

42nd ITF Congress:

# FOC policy update gets green light

The 42nd ITF (International Transport Workers' Federation) Congress was convened in Mexico City from Aug. 2-13.

The meeting was attended by 630 representatives and 566 observers from 278 unions of 109 countries.

From the JSU, President Yoji Fujisawa, General Director of the International and Domestic Policy Bureau Hideo Ikeda, General Director of the Fisheries Affairs Bureau Kenji Takahashi, General Director of the General Affairs Bureau Shinichi Tanaka and six others were present.

They held discussions on activity reports; action plans for the next four years, which had been compiled in accordance with the meeting's main theme ("Strong Unions – Sustainable Transport"); and financial statements and Auditors' Report 2006-2009 to deepen their ties.

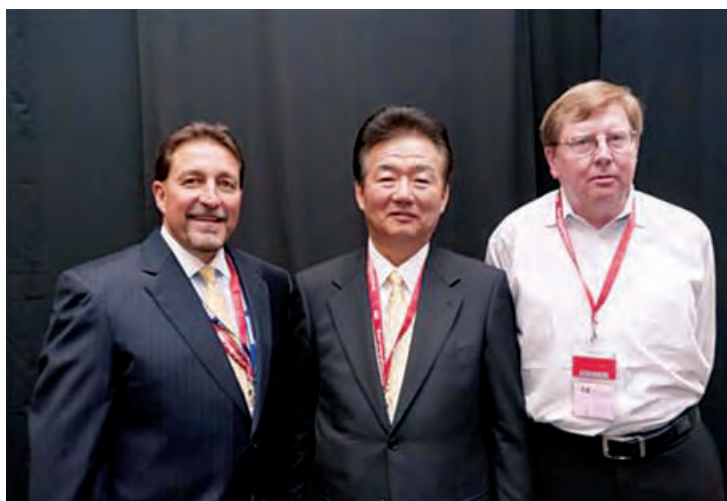
A Seafarers' Section Conference was held during the meeting, at which time agreement was reached unanimously on the ITF's new chairman, David Heindel of the United States; first vice chair, Yoji Fujisawa; and second vice chair, Tomas Abrahamson of Sweden.

A Fisheries section conference also confirmed to elect current chairman Johnny Hansen of Norway and vice chair Kenji Takahashi.

## Opening 42nd ITF Congress

On behalf of the venue, Benito Bahena y Lone, general secretary of the Alianza de Tranviarios de México (ATM), a Mexican tram drivers' union, and Marcelo Ebrard, mayor of Mexico City, gave welcoming addresses.

They were followed by addresses from ITF President Randall Howard and ITF General Secretary David Cockcroft before discussions began.



Left photo: Chairman David Heindel (left), 1st Vice Chair Yoji Fujisawa (middle), 2nd Vice Chair Tomas Abrahamson. Right photo: Vice Chair Kenji Takahashi (left) and Chairman Johnny Hansen. Photos courtesy of Ocean Gate International.

David Cockcroft reported on major activities of the ITF since it met last time in accordance with the theme adopted then.

The ITF has made efforts to promote strategies for international unionization and the development of an intersectional network, among others, according to Cockcroft.

David Cockcroft added that steps have been taken toward establishing labor and management relations at DHL, UPS, FedEx, TNT and other logistics service providers; Maersk's network; and global network terminal operators.

To hold technical discussions, the ITF's Seafarers' Section, Dockers' Section, Fisheries Section, Railway Section, Road Transport Section, Civil Aviation Section, Urban Transport Section and Tourism Service Sections held conferences successively.

## Seafarers' Section Conference

Reports were made on major activities.

For example, the Seafarers' Section has strived to comply with the ILO's Maritime Labour Convention (MLC), Convention 185 and the IMO's revised Standards of Training, Certification & Watch-keeping (STCW) Convention.

The Seafarers' Section has also endeavored to deal with piracy in the Gulf of Aden and waters off the east coast of Somalia and to accommodate the flag of convenience (FOC) campaign.

Cleopatra Doumbia-Henry, the ILO's director of international labour standards, gave an address that as 10 countries have ratified the MLC, it is expected to clear the requirement for implementation in February 2011, according to Doumbia-Henry. She added there has finally been a way to advance Convention 185, which was adopted seven years ago.

## Joint Seafarers' and Dockworkers' Conference

As for reviewing the policy for the FOC campaign, it was agreed when the conference was con-

vened last time that discussions would be held legally on Europe's unique factors and local systems as well as changes in circumstances.

