

JSU-AMOSUP fetes Mariners' Home Annex

New facility opens to meet increasing demand by members for accommodations, activities

An opening ceremony for a new annex to the JSU-AMOSUP Mariners' Home was held at 10 a.m. on Monday, April 18, 2011.

More than 200 guests attended the ceremony held at the new annex, which was developed partly to accommodate welfare activities for non-domiciled special members.

Representing the All Japan Seamen's Union (JSU) at the ceremony were President Yoji Fujisawa, General Director Yasumi Morita of the International Affairs Bureau, and Representative in the Philippines Shigeru Fukuma.

From the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), its president, Dr. Conrad F. Oca was present.

Other guests included Hon. Senator Jinggoy Ejercito Estrada; Hon. Danilo Cruz, undersecretary of the Department of Labor and Employment (DOLE); other high-ranking officials of the government of the Philippines; Mr. Akio Isomata, minister for economic affairs at the Japanese Embassy in the Philippines; Capt. Takao Manji, chairman of the International Mariners Management Association of Japan (IMMAJ) and Mr. Eduardo U. Manese, president of the Philip-

pine-Japan Manning Consultative Council (PJMCC).

Also invited to the ceremony were employees of member shipping companies and other Filipino seafarers.

Prior to the ceremony, Mass was held for JSU and AMOSUP members as well as Mariners' Home staff workers to pray for the smooth operation and successful management of the new annex.

Major attendees then performed the ribbon-cutting ceremony, while Senator Jinggoy placed a plaque bearing a message.

This was followed by AMOSUP President Oca's opening address to kick off the ceremony.

Guests delivered messages confirming their appreciation of the Mariners' Home having taken root as a symbol of the friendship between Japanese and Filipino seafarer societies while contributing significantly to promoting the welfare of Filipino seafarers.

They also extended their gratitude to the JSU for its hard work in securing the welfare of Filipino mariners.

The labor agreements signed between the JSU and Japanese oceangoing shipping service providers serve as a foundation for labor conditions of Filipino seafarers, said Senator Jinggoy, who



Above, principal attendees at the opening of the Mariners' Home Annex prepare to cut the ribbon prior to the ceremony, which was held in the presence of over 200 people including JSU President Yoji Fujisawa, third from the left.

attended the ceremony as a special guest.

In this sense, the senator said the JSU is playing an important role in improving the position of Filipino seafarers.

He added that he hopes the JSU will continue to strive to maintain goodwill between the Japanese and Filipino maritime industries.

AJSU and AMOSUP inaugurated the newly constructed All Japan Seamen's Union-AMOSUP Mariners' Home Annex (Mariners' Home Annex) at 1970-1980 Pilar Hidalgo Lim Street, Malate, Manila, on April 18, 2011, in a bid to meet the increasing demand of its JSU-AMOSUP members. A sanctuary for members, it features 300 beds with the same accommodation rate as the Mariners' Home. The Annex also has a medical clinic, game room, study room, chapel and conference room as well as other recreational facilities.



The new Annex, located in the Malate district of Manila, can accommodate 300 persons and features a medical clinic, game room, study area, chapel and conference room, among other facilities.

Shipping organizations deplore pirates' Indian hostage-taking

The International Chamber of Shipping, ITF, Indian National Shipowners' Association, NUSI, MUI, IMEC, InterManager, Intertanko and BIMCO deplore the latest development in the Indian Ocean piracy crisis as some Indian crew members of a released merchant ship are retained ashore in Somalia.

Asphalt Venture, a 1991-built asphalt/bitumen tanker was hijacked by Somali pirates on September 28, 2010 and, following a ransom payment, the ship was

released on April 15.

Despite the owners' concluding a dialogue with the pirates for the full release of 15 crew and vessel and payment of the ransom, the vessel was released but the Master has reported that six officers and one rating were taken off the tanker and made to accompany the pirates ashore.

In subsequent press reports it is suggested that pirates in Harardhere have taken the decision not to honor the agreement made but to prolong the hostage ordeal

of the seven seafarers in retaliation for the arrest of Somali pirates by the Indian Navy in recent weeks.

This is a fundamental change to previous practice and moves the issue from being just between the shipowner and the pirates to being between the pirates and a government.

