

The world is a family,
 and all humankind are brothers and sisters.

The 1st WMU Sasakawa Fellows Network Africa Meeting and Blue Economy Conference – Dar es Salaam, Tanzania July 23-25, 2018 –

Tumaini Gurumo
 (Tanzania, 2007)

1 INTRODUCTION

WMU Sasakawa Fellows from the Africa region arranged for a three-day networking meeting to discuss maritime matters in relation to sustainable development. Among the reasons for the meeting was to honour Dr. Yohei Sasakawa, the Chairman of The Nippon Foundation, for his generosity in capacity-building for the benefit of this region and the world; to make a self-assessment regarding the role of WMU Sasakawa Fellows in Africa; and to share knowledge and experience in areas of expertise. This regional network was inspired by the 2013 Ghana gathering that was arranged through the kind courtesy of Dr. Sasakawa.

2 ZANZIBAR ISLAND TOUR

On the first day, the Fellows took a fast ferry to Zanzibar where they stayed overnight. Among the places visited were the old city, People Palace, old dispensary, and Darajani shopping square. In the evening the Fellows visited Forodhani Park, which is situated by the Indian Ocean. The park is famous for its special treats that include local food and a network of nationalities from around the globe. The trip gave the Fellows the opportunity to see first hand economic activities that relate to the oceans, such as transportation, trade, fishing and tourism, in relation to the sustainable use of the oceans and the many opportunities for expansion and collaboration.

3 WMU SASAKAWA FELLOWS MEETING

On the Second day, African Fellows had a regional meeting at the New Africa Hotel situated at the Dar es Salaam city centre. Capt. Hannah Aggrey from Ghana was appointed Chairperson at the meeting.

The official opening ceremony started at 10:00am with remarks from Dr. Tumaini Gurumo on behalf of the WMU Sasakawa Fellows Tanzania Chapter, followed by self-introductions from all participants. Dr. Sasakawa's photo was displayed before his keynote address was read to the Fellows present. In his address, he congratulated the initiative by



the Sasakawa Africa Fellows to hold such a meeting and conference regarding a “blue economy”. He encouraged the Fellows to take the lead in a collaborative approach to effectively address maritime matters. Before he concluded, he wished us success in that endeavour, and expressed The Nippon Foundation’s readiness to support collective innovative ideas. Thereafter, Ms. Stella J. Katondo addressed the Fellows and declared the meeting officially open.

Three papers were presented and discussed. Capt. Catherine Haizel was the first to present a paper on the “Importance of higher education to the blue economy”. She underlined the fact that knowledge at higher levels must be given priority in order to benefit the oceans. She emphasised the fact that human capital is essential in systematic planning and in unveiling the potentials for sustainable economic development through maritime and related sectors.

Eng. Stephen Toya presented his paper about “Kenya’s role in the blue economy for sustainable development in Africa”. For many years, Kenya has been focusing on fisheries and port infrastructure, but the full economic potential of marine resources has not been exploited. He explained that currently “the blue economy concept” has been prioritized as a driver to achieve Kenya’s development agenda.

In the last presentation Dr. Tumaini Gurumo shared information about a book which is in its

final stages of preparation. Written in Swahili in order to be delivered directly to all Tanzanians, the book talks about the ocean as an opportunity and the facilitator of economic growth. Its purpose is to share knowledge about the ocean, its importance to human life and how it could be useful for socioeconomic development and a driver towards middle-income country status. Research shows that the concept of a blue economy is not yet understood well enough to benefit the country and its people. It was concluded that Tanzanians needed to be well informed about the maritime sector in order to participate effectively.

During the discussions it was noted that:

The concept of a blue economy is interpreted by countries in various ways, yet a common idea is shared that it should be put at the centre of development agendas.

Lack of knowledge at a grassroots level hinders Africa from developing economically through the oceans.

The maritime sector does not have the needed leadership to ensure it is put forward as a priority and is well supported.

Capacity-building is a challenge in the implementation of blue economy strategies.