It was also decided to systematically review the FOC campaign's policies and strategic direction.

Held discussions were adopted as the Mexico City policy, an underlying policy for the FOC campaign.

Details of the Mexico City policy are described at the following location – <http://www.itfcongress2010.org/>

## Closing 42nd ITF Congress

Activity reports and plans discussed at section meetings were summed up, while outcomes of deliberations on motions submitted by the general conference were reported.

Attendees deepened their common views by exchanging opinions.

David Cockcroft and ITF Assistant General Secretary Stuart Howard presented a financial report 2006-2009 and gave a brief-

ing on the congress' main theme, "Strong Unions – Sustainable Transport."

The main theme was approved by the meeting.

At the end of the congress, an election of governing bodies, auditors, general secretary, president and vice president was held.

David Cockcroft ran for the post of general secretary uncontested, and his re-election was met with applause.

As for the presidency, there were two candidates running, and the newly formed Executive Board took a ballot after the general assembly was adjourned.

Paddy Crumlin, secretary of the Maritime Union of Australia (MUA), was elected president of the ITF.

After the 42nd ITF Congress concluded, attendees and other transport workers made an appeal in Mexico City to put the resolutions adopted and action plans agreed upon at the meeting into practice immediately and dispatch relevant information to the rest of the nation and the world.



Left photo shows attendees listening to speakers at the Joint Seafarers' and Dockers' Conference. Photo courtesy of Ocean Gate International.

Right photo shows union activists and transport workers getting together in Mexico City.

# ICSW launches seafarers' welfare award

The International Committee on Seafarers' Welfare (ICSW) has launched the first International Seafarers' Welfare Awards to recognize and encourage excellence in welfare facilities and services for members of the world's seafaring profession.

The awards will recognize companies, ports, welfare organizations and individuals who provide excellent welfare facilities

and services to seafarers on land or at sea.

International Maritime Organization (IMO) Secretary-General Efthimios Mitropoulos will present the awards at an event in London on Dec. 1, 2010.

"Without seafarers, we wouldn't get the essential goods and services we need to live our lives and run our economies, as shipping is responsible for transporting

95 percent of the world's trade. Seafarers' welfare is crucially important and that's why we've launched these awards. We need to ensure that seafarers are valued, their role recognized, and their well-being protected and enhanced," ICSW executive director Roger Harris said.

The International Transport Federation is supporting the awards, alongside the IMO, International Labor Organization,

International Shipping Federation, and the International Christian Maritime Association.

Seafarers can make nominations directly for the seafarer center, port and shipping company of the year awards through a dedicated Web site, <http://www.seafarerswelfareawards.org/> or by post and e-mail. The deadline for seafarers' nominations is Sept. 15, 2010. (PNA)

## IMO secretary-general praises unsung heroes

IMO Secretary-General Efthimios Mitropoulos has recognized the major contribution of Filipino seafarers to international shipping.

"They are the unsung heroes we should pay tribute to wherever they may be," Mitropoulos said at the opening ceremony of the International Conventions on Standards of Training, Certification and Watchkeeping (STCW)

diplomatic conference recently held in Manila (*See related stories on this page*).

It is the first time the diplomatic conference has been held away from International Maritime Organization's London headquarters.

The conference covered the 'human element' in crewing, as there have also been growing cases of violations of seafarers'

human rights, Mitropoulos said.

Other measures adopted were changes to chapters of the STCW Convention, additional requirements on hours of work and rest, prevention of drug and alcohol abuse and the prevention of fraudulent practices associated with certificates of competency.

Amendments also incorporated new requirements related to training, environmental aware-

ness, security and piracy concerns.

Mitropoulos said piracy remains the biggest threat, and IMO is dedicating significant resources and effort to find real solutions to the growing menace in which Filipino crewmen were among the victims of pirate attacks. Currently, 65 Filipino seafarers are being held hostage in Somalia. (*Source: Fairplay*)

## IMO conference addresses hiring, training

*Says industry needs to hold responsibility in caring for its most vulnerable employees*

The International Maritime Organization (IMO) at its diplomatic conference recently updated the regulatory framework that governs the way seafarers are trained.

The conference, held in Manila, revised International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention) and its associated code.

The intention, according to IMO, was to ensure that the necessary global standards are in place to train and certify seafarers to operate technologically advanced ships in the foreseeable future.

Nothing is perfect, but broadly speaking the Manila conference succeeded in its aims and, apart from the contentious issue of hours of work, left all sides of the industry reasonably happy.

