

THE GALEN TIMES

“To the world you may be one person, but to one person you are the world.”

—Unknown



Hello fellow Eagles,
February is considered the month of 'Love'. We tend to automatically think of romantic relationships, however, showing love can be with friends, family, and even yourself. This week we challenge you to start/continue practicing appreciation towards your loved ones. We also challenge you to practice showing yourself self-love.
Remember that you cannot pour from an empty cup.

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Journalism Club:

New Chapters

It's funny how new things in life (places, people, seasons) have a way of underscoring or referencing past things. Sometimes we find ourselves moving forward in a familiar way. Starting fresh doesn't always have to mean starting over; sometimes it's picking up from where we left off.

Unmeasurable is the value of firm foundations.

No matter what life throws at us, we can hold on and not only survive but thrive.

As we go through different stages in life we must not forget to take along the lessons we learn along the way. Each hurdle and every encounter came with their own charge. While we may not be able to carry everything forward with us, we can appreciate the growth and insight they each brought.

Our stories are unique, each chapter as necessary as the last. Some things make it to the next and others give way for new features. Regardless of what is next, it helps to have something familiar- A place we can always go back to or a friend who always stayed true. This helps us to not feel alone or powerless.

Life changes and so do we. Things happen, sometimes by our choosing and sometimes beyond our control. Looking back we can see times where we got to where we wanted, but also times when we didn't recognize the person staring back. We probably have many "new beginnings", for many different reasons; all with one familiar- US.

We go on to every new chapter, the good ones and the bad. What we look like and what we do is all based on what we connect to in that stage. While the thought of dropping everything and starting over sounds nice, sometimes we don't have to. Sometimes the new chapter is a flashback; meant for us to reconnect to understand. A chance to look back and strengthen old bonds that were placed in our lives for a purpose, to help us live IN OUR PURPOSE.

Lady Eagles at La Ruta Maya Challenge

This year's La Ruta Maya River Challenge is a must see experience. While the La Ruta Maya River Challenge was paused for two years, the race will be especially interesting since our Lady Eagles will be out there 'Paddling to Break The Bias' as a symbol of unity between Galen University and the Ministry of Human Development, Families and Indigenous People's Affairs. The ministry is sponsoring the Galen team in support of our Lady Eagles as we advocate against gender-based violence and violence against women.

We encourage you to virtually support our Lady Eagles at the La Ruta Maya River Challenge starting March 4th.

Ministry Of Human Development,
Families & Indigenous Peoples' Affairs
Equality and Inclusion

Ministry of Human Development
Families and Indigenous Peoples' Affairs

IPA

GALLEN UNIVERSITY
ALWAYS EXCEL
PATRINEO

Lady Eagles
**PADDLING TO
#BREAKTHEBIAS**

LA RUTA MAYA 2022

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Student Testimonial

By Indira Spain



Monday, January 17, 2022, marked the first time I have had the privilege of having students in my classroom in almost two years. For so long, my seats had been bare and my classroom silent. When I woke up on that Monday morning, I reflected on all the possible challenges I would face that day. Before the pandemic, students followed routines and procedures as a part of our classroom management plan. They had monthly character values, which we strived to develop. Skills and attitudes were targeted daily, and above all, students were able to build teamwork through cooperative learning strategies and socialization. So, before heading to work that morning, I wondered what my day would look like and how I would manage it, having had such a drastic disruption in our academic life. It occurred to me that some might have missed essential physical, social and emotional development over the time away. So, before I even left my house, I made my game plan to be kind to myself and my students as we transitioned back into the classroom. The most significant part of my game plan was being vigilant when my students needed a break, displaying signs of stress when learning content, and of equal importance, my feelings and limitations.