Presentations from Fellows’ National Chapters showed that not much had been done in our respective countries since 2013. Fellows deliberated that:



Sasakawa Fellows should be in the forefront to initiate activities and include other WMU Fellows to ensure success.

To allow smooth communication among members, both e-mail and WhatsApp would be used, with the caution that strictly business matters are to be discussed on these platforms.

Every country should organise a Chapter to bring everyone on board, and that they are to undertake at least two activities in two years to keep them ongoing.

Each Chapter will be required to pay a yearly subscription fee, to be determined, to the Regional office.

There should be a Regional meeting at least once every two years.

The next meeting will be held in Ghana in 2021.

4 RESOLUTIONS

It was agreed at the meeting that:

Registration: WMU Sasakawa Fellows Network Africa should be registered to gain legal status. The network should be registered in Tanzania as a courtesy of the first meeting being hosted by Tanzania Fellows.

The WMU Sasakawa Fellows Network Africa shall have its regional headquarters in Dar es Salaam, Tanzania.

Visibility: Fellows should be at the forefront of innovations that will result in maritime knowledge reaching African people at all levels in order to boost blue economy developments.

Collaboration: Fellows should foster collaboration with other WMU Graduates, Sasakawa Fellows, Nippon Fellows around the world, and other related maritime initiatives.

Sasakawa Fellows Network Africa Meetings shall be held every two years.

Sasakawa Fellows' National Chapters shall be more active and conduct at least two events before the regional meetings.

The next Sasakawa Fellows meeting shall be held in Ghana, in 2021. This will allow two years of National Chapters to organise events that can be reported in the Meeting.

WMU Sasakawa Fellows' National Chapters shall be free to invite other WMU Fellows to participate in conducting activities beneficial to the maritime industry especially in mentoring and informing the young generation in schools, colleges, etc.

WMU Sasakawa Fellows will be invited for the launching of Dr. Tumaini's book later in the year to support her.

5 CONCLUSION

The meeting was considered a new beginning for networking and working toward the development of the maritime sector in Africa and the world.

6 BLUE ECONOMY CONFERENCE

On July 25, 2018, as part of our planned activities,



the Fellows attended a conference to celebrate Africa Day of the Seas and Oceans at the ILO conference centre located at the ILO offices. The theme of the conference was "Blue Economy for the Sustainable Development of Africa". The conference gathered about 70 stakeholders from maritime and related sectors in Tanzania. In his opening speech, the Minister for Works, Transport and Communication recognised WMU Sasakawa Fellows as among the major stakeholders of the maritime sector. The conference initiative was also commended at the conference.

Among presented papers were: Blue Economy Concept; Quality Maritime Education and Training as a Challenge for Emerging Economies; Maritime Economics and Supply Chain Systems; and Enhancing the Blue Economy by Enforcing Maritime Safety and Security. The Chairperson, Capt. Aggrey took the opportunity to speak about WMU Sasakawa Fellows and The Nippon Foundation.

Note from the Secretariat

The Sasakawa Fellows Regional Network Meeting has been held four times in the past, in Thailand (2007), Sri Lanka (2010), Ghana (2013) and the U.K. (2018), all with the financial support from The Nippon Foundation. However this time, even though it was on a small scale, it could be said to be a very innovative conference since the Sasakawa Fellows bore the cost to work across national borders. Dr. Sasakawa highly praised this network activity and sent a congratulatory message.

Participants at the Fellows' meeting:

Name	Title and Work Place	Country	Graduation Year
Capt. Hannah Aggrey	Regional Maritime University	Ghana	2000
Mr. Musa Hassan Musa	Maritime Management Consultant at Maritime Management Consultancy Company	Kenya	2000
Ms. Stella Joshua Katondo	Director of Safety and Environment at Ministry of Works, Transport and Communication	Tanzania	2001
Capt. Catherine Haizel	Regional Maritime University	Ghana	2002
Eng. Stephen Toya	Acting Head of Marine Engineering Department at Kenya Ports Authority	Kenya	2002
Dr. Tumaini S. Gurumo (Ph.D)	Deputy Principal at Dar es Salaam Maritime Institute	Tanzania	2007
Lt. Cdr. Hassan M. Kheri	Maritime Law Operations Officer at Tanzania Navy	Tanzania	2008