Among the resolutions passed, calling for action in various areas, were:

- attracting new entrants to and retaining seafarers in the maritime profession;
- accommodation for trainees;
- promotion of the participation of women in the maritime industry.

All three resolutions are commendable and action is under way to increase the number of recruits, primarily officer cadets, to the international commercial fleet. Virtually all experts believe that there is already a shortage of qualified and experienced officers that has only been offset by the economic downturn to a limited extent.

Once the recovery begins in earnest, that shortage can only become more acute, partly because of a recruitment gap in the 1980s and 90s. When those officers who trained in the late 1960s and the 1970s finally retire, the shortage of experienced officers could suddenly get significantly worse. There is clearly a need to get more youngsters into the industry and train them to become deck and engineer officers. (*Source: Singapore Business Times*)

## New inspection regime introduced

The Paris Memorandum of Understanding's New Inspection Regime introduces a more sweeping and comprehensive inspection of ships in its territory, and raises the stakes for shipowners that their vessels may be banned.

Currently, the Paris MoU sets a target that each member inspects 25 percent of the ships that pass into its territory. Under its new system, set to begin at the start of next year, ships visiting Paris MoU ports will in principle be inspected in at least one state annually. However, ships will be classified according to risk profile, categorizing them into low-, standard-, and high-risk vessels. This will be based on a variety of factors, including a ship's type and age, the financial and operating performance of the company's fleet, and the number of detentions a vessel has undergone.

Significantly, the new system will widen banning for multiple detentions from certain ship types to all ship types. It will also extend banning to grey-listed flags as well as blacklisted ones. Notably:

- If a ship flies a black-listed flag it will be banned after more than two detentions in the last 36 months;
- If a ship flies a grey-listed flag, it will be banned after more than two detentions in the last 24 months;

In addition to the wider application of banning, the Paris MoU will introduce greater reporting obligations for arriving ships.

One such example is a widening of the 72-hour pre-arrival notification for certain types of ships to all ships with a high-risk profile and also to each bulk carrier, chemical tanker, gas carrier, oil tanker and passenger ships older than 12 years eligible for expanded inspection under the new rules.

While the new system will start on Jan. 1, 2011, the results of all inspections from mid-2009 will count toward the application of requirements under the new regime. (*Tom Leander*)

## Seafarers get a break with STCW revision

A breakthrough in working conditions for watchkeeping personnel was achieved at an International Maritime Organization (IMO) Diplomatic Conference held in Manila, Philippines from June 21-25.

The conference also adopted revisions to the International Convention and Code on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

The Conference marked the first major revision to STCW since 1995, when the original 1978 Convention was completely revised.

There was a need to harmonize STCW requirements on rest hours with the requirements of the Maritime Labor Convention, 2006 (MLC, 2006), expected to enter into force in 2011. Details of some of the provision are provided below.

The current rest hour provisions are part of the STCW Convention:

Section A-VIII/1 of the STCW Code (Mandatory)

1. All persons who are assigned duty as officer in charge of a watch or seafarer on watch shall be provided with a minimum of 10 hours' rest in any 24 hour-period.

2. The hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length.

3. The requirements for rest periods laid down in paragraphs 1 and 2 need not be maintained in the case of an emergency or drill or in other overriding operational conditions.

4. Notwithstanding the provisions of paragraphs 1 and 2, the minimum period of 10 hours may be reduced to not less than 6 consecutive hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.

5. Administrations shall require that watch schedules be posted where they are easily accessible.

Section B-VIII/1 of the STCW Code (Guidance)

In applying Regulation VIII/1, the following should be taken into account:

1. Provisions made to prevent fatigue should ensure that excessive or unreasonable overall working hours are not undertaken. In particular, the minimum rest periods specified in Section A-VIII/1 should not be interpreted as implying that all other hours may be devoted to watchkeeping or other duties;

2. That the frequency and length of leave periods, and the granting of compensatory leave, are material factors in preventing fatigue from building up over a period of time;

3. The provision may be varied for ships on short sea voyages, provided special safety arrangements are put in place.

Following the Manila amendments to STCW, the rest hours for watchkeeping personnel will be as follows:

1. Officers who are assigned duty as officer in charge of a watch, or ratings, forming part of a watch, and personnel whose duties involve designated safety, prevention of pollution and security duties, shall be provided with a rest period of not less than 10 hours of rest in any 24-hour period and 77 hours in any 7-day period.