Over the last few weeks of being back in face-to-face learning, I have observed that I need to give my students regular brain breaks and many opportunities to stretch and move around the room. The biggest challenge is teaching new topics when my students have experienced a significant learning deficit. On any given day, one lesson can turn into several mini-lessons to make up for the previous knowledge that the students were supposed to have. However, a very positive part of this is that my students are all excited about being back in school. They are very willing to participate and hungry for a teacher's on-site guidance, so our time in the classroom seems to fly by. Each day brings its own progress, and I am delighted with that. Each day is a win in my book.



Our return to the classroom is the closest thing to normal that I've felt in a long time. I've had many small victories in my classroom that feel like the ultimate triumph. Whether or not my lesson worked as I planned, I had a learning experience. My most powerful learning experience came with realizing that my students are different after being out of the classroom for so long. They have returned to us with different skills that might not always work in the physical classroom. I had to acknowledge that my students will not respond the way I want, and it's my responsibility to teach them what my expectations are. I am super proud of my students, who are working so hard to make the best out of this whole situation despite all odds.



Different Perspectives: Cruise Port Projects

In this section of The Galen Times, we will discuss critical issues, challenges, and events that relate to Belize.

Have a perspective on a current issue? Send your opinions and views to apalma@galen.edu.bz
(Economic, Education, Criminal Justice, International Business etc)

Currently, there are multiple cruise port projects presented to the Government of Belize. Since 2006, the Feinstein group proposed the Ocean View Grand Project to the government which would involve the creation of a cruise ship port on State Bank Caye. Subsequently, the Feinstein group planned to develop a tourist destination community with hotels, a theme park, and much more on North Drown Caye. The Feinstein group wants to connect State Bank Caye and North Drown Caye with a causeway- a raised road on wet ground; the total cost of this project is almost 250 million US dollars and the port will hold a maximum capacity of four cruise ships. Unfortunately, the causeway was granted an Environmental Clearance Plan (ECP) without consultation with the public in 2019 which infuriated OCEANA and other marine NGOs in Belize. While this is a large investment, how does a causeway affect marine life? Also, we know that cruise ships generate millions of toxic waste in the ocean which contaminate our coral reef. So, should the project be accepted considering the benefit to the economy (investment and employment) and its damage to marine life (water pollution and killing marine life)? What will be the long-term effect of the Ocean View Grand Project on the marine ecology of Belize? Moving on to Port of Magical Belize, we see that this project which entails a resort and cruise terminal south of the Sibun River has received Environmental Clearance as well. Mr. David Gregg, a representative of Port of Magical Belize, informed the press that the port will accommodate six ships at maximum. However, we must consider the negative effects of multiple ships entering Belize. For instance, how will greenhouse gas emissions affect marine life and the environment? What will happen to our marine life and resources when both of these ports begin operation? Altogether, we are looking at 2 new cruise ports in the Belize district along with the existing Port of Belize Limited. With that said, how will this amount of sea activity affect the reef? Although the government has granted approval to the Feinstein group and Port of Magical Belize, what stipulations can be enforced to reduce waste, loss of resources, and pollution? Interestingly, Belize recently sealed a deal on debt restructuring for marine conservation-the Blue Bond. How will international actors view the situation since Belize has promised to conserve 30 percent of its ocean while granting permission for multiple cruise ports construction projects to be built?

Response by Galen Eagle: **Aden Leslie**, an Environmental Science perspective

Cruise ships provide a source of income through tourism, not only to those working on the ships but also to the ports that are visited. That is true. However, these ships can be a major source of waste, and many times different cruise lines have been found guilty of illegally disposing of their waste. Some cruise lines, including Regency Cruises, Celebrity Cruises, Princess Cruises, Holland America, and Royal Caribbean, have been convicted of illegally dumping oil, garbage, paint, plastic, wastewater, and food waste into Caribbean waters in the past. These acts were either the result of negligence, an accident, or deliberate acts (Escontrela, 2013).