It is a major shift in the pirate-hostage equation, which will need to be considered and addressed by the international community at large.

Our thoughts are very much with these seafarers and their families as well as with all the other seafarers who are being held by the Somali pirates and with their families.

As the state of lawlessness spirals downward in the Indian Ocean and the level of violence that pirates are prepared to implement in order to coerce seafarers and to influence the hostage negotiation increases, this breach of the ransom agreement sets a precedent that is of the utmost

concern.

The international and national representative organizations are gravely concerned with this new development as international governments continue to fail to adequately respond to this 21st Century example of organized and violent criminality that threatens the safe passage of world trade through the region, where 40 percent of the world's oil is transported, and which may lead to increases in oil prices. (Source: *Shiptalk*)

Fatigue blamed in G. Barrier Reef grounding

Ship operators need to ensure that they have an appropriate process in place to properly manage the level of crew fatigue, according to the Australian Transport Safety Bureau (ATSB).

The advice is a result of the ATSB's investigation into the April 3, 2010 grounding of Chinese bulk carrier *Shen Neng 1* on Douglas Shoal, off the coast of Queensland near Gladstone.

In its final investigation report, released recently, the ATSB found that the chief mate was affected by fatigue and this resulted in a decreased level of performance while he was monitoring *Shen Neng*

's position.

The report found that the ship did not have an effective fatigue management system in place to ensure that the bridge watchkeeper was fit to stand a navigational watch. (A watchkeeper is responsible for navigating the ship).

ATSB Chief Commissioner, Mr. Martin Dolan, said *Shen Neng 1*'s grounding provides an important safety lesson for all seagoing vessels.

"Fatigue is one of the key safety risks facing seafarers, and watchkeepers in particular. Failure to manage fatigue can lead to loss of life, damage to property and damage to the environment," Mr. Dolan said.

"The ATSB urges ship operators to comply with international requirements that ensure operators properly manage the hours of work and rest of watchkeepers."

The report also identifies several other safety issues relating to the accident:

- The ship's safety management system did not contain procedures or guidance in relation to the proper use of passage plans, including electronic route plans.

- In the 30 minutes leading up to the grounding, there were no visual cues to warn either the chief mate or the seaman on lookout duty, as to the underwater navigation hazards directly ahead of the ship.

- At the time of the grounding, the pro-

tections afforded by the requirement for compulsory pilotage and active monitoring of ships by the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS), were not in place in the sea area off Gladstone.

The report contains two safety recommendations addressed to *Shen Neng 1*'s management company regarding the safety issues associated with fatigue management and passage planning.

The report also acknowledges the safety action taken by the Australian Maritime Safety Authority in relation to the extension of REEFVTS coverage to include the waters off Gladstone. (Source: *Marinelog*)

Asian owners lament lack of fair treatment for seafarers

Representatives of Asian ship owners have expressed their strong concern about the lack of fair treatment by an increasing number of government agencies given to seafarers following a maritime incident.

"Seafarers deserve our deep respect," said the chairman Robert A. Ho during a recent meeting of the Asian Shipowners Forum (ASF) ship insurance and liability committee held in Hong Kong.

"It is through their experience and professionalism that safe, environmentally and friendly transport of world trade is ensured. It would appear that it is a lack of understanding of ship operations and respect for seafarers that seems to result in their unfair treatment when something goes wrong," said Ho.

The meeting discussed incidents where seafarers had effectively been held hostage while the authorities carried out lengthy investigations, and other incidents where seafarers had been held until impossibly high bail amounts had been set, justified by the authorities as being commensurate with the environmental and economic damage resulting from the incident.

The ASF committee has urged all governments to follow both the Joint IMO/ILO Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident and the IMO Casualty Investigation Code.

The committee further demands that all governments treat seafarers as professional global workers, giving them the respect that such an essential job deserves.

It also urges governments through the United Nations to increase their efforts to protect shipping against pirates and find a permanent resolution to the problem. (Source: *Manila Bulletin*)

The 16th Interim meeting of the ASF Ship Insurance and Liability Committee was hosted by the Hong Kong Shipowners Association under the chairmanship of Robert Ho of Fairmont Shipping (HK) Ltd. (Source: *Manila Bulletin*)

Stanships guilty – again – over illegal dumping

Stanships of Athens has pleaded guilty for the second time in less than a year to "magic pipe" violations. The case was again instigated by whistleblower crew members.