WMU Japan Field Study Trip 2018: All Questions Answered



May 12-13

With excitement, a group of 29 Sasakawa Fellowship Programme students, sponsored by The Nippon Foundation, and two members of WMU staff, including Nippon Foundation Chair Dr. Aykut Ölçer, travelled by train to Kastrup International Airport in Copenhagen to board a plane bound for Tokyo, Japan. We landed some eleven hours later at Narita International Airport and were met by the friendly, smiling faces of Shinichi Ichikawa, Sachiko Sumitomo, and Miyoko Wada, who would be our trusted and extremely helpful guide until the end of the trip. We were whisked straight from the arrivals lounge out to a bus which took us into the very heart of Tokyo and to the offices of the Sasakawa Peace Foundation for our induction session. Here we were met by even more friendly, smiling faces. By the time we reached the hotel, the group was beginning to tire. It had been a long day.



May 14

After much needed rest we awoke to glorious clear blue skies and bright sunshine, perfect weather for what was to be such an important day. And what better way to start than going for some lunch? We travelled a little through the city and before long arrived at a buffet lunch, which included some rather sizeable crabs' legs, which many of the group enjoyed.

Suitably fed, we continued on to the office of The Nippon Foundation and our first visit, a courtesy visit with Dr. Sasakawa, which the students had been looking forward to the most. Dr. Ölçer said a few words on behalf of the University before the students each introduced themselves. Banshidhar Singh made an impassioned speech on behalf of the students, and then Dr. Sasakawa addressed them. Following this, the students were delighted to be able to have an individual photo taken with him.

After leaving The Nippon Foundation, we made our visit to the Ministry of Land, Infrastructure, Transport and Tourism. After opening remarks by Senior Deputy Director General Dr. Otsubo, the students were given an introduction to some of the activities of the Maritime Bureau followed by an extensive question and answer session. Augustine Imhomoh gave some words of thanks on behalf of the students.



Rather fittingly, the official programme of the day was capped off with a Welcome Reception, held on the 35th floor of the Kasumigaseki building. The weather had remained clear all day, and so the views across the city were stunning. The students were able to meet with diplomatic representatives from their countries, WMU alumni and many officials from governments and the maritime industry. As an added surprise, former Secretary General of the International Maritime Organization and former WMU Chancellor, Dr. Koji Sekimizu was in attendance, and he kindly addressed the reception. The students sang the WMU song, which was very well received. Gustavo Mejia Jovane spoke on behalf of the students before the evening was brought to a close with some words of thanks from Dr. Ölçer.





May 15

Another day began with bright sunshine and this time a drive out of the city. Our first site visit of the day was to Kashiwa Company, a marine equipment manufacturer specializing in ship safety and environmental protection systems. The students were given an introduction to the products and a tour of the testing facility, where they were able to see a test of the high expansion foam system and a high performance firefighting system which could discharge water a distance of well over one hundred meters. The students were grateful for another extensive question and answer session.

After a quick lunch break, we then went to our second site visit of the day, to the Japan Aerospace Exploration Agency (JAXA) at the Tsukuba Space Center. Here the students were given a tour of the facility and were allowed to view the mission control room. After the official tour was over, there was also the chance to see some fascinating exhibits in the museum.

May 16

By Wednesday we were beginning to feel rather lucky. It was another beautiful day, the sun once again shining and clear blue skies. Our first visit of the day was to the Ariake Water Reclamation Center. Here the students were given an in-depth tour of the museum and facilities, learning about the advanced water treatment systems in use in the city. They were able to see the actual water at different stages, from the smelly brown stuff at the beginning to the clear and odourless liquid at the end.