Cruise ships carry contaminants such as nitrogen and phosphorus, which promote algae blooms that cloud the water and reduce oxygen levels, potentially killing fish. Oil, which is also discharged by cruise ships, is a very poisonous chemical that harms marine life severely. Moreover, garbage chokes starve and even kills marine species. For example, sea turtles might mistake plastic bags for food and eat them. The plastic fills their bellies, causing digestion problems and a loss of appetite while also causing famine because it lacks nutrients (Oceana, 2020).

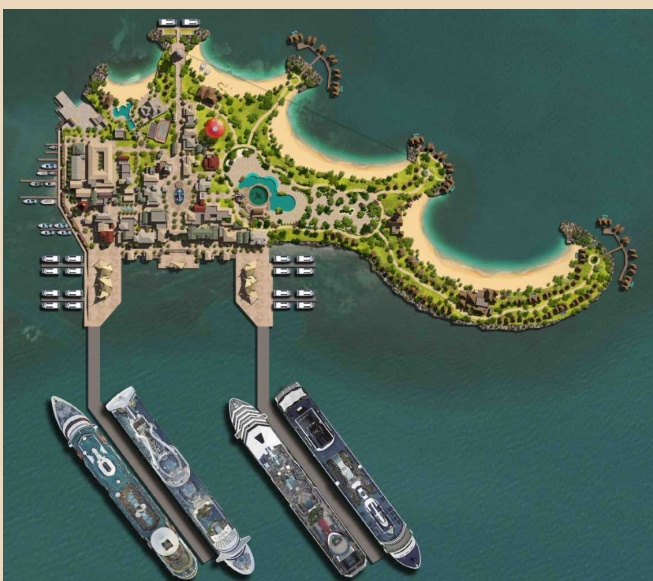
Multiple ships bring with them carbon dioxide (CO₂), methane (CH₄), and dinitrogen oxide (N₂O). A significant share of CO₂ emissions from shipping is derived from the time the ships stay in ports. Ships are the single largest cause of port-related pollution, with emissions ten times higher than those produced by the ports themselves (Styhre et al., 2017). As greenhouse gases trap more energy from the sun, the oceans absorb more heat, increasing sea surface temperatures and rising sea levels. Increased levels of dissolved carbon can change the chemistry of seawater and make it more acidic.

An increase in ocean acidity makes it more difficult for certain organisms, such as corals and shellfish, to build their skeletons and shells (Styhre et al., 2017). These effects, in turn, could significantly alter the biodiversity and productivity of marine ecosystems.

Trash that makes its way into the water, such as plastic bags, bottles, and discarded fishing gear (also known as marine debris), can snag on corals and obstruct the sunlight needed for photosynthesis. This trash can also entangle and kill reef creatures, as well as break or harm corals (U.S. Environmental Protection Agency, 2021).

There needs to be not only the existence but also the enforcement of laws and regulations that would control the amount of pollution brought by these ships. Additionally, there needs to be a sort of environmental impact tax that these cruise lines would have to pay when docked in our waters. This tax can be put towards environmental protection projects.

The environmental impact brought by cruise ships is so substantial that it is likely our marine ecosystems will be degraded over time. Strangely enough, Belize has adopted the Blue Bond, a debt instrument issued to support investments in healthy oceans and blue economies. Belize has promised to conserve 30 percent of its sea with the Blue Bond, yet investments in projects that can damage the ecosystems residing in our waters have still been approved. This is an issue that international actors will not be pleased with and would most likely be reluctant to provide more assistance to Belize in the future. Increased investments in ports can assist the economy, but the environmental loss is too great.



Important Dates



February

6 (2/14-19)		19	Sa	Withdrawal period ends. Last day to withdraw from a class with a 'W' ends.
7 (21-26)		21	M	Withdrawal period with a 'WP/WF' (withdrew passing/ withdrew failing) with Financial penalty begins.
		21	M	Class schedule for 2021-3Summer semester is posted on the Student Gateway
		26	Sa	First 7-week period ends.

