

July 2020

*Dear WMU Sasakawa Fellows:*

I hope you are all doing well during these difficult days of COVID-19 pandemic. It is with prayers wishing that stability and peace of mind will return to your lives as soon as possible that I take up my pen.

I am sure it must be disappointing to be difficult to go outside and breathe in the fresh air to your heart's content during Scandinavia's best season. However, I have received reports that current students have been studying safely online, thanks to the cooperation of WMU faculty and staff.

I have also heard that, under these circumstances, WMU Sasakawa Fellows in Japan have conducted online evening chats to motivate new WMU enrollees from Japan. As I have long had high hopes for more information exchange among Fellows utilizing IT, I was delighted to receive this news.

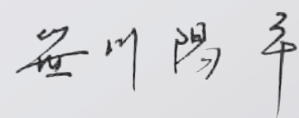
When the COVID-19 pandemic subsides, I am certain that everyone's life and work styles will undergo tremendous changes as we search for balance between protecting ourselves from infection and economic activity. It goes without saying that the marine and maritime industries—with which you are all deeply involved—and their related employment/labor environments as well as governmental mechanisms will all undoubtedly undergo huge changes moving forward.

Globalization has been progressing in recent years, but this too, may change. What will not change, however, is the importance of people interacting and cooperating across borders. In order for all people around the world to live more enriched lives, the ability to understand and successfully communicate with people who have different perspectives will be even more essential. You who have acquired such abilities here in Malmö possess precisely the qualifications required in those who will lead the new world of the future. It is my fervent hope that, in a crisis such as the one we are currently undergoing, communication among alumni becomes even more active in accordance with the motto of this alumni association newsletter, "One World One Family (The world is a family, and all humankind are brothers and sisters)"

Please remain vigilant against contracting COVID-19 as you move forward into the future, doing your very best for the oceans of the world, for your country, for your organization, and for your family. Ultimately, these efforts are sure to benefit you personally. I am certain that you will be the ones to create new values for the post-COVID world.

I am very much looking forward to seeing you well and happy in the near future.

Sincerely yours,



Yohei Sasakawa  
Chairman  
Friends of WMU, Japan



# International Maritime Lecturers Association (IMLA)

Yingming Wang (Coordinator of IMLA)



2019 IMLA Annual Conference, Batumi, Georgia

## 1. General Information

As part of the international maritime community, IMLA has been created to provide a world-wide network for the dissemination, sharing and transfer of knowledge and experience among maritime professionals. Since its foundation in 1977, IMLA has stood at the forefront of Maritime Education & Training, discussing and exploring coordinated and comprehensive approaches to the challenges faced by the Maritime Education and Training (MET) community locally and globally. In doing this it has endeavored to promote education, research, and capacity building as a means to enhance the overall standards of the maritime industry.

IMLA provides a no-border forum: a round table for discussions on sea-related issues. Teachers and other interested parties from all over the world are invited to become members and to freely present their achievements, share experiences and exchange ideas. It held its first major conference in June 1980, when the

Association's constitution was adopted. Here its aim is clearly stated: "to promote contact and cooperation between Maritime Lecturers of all disciplines and to develop a body of professional expertise". It attempts to fulfill at its regular international conferences and through this portal.

Membership of IMLA is primarily on an individual basis. Currently there are more than 200 members from over 50 countries. There are no formal qualifications required for membership of the Association, which is open to all persons working as Maritime Lecturers, and to others, at the discretion of the Committee.

IMLA is managed on behalf of its members by a Committee of elected volunteers, five of whom act as Honorary Officers, namely the Chairperson, the Vice Chairperson, the Secretary, the Treasurer and the Papers and Activities Chairperson. The Association is now chaired by Prof. Yongxing Jin, from the Shanghai Maritime University. As the primary decision-making body of IMLA, the Committee meets on a regular basis each year to discuss and address relevant matters and issues concerning the Association.

In order for IMLA to become more effective and more representative, a dedicated secretariat office - the IMLA Shanghai Center - was established in 2013, utilizing the external resources of the Shanghai Municipal Government. Legally registered with the Shanghai municipal government, the IMLA Secretariat is committed to day-

to-day operation and coordination of various IMLA activities.

## 2. Special Interest Groups

From the outset, the Association recognized that Special Interest Groups are a feature of MET and as a result, has established three Sub-Committees to operate under the IMLA umbrella:

- The International Navigation Simulator Lecturers Conference (INSLC), established in 1980.
- The International Conference on Engine Room Simulators (ICERS), established in 1993.
- The International Maritime English Conference (IMEC), established in 1981

## 3. IMLA Annual Conferences

IMLA and its three Special Interest Conferences, INSLC, ICERS, and IMEC, hold regular international events including academic & scientific conferences locally organized by maritime education and training institutions throughout the world.

### *IMLA MET Conferences Locations*

- IMLA 1, 1980: Amsterdam, Netherlands
- IMLA 2, 1982: Bremen, Germany
- IMLA 3, 1984: Malmö, Sweden
- IMLA 4, 1986: Kotka, Finland
- IMLA 5, 1988: Sydney, Canada
- IMLA 6, 1990: Bremen, Germany
- IMLA 7, 1992: Kings Point, US
- IMLA 8, 1994: Lisbon, Portugal



IMLA Chair Prof. Yongxing Jin met with Mr. Kitack Lim, IMO Secretary General

- IMLA 9, 1996: Kobé, Japan
- IMLA 10, 1998: Saint Malo, France
- IMLA 11, 2000: Malmö, Sweden
- IMLA 12, 2002: Shanghai, China
- IMLA 13, 2004: Saint Petersburg, Russia
- IMLA 14, 2006: Marseille, France
- IMLA 15, 2007: Port of Spain, Trinidad & Tobago
- IMLA 16, 2008: Izmir, Turkey
- IMLA 17, 2009: Accra, Ghana
- IMLA 18, 2010: Shanghai, China
- IMLA 19, 2011: Opatija, Croatia
- IMLA 20, 2012: Terschelling, Netherlands
- IMLA 21, 2013: St. John's, Canada
- IMLA 22, 2014: Xiamen, China
- IMLA 23, 2015: Durban, South Africa
- IMLA 24, 2016: Galveston, US
- IMLA 25, 2018: Manila, Philippines
- IMLA 26, 2019: Batumi, Georgia
- IMLA 27, 2021: Malmö, Sweden

The next IMLA Conference – the IMLA 27, hosted by the World Maritime University, will bring together, for the first time, the IMLA with all three of its Special Interest Groups: INSLC, ICERS, and IMEC. In the light of the coronavirus (COVID-19) pandemic, IMLA 2020 Joint Conference will be postponed to 2021. Information including a new date for the Conference, as well as a new deadline for papers, will be made in good time, to allow participants to make appropriate arrangements. IMLA wishes participants will join us for this important event that will take place at WMU in 2021.

#### 4. IMLA at IMO

IMLA was accredited with Non-governmental Organization (NGO) Consultative Status in 1993 by UN specialised agency, the International Maritime Organization (IMO), being recognized as an international organization representing the academic and educational aspects in general, and lecturers in particular of the global maritime community. As an NGO, IMLA contributes its views on various IMO agenda items as academic association in meetings as circumstances allow. Among others, IMLA has contributed significantly to the revision and update of various IMO Model Courses.

#### 5. Extensive IMLA Activities

##### 1) IMLA Maritime Instructors Training Course

From 2018 to 2019, IMLA organized



Prof. Wei Ruan (China, 1999 / IMLA Member), Prof. Yongxing Jin (IMLA Chair), Prof. Clive Cole (Secretary of IMLA) at the IMO Meeting

annual Maritime Instructors Training Course with sponsorship from the Shanghai Municipal People's Government and resources provided by the Shanghai Maritime University. The three-week Training Course covered a wide range of topics related to maritime education and training in the context of new maritime technologies and updated international regulations that may impact MET. It has benefited maritime lecturers from Cambodia, Bulgaria, Croatia, Egypt, Philippines, South Africa, Sri Lanka, Thailand, Turkey and Ukraine.

##### 2) IMLA "HOLAS for SOLAS" Photo Exhibit

To introduce to the general public the training and daily lives of cadets at sea and in maritime institutions, IMLA joined hands with the Japan Seafarers Group on organizing a photo exhibition on the theme of "HOLAS for SOLAS" in many different places of the world including the IMO Headquarters in London. Photographs contributed by IMLA at this exhibit were collected from maritime institutions of all different parts of the world. "HOLAS (Happiness of Life at Sea) for SOLAS" is a travelling exhibition to honor and recognize

the invaluable contribution of seafarers and the maritime education and training being provided to the world maritime community.

##### 3) A Song Dedicated to IMO's 100th Maritime Safety Committee (MSC 100)

The 100th Session of Maritime Safety Committee (MSC 100) of the IMO was held in London on December 3-7, 2018. To commemorate the 100th meeting of the Council on Maritime Security, the IMO held a special celebration during the meeting. "For a Better Future" a song written by IMLA opened the festivities with a rendition of the IMO assembly hall.

##### 4) Response to the Day of the Seafarers

To celebrate the International Day of Seafarers and honor seafarers for the dedication and professionalism they have displayed over the course of the pandemic, IMLA joined the round table online discussion on "Seafarers Day 2020 – Challenges and New Opportunities" which was organized by Batumi Navigation Teaching University on June 25, 2020, to discuss the challenges and new opportunities facing the maritime sector.



The song written by IMLA was presented at IMO MSC 100

# Cape Town Agreement – The way toward global safety for fishermen and fishing vessels



**Yasuhiro Urano**  
(Japan, 2012)

## Safety for fishermen and fishing vessels – common goal for UN organs

In the world fishing industries, it is estimated that thousands of fishermen lose their lives every year. As the safety of fishermen and fishing vessels is a significant and common goal which the United Nations must pursue, the Food and Agriculture Organization of the United Nations (FAO), the International Labour Organization (ILO) and the International Maritime Organization (IMO) have been working together since 1962. They have collaboratively developed non-mandatory instruments such as the Code of Safety for Fishermen and Fishing Vessels, 2005 and the Voluntary Guidelines for the design, construction and equipment of small fishing vessels, 2005.

## Torremolinos Convention and Protocol – international mandatory regime

With a view to promoting the safety of fishing vessels, IMO has adopted the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 and the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977. However, both of the Convention and the Protocol are not yet in force due to some problems in their practicability for major fishing countries in Asia such as Japan as well as their entry into force requirements.

The Convention includes requirements for construction and operation of fishing vessels which are mainly based on national rules and practices in the United States and European countries. These requirements are not practicable for Asian countries which have different practices of fishing vessels' construction and operation. Although some of the problems in practicability were resolved by the adoption of the Protocol, there is still a high bar to achieve its entry-into-force, i.e. the requirement for the aggregate number of fishing vessels (14,000) of 24 m in length and over in Parties to the Protocol. Currently, 17 countries have ratified the Protocol, aggregating about 3,000 fishing vessels.

## Cape Town Agreement – accelerating the entry into force of the provisions of the Protocol

In order to facilitate the entry into force of the provisions of the Protocol, the Cape Town Agreement of 2012 on the Implementation of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 was adopted in Cape Town, South Africa in 11 October 2012. The Agreement significantly reduced the number of fishing vessels required for the entry into force of the provisions of the Protocol, and simplified acceptance procedure for those party to the Protocol. In addition, the following major improvements have been made to the Protocol by the Agreement:

- > Administration may exempt engaged solely in its exclusive economic zone (EEZ);
- > Gross tonnage (300 GT) can be used as an application criterion equivalent to length (24 m); and
- > The Agreement gives countries time to prepare for the implementation of the provisions of the Protocol.

The Agreement will enter into force 12 months after at least 22 States, the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600, have expressed their consent to be bound by it. To date, 14 countries with total 1,433 fishing vessels have ratified the Agreement.

The Agreement outlines requirements for vessel construction, equipment, stability, machinery, electrical installations, fire protection and fire-fighting, life-saving appliances, emergency procedures, safety training, radio communications as well as navigational equipment.

## Ministerial Conference on Fishing Vessel Safety and IUU Fishing – Torremolinos Declaration, strong wind toward the entry into force of the Agreement

As the number of Parties to the Agreement and the aggregate number of their fishing vessels are still not sufficient for its early entry into force, the Ministerial Conference on Fishing Vessel Safety and Illegal, Unreported and Unregulated (IUU) Fishing was held in Torremolinos, Spain from 21 to 23 October 2019 to promote ratification of the Agreement (I attended the Conference as a delegate of Japan). The Conference was co-hosted by IMO and the Government of Spain, in support of the FAO and The Pew Charitable Trusts.

The most significant outcome of the Conference is the Torremolinos Declaration. Forty-eight countries have signed the Declaration which publicly indicates

their determination to: “take action so that the entry-into-force criteria of the Agreement are met by the target date of 11 October 2022, the tenth anniversary of its adoption”; “promote the Agreement, recognizing that the ultimate effectiveness of the instrument depends upon the widespread support of States, in their capacities as flag States, port States and coastal States”; and “denounce the proliferation of IUU fishing, recognizing that international safety standards for fishing vessels will provide port States with a mandatory instrument to carry out safety inspections of fishing vessels, thereby increasing control and transparency of fishing activities”.

## The way forward

Member States that have signed the Declaration includes 35 non-Parties to the Agreement the estimated aggregate number of whose fishing vessels is over 2,700. This means that the conditions for the entry into force of the Agreement will be met by 11 October 2022 (approximately 50 States and more than 5,000 fishing vessels) if these non-Parties have successfully ratified the Agreement as they declared. Therefore, it is highly possible that the Agreement will finally enter into force within the year 2023 as the IMO Secretariat expected at the 31st session of the Assembly (A 31).

In order to realize such an expectation, non-Parties to the Agreement including my country (Japan) should endeavor to accelerate their preparation such as modifications to national systems and rules as well as coordination with the fishing industry to ratify the Agreement, if necessary, receiving a technical assistance from IMO and/or Parties to the Agreement.

I sincerely hope that the entry into force of the Agreement along this scenario and its world-wide implementation by member States will achieve global safety for fishermen and fishing vessels in near future.



Presentation on IMO's work on the safety of fishing vessels by Ms. Sandra Rita Allnutt (Brazil, 1999), Head, Marine Technology and GBS, Maritime Safety Division, IMO (Photos from <https://www.flickr.com/photos/imo-un/>)



IMO's expected timeline for the entry into force of the Agreement (document A 31/10/3, annex 4)

# Service in the New Normal: Through the Eyes of a Sasakawa Frontliner



**Capt. Christine Pauline Berganō Diciano**  
(Philippines, 2015)

“The bedrock of change is education and its reach so herculean...  
For we are empowered as much as we empower many...  
We benefit when we see and help others thrive and prosper...  
We build because we incessantly choose to create something beyond ourselves...”



I am deeply humbled to be the recipient of the scholarship program for Postgraduate in Maritime Affairs on Maritime Education and Training with Organizational Leadership (MEOL) at the World Maritime University (WMU) in Malmö, Sweden for SY 2014-2015. Six years after such life-changing experience, the Sasakawa spirit stands strong and will continue to be.

The Fellowship has afforded me a deeper perspective of life in the public service. For the past five months, the Philippine Coast Guard (PCG) has taken its unprecedented and crucial role in the “whole-of-nation” approach against the COVID-19. With more than 144,000 cases in the first week of August 2020, such uncertainty has reminded not only this nation but the world to muster enough courage, to look beyond our own selves, set our priorities and put into action the needed viable solutions for those whom we call to serve.

The PCG, through the leadership of our Commandant, Admiral George V Ursabia Jr, PCG (WMU Sasakawa Fellow, 1999), ensures the ongoing implementation of the PCG Task Force Bayanihan Returning Overseas Filipinos (TFBROF) nationwide. Among its operations include the assistance to returning overseas Filipinos to and from across the globe, management of efficient transport of Locally Stranded Individuals (LSIs) to and from Luzon to various provinces, the performance of additional health and safety airport operations at Ninoy Aquino International Airport (NAIA), and the expansion of a One-Stop-Shop (OSS) in Bataan. The establishment of the OSS is in response to the Joint Circular on the establishment of the Philippine Green Lane to facilitate the speedy and safe travel of seafarers during disembarkation and crew change. Apart from the continuous procurement of emergency response items, the construction of PCG’s very own quarantine facility that can accommodate up to 224 PCG frontline personnel is on its way. The PCG continues the conduct of RT-PCR tests, provides personnel on the administration and security of various accommodation spaces and quarantine facilities as well as the transport of persons and much needed medical supplies or equipment notwithstanding its

mandates on Maritime Law Enforcement and Border Management, Safety, Humanitarian Assistance and Disaster Response, respectively.

The men and women serving the frontlines continuously thrive and learn from the best practices of countries in the region. Building from Japan’s security strategies of “Free and Open Indo-Pacific”, the critical role of cooperation between the international community to maintain stability in the region has transcended not just of security but in humanitarian efforts. In the Philippines’ battle against the COVID-19, Japan’s grant aid has supported state-of-the-art medical equipment including laboratory surveillance sites across the country to augment health sector’s capacity to even address other emerging or re-emerging diseases in the future.

During these uncertain times, I have learned to embrace such adversity as an opportunity to serve better. Just like every frontline personnel, being away from our families for months is never easy but I take resilience from God’s providence and from the humble works of many Sasakawa Fellows before me like RADM Eduardo D Fabricante, PCG (2001) as Commander of nationwide TFBROF, RADM Rolando Lizardo Jr N Punzalan, PCG (2002) as PCG Chief of Staff, Commo. Allan Victor T Dela Vega, PCG (2004) as Commander of Task Group Seaport, Capt. Fedelyn A Santos, PCG (2008) as Commander of Coast Guard Legislative Liaison Affairs, Capt. Roben N De Guzman, PCG (2009) as Commander TFBROF Command Center, Capt. Vivien Jane E

Cay, PCG (2010) as Deputy Chief of Coast Guard Staff for Human Resource Management and Commander of Gender and Development, Capt. Ivan E Roldan, PCG (2011) from Surface Support Force, and Capt. Weniell A Azcuna, PCG (2012) as Philippine Maritime Attache in London, United Kingdom.

In my capacity as Commander of Task Group Resource Management, Logistics and Administration, as Deputy Commander of Coast Guard Logistics Systems Command, and as Acting Commander of Coast Guard Procurement Service, the team ensures that regular and emergency procurement activities conform with the prescribed rules and regulations for the modernization, standardization and promotion of good governance. As Pilot for PCG Britten Norman Islander aircrafts, my team is entrusted with the transport of much needed PPEs and medical supplies for our countrymen. With the leadership of Coast Guard Aviation Force Commander, Capt. Philipps Y Soria, PCG, the longest engine time enroute of more than 20 hours in a maiden flight of all-female pilot (for supplies to the farthest areas of Zamboanga, Basilan, Jolo and Tawi-Tawi) inked another history in PCG aviation. I also thank my husband, CDR Euphrain Jayson H Diciano, PCG, for his prayers in my flight missions and to his contribution in pursuing a quarantine area in the most remote island of Sangay Siapu while being entrusted to maintain the safety and security of borders in Southern Philippines.

In all these, there is so much in the PCG solidarity that meets the eye. Knowing that we should keep such faith and give such hope, our efforts remain dynamic and inclusive. With my brothers and sisters around the world, I enjoy your hearts’ strength, the persistence of having the right attitude, the power of your purpose and the sincerity in aspiring for altruistic actions so that the Sasakawa legacy truly lives on!



# WMU Alumni Association and Evolution of Myanmar Maritime Industry



Capt. Kyaw Zeya  
(Myanmar, 1996)



Every educational institution has an alumni association, formal or not. It can create business connections, organize reunions, and serve as faultless patterns of the kind of people that their institution generates. Alumni associations provide long-term value to an education institution by giving alumni the chance to stay in contact and continue to learn from each other after their graduation.

In our beautiful Golden Land, Myanmar, a great ceremony: the first “WMU Regional Alumni Conference”; was held in early 2015. In this Conference, Department of Marine Administration (DMA) and the WMU signed a Memorandum of Understanding (MoU) regarding maritime education and training, safety, security, navigational technologies as well as environmental management and to enhance educational opportunities. To this end, we launched the Executive & Professional Development Courses (EPDCs) to meet the challenges of a fast-changing industry. In addition, the main objective of this MoU is to advance the delivery of WMU’s e-education so as to encourage outreach programs for alumni and MET institutions in a global context especially for Myanmar shipping industry. Firstly, the training Course for Maritime Instructors (Based on IMO Model Course 6.09) was started on 04-08 May, 2015. The second training course was for Simulator Training and Assessment (Based on IMO Model Course 6.10) which carried out on 15-20 November, 2015. Lastly, the Assessment and Certification of Seafarers (Based on IMO Model Course 3.12) was conducted on 05-09 September 2016.

In this day and age, maritime transportation is an essential component for the international shipping industry to be safe, secure and efficient. With this in mind, a concept of a Sustainable Maritime Transportation System in keeping with global efforts to achieve Sustainable Development Goals (SDGs) was developed by the IMO. Within this

comprehensive framework and a new approach to the delivery of technical assistance with the WMU, the IMO introduced the concept of providing assistance and guiding decisions in the maritime transport sector to its Member States. As a result, in the formulation and development of national maritime transport policies (NMTTPs), ensuring that the sector is governed in an efficient, sustainable, safe and environmentally sound manner, which conducted in Myanmar on October 2018.

Through cooperation with the IMO, European Union and MTCC-Asia, IMO Global Sulphur Cap 2020 was conducted in Myanmar with the professors from WMU in January 2020. In addition, the workshop was organized reunion among WMU professors and graduates. IMO’s new Global Sulphur Cap will be effective for bringing enormous public health and environmental benefits, provided full compliance in the future.

As an international institution, the WMU has graduated 5,156 alumni from 170 countries since its establishment in 1983 by the IMO. WMU has created a global network of leaders in the maritime and oceans sectors and its alumni hold positions of prominence around the world such as senior maritime officials in ministries, directors of shipping companies and ports, heads of maritime academies and naval organizations, and many represent their home countries at IMO and other international forums and organizations. Myanmar started to join WMU since 1989 and total 55 of alumni have already graduated. There was 18 females and 37 males out of 55 alumni. Our alumni have been serving across the sectors with competent and professionalism in their service to occupy critical positions which include government ministry, port administrators, academics, civil society leaders and industry leaders.

WMU alumni are the people who are managing the world’s maritime activities day by day, ensuring

“safe, secure and efficient shipping on clean oceans”. Moreover, WMU alumni comprise a unique and powerful global network that is strengthened by the relationships fostered between alumni while also further encouraging invaluable relationship building them. Consequently, it is an important educational and network-building to get the opportunities and to share the knowledge with partner countries in maritime cluster around the world. Therefore, WMU encourages establishments of the WMU national and regional alumni associations across the countries in every region to further strengthen the global networks for enhancing the capacity building both nationally and regionally. As a result, the executive committee of WMU Alumni Association-Myanmar was established on 26 January 2020. The executive committee consists of the President, Vice-president, Secretary, Joint Secretary 1 and 2, and Treasurer, as well as three patrons. Recently, the association waits for an official launching ceremony, because of the global current COVID-19 outbreak.

In face of the COVID-19 outbreak, we recognize that our solidarity and the spirit of a cohesive and responsive maritime community is very important to ensure safe, secure and sustainable shipping on clean oceans. We will continue to collaborate regarding the relevant current and future work plans, technical cooperation and activities for ensuring peaceful, safe living environment for people, and the sustainable growth of IMO Member States and the region. We believe WMU Alumni Associations will be a global network of maritime experts with the requisite knowledge to support governments and organizations worldwide for effective implementation of the IMO Conventions as well as the SDGs.



## *From a Host Family:*

# As a bridge between the Swedish society and WMU students

**Birgit and Stefan Josefson**  
Host family, Malmö

We are a Swedish couple living in the southern part of our country, just a few miles from the World Maritime University in Malmö. The students there spend a little more than one year in Malmö, where they live and learn together with classmates from all over the world.

It can, however, be hard for international students to make contact with Swedish people to learn their culture and traditions. When we were asked if we wanted to be a host family for some students, we immediately said “Yes!”

Our first students came from Greece and Kenya. Although it is now six years since we first met them, we still keep in contact with them and most of the other WMU students we have hosted from all over the world.

What is our aim as a host family? First of



all, we want to welcome our students into our home, eat some traditional Swedish dishes with them, and tell them about Swedish living, but we also want to help them with all the different questions they might have about food, climate, customs, transport, etc.

We cook, make Christmas cakes, visit Lucia, have barbeque parties, and play games together—we have so much fun with them!

We also find it important to tell the students about Swedish society: the elderly care system



and the school system providing free nutritious school meals, systems that are unique in the world. We have had so many interesting discussions with our students about politics, religion, labor systems, etc. Hosting gives us so much in exchange!

Being a host family is truly a win-win situation, and we can sincerely recommend all who are interested to take this opportunity to experience hosting a student from a foreign country!

## In a big family of the Sasakawa Fellows —My update after graduating WMU—



**Edwynn Alejandro Raxón Herrera**  
Lieutenant Commander, Guatemalan Navy  
(Guatemala, 2015)

Hello, everyone. I was a member of the WMU Class of 2015, and my specialization was Maritime Education and Training (MET). I am glad to work and collaborate with my WMU friends as part of a big family within the maritime community as a WMU Sasakawa Fellow.

The knowledge I gained at WMU helped me to grow as a person, as well as a professional. I worked on drafts of laws and maritime regulations related to IMO conventions for ensuring safety and security, environmental protection, and efficiency in the maritime industry as part of the activities of the Maritime Authority of Guatemala.

In 2019, as a maritime expert I took part in the Guatemalan delegation to the United Nations Convention of the Law of the Sea on the 25th anniversary of the Convention entering into force. The conference was held at the UN Headquarters in New York. On that occasion, WMU President Dr. Cleopatra Doumbia-Henry and Prof. Ronan Long lent their great experience to a presentation on the work of the IMO and WMU with regard to gender equality.

In October of the same year, Guatemala took part in the mandatory IMO audit scheme, and I was in charge of the Maritime Security Directorate. It was a huge challenge for Guatemala, but also a huge opportunity for me because I gained a lot of experience accompanying the auditors during this process.

Currently, I am Commander of a logistic vessel named 1601-Quetzal — the biggest logistic vessel in Guatemala — which operates in Guatemala’s territorial sea and exclusive economic zone, protecting and preserving the marine environment, supervising the



enforcement of laws and regulations, and guarding against armed robbery, piracy, drug smuggling, and other illegal activities.

The World Maritime University, the Nippon Foundation, and the Sasakawa Peace Foundation gave me the opportunity to meet maritime experts from around the world. Certainly, my WMU friends are friends for life, and the most precious gift I received was their friendship—the valuable support that they have all given me for developing Guatemala’s capabilities in the maritime sector.

This is my personal update as a member of the Class of 2015. I hope all the WMU Sasakawa Fellows remember: “Alone we can do so little; together we can do so much.” (Helen Keller) I am certain that we can contribute to the creation of a better world as one big family.

# Receiving a “Government Officer Award”

## Surasak Changjul

Government Ship Surveyor / Port State Control Officer  
(Thailand, 2015)

Greetings from my family to all Sasakawa Fellows! I hope you have been staying safe from COVID-19.

In my present occupation, my title is Government Ship Surveyor and Port State Control Officer in Pattaya City and Laem Chabang Port, which is the biggest international port in Thailand. In Pattaya City, my mission is to survey all domestic passenger vessels and fishing vessels. This work is challenging for me because I need to consider both Thai laws and international conventions in order to



successfully fulfill my responsibilities. As we know, human error is the main cause of maritime casualties. Thus, I am enlightening ship

owners, crews, and fisherman about my idea that “Safety awareness is the first priority”.

Every quarter, we invite all stakeholders in the maritime field to a “Pattaya Sea Area Safety Meeting” where we give lectures on how to learn from various past accidents. Many theories that I learned at the WMU have proven to be very useful. As a result, there have been no accidents in this area since 2016.

Every year, each Ministry chooses government officers from different departments to receive a “Government Officer Award”. I was fortunate and honoured to be conferred this Award by the Prime Minister for gaining knowledge and experience at the WMU and successfully applying these to maritime safety in the Pattaya sea area. It is a treasured memory in my life.



## A Great COVID-19 Fighter: The Late Mohammad Sabrul Islam Sunny (Falling of a shining star from the Sasakawa Fellows’ sky)

### Khalid Mahmud

CEO, Bangladesh Marine Academy  
(Bangladesh, 2007)

It was a spring morning when I first met Mr. Sabrul Islam in December 2000 in Chittagong, Bangladesh. Displaying a smart, attractive manner, he was reticent, but cordially discussed the activities of Dr. Yohei Sasakawa and the Nippon Foundation.

Beginning his career in 1992 at the Western Marine Shipyard, Chittagong, Mr. Sabrul Islam subsequently joined the Bangladesh Shipping Corporation under Bangladesh’s Shipping Ministry as the Manager. Meanwhile, he received a prestigious Sasakawa Scholarship to study at the WMU for an MSc in SM degree (2002–2003). After completing his MSc, he moved to Skagås, Stockholm, with a view to enhancing knowledge in shipping sectors. Simultaneously, he became a translator for Semantix in Stockholm, later becoming a Senior Shipping

### Mohammad Islam Sabrul

(Bangladesh, 2003)



Consultant at WMU in February 2009.

Mr. Sabrul Islam was blessed with a wonderful wife, Sirajee, and three sons: Wasif, Sou, and Soumik. One of his sons has a handicap, which led Mr. Islam to work for humanity. He started volunteering at an old people’s home in Stockholm, quoting Dr. Sasakawa’s famous words: “One World, One Family...”

Unfortunately, the global COVID-19 pandemic challenged him on 17 April. However our beloved, valiant Sabrul did not bow down, fighting heroically until 28 April. The next morning, he breathed his last at around 9 am in Stockholm. I spoke with his friendly elder brother, Lt. Colonel Robiul Islam, and Mr. Ashraful Alam to express my sadness. The family was deeply grieved. Mrs. Sufia, his mother, spoke about how his humanitarian activities had been inspired by Dr. Sasakawa’s life, although she did not know specific details.

## Editor’s note

Hi! I am Marika Nishimuro of Japan Ship Technology Research Association (JSTRA) and have joined the Newsletter’s editorial team recently. While my career in the maritime sector is relatively short, I will do my best to share new information and views from different perspectives with you. I hope my experience in the fields of climate change, energy, autonomous vessels, air navigation services, etc. could add something valuable to the Newsletters.

Facing the physical and emotional distance due to the COVID-19 and other social divides in the world, I believe that a sense of unity and solidarity are of help for us to look on the bright side of life

and move forward. In this regard, the network of WMU alumni and Sasakawa Fellows may provide some support. Please take advantage of this network and stay connected with people all over the world in this valuable community. I am really happy to support it indirectly by developing and strengthening the network via this Newsletter.

To close, I would like to express my gratitude to those who contribute to this edition and wish you and your loved one stay safe and healthy.

### Marika Nishimuro

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This newsletter is published under a grant from The Nippon Foundation to promote communication among the Sasakawa Fellows of WMU (World Maritime University) and edited by the Sasakawa Peace Foundation in cooperation with Dr. Yoshiaki Kunieda Ms. Maki Tominaga, Ms. Marika Nishimuro, Mr. Eisuke Kudo and Ms. Sue Jackson.

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