In the afternoon we visited the Tokyo University of Marine Science and



Technology. The students were first given a presentation on the different areas of study and research at the University followed by a tour of the site, including simulator and navigation labs. We were then taken to the Meiji-Maru where we were able to view Emperor Meiji's cabin from his voyage in 1876.

May 17

The morning began, sunny again, with a bus across town to Odaiba, a man-made island in the heart of the Port of Tokyo, which would be the subject of our visit. To begin with, the students were given a presentation about the history of the port and some information regarding the layout of present-day port operations. We then went on a boat tour, which took us around a section of the Port. This gave the students an opportunity to appreciate and see first-hand the sheer scale of the Port.



From boat to bus to the world famous Shinkansen or bullet train, in no time at all we were transported over 500 kilometers to the city of Osaka, in the Kansai region. With little time to spare we jumped onto another bus and headed to our second site visit of the day.

This was with the Yanmar Company at their Amagasaki factory. An introductory presentation was followed by a full tour of all the facilities, where students were able to see each step of large diesel engine manufacturing, from machining and assembly through to outfitting and testing. Once again the students benefitted from a thorough Q&A session before the visit was over.



May 18

This was to be our last day of official site visits, and it began with an interesting trip to the Osaka Gas Company at their Senboku Plant. Our welcome here was terrific, with a welcome committee serving us all hot drinks before our programme began. There was so much information to take in, from both the presentation and the tour of the facilities. The students were then treated to a demonstration of the cryogenic properties of liquefied natural gas. A site visit such as this, of course, would not be complete without many of the students' questions being answered.

Following lunch we went to the final site visit, which was one of the plants of IHI Infrastructure Systems Company, a civil engineering company specializing in the design, fabrication, construction and repair of bridges and other steel structures and disaster prevention equipment. The tour of the Sakai Works, where we were this afternoon, allowed the students to view the fabrication of large-scale steel structures. Of course, the





students had many questions and at the end of the tour the representatives of the company were more than happy to answer them. Throughout the week the generosity of all of our hosts at each site visit was truly outstanding. Everyone was so happy to share their knowledge and expertise unreservedly. No question had been left unanswered at any site visit.

May 19

With the official site visits complete, Saturday was an opportunity for the group to visit some cultural sites in the nearby city and former capital, Kyoto. First stop was to the Togetsu-kyo Bridge and Tenryu-ji Temple. The area was full of people, tourist shops and restaurants, yet inside the temple itself everything was tranquil and calm. Behind the

temple we were able to walk through a beautiful bamboo forest. Afterwards we went to our second stop at the Kinkaku-ji or golden pavilion temple. Here we were able to see the famous temple, with its top two layers coated in gold leaf sitting in a lake and surrounded by trees and nature.

The week's activities were rounded off with the Farewell Reception back at the hotel in Kobe. Representatives from maritime organizations in the region were in attendance and were all invited to say a few words on stage. Pamela Dela Cruz Dolina spoke on behalf of the students, thanking all of Japan for the wonderful hospitality we had enjoyed during the whole week. The reception, of course, would not have been complete without the singing of the WMU song.

Sadly, this was now the end of our stay in Japan, with only the drive to Kansai International Airport left for the following morning. It seemed like we had only just arrived in Japan. The time had flown by so quickly, but in just over a week we had done so much, visiting so many different organizations, all of whom contributed to this special week. The students didn't just gain new perspectives which would enhance their education at WMU, they also learned about Japan and Japanese culture, and it is these memories that they will cherish for their whole lives.

Peter Marriott
Assistant Registrar (Student Records)
World Maritime University



Cyber Security on the Seas

- Inevitable Matters for Future Shipping and Shipbuilding -



Tomotsugu Noma (Japan, 2016)
Chief Researcher
Japan Ship Technology Research Association

My name is Tomotsugu Noma. I work for the Japan Ship Technology Research Association (JSTRA). After graduating from MSEA of the World Maritime University in 2016, I was involved in IMO-related work in the Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT). After personnel changes in June of this year, I continue to be engaged in IMO-related work at my current department. I am dedicating myself to my daily tasks, using what I learned at WMU.