Stanships was ordered yesterday by a U.S. District Court in Louisiana to pay a US\$1 million penalty and is barred from doing

U.S. business for the next five years.

Pleading guilty along with Stanships was Standard Shipping and Calmore Management, which owns the 1979-built, 61,451-dwt *Americana*.

While the Panama-flag bulker's generator was being inspected in November in Gramercy, La.,

Americana crew members provided a U.S. Coast Guard crew with cell-phone photos taken at sea.

These showed a so-called "magic pipe" bypass being used to dump bilge waste into the sea. Stanships had already been on probation for the same violations last year involving the 61,470-dwt bulker *Doric Glory*; Stanships paid

a US\$700,000 criminal fine in that violation.

The Act to Prevent Pollution from Ships stipulates that up to half of a criminal fine can be awarded to whistleblowers providing information that leads to conviction. The Americana sentencing is scheduled for July 28. (Source: *Fairplay*)

Online PRC services make processing easier

Seafarers and various manning agencies based in Metro Manila expressed their pleasant surprise upon being informed of the Professional Regulation Commissions (PRC)'s latest online service which allows them to renew their licenses and book their qualification examinations remotely.

Launched at the closing of 2010, the On-line Verification of Filipino Professionals (OVFP) and the On-Line Renewal Application System (ORAS), aim to protect the integrity of the PRC documents and safeguard public health, welfare, and safety against unscrupulous persons posing as professionals out to dupe people attempting to renew their PRC certifications and documents.

Subsidiary services of OVFP and ORAS are the so-called

Online Verification of Rating, which allows examinees to check their rating or grade in any licensure examination through the PRC website; Online Verification of Eligibility System, which enables government entities to verify records of professionals; Online Verification of room assignment, which enables examinees to verify their room assignments during licensure tests; Online Verification of Academic Records, which verifies academic records from schools whose graduates are about to take the licensure tests; and Professional Identification Card Availability Verification, which enables professionals to verify the availability of their PRC card and regional printing. These have been pilot-tested and

are scheduled for replication at the PRC office in the National Capital Region, which is being besieged daily with long queues of clients.

One such seafarer is Zobel Tacadao, 33, and second officer of a tanker.

He said such services are a great boon to seafarers as they can now verify in their PRC issued documents and other certifications without undergoing the rather tedious process of lining up in the PRC main office in Morayta.

"With the activation of such service, we would never have to face the hassle of lining-up in the PRC office in Morayta or allocate part of our vacation to such tiring activity," Tacadao said. (Source: *Shiptalk*)

UK warns on toxic cargoes

Criminals are exporting illegal shipments of toxic waste from Britain to West Africa and parts of Asia, according to a U.K. Environmental Agency report. It has called for a European cooperation to address the trade, saying that such shipping cargoes pose a "growing and persistent risk to human health and the environment."

"The illegal export of electrical waste – such as TVs, laptops and mobile phones – is the single biggest growth area in environmental crime," it said, adding: "European law is clear: it is always illegal to export electrical waste to be dumped overseas. Working or repairable electrical items can be exported for reuse, but there is overwhelming evidence that broken electrical items are being exported abroad. Electrical waste contains toxins including mercury, arsenic and lead, and the health of children in the developing world is at risk."

The agency is pursuing 30 cases in which broken electronic goods are being shipped to Nigeria, Ghana and other countries, the *Financial Times* reported this weekend.

The cargo is dismantled for metal components by people who are exposed to harmful materials such as cadmium and mercury.

In at least five court cases, suspects are facing two-year prison sentences or unlimited fines, it added. (Source: *Fairplay*)

Anti-piracy training cost to employer, AMOSUP urges

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), the biggest union of mariners in the world with some 90,000 members, said Tuesday not even a centavo must be deducted from the salary of Filipino seafarers for their "anti-piracy" training for overseas deployment.

AMOSUP executive vice president Eduardo Ma. R. Santos (AFP, ret.), who is a former chief of the Philippine Navy told the Manila Bulletin in an interview, the concerned shipowners and their agents are duty-bound to defray expenses for the said kind of training to prepare and equip the seafarers against any possible attacks while on board ships where they are deployed.

