the Class of 2021 was palpable. These future leaders have already made a strong start in their journey toward their maritime careers.

We hope someday that we can welcome these students to Japan when the world frees itself from the COVID-19 virus’s grip. Then, our conversations won’t need to be 8000 km apart!

Kana Matsuda, The SPF



Appreciation for Dr. Sasakawa Before Graduation



Badri Tetemadze
(Georgia, 2020)

As the time of graduation drew closer, all of us Sasakawa Peace Foundation Fellows felt a huge sense of gratitude for the gift we all had been given. Initially it was planned that each of us would thank Dr. Sasakawa personally during our trip to Japan, but because the trip was canceled due to the global pandemic, the only option left to us was to write thank you letters and send them along with a group photograph.

This needed good organization, and since I had been the one to suggest the idea, I assumed

the responsibility of talking to each fellow and collecting their ideas. All of the Sasakawa Peace Foundation fellows of the Class of 2020 wrote personal thank you messages to Dr. Sasakawa and then we took a group photograph in the Henrik Smith Residency yard.

It was a special day because we had no other opportunities to express our gratitude for everything that Dr. Sasakawa had given to us. We came to Sweden and joined the World Maritime University, from which we all graduated

successfully with an MSc degree, and all of this was made possible because of Dr. Sasakawa’s kind decision.

We are all aware that Dr. Sasakawa has received our letters and group photograph and do hope that there will be a chance in the future for us to personally meet him and tell him that as friends of the Sasakawa Peace Foundation we are all doing our best already to make the maritime world much safer, more efficient, and environmentally cleaner.

Conducting Field Investigations During the COVID-19 Pandemic: From the Perspective of a Casualty Investigator



Aleik Nurwahyudy
(Indonesia, 2014)

I have been working in the field of marine casualty investigation for more than 14 years. There are so many different cases and situations I have been involved in. As a casualty investigator, taking extra precautions during field investigations is a must; we have to bear in mind that there is no safe place after an accident has happened. Many things on board the vessel change, presenting potential hazards and dangers to everyone. This includes all of the vessel's parts and systems as well as the crew. The COVID-19 pandemic has changed nearly every aspect of operations in the maritime field, including how I deal with the situation when an accident occurs. Under the current situation, there is also the additional risk of being infected by the COVID-19 virus.

Considering the importance of evidence and information collection, field investigation is indispensable, but must be carried out with total protection and changes in procedures as well as

our mind-set amidst the COVID-19 pandemic. Therefore, high risk situations should be handled with extra measures to reduce exposure to hazards, thereby minimising risk at the accident site. Safety is essential and must always be the first consideration. Thus, every investigator is required to undergo specific training on health and safety at accident sites. All investigators are also equipped with proper and suitable protective equipment from head to toe. This means not just learning how to wear and carry this equipment but also how to pull it off and secure it.

Early risk assessment is always conducted in order to understand the situation and action to be taken. Being at an accident site can be stressful and rapidly reduce team members' physical endurance, so physical and mental health are considered before we go to an accident site. When an investigation team is on board a damaged vessel, safe zones are located and team members are re-briefed to update each of them with the current state of the vessel. In most cases, external emergency responders are involved and prepared in case something unplanned suddenly occurs. During the site survey, team members are to maintain close communication and supervise each other's actions. Hard evidence is carefully salvaged and put in safe containment. When I am



acting as the team leader, I am responsible for the health and well-being of the other team members as well. The length of time we are exposed to hazardous conditions while carrying out our work is also critical, and so I have to make sure of the safety of each team member. Any minor symptom of work stress must be properly treated.

After the completion of a job, the team members are re-briefed about the outcome of our overall activities. Each team member's health condition is checked to make sure of their safety. The new procedures require all team members to have a COVID-19 test before returning home. It may look as if the overall procedures are really complicated and stressful, but they are implemented to maintain the safety of all.