As a result of the development of information technology around the world, connectivity to and dependence on “cyber systems” (the hardware and software systems for collecting, processing, storing, and communicating information and data) is increasing in the maritime field, including ships, ports and harbors, and land facilities. There is a growing concern about the risk of malicious organizations and individuals gaining unauthorized access to system data, undermining navigation safety and causing economic and other damage.

As mentioned by Mr. Yuji Okugawa of IMO in the last issue of this newsletter, cyber security is a cardinal issue for Maritime Autonomous Surface Ships (MASS), which has been identified as one of the key discussion points at IMO and particularly at the Maritime Safety Committee (MSC). MASS rely on cyber systems even more so than existing ships. It will not be too much to say that the operationalization of MASS will be difficult without cyber security.

IMO has stepped up its efforts towards cyber security, proposing in November 2014 at the 94th session of the MSC (MSC 94) that in light of the dramatic increase in dependency on cyber systems in the maritime field, guidelines should be drawn up to strengthen coordination between cyber security experts and operators for the protection of vessels, ports, and marine facilities and to promote information sharing on potential vulnerabilities.

At MSC 94, it was agreed that although cyber security was an important and timely issue, IMO should not take unilateral action on this matter without consulting other countries and relevant international organizations such as the International Telecommunication Union

(ITU). Member States and relevant organizations were invited to consider the issue and submit proposals to MSC 95.

Following this decision, a proposal was made in June 2015 at MSC 95 to draw up guidelines on cyber-related risk management in the maritime field. After deliberations, the committee supported the proposal and urged Member States and international organizations to collaborate on proposals for guidance on maritime cyber security and submit them to the next session.

At MSC 96, held in May 2016, a proposal was made for non-mandatory guidelines on cyber risk management. As for the nature of the guidelines, the committee indicated that they should be (1) non-mandatory, (2) user-friendly, (3) based on threats and risks, and (4) applicable.

Based on the above, the committee drafted the non-mandatory guidelines on cyber risk management and approved as interim version. Rather than focusing on technical details of individual devices, equipment, and systems, the guidelines are a set of recommendations for operators to adopt management-based measures by conducting risk analysis and considering countermeasures. In particular, in effectively managing risks, the guidelines recommend, as important elements of risk management, (1) identifying the devices, equipment, and systems that may pose risks, (2) having contingency plans to protect against cyber-attacks and ensure continuity of shipping operations, and (3) detecting the extent of damage from cyber-attacks in a timely, appropriate manner.

The above guidelines were officially approved in May 2018 at the 98th session of the MSC. The committee additionally adopted a resolution on maritime cyber risk management in safety management systems (MSC.428(98)). Based on this resolution, the committee encourages shipowners and operators to ensure that cyber risks are appropriately addressed in safety management systems, based on the International Safety Management (ISM) Code, no later than the first annual verification of the company's Document of Compliance (DOC) after January 1, 2021.

Outside IMO, the shipping industry is also promoting efforts to reinforce cyber security, which include joint publication by the Baltic International Maritime Council (BIMCO), the

International Chamber of Shipping (ICS), and other organizations on industry guidelines pertaining to cyber security onboard ships.

Even though these measures are being gradually implemented, the shipping industry is already exposed to the threat of cyber-attacks. In 2011, servers owned by the Iranian shipping company IRISL were hacked, and information about shipping rates, loading, cargo numbers, delivery dates, and destinations was stolen. As a result, the company suffered damage that included the inability to specify the location of certain containers, a considerable amount of cargo being delivered to wrong destinations, and lost cargo.

Last year, the world's largest container shipping company Maersk suffered considerable damage from a cyber-attack, which disrupted the company's operations as it was forced to suspend its systems.

These were cyber-attacks on land-based systems. In recent years, many shipping companies are using advances in telecommunication technology to provide constant monitoring of ships. As it will become increasingly easy to hack vessels, cyber security will become more important than ever.