2. The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

The above constitutes the main regulation regarding rest hours. There are, however, some options that differ from the main regulation. (*Source: Shiptalk*)

## Manila minister slams UN over hijacked ships

A Manila minister has reportedly criticized the United Nations because its 30 warships in the Gulf of Aden have not been able to regain hijacked vessels.

The criticism was from Esteban Conejos, a foreign affairs secretary in the Philippines whose work is concerned with migrant issues, according to the *Business Mirror* Web site.

His government is continuing to negotiate for the safe release of the kidnapped Filipino workers, now numbering 81, he told *Business Mirror*. It is believed that more than 300 Filipino seafarers

have been kidnapped in the past two years.

Hijackings continue because pirates have adjusted their strategies and taken piracy to the Indian Ocean and East Africa to the Seychelles, Conejos noted.

The U.N. has issued two resolutions enabling its members to deploy warships in the gulf.

An EU NAVFOR spokesman pointed out to Fairplay that the gulf region represents about 2 million square miles of sea, but also confirmed that "loads" of Filipino seafarers are transiting the area. (*Source: Fairplay*)

# An accommodating courtship

Construction on the JSU/PSU MARINERS' COURT-CEBU started in November 2008 and was inaugurated on May 1, 2009. The project is "proof of the commitment and dedication and ceaseless endeavors of the JSU and the PSU to help and uplift the well being of Filipino seafarers by providing them the necessary training facilities to advance their skills and welfare to enrich their lives."

The JSU and PSU expressed their deep appreciation and gratitude to the International Mariners' Management Association of Japan (IMMAJ) and the Philippine-Japan Manning Consultative Council (PJMCC) for their support and cooperation of this project as well as to the Visayas-Mindanao Confederation of Trade Unions (VIM-CONTU) for sharing and allowing the beneficial use of its property where this edifice stands.

Likewise, this edifice serves as an infrastructure for institutional exchange of educational and enriching experiences on maritime matters.



MARINERS' COURT-CEBU ROOM RATES—FAMILY ROOM: Single Bed, Php800; Twin Bed, Php1,600; DORM-TYPE ROOM: Php150

## VOICES from SEAFARERS



Crew of **M/V MAGENTA**

Hello fellow JSU members. The ship visitation of JSU staff helped with our queries about the rights and benefits on board JSU/AMOSUP Advance covered agreements. We are happy to find that we can also avail of AMOSUP services and facilities provided and funded by the JSU in the Philippines.

actively lower amount. Even proper budgeting of the said food allowance does not count much on the crew's daily consumption, as they require additional food. May we request that the JSU support an increase in our food allowance based on prevailing world prices.



Crew of **M/V BOTAFOGO**

The best way of knowing seafarer's rights and benefits is to orient them with the CBA before joining their assigned ship. Glad to know that the JSU Union Officer and ISS are attending to the explanation of the updates of our agreement though we're staying here in Kitakyushu Hibiki Nada. Please keep us in touch whenever we are in Japan.



C/O Marlon Lalata of **M/V SALVIA ACE**

As crew of a car carrier ship, we are usually busy attending to our duties on board whenever in port. Going ashore is almost impossible due to the ship's stay in port for a very limited time. We thank the JSU for the support of free e-mail access for its members. It could be more convenient if the JSU would introduce the use of Broadband Internet, as it will provide a clear and wider scope of communication with our families.



Crew of **M/V ELEGANT SKY**

JSU staff's visit informed us of the contents of our CBA, which we often ignore because we are busy with our tasks on board. We wish the JSU would organize more non-domiciled members to help more families.



Crew of **M/V SOUTH ISLANDER**

The captain, whose basketball team won the tournament on board, conveys his gratitude to the JSU and hopes for continued ship visits by ISS/Union officers and support for its non-domiciled members.



Crew of **M/V MEDITERRANEAN HIGHWAY**

Demand for Internet Broadband on board has increased. Acquiring this could further bridge the gap of communicating with our families. We hope the JSU supports the introduction of this system on Japanese-owned vessels.



Crew of **M/V UNITED SPIRIT**

We thank the JSU for its initiative urging our company to provide us with a separate PC. We now have a free hand to access more e-mail from our families. Communication has helped reduce the stress and loneliness of being far from our loved ones. We hope for more benefits and welfare in the future.