The Development of Aquaculture as an Independent Sector in the Kingdom of Morocco



Fatima Zahra El Marzouki
(Morocco, 2016)

Since 2012, the National Agency for Aquaculture Development in The Kingdom of Morocco is working to provide the appropriate climate for attracting investments in mariculture, whether national or foreign. This is done through a comprehensive and integrated vision which reflects the coastal governance and its planning by the adoption of several measures necessary for the communication to promote and ensure their continuity. This is also done by enhancing the infrastructure in order to keep up with and create projects by adopting aquaculture as a new independent sector from the fisheries. The purpose of the Agency is to assess the areas that can accommodate these activities and determine suitable sites for various marine species culture. Accordingly, the Agency carried studies out regarding the completion of regional plans for the preparation of marine aquaculture in eight coastal

regions, covering more than 1,700 km of the national coasts. Until now, the Agency developed and completed five regional plans, and the preliminary results show a potential production for mariculture products of 380,000 tons per year. The Agency is also carrying out several studies for the purpose of identifying suitable real estate for sheltering mariculture based on scientific, technical, environmental, economical, and legal studies and researches. The Agency provides investors with the necessary data and assistance and accompanies them before the administrative and public institutions in charge of managing the purchase of vessels, leases, or temporary occupation.

In order to promote the sustainable development of mariculture activities, a draft law for the development of mariculture is prepared based on the results of the study and analysis of the current situation and future vision for the sector. This law not only considers food security as one objectives of development, but it also targets all the areas of valorization of the products. It also enables the promotion and development of aquaculture activities by providing investors with a complete and comprehensive vision as well as the necessary guarantees for the sector's development. Furthermore, the law provides



incentive measures that are no less important, permitting exemptions from value-added tax on some imported or marketed products used as inputs in the mariculture sector. Special mention is made of feed, fish larvae, and small shellfish. These measures will help reduce the burden of farm costs, thereby enhancing the appeal of the sector to young investors, as the aim of the Agency is to encourage the youth to work in this marine field.

On other hand, concerning the development of the digitizing services, the Agency has created a geo-portal to enable the strengthening and fostering of governance through the simplification of procedures for investors to access comprehensive and up-to-date data regarding their respective projects.

The WMU World Bistro: A Happy Connection to the Nippon Foundation—and the World!

An interview with Maria and Nikola Corak
by Lyndell Lundahl

Maria and Nikola Corak smile broadly when I talk to them about their association with The Nippon Foundation and WMU. “It all started about 20 years ago, when we were asked to do the catering for the Foundation’s Awards Ceremony, then held at the Japanese Consulate, Fridhemsborg”, says Maria. “It was a very special task to be given, but we quickly got to know Mr Kudo and Mr Ichikawa and were able to work well with them. They were so friendly.”

Maria and Nikola put a lot of effort into these occasions, choosing a theme each time and taking care to incorporate both Japanese and Swedish elements in the menu: the ever-popular sushi, of course, side-by-side with Swedish delicacies such as kroppkakor from Gotland. The buffets they construct in this way are always a great success.

When the University moved to its beautiful new building in 2015, Maria and Nikola’s firm was given the catering contract for the University as a whole, taking charge of the brand new World Bistro and dining room on the fifth floor, with its sweeping views of modern Malmö. This led to much broader contact with the students and the staff of the University, and strong new relationships were formed. “We get to know the students so well,” says Nikola. “We’re just like a family.” Maria and Nikola have put much thought and effort into the way the Bistro caters for its international customers. “We soon realized we needed to provide chopsticks!” laughs Nikola.

Maria and Nikola, together with their colleagues Christel Fransson and Niclas Berglund, often develop close friendships with the students. At the recent Graduation Ceremony for the Class of 2020, Maria was an “extra mother” for one student. And World Bistro staff are often affectionately greeted by graduates who come back to visit the University; former students are always keen to visit their home-away-from-home, including Malmö’s best restaurant, the WMU Bistro. One item on the menu is universally popular, it seems—chocolate cake covered with coconut topping is loved by all and known affectionately around the world as Coco-Caka. It is clear that many graduates think back to their time at WMU with hungry stomachs!



From left, Maria and Nikola Corak, Niclas Berglund and Christel Fransson



STEADY ON COURSE: A Journey in Service to God, Country and People

“My life is God’s gift and as I witness his daily miracles, so shall I serve as much as I can, as long as I can...”

George V. Ursabia Jr.
(Philippines, 1999)
Commandant of the PCG



Serve with compassion, credibility, and faith. That’s the creed I have been living up to ever since I took the path of public service. One that remains at the core of my service, especially now that I have been entrusted to lead the Philippine Coast Guard (PCG). Being at the helm of PCG is not an easy feat, especially now that we are facing an unprecedented

challenge worldwide. It requires steadfast faith and unwavering compassion to serve and to protect our country’s maritime jurisdiction and safety. It is paved with challenges and trials. It has tested me and my faith, and yet I remain undaunted.