IMO has approved the resolution on the guidelines on cyber risk management. Discussions on the MASS are expected to also bring progress to discussions about cyber security measures for individual systems and equipment. We can expect these discussions to continue at IMO and other organizations.

Incidentally, if I were asked what kind of vessels are most cyber resilient, the answer would be easy. It would be the vessels that have not been digitized. All we need to do is to shut off the connection of various devices from telecommunication systems, as in the past. But is this the right solution? As the smartphone has become an essential part of our lives with advances in telecommunication technology (although some may complain about constant interruptions from e-mail and the like!), such technology is now also an essential part of the maritime industry.

Indeed, cyber security may be a new and difficult issue for the maritime industry. I hope to contribute, even in a minor way, to addressing this difficult issue.

My Second Life in the Philippines



Toshio Hikima
Executive Advisor
MOL Magsaysay Maritime Academy

My involvement with the World Maritime University began when I visited WMU in 1993. Afterwards, I served as the Visiting Professor for the Maritime Education and Training (MET-(E)) Course from 1996, and was later dispatched from the Japanese Ministry of Transport as the Associate Professor of the MET Course from 1999. Even after returning to Japan in 2002, I maintained my involvement with WMU, serving as the chairman of the editorial board of the “Friends of WMU” Newsletter for 16 years. When I look back on those years, I find that it was a truly enjoyable four years at Malmö and 16 years in Japan.

It was decided, however, that my term as the Executive Director of the Japan agency of Maritime Education & Training for Seafarers (JMETS) would end in March 2018, and that I would begin working in the Philippines from May.

Leaving Japan and moving to the Philippines will mean that my connection and relations with WMU Sasakawa Fellows will change. Prof. Kunieda of the Tokyo University of Marine Science and Technology has succeeded me as the chairman of the editorial board of the Newsletter, which I have been involved with since the publication of the 1st issue, in October 2002, to the 62nd issue.

From now on, I will be at the forefront of MET as the Executive Advisor at the MOL Magsaysay Maritime Academy (MMMA),



which was newly established in Dasmariñas, about 30 km south of Manila. It fills me with great happiness to have found an environment in which I can make full use of my experience. I feel I have made a perfect start to a second career.

In terms of seafarers, from the point of view of MET, the BIMCO/ISF estimates that there were 1,647,500 in the world as of 2015, of which 774,000 are officers and 873,500 are ratings. The nationality of the seafarers is wide-ranging. The largest seafarer supply countries are China, the Philippines, Russia, Ukraine, and India, in that order. As for the Japanese merchant fleet, three quarters of the crew are from the Philippines. We can rightly say that they make possible the safe operation of our merchant fleet.

MMMA, to which I have been newly

appointed, was jointly established by the Japanese private shipping company Mitsui O.S.K. Lines, Ltd. (MOL) and its Philippine partner Magsaysay, the largest manning company in the Philippines. The new academy just had its matriculation ceremony on July 23, 2018. With the objective of training Filipino seafarers to maintain a high standard of safety in shipping operations, MOL had previously organized training voyages on its training ships with its own lecturers and crew, and conducted a “Staff Candidate Program” to train third-year students selected from partner maritime universities under a government-industry partnership program promoted by the Philippine government. The new academy aims to build on the experience and expertise gained from this program in training and consistently turn out seafarers of even higher standards. The academy has accepted new students and has made a good start.

The single most important feature of MMMA is the “Ship in Campus” training facility that not only looks like the ships the students will be boarding after graduation, but also has a similar arrangement of equipment as the actual ships to make the students work-ready.

I think that the Filipino students are very fortunate in having access to such advanced MET facilities. At the same time, I feel the weight of responsibility in meeting our mission of turning out excellent seafarers. It is truly a joy for me to be educating the students towards this major challenge.

Reference:
www.mol.co.jp/en/pr/2018/18029.html





My Recollections of the Last 14 Years

Shinichi Ichikawa
Manager, Ocean Education Division
Ocean Policy Planning and Management Department
The Sasakawa Peace Foundation

In this newsletter, I wanted to let you know that I, Shinichi Ichikawa (Shin), have made a personal decision to retire from the Sasakawa Peace Foundation on September 30, 2018.

Looking back at my years with the foundation, where I have been in charge of the WMU Sasakawa Scholarship Program since February 2005, I came suddenly to the realization that I have been involved in this program for a good 13 years and eight months. As you are aware, the recipients of this scholarship program are mostly students from the Asia-Pacific, Africa, and Latin America regions studying at WMU. Supported by grants from The Nippon Foundation, this program has provided scholarships for a total of 641 students from 74 countries.

After graduation, these scholarship students take up key positions in various sectors including government and educational institutions in their respective countries where they play vital roles in maritime and marine related fields. As one of the people who have been involved in this program over the years, I am very happy and proud to have been a part of it.

At this time I would like to express my heartfelt gratitude to The Nippon Foundation, all WMU stakeholders, and everyone else who is part of this program for their dedicated efforts. Through this program, I was afforded many precious opportunities to visit a host of countries and regions, and,

through exchanges with scholarship students of diverse nationalities during that time, I learned about many cultures and customs, viewpoints and ways of thinking as well as the significant importance of interpersonal communications. Indeed, these were life-changing experiences for me.

This year I celebrated my 50th birthday. As we are all aware, a human lifetime is finite. With the realization that this stage of my life may be my last opportunity to have the necessary mental and physical stamina to take on challenges in a new field, I made a decision to retire. Upon retirement, I will leave Tokyo, where I was born and raised, and move to Yamanashi Prefecture, the home of Mount Fuji (3,776m above sea level), a World Heritage site of which Japan is very proud. In this environment richly blessed by nature, I will be able to enjoy Japan's four seasons much more than in metropolitan Tokyo. To be honest, I am already looking forward to having many more opportunities to take out my single-lens reflex camera and capture the wonderful natural phenomena surrounding me.

As I prepare for my departure, I want to extend my heartfelt wishes to all of our WMU Sasakawa Fellows for a bright future and urge you to join forces with all of our graduates to work together to invigorate the Sasakawa network and promote its lively activities long after I am gone.

May you all enjoy good health and meet the future with high aspirations.

Greetings from Cambodia!



Phicheyrithy Sich (Cambodia, 2016)

I am glad to have the opportunity to share good news with the entire Sasakawa Family. After graduating in 2016 from the World Maritime University, I got married to Namik HENG on May 27, 2017, and my life as a single ended.

A year later, a healthy baby girl was born on April 3, 2018. Her name is Rithynavine KIMSOUNG. Although she is only four months old, everyone thinks she looks like a one-year-old because she is chubby and strong. I want to thank my wife for bringing into this world such a beautiful and healthy daughter. Actually, I never thought that having a daughter would bring this much blessing, excitement, and happiness to us. She has filled our small family with much laughter and joy.

I am reminded of the following quote: "To a father growing old, nothing is dearer than a daughter." Therefore, I am lucky to have my little princess.

Thank you Sasakawa Peace Foundation (SPF), and I hope our global SPF network grows stronger and larger!

Editor's note

I think many Sasakawa fellows could not believe their eyes upon seeing the news at the top of this page. It is truly sad to learn about the early retirement of Mr. Ichikawa, who has occupied a key position at the core of our network for many years and who has earned the utmost trust of our Sasakawa Fellows. An organization is composed of people, and it is developed and maintained through people's attachment to it. It is only the voluntary involvement of individual Fellows that keeps the network built by Mr. Ichikawa alive and vibrant. We also learned that Professor Hikima will vacate the office of editor-in-chief of this newsletter, a position he has held since its very launch in 2002, and this also leaves us with a sense of loneliness. Fortunately, however, Professor Yoshiaki Kunieda of Tokyo University of Marine Science and Technology, who has a deep understanding of WMU, has accepted to be Professor Hikima's successor, and we are quite heartened by this. The right is a commemorative photo, which will evoke various memories for us in the future (photographed at the end of May).



Eisuke Kudo (Advisor, SPF)

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