



YASUMI MORITA
President
All Japan Seamen's Union

Happy New Year to those of you who spent New Year's Day on duty at sea, and at home with your families after long separations.

The All Japan Seamen's Union (JSU) has been actively renouncing war and seeking lasting peace since our establishment in October 1945. As many precious sacrifices were made during World War II, we have been consistently insisting that we will never become war victims or victimizers.

Despite this, we learned at the beginning of 2016 that the Ministry of Defense (MOD) was working on a policy to make civil seafarers Self Defense Forces (SDF) reserve candidates. As such, we voiced that we are stridently opposed to the policy, claiming that it could lead to de facto requisition, and began various campaigns.

In addition, we unanimously adopted a resolution on opposition to moves for making civil seafarers SDF reserve candidates when convening our 76th annual general assembly in November last year. At that time, we stressed that we had not become seamen to work as SDF reserve candidates, and that it is unacceptable for the government to put us in an environment, position, standing or condition where we cannot ensure safety for ourselves by ourselves. To this end, we made

overtures to the MOD and other relevant governmental ministries and agencies as well as political parties.

We will continue to work for "peaceful seas" so that seafarers can work free from anxiety, and that their families can see them off having a sense of security.

In Japan, which is surrounded by sea, the shipping and fishery businesses maintain and develop the domestic economy, and underpin people's daily lives.

Seafarers who work hard day and night, having to stay away from their families, are essential to Japan, a maritime nation. This is because they are engaged in ensuring safety for international and domestic cargo transport and passenger transport on board ferry and passenger vessels, and operating ships for activities to secure fishery foodstuffs.

Nevertheless, the importance of being seamen as a vocation is not necessarily understood extensively among the general public. As such, it is a major challenge to secure and cultivate successors of Japanese seamen who will lead the industry in the future.

To secure successors for the shipping and fishery industries, both of which are inevitable to further develop our nation and enrich the people's lives, it is necessary to promote public relations on maritime affairs and make thoughts on maritime affairs known more widely through government-industry partnerships.

For its part, the JSU will strive to have the importance of seamen known more widely

and deeply through the program that it offers to allow school children to experience on-board activities and other education programs. We will also help institutes for educating seamen through various efforts that include the "J-Crew Project—Yappari Umi ga Suki (I love the ocean after all)," which is a project that encourages students to go on to specialized vocational high schools as well as colleges and universities where they can major in programs relating to commercial vessels.

In terms of taxation, in advanced shipping economies in Europe and other regions, seafarers are thought to underpin their maritime industries, and therefore, they offer special tax incentives, such as reductions and/or exemptions in resident tax. In Japan, which is also a maritime nation, it is necessary to have the importance of seafarers as a vocation understood more extensively, and to introduce systems that are similar to those in other advanced shipping economies to enhance the status of seafarers.

As for resident tax, the city of Yokkaichi, Mie Prefecture implemented a reduction and/or exemption system in 2014 at its own discretion, and in 2016, a similar system was launched in the city of Toba, another municipality in Mie.

We will stage a campaign actively to have other local governments follow suit and begin reductions and/or exemptions in resident tax and the central government introduce a tax incentive (reductions and/or exemptions

in income tax).

In respect to the at-sea voting system for which seamen have staged a campaign for a long time as a citizen's right, a law amendment was made last year to allow crewmembers of ships that are manned by two or more Japanese seafarers and flag-of-convenience (FOC) ships to exercise their right to vote even when they are on duty at sea.

Other than having to secure and develop successors to Japanese seafarers and to improve the taxation system for seamen, however, we still have many challenges to overcome. They include ferries and passenger vessels that have grown to generate an employment issue due to Tokyo's policies focusing on building roads; the problem of piracies and robberies that are on the rise in terms of number in waters off western Africa and Southeast Asia but that have not occurred in waters off Somalia, as counter measures have been effective; and assaults on research whaling vessels by an anti-whaling group.

No matter what environments we are in, the JSU will conduct all labor movements to contribute to raising the status of seamen as a vocation, making becoming seamen more attractive, having policies into practice and maintaining fair and equitable orders and developing fair and equitable markets in the shipping and fishery industries.