It is, indeed, a journey that is worth taking.

Starting with humble beginnings. Public service requires hard work, selflessness, and integrity. Coming from a big family with humble beginnings in Polomolok, South Cotabato, Philippines, I have learned these values early on. Our simple life has taught me the strong tenets of duty and hard work, selflessness in every aspiration, and integrity in all dealings. These values have aided me as a public servant leader.

Being a lifelong learner. Learning does not and should not stop once you graduate from school. One must continue his or her pursuit of self-development. Being a graduate of an American school system and military education myself, I have learned long ago never to take education for granted. This experience has opened several opportunities for me here and in other countries to continue my pursuit of being a lifelong learner. The Sasakawa Peace Foundation scholarship grant has deepened my understanding of cultural diversity and goodness in public service. It has broadened my insight on how to train individuals into credible and compassionate coast guardians, who will lead PCG into its future. With the hope of institutionalizing our own breed of Coast Guard Officers and Non-Officers, the curricula



and training program initiated in 2000 still stands today. With more than 18,000 personnel strength performing Maritime Safety, Marine Environmental Protection, Maritime Security and Law Enforcement, Maritime Search and Rescue functions in the vast 7,641 islands and coastal stretch of 36,289 km (22,549 mi) of the country, the PCG today is testament to the strong support of Sasakawa to this nation in pursuit to international understanding and cooperation.

Redefining public service. Public service centered on compassion, credibility, and faith is at the core of work. While Philippine Coast Guard has evolved from a lighthouse agency to a multi-mission and humanitarian organization, we redefined our mission in 2020. We have taken an unprecedented and crucial role in the 'whole-of-nation' approach against

COVID-19. Hand in hand, we have worked with the national and local government, fellow uniformed services, private institutions, the academe, and our stakeholders to fight against this invisible enemy while still upholding the PCG mandates. And I am proud to say that every Filipino Coast Guardian took to heart this compassionate public service in face of such a great task.

Being faithful to your legacy. Leading an agency that vows to protect its country's maritime environment and maritime safety is filled with challenges that I am willing to take on. I shall remain unwavering in my faith, because God is with me. And every Filipino Coast Guardian is beside me in this journey. I only hope that the men and women of the Coast Guard will live up to the standards of genuine PCG — PATRIOTIC



to the Motherland, COMPASSIONATE to the people, and GOD-FEARING, when performing their duties and responsibilities.

My journey to servant-leadership is far from over. And the legacy of a public service that's centered on compassion, credibility, and faith starts here.

Indeed, it is a journey worth living.

Twenty Years Since the Day We Said Goodbye to WMU-Malmö



Mr. Truong Hong Giang
WMU Alumnus '00 (SM),
Vietnam

October 2020 marked 20 years since we departed from our university— WMU. We would like to thank you for WMU-Malmö's hospitality and world-class quality education.

The year 2020 has been a most challenging year for the world, which is facing a corona virus pandemic that has stolen millions of life worldwide. The COVID-19 pandemic has had a significant impact on the economy, but we must stay strong and positive in order to move on.



WMU graduates 2000 and 2001 with their beloved on the top of Vung Chua Mountain.



WMU graduates together with families at Eo Gio.

Beautiful memories of Sweden flow inside our minds. Despite the restrictions necessitated by the COVID-19 pandemic, we celebrated 20 years since our graduation from WMU in Quy Nhon.

Quy Nhon is located in the central part of Viet Nam, 1,100 km from the capital city, Ha Noi, to the South. Quy Nhon is a young city whose infrastructure has been improving for nearly a decade. The city is the hometown of hero Nguyen Hue (1753–1792) and famous musician Trinh Cong Son (1940-2000). Many of Trinh Cong Son's famous songs have been translated into the Japanese language.

We arrived in Quy Nhon on a beautiful day, which is rare during the stormy season,

and enjoyed amazing views. Ky Co Beach is hidden below a range of mountains. The beach is like an angel protected by the Lords of the Mountains. Eo Gio is a part of the mountain range close to the beach. When strong winds blow, it creates a majestic sound floating on the air like an epic song.