C/Cook Joselito S. Villanueva of **M/V CHEERLEADER**

The minimum meal allowance stipulated by the JSU for its member-vessels is just enough. But with this present trend of shipping economies, all prices of commodities have gone up making the food allowance equal to a rel-



Capt. Johnny D. Galano and crew of **M/V SUNNY GLOBE** We are grateful for the visit by JSU Staff at Kanda Port. We did not expect their visit and only now have learned that the JSU extended their area of visitation reaching Kitakyushu ports. We appreciate the visitation of your staff, who clearly explained and discussed the importance of being a JSU member. They provided information of our rights and benefits in accordance with the JSU AMOSUP CBA.



Crew of **M/V SOUTHERN HIGHWAY**

The crew is grateful to the JSU for supporting non-domiciled members and for addressing their problems on board.



Crew of **M/V Anderson Bridge**

We appreciate the expansion of ship visitations by the JSU to Tachinoura Port in northern Kyushu. We are hoping the JSU will include more benefits and support for its members as well as an increase in wages on the next amendment of the CBA.

## Filipino staff of JSU now in Kyushu

With the intent of the JSU reaching out and communicating to more non-domiciled members, the JSU executive committee decided to send two Filipino staff to work at the JSU Kyushu Kanmon Regional office, thereby expanding the areas of ship visitations by JSU International Service Staff (ISS) and union officers.

On June 1, 2010, Union Officer Eduardo Galang and ISS Noel Cristobal commenced their work assignment at the said JSU office and started visiting ships calling the major ports of Kitakyushu. Many ships are regular liners to Kitakyushu and do not call the ports in the Kanto and Kansai regions, therefore making no contact what-

soever with JSU Filipino staff. With this new area of ship visitations by the JSU Filipino staff, many non-domiciled members will be served and we expect to receive more suggestions and opinions from them that will enhance the strength and solidarity of the JSU.

The JSU Kyushu Kanmon Regional office is located at Moji-Ko port and just on the northern part of Kyushu and in front of Kyushu Kanmon strait where a number of ships that use the strait as a gateway to Japan Sea and to the Seto Naikai, Kurushima kaikyo and Akashi kaikyo to Osaka Bay. The Port of Moji is one of the major ports in Kitakyushu, which include Shimonoseki and Kanda. Today it is one of biggest domestic

and international trading ports in Western Japan.

At present, there are two Filipino union officers and six Filipino ISS working for the JSU. Two ISS are working at the JSU HQ in Tokyo, one union officer and one ISS at the Kanto Regional Office (Yokohama), two ISS at the Kansai Regional Office (Kobe) and one union officer and one ISS at Kyushu Kanmon Regional Office. We urge all non-domiciled members of the JSU to contact us anytime you need assistance from the union. Bon voyage to all and see you in Kyushu.

**JSU KYUSHU KANMON REGIONAL OFFICE—Tel: (093) 331-3600; Fax: (093) 331-1227; E-mail: iss@jsu.jp**



JSU staff of the Kyushu Kanmon Regional Office rally in front of 'M/V Confidence,' which is operating under unfair working/living conditions.

## FOC/POC campaign held at the Port of Tachinoura

On July 13-15, the JSU held a nationwide FOC/POC campaign as a regular action in coordination with the ITF.

On the morning of July 13, the staff of JSU Kyushu Kanmon Regional Office conducted the campaign at the Port of Tachinoura.

They held an action protesting the presence of *M/V Confidence*, beneficially owned by Kotoku Kaiun and chartered by NYK Line Logistics, while the ship was berthed in port. Ships under the Kotoku Kaiun are not covered by ITF-approved agreements and most are substandard and provide crewmembers with unfair working and living conditions.

While berthing alongside, the crew was observed to be busy securing the vessel and the gangway ladder.

But the accommodation ladder was noticeably left hanging on its top level so that nobody could get on board except the gang of stevedores who just climb on the sideways as they were the only persons permitted to come on board for cargo operations.

This is a clear violation of safety standards for vessels alongside berths.

Meanwhile, JSU officers Y. Otaki and E. Galang approached the crewmembers informing them of the FOC/POC campaign's purpose.

Crewmembers were worried about revealing any information when JSU officers questioned them, while the Second Officer hesitantly informed JSU officers that they had received strict orders from the company and from their captain not to talk to JSU staff. He politely apologized that they would not allow anybody from the union to come on board, in response to the company's order.

However, they accepted and received the leaflets/handouts of notice intended for Kotoku Kaiun informing the company to stop its unfair labor practices and violation of workers' right to organize.

Part of it is to accept and conclude an ITF agreement with its affiliate, the All Japan Seamen's Union.