"The anti-piracy training for seafarers for overseas deployment is a mandatory requirement

of the International Maritime Organization (IMO), and cannot be waived", said Santos, who was visibly concerned with the situation of Filipino seafarers, together with seafarers of other nationalities, who are presently being held hostage by Somali pirates near the Gulf of Aden in Seychelles.

"The shipowners or their agents are duty-bound to defray for the training expenses," he said, not the government, stressing that sanctions will definitely be pounded on violators.

Department of Labor and Employment (DoLE) Secretary Rosalinda Baldoz and Maritime Training Council (MTC) Executive Director Liberty Casco supported Admiral Santos' stance.

Of late, a Filipino member of the crew of the seajacked cargo vessel identified as 'MV Beluga

Nomination' was gunned down during a rescue operation by the Combined Maritime Forces (CMF), while another Filipino crewman is still reported missing after jumping overboard during the said CMF rescue operation.

Reports have it that around 155 Filipino seafarers are being held hostage in the Somalia area. No additional case of deaths or injuries were reported at press time, however, Department of Foreign Affairs (DFA) Undersecretary for Special and Oceans Concerns Jose "Chito" Brillantes said in another interview, "constant monitoring on the situation of our seafarers in the Gulf of Aden and Somali basin is in place" in coordination with the Department of Labor and Employment (DoLE) and other related agencies. (Source: *Manila Bulletin*)

VOICES from SEAFARERS



Master & Crew of M/V ISE

On behalf of the crew of MV ISE, I am so glad for the expansion of areas covered by ISS ship visitations. We hope this kind of JSU activity will flourish and continue in order to update us with the latest information from JSU and the ITF.



Capt. Antonio P. Cabasan Jr. & Crew of M/V KEN SEI

Thanks to the JSU Staff ship-visit. We are glad to know the latest information about the union activities with regards to the members' welfare and working conditions. Most of us are counting on JSU support in negotiating for the wage increase.



Capt. Reynaldo Martires & Crew of M/V YAMATAI

We appreciate the prompt response of JSU in our request for ship visitation. Your ISS staff had attended to our doubts regarding our voyage to the northern part of Japan, which was affected by the earthquake and tsunami. Knowing these disasters had caused alarming nuclear reactor explosions, ISS had kept us informed of the current situations. As a gesture of help and assistance to the people affected, we will proceed to Aomori to discharge our cargo of relief goods. Our prayers and condolences to the victims.



Officers & Crew of M/V SANKO ETERNAL

The experience we encountered on that Friday afternoon in Port of Itachinaka, Ibaraki, which was stricken by an earthquake and tsunami is unforgettable. Our ship managed to escape the devastated area by pulling out from port immediately after the earthquake through the bravery of Capt. Anthony John Gagajena and the rest of the crew who maneuvered the ship to safety. We are thanking God Almighty that we have survived safe and sound.



Officers & Crew of M/V MAPLE HILL

We would like to thank JSU for their utmost effort in providing welfare and benefits for its members world-wide. Please push through with our principal owner that communication is very important for seafarers. Please make our company comply with free email access for the crew. We also request that the AMOSUP hospital extends the age limit of our dependents from 18 years to 20 years old



Officers & Crew of M/V CAPE KNOX

At present we do not have free email access on board. Kindly negotiate this with our company to provide us one. We highly need this communication to connect with our families. May we request JSU to work out an ID system issued by the union that could be accepted at the accredited Philippine hospitals as health care insurance.



Officers & Crew of M/V CLOVER GREEN

We thank JSU for the support! Now our company granted an increase in our food allowance. We are happy to know that we can also avail of the accommodation at the JSU-PSU Mariners' Court in Cebu City as most of us reside in this province.



Officers & Crew of M/V ASIA ACE

We are pleased that JSU staff visited us on board. May we request a supply of CD/DVD videos, not only movies but videos for training onboard for deck and engine upgrading modules in preparation for licensure examinations. Many Thanks.

Officers & Crew of M/V ENERGIA CENTAURUS

Thanking JSU for your overall campaign and support for all your members and hoping an increase in our wages be implemented this year.