Mr. Vu The Quang, who was a student at WMU in 2000, is now the Director of Maritime Administration at Quy Nhon. He arranged a formal ceremony that was attended by ten ex-students of the WMU and their families. At this ceremony, we had the chance to watch our Graduation Ceremony from 20 years ago again. Wonderful memories!

At WMU, we all studied very hard. We are

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proud of being graduates of WMU, and we are grateful to the professors, lecturers, tutors and all staff at WMU for their amazing support.

All eleven of us Vietnamese graduates of



WMU—including four Sasakawa Fellows (Mr. Vu The Quang, MA2000; Mr. Quang Tuan, SM2001; Mr. Anh Tuan, MSEP2001; and Mr. Nam MA2002)—have been very successful in our careers since graduation. We have all been able to achieve the goals we set for our lives. Most of us currently hold critical positions at the senior management level.

We raised our glasses to our wonderful memories and friendships that have lasted over the years. We were accompanied by our families—our wonderful wives, elegant husbands, and beloved children. We are all dedicated to achieving WMU’s vision for a beautiful world, a clean marine environment,



and a sustainable development life.

We forever thank you, WMU, for providing us with all the knowledge we need to gain success in our lives!

Ho Chi Minh City; 28 December 2020

Chairman Sasakawa Delivers Keynote Speech

Chairman Sasakawa delivered a keynote speech at the World Ocean Summit webinar jointly organized by The Nippon Foundation, the Ocean Policy Research Institute of The Sasakawa Peace Foundation, and The Economist Group on 23 July, 2020. It was entitled “Ensuring a robust blue recovery in Asia and the Pacific”, and was intended to promote sustainable blue economies. Chairman Sasakawa called for collective actions and underlined that the Nippon Foundation carries out its activities to conserve and sustainably use the ocean and marine resources based on the principle of “One world, one family”.

Chairman Sasakawa joined the panel discussions with H.E. Tommy Remengesau Jr., President of the Republic of Palau, and Armida



Alisjahbana, Executive Secretary of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP). In the panel discussions, Chairman Sasakawa emphasized that it is necessary to tackle the issues of the world’s ocean, which sustains human life through human history. His full keynote speech is included in this Newsletter.

For a summary of the event, please see the following link: https://www.spf.org/opri-intl/blogs/event_detail/20200824.html.

Eulogy for Myrna “Mhay” Daite-Alvarez

Myrna “Mhay” Daite-Alvarez, a licensed seafarer, was a member of the Philippine Merchant Marine Academy Class of 1997, which was considered to be historic as the first class with seven women among its graduates—one of whom was Myrna. After a stint working on ships, “Mhay” returned to her alma mater, PMMA, as an instructor.

In 2007 Mhay went to Malmö, Sweden, on a Sasakawa scholarship to study for a Master’s Degree in Maritime Education and Training as part of the WMU Class of 2008. A gregarious person, she would be the first to pick up the microphone during karaoke sessions and serenade everyone with her cool voice. Mhay was always ready with a joke and never took life too seriously. She had a zest for life, which she grabbed



by the heels, following enthusiastically wherever it led her. She put this ebullience to effective use in teaching in order to obtain the best results. Mhay taught and mentored young hopefuls seeking a future career in seafaring with enthusiasm.

Mhay will surely be missed by her husband, family, friends, and students, for whom she was a bright ray of sunshine while she walked the earth.

Fedelyn Santos (Philippines, 2008)

Editor’s note

It is common for new students to start university when senior students graduate. Although exchange between senior and new students has occurred previously, this has not been possible since the onset of the COVID-19 pandemic. However, I am of the opinion that relationships amongst WMU graduates are important. I believe that WMU graduates can always understand one another, regardless of the time or place. It is hoped that the COVID-19 pandemic will end in the near future. There are other important issues to consider, however, such as

environmental problems—especially global warming. Climate change is becoming an urgent issue throughout the world. Economic supremacy has changed for some individuals as the need for the entire world to tackle this problem together intensifies. In this endeavour, your cooperation and abilities are indispensable.

I believe that the bond amongst WMU graduates will certainly help create a promising future for everyone in the world.



Dr. Yoshiaki Kunieda
Tokyo University of Marine Science and Technology

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