The protest lasted for an hour before the ship was due to depart.

## Welcome message from JSU Kyushu Kanmon Regional Office manager

To all JSU Non-Domiciled Special Members,

On behalf of the JSU Executive Board, headed by our dear president, Mr. Yoji Fujisawa, it is my privilege and honor to express my deepest gratitude and welcome every

JSU non-domiciled special member calling at the major ports of Kitakyushu, Shimonoseki and Kanda.

It is my utmost desire to strengthen our solidarity and unify our cause to be able to achieve our common goal of securing better working conditions for every workingman on the high seas.

Let me cheer to you "GAMBATTE!" for continuously making your best effort in working effectively and efficiently in handling your vessel and its cargo safely and in protecting our environment.



In unity, let us all together cheer "GAMBARU!" for not giving up in our quest to improve the working conditions and social status in spite of difficulties and challenges we are encountering in this fast changing world of technology, and for striving in making your individual vessel to always be a better place to live and work.

Work hard, be safe and soon be with your family awaiting your return.

Yours Fraternally,

**Toshiyuki Tanaka**

Manager,

JSU Kyushu Kanmon Regional Office

*Note: "Gambatte" is a Japanese expression that means something like "keep trying to do your best" or "don't give up."*

*"Gambaru" is a Japanese cheer, To do your (our) best in whatever state that you (we) find yourself in. The process is most important. The outcome is irrelevant but what matters is that you did not give up! You did not quit! You did not fall short of meeting your obligation. In whatever situation that you encounter, do your utmost best.*

## Somali piracy area extended as more attacks reported

The International Maritime Bureau's best management practices to deter piracy off Somalia and in the Arabian Sea – the latest version of which was issued recently – specify that the high-risk area is now bounded by the Suez in the north, south to latitude 10 degrees and east to longitude 78 degrees.

"While to date attacks have not been reported to the extreme east of this area, they have taken place at almost 70 degrees east," the guidance warns. "There remains the possibility that piracy attacks

will take place even further to the east of the high-risk area."

An IMB spokesman told *Fairplay* that the new guidance contains "more advice on ship protection measures," additional advice for the fishing industry and encourages greater post-incident reporting by mariners.

Meanwhile, the number of acts of piracy and armed robbery reported to Singapore's ReCAAP ISC in the first half of the year was the highest since 2006.

A total of 71 incidents were

reported to the Asian anti-piracy body from January-June 2010, including 58 actual attacks and 13 attempted attacks by pirates and armed robbers. This compared with 43 incidents in the first half of last year and 79 in the same period in 2006.

The biggest increase was in Indonesia, where 18 incidents were reported in the first half of this year, compared with 5 incidents in the same period last year. Bangladesh also saw an increase in incidents from 5 to 11. (Source: *Fairplay*)

## Tougher international pollution rules come into force

Tougher international regulations to control pollution from ships have come into force. The new rules form part of the revised Annex VI of IMO's Marpol Convention.

In emission control areas designating sulfur oxide limits, the pollution cap has been reduced from 1.5 percent to 1 percent, with a

further reduction to just 0.1 percent demanded by 2015. This means that ships operating in current ECAs must now burn lower sulfur content fuel, or use alternative emission reduction technology.

There will also be a progressive reduction in SOx limits for ships operating globally, moving from the current cap of 4.5 percent to

3.5 percent by 2012 and 0.5 percent by 2020.

The two current ECAs for SOx and particulate matter control are in the Baltic Sea area and in the North Sea, including the English Channel. A new North American ECA, for nitrogen oxide, SOx and particulates will come into force in August 2012. (Source: *Fairplay*)

## MLC to be ratified 'by 2011'

The ILO has said it expects the Maritime Labor Convention to be internationally ratified by early next year.

The MLC lays down minimum standards covering accommodation, catering, health and other matters. It will come into force a year after two conditions are met: 30 member states of the ILO ratify and those 30 states are flag states accounting for 33 percent by gross tonnage of the world fleet.

The tonnage qualification has already been met – nations that account for 46 percent by gross tonnage of the world fleet had ratified by last month.

"It is expected that the formula will be achieved in late 2010/early 2011," said Cleopatra Doubia-Henry, director of the ILO's international labor standards department, at a forum in Singapore today. "We owe it to the seafarer."

The nations that have ratified so far are Liberia, the Marshall Islands, the Bahamas, Panama, Norway, Bosnia, Spain, Croatia, Bulgaria and Canada. (Source: *Fairplay*)

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