Officers & Crew of M/V GLOBAL ENDEAVOR

We are very thankful for the JSU-AMOSUP Mariners' Home and AMOSUP Hospital. It means a lot to all the members. We wish the JSU all the best and success in helping your members. May we request that internet access be provided for the members while in Japan.

Training solution provider installs simulator in Philippines

L-3 MPRI, a global provider of integrated training solutions, which includes simulation-based training systems, services and turnkey training facilities, announced the installation of its Safe Cargo Liquid Cargo Handling Simulator (LCHS) in Bernhard Schulte Shipmanagement's (BSM) new Maritime Training Centre, which officially opened on Jan. 21, 2011 in Manila, Philippines.

The simulator will be used to train and enhance the skills of personnel operating

BSM's extensive fleet of owned and managed liquid cargo vessels. BSM, one of the world's largest shipmanagement companies, is firmly committed to the Philippines and currently has over 7,000 Filipino seafarers in its pool.

L-3 MPRI's Safe Cargo system is comprised of one instructor and six student workstations, each fitted with dual monitor displays and equipped with three ship models, allowing training to be conducted in all

the main liquid cargo disciplines of chemical, gas and oil operations.

It is also one of the first installations to use the new 5.0 version of the LCHS software.

To assist with system setup, L-3 MPRI is additionally providing course materials for all three vessel types, as well as specialized training for future instructors, both in the technical operation of the simulator and the training techniques that should be used to ensure

best practices.

The LCHS installation in Manila continues a long-standing relationship between BSM and L-3 MPRI.

In addition to the Philippines, BSM, with its strong focus on continuous improvement in all areas of its operation, has also invested in LCHS systems and bridge and engine simulators in its training centers in Cyprus, India and Poland. (Source: L-3 MPRI/MarineLink.com)

Onboard weapons give South African police fright

South African authorities have taken fright about weapons left on board merchant ships while in the country's ports. Owners or managers must apply to the South African Police Service (SAPS) for a permit for ships to enter ports with weapons on board 21 days before the vessel's arrival.

Failure to comply can result in the arrest of the master – which has happened in two recent cases, it is reported.

The American P&I Club has issued an alert to its members spelling out what they must do to obtain a "gun permit".

The application must be accompanied by numerous documents.

Moreover, and assuming the permit is granted and the vessel berths in South Africa, the master must arrange for the guns and any ammunition to be removed from the vessel and taken to a police locker for safekeeping. The items will be returned to the vessel one hour before departure.

As is widely known, and as the club's correspondent, P&I Associates of Durban, reports, because of the upsurge of piracy in the Indian Ocean there has been a significant increase in the number of ships carrying security guards, guns and ammunition.

It appears that while the guards disembark in South Africa after the vessels have sailed through the "hotspot" area off East Africa, the guns remain on board to be removed at some other final destination.

If a master does not comply with the regulations and is arrested and prosecuted, he will have a criminal record.

A variety of vessel interests have appealed to the SAPS that the 21-day permit application deadline is unrealistic and unworkable given the realities of spot market chartering, the club reports.

But after some initial indication of flexibility, the SAPS remains unmoved and the deadline stands. (Source: Shiptalk)

US Coast Guard discharge rule enforcement nears

New U.S. Coast Guard inspections targeting 'incidental discharge' procedures could spur shipping prosecutions after 13 March, law firm Blank Rome has warned. As previously reported by *Fairplay*, the Coast Guard agreed on Feb. 11, 2011 to handle inspections to ensure that vessels in U.S. waters comply with the Environmental Protection Agency's Vessel General Permit (VGP).

The VGP requires training, best practices and record-keeping to

manage 26 incidental discharge streams, including ballast water, grey water and deck runoff.

"To date, there has been little to no VGP enforcement, primarily because EPA has had limited resources to enforce the VGP," noted Blank Rome in a new client advisory. But that loophole will close next month, when the Coast Guard provides those resources to the EPA.

"After March 13, vessel owners and operators should expect the VGP items to be addressed when

their vessels are boarded by the Coast Guard for routine inspections," Blank Rome said.

"Inspectors may also want to see documentation going back to February 6, 2009, the date the VGP became effective." Information on potential permit violations will be transmitted to the EPA for review and potential enforcement action, while noncompliance might lead to "significant civil and criminal penalties," Blank Rome warned. (Source: Fairplay)

Danish group forms study on meeting IMO's ECA levels

The private Danish industry initiative, Green Ship of the Future, has formed a new study on finding technologies to meet the International Maritime Organisation's emission levels for ships sailing in the Emission Controlled Areas (ECA).

The IMO has decided that all vessels sailing in the ECA must reduce the sulfur level in fuel oil to 0.1 percent or clean the exhaust gas to an equivalent level by 2015. Green Ship of the Future has launched a new study where a

group of companies will work together on comparing various abatement technologies to fulfil the IMO decision.

The objective of the project is to set up practical solutions as well as uncovering the financial aspects regarding installation, operation and maintenance of the three most realistic alternatives.

- Low-sulfur fuel/distillate
- LNG as fuel
- Scrubber technology

The basis for the project is a newly built 38,500-dwt tanker

from Norden, and the project partners are expected to deliver results during 2011.

In the study, the use of low-sulfur fuel/distillate will function as reference case as to the feasibility of the other two investigated solutions. The alternative solutions will be evaluated by means of various scenarios considering operational profiles and fuel prices and evaluation will take into account that the vessel will be sailing in both ECA and non-ECA waters. (Source: Shiptalk)

WWL's futuristic zero emissions terminal embarks on world tour

It is the ocean cargo terminal of the future – powered by the sun and wind. WWL's futuristic Castor Green Terminal & Processing Center will require no conventional power, forego fossil fuels and release no harmful emissions into the atmosphere. WWL hopes to develop the facility by 2020.

But fans of a cleaner, greener future won't have to wait any longer to catch a glimpse of plans for the world's first

zero emissions terminal and processing center.

The Castor Green Terminal is

Castor Green Terminal is one of the solutions by the logistics company for protecting the environment.

embarking on a worldwide tour, and a virtual model will be on display at a series of conferences hosted by Auto-

motive Logistics throughout 2011, starting at the Automotive Europe Conference in Bonn, March 1-3, 2011.

"The Castor Green Terminal is one of our solutions for protecting the environment while building long term value

for our customers and those who live and work in port communities," said Arild B. Iversen, CEO of Wallenius Wilhelmsen Logistics.

"Bringing the Castor Green Terminal on tour is a good way to showcase our commitment to sustainability and innovation, while sparking conversations with automakers about reducing the environmental risks in their supply chains." (Source: Marine-Link.com)

Shipping firms required to submit advance electronic cargo info

Shipping companies are now required to electronically provide EU Customs authorities with cargo information before the goods are loaded to allow for the necessary risk assessment analysis before the arrival at ports of destination.

Implementing the Safety and Security Amendment to Community Customs Code under the Import Control System, the carriers are now required to declare information prior to goods entering the EU regardless of

the eventual destination of the cargo.

The information is to be submitted as an Entry Summary Declaration (ENS) and needs to be lodged electronically to the EU customs office at the first point of entry in accordance with the national technical specifications, formats, connections etc. established by the individual EU member States.

Freight forwarders or importers may also lodge the ENS, provided they have the consent

of the carriers and has secured their own Economic Operator Registration and Identification (EORI) number.

The ENS must be sent no later than 24 hours before vessel loading for deep sea containerized shipments or four hours before arrival for other deep-sea maritime sectors.

For all short sea shipping sectors, the time limit is two hours before arrival.

In filing an ENS, the trader must include his own EORI

number in the ENS.

If the filer is not the carrier, then he needs to indicate the carrier's EORI number to ensure that the ENS is lodged with the knowledge and consent of the carrier.

The traders are strongly encouraged to apply for an Economic Operator Registration and Identification number before filing the first declaration, since it may take several days before the EORI number can be attributed. (Source: Manila Bulletin)

ALL JAPAN SEAMEN'S UNION
15-26, Roppongi 7-Chome,
Minato-Ku, Tokyo 106-0032

Tel.: (03) 5410-8320
Fax: (03) 5410-8336
E-mail: iss@jsu.jp
Internet: http://www.jsu.or.jp

Publisher: Hiroyuki Tachikawa

Send inquiries to the attention of
Mr. Takayuki Ura,
Director, Foreign Trades Dept.