On my final note, I will close my New Year's message by praying that all of you will stay healthy and all of our vessels will be operated safely in the year to come.

Shipping industry vulnerable to cyberattacks

The shipping industry is increasingly at risk from cybersecurity attacks and a gap in insurance policies is leaving them vulnerable, industry experts have told *CNBC*.

Cybersecurity has come into focus across the economy, as hackers become more capable. Meanwhile, ships are more reliant on a range of electronic devices to operate.

"This includes software to run the engines, complex cargo management systems, automatic identification systems (AIS), global positioning systems (GPS) and electronic chart displays and information systems (ECDIS)," explained Matthew Montgomery, senior associate at international law

firm Holman Fenwick Willan.

"The added incentive for a hacker is that the shipping industry involves high value assets and the movement of valuable cargo on a daily basis."

Jamming or disrupting GPS systems creates significant problems. For example, in April last year, South Korea said that around 280 vessels had to return to port after experiencing problems with their navigation systems, and claimed North Korea was behind the disruption.

Professor David Last, strategic advisor to the UK's General Lighthouse Authorities, which provides navigation aids for ships, recently ran a series of trials to examine the effect of GPS jamming on ship-

ping. In one trial, a jammer was operated from a lighthouse and aimed at ships.

"The effect was profound. It strongly affected GPS receivers on ships out to sea to the horizon at about 30km," he told *CNBC* during a phone call.

"Some GPS receivers simply died. They wouldn't provide any information. But interestingly other ships' GPS receivers lied. That is to say they gave false positions. So we had ships that were actually in the sea that appeared to be traveling over land."

A second series of trials placed a jammer on a ship, which caused multiple systems to fail, including navigation systems, emergency

systems, the clocks and the automatic identification system, which transmits a ship's location to other nearby ships so they appear on radar.

"We had ships that were in wrong positions and ships that suddenly began to move very gently without anybody realizing it," explained Last.

Losing these systems can become a big problem when visibility is an issue and on busy shipping routes such as the English Channel.

"When the weather is bad, when fog is down the visibility is low, they (the ships) depend entirely on GPS for their navigation," he said.

"If GPS goes wrong, the potential for accidents is very high."

Another cause for concern is the fact many shipping companies may be uninsured in the event of a cyber attack.

"Most insurance policies covering ships include a cyber attack exclusion clause which excludes cover for property damage and business interruption. This has left a potential exposure for shipowners," Montgomery said.

According to Montgomery, the insurance market is responding to these gaps and starting to offer products which cover cybersecurity, but the shipping industry needs

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UK P&I Club stresses weight of ECDIS training

While Electronic Chart Display and Information Systems (ECDIS) have proved extremely helpful for navigation at sea, there are issues that should be considered when it is in use. George Devereese, Loss Prevention Executive at UK P&I Club, discusses issues of potential reliance on ECDIS, and advises that seafarers undergo the necessary navigational training.

Seafarers should always ensure that ECDIS charts are updated on a weekly basis. When paper charts were in common usage, this could be a time consuming and laborious process. With ECDIS, updates can be downloaded through various applications such as Chart Tracker in a matter of minutes. While the vast ma-

ajority of vessels ensure that charts do remain up to date, failing to do so can result in significant penalties, including the vessel being deemed unfit to be put to sea and being detained in port.

An annual test has been proposed to ensure ECDIS is running correctly, and a test CD can be acquired via an electronic navigational charts service provider. As several companies provide these charts, it raises the question of whether the charts are always identical. Manufacturers of ECDIS are developing uniform standards, which should mean all information is replicated across all systems. However, while the information may be the same, ECDIS systems can be operated in subtly different ways. It is therefore important for crew

to be comfortable on the ECDIS system that they are operating. A crew's training and experience should be examined, and an assessment made as to whether they require additional training on in-house simulators provided by the shipping company.

An issue has been raised that the ECDIS alarm system can be over-zealous, such as triggering alarms whenever a vessel passes over an underwater cable, which can lead to complacency when genuine alarms are sounded. As ECDIS has developed, these spurious alarms have become less common. An overload of information should always be avoided, however the most stringent settings should be employed when passage planning.

A larger problem can be issues

with chart ranging, whereby navigators are able to zoom in or out on charts to access varying levels of detail (e.g., open sea, coastal, pilotage). When it comes to passage planning, it can be difficult to ensure no potential hazards are missed, and there have been cases when navigators have used the wrong sized charts, adding to the risk of a vessel hitting an obstacle. Navigators can misunderstand the ranging of the charts, by zooming too far in or out. It is vital that navigators are correctly trained in ECDIS chart ranging, as they may grow complacent regarding the ability of the system to identify hazards.

While ECDIS is an extremely useful aid for seafarer navigation, seafarers must remember that it is an aid to navigation, and not

a replacement for all navigational skill. It is a seafarer's responsibility to ensure the safety of a vessel, ECDIS is fallible, and can contain errors. There is also the possibility of the system failing, in which case a seafarer will need to resort to traditional methods of navigation. Seafarers should continue to be trained in a variety of navigational techniques, hold a paper chart 'back up' portfolio, and run table top exercises with the Officer of the Watch to maintain their familiarity with paper charts and proper position fixing routines. An over reliance on ECDIS can cause these traditional skills to fade, and potentially lead to incidents, and the industry should make sufficient navigational training widely available. (Source: UK P&I Club)

ILO backs new law to protect abandoned seafarers

Government, employer and worker delegates to the International Labor Conference (ILC), at the 103rd annual meeting of International Labor Organization (ILO), overwhelmingly voted in favour of approving amendments to the Maritime Labor Convention, 2006 (MLC, 2006) in order to better protect abandoned seafarers, and provide financial security for compensation to seafarers and their families in cases of a seafarer's death or long-term disability.

The approval of these amendments was a major step in establishing binding international law on these issues which are very important for the shipping industry. The amendments were discussed in detail and adopted on close to unanimous basis (one abstention) vote on April 11, 2014 by the 400 participants at the first meeting of the Special Tripartite Committee established under the MLC, 2006.

"The MLC, 2006 really is a milestone for the maritime sector, aside from the first time ever requiring the certification of seafarers' working and living conditions, it brought with it another innovation – the possibility for more rapid changes to the Convention to meet the needs of the industry. It is truly a living Convention. It is designed to grow and change and respond to the needs of workers and employers," said ILO Director-General Guy Ryder. "This vote by the ILC to support this approach is an inspiring example for other economic sectors. When they come into force, these measures will ensure the welfare of the world's seafarers and their families if the seafarers are abandoned or death or long-term disability occurs as the result of occupational injury, illness or hazard. These steps will certainly help improve the working and living conditions for seafarers, the people who are so essential to the

world's economy and movement of world trade."

The amendments, which were developed over nearly a decade of discussion by a Joint Working Group established by the ILO and International Maritime Organization (IMO) in 1998, will strengthen the MLC, 2006. They establish mandatory requirements that shipowners have financial security to cover abandonment of seafarers, as well as death or long-term disability of seafarers due to occupational injury and hazard.

As of March 2014, the ILO's Abandonment of Seafarers Database listed 159 abandoned merchant ships, some dating back to 2006 with abandonment cases still unresolved. Many abandoned seafarers are working and living onboard ships without pay, often for several months, and lack food and water supplies, medical care or means to return home.

"These requirements, which I

know are supported by shipowners and seafarers and by the major marine insurers, can only help to provide relief and peace of mind to abandoned seafarers and their families wherever they may be," said Cleopatra Doumbia-Henry, Director of the ILO Labor Standards Department. "By approving these amendments to the Convention, the ILC not only strengthened the MLC, 2006 provisions that guarantee a level-playing field for quality shipping around the world, they also endorsed an important new approach to making ILO's Conventions easier to update to ensure they remain relevant to the needs of the sector concerned."

Unless there is significant disagreement when they are circulated to governments, that have ratified the MLC, 2006 these new requirements will enter into force by early 2017.

When they enter into force, certificates or other documents will

need to be carried on board ships to establish that financial security is in place to protect the seafarers working on board the ship. Failure to provide this protection may mean that a ship can be detained in a port.

The ILO's MLC, 2006 came into force on August 20, 2013. To date, 61 ILO Member States representing more than 80 percent of the world's global shipping tonnage have ratified the Convention.

"These requirements guarantee that seafarers are not abandoned, alone and legally adrift for months on end, without pay, adequate food and water and away home," Dr. Doumbia-Henry said. "They also clearly define the role of flag States that register ships in ensuring that adequate security exists to mitigate against the financial, legal and human cost of abandonment, and death and long-term disability due to occupational hazards." (Source: ILO)

Shipping will find new ways to ride out protracted downturn

The shipping industry will use a mixture of experience and innovation to navigate what is likely to be another volatile year for the industry in 2017.

Making predictions about the shipping industry is as volatile an undertaking as the business of shipping itself. Who, for example, predicted that the Baltic Exchange would be sold to Singapore? The same people, presumably, who foretold that Donald Trump would be elected president of the United States, that Britain would vote to leave the European Union, and that Leicester City would win the English Premier League. Yet it all

happened in 2016.

Predicting shipping's fortunes in 2017 is as precise a science as foretelling the English weather. But some things are at least more likely to happen than not. Oil prices should continue on an upward trend on the strength of the recent OPEC production cuts. Calls for higher levels of ship demolition will increase significantly, although not ship demolition itself. The cost of meeting regulatory requirements will become clearer as the industry and its financiers grapple with the financial consequences of having to burn lower-sulfur bunker fuel while ensuring that their ballast

water management systems are fit-for-purpose.

In common with other industries, shipping will be waiting to see whether Brexit really does mean Brexit. Orders will be placed for new ships. If they are not, a number of shipyards will go to the wall. For many, freight rates will continue to struggle to reach the levels required to ensure commercial viability, while consolidation will remain the buzzword in the liner trades.

If operating costs do not increase, concern will spread about whether quality and safety are being sacrificed. Both traditional

and innovative sources of funding will remain accessible to those with sound business plans. And cyber security will move nearer the top of shipping's list of things to address.

Confidence in shipping increased steadily for most of 2016, underlining just how robust the industry can be in difficult times. The inherent volatility of the industry will continue throughout 2017, during which time shipping will resort to tried and trusted methods and to fresh innovation alike in an effort to keep its head above water. Shipping will find a way. (Source: Moore Stephens)

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to identify which risks need to be insured and how to mitigate them.

"Some ship owners are now identifying the areas where they are exposed to cyber risks, developing and testing written information security and incident response plans, and putting their incident response team through simulated exercises (with the assistance of external legal advisors) to see where the gaps are," he said.

"Once a shipowner has implemented active cyber risk identification and mitigation processes, they are likely to be in the best possible position to transfer any remaining exposures through a cyber insurance policy." (Source: CNBC)

VOICES *from* SEAFARERS**Officers and Crew of MV THEMIS**

Our vessel was delivered from shipyard last year and we are thanking the Owners and Ship Management Company for giving us the opportunity in working for this brand-new vessel complete with modern equipments and communication system. Thanks also to the JSU for covering this vessel's crew with an ITF-approved agreement.

**Capt. Genaro J. Largo (2nd from right) and some crewmembers of MV IKAN JENAHAR**

Thank you JSU for visiting us here in Hakata, Japan. We appreciate the information and reading materials you provided us. Wishing you all a Happy New Year!!!

**Christmas party onboard MV SANTA PAULA**

We hope for the long lasting support from this union by continuously improving the welfare and working condition to its members. We wish that a broadband internet connection will be implemented soon.

**Crewmembers of MV AZUL BRISA ready to party**

Happy New Year to everyone!!! Thank you JSU for visiting us in Kawasaki port. We are happy that there will be wage increase this January.

**Capt. Antonio H. Palacios and some crewmembers of MV OCEAN TOMO**

We appreciate the visitation of JSU staff during our stay in Hakata port Japan. The JSU staff informed us about the salary increase starting January 2017. Thanks and we are expecting more to come.

**Some crewmembers of MV ANDES QUEEN**

We hope you negotiate for an internet connection world-wide. We only rent Wi-Fi when we are in Japan ports. Thanks for the wage increase this year, we hope the food allowance be increased too.

**C/O Rene C. Ciubal (L) and some crewmembers of MV SUNNY ROYAL**

Thank you for your explanation regarding our queries. We also hope that our access to free email be restored. Happy New Year everyone!!!

**Capt. Khalil M. Alonto and some crewmembers of MV HAYAMA STAR**

Thank you very much for visiting us and your explanation to the various issues we raised about the union. We hope you visit us again when we come back to this port.

**Capt. Aldrin C. Racho (w/cap) and some crewmembers of MV MOONLIGHT SERENADE**

Thank you for the information regarding the wage increase. We hope you also negotiate for an increase in food allowance.

**Filipino Crewmembers of MV RIGEL LEADER**

We are happy that you visited us in Kawasaki. Our present working/living condition is excellent. Thanks for the new wage level under the CBA.

**Capt. Min Pyae Phyo Maung (center) of MV EPOCH WIND**

Most Myanmar seafarers don't have access to internet. We hope all ships will have internet access so that all seafarers will be able to communicate with their families anytime. Thanks for your visit and the souvenirs.

**Crewmembers of MV SPRING LEGEND**

Happy New Year to all the staff of our company and the JSU!!! We hope that you will again come to an agreement for a new CBA that will upgrade not only our wages but also our communication system. Seafarers should have internet access world-wide.

STCW seafarer certification inspections begin

Certification for seafarers is verified during each PSC inspection. On January 1, 2017 new STCW requirements enter into force and seafarers may need new certificates.

In line with a recommendation from the International Maritime Organization (MSC.1/Circ.1560), the Paris MoU has agreed on a harmonized approach. In cases where a seafarer's docu-

mentation complied with the requirements in force immediately before January 1, 2017, but was not in accordance with the requirements of the 2010 Manila Amendments to the STCW Con-

vention, PSCOs should take a pragmatic and practical approach during inspections until July 1, 2017.

When a deficiency is found this will not result in the ship being

detained.

However, a deficiency may be recorded and the master will be instructed to rectify the deficiency before July 1, 2017. (Source: Paris MoU)

Shippers avoid new 'pirate hotspot' in waters west of the Philippines

A surge in piracy to the west of the Philippines is forcing shipowners to divert vessels through other waters, stoking their costs and extending the time it takes to transport goods such as Australian iron ore to key Asian destinations.

There have been 16 attacks since last March on ships in the Sulu and Celebes Seas, through which about \$40 billion worth of cargo passes each year, according to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (RECAAP).

That government-backed anti-piracy organization says over a

dozen crew are currently being held hostage by Filipino Abu Sayyaf militants, all from ships sailing through the Sulu and Celebes Seas.

"The Sulu/Celebes area is the world's fastest growing piracy hotspot, with violent attacks on commercial vessels and their crews, and an increasingly successful kidnap and ransom business model," said Gerry Northwood, chief operating officer at armed guard company Maritime Asset Security and Training (MAST).

The International Maritime Bureau's piracy reporting center in Kuala Lumpur has also warned of the rising threat of armed pirates in

these waters, with shipping companies starting to shy away.

"Increasing piracy particularly in the Sulu Sea has been a rising concern for us," said Benedikt Brueggermann, chartering manager at shipper Oskar Wehr Asia in Singapore.

"We are doing our best to avoid the area both on empty and laden voyages. We'd rather do that than put the ship and crew's lives at risk. It's very sad to see this happening in this region."

Shipping data in Thomson Reuters Eikon shows several large vessels carrying iron ore from Australia to northern Asia, which used to take

the route through the Sulu Sea, are now sailing east of the Philippines, through the Pacific Ocean.

At least six shipping companies are diverting vessels via this route, according to shipping executives.

One is U-Ming Marine Transport, Taiwan's largest dry-cargo shipowner, which said 10 of its large capesize-class ships have taken this detour since the end of 2016.

"All our ships sailing from Australia to China and North Asia are now sailing via east of Philippines – it is a proactive action to prevent pirate attacks," said U-Ming's president, Ong Choo Kiat.

Other firms avoiding the Sulu

and Celebes seas are Eastern Pacific Shipping, Diana Shipping, and Anglo-Eastern Ship Management.

Sailing east to avoid the Sulu Sea adds about half-a-day to a 14-day voyage from Port Hedland, Western Australia's main iron ore export terminal, to northern Asia.

Shippers said that while the extra costs of around \$300 per day for fuel on each journey are not huge, the added costs would add up over time – another blow to an industry already grappling with extremely low profit margins. Source: Reuters, Reporting by Keith Wallis; Editing by Henning Gloystein and Joseph Radford)

IMB: Sea kidnappings up in 2016 despite plummet in piracy

More crew were kidnapped at sea in 2016 than in any of the previous 10 years, despite global piracy reaching its lowest levels since 1998, the ICC International Maritime Bureau's (IMB) annual piracy report revealed today.

In its 2016 report, IMB recorded 191 incidents of piracy and armed robbery on the world's seas.

"The continued fall in piracy is good news, but certain shipping routes remain dangerous, and the escalation of crew kidnapping is a worrying trend in some emerging areas," said Pottengal Mukundan, Director of IMB whose Piracy Reporting Center (PRC) has monitored world piracy since 1991.

"The kidnappings in the Sulu Seas between eastern Malaysia and the Philippines are a particular concern," he added.

Worldwide in 2016, 150 vessels were boarded, 12 vessels were fired

upon, seven were hijacked, and 22 attacks were thwarted. The number of hostages fell to 151.

Maritime kidnappings, however, showed a threefold increase on 2015. Pirates kidnapped 62 people for ransom in 15 separate incidents in 2016. Just over half were captured off West Africa, while 28 were kidnapped from tugs, barges, fishing boats, and more recently merchant ships, around Malaysia and Indonesia.

IMB is urging governments to investigate and identify the kidnappers and punish them under law.

Mr. Mukundan said ships should stay vigilant in high-risk areas. "Shipmasters should follow the latest best-management practices and where possible take early action to avoid being boarded. They should inform the IMB PRC or regional counter piracy centers for help and

advice," he said.

Sulu Sea kidnappings: The kidnapping of crew from ocean going merchant vessels in the Sulu Sea and their transfer to the Southern Philippines represents a notable escalation in attacks. In the last quarter, 12 crew were kidnapped from two cargo vessels underway and an anchored fishing vessel, and in November a bulk carrier was fired upon but pirates were not able to board the vessel. Earlier in 2016, crewmembers were kidnapped in three attacks on vulnerable slow-moving tugs and barges.

IMB advises charterers and owners to consider avoiding the Sulu Sea by routing vessels West of Kalimantan.

Nigeria hotspot: The Gulf of Guinea remained a kidnap hotspot in 2016, with 34 crew taken in nine separate incidents. Three vessels were hijacked in the region.

There was a noticeable increase in attacks reported off Nigeria: 36 incidents in 2016, up from 14 in 2015. These included nine of the 12 vessels fired upon worldwide in 2016. Some were almost 100 nautical miles from the coastline.

Indonesian piracy: Incidents fell from 108 in 2015 to 49 in 2016. Although the overwhelming majority were low-level thefts, vessels were boarded in all but three of the incidents.

Somalia risk: IMB recorded two incidents off Somalia. Pirates attempted to attack a container vessel in the Gulf of Aden in May, and fired on a product tanker in the Somali basin some 300 nm from shore in October. For IMB, this latest incident demonstrates that the capacity and intent to attack merchant shipping still exists off Somalia.

Elsewhere: Peru reported 11 inci-

idents – 10 of them at the country's main port of Callao – compared to zero in 2015. The number of incidents in Vung Tau, Vietnam dropped from 15 in 2015 to seven in 2016. Bangladesh also witnessed a welcome decrease, down from 11 in 2015 to three in 2016.

The IMB Piracy Reporting Center is the world's only independent 24-hour manned center to receive reports of pirate attacks from around the world. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international group can be a catalyst to achieve this goal. (Source: International Chamber of Commerce)

US to abide by IMO in enforcing STCW amendments

In November 2016, the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) issued a circular, which outlined the difficulties that have been encountered by administrations and seafarers in meeting the 2010 amendments to the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). These difficulties came

about due to the large number of seafarers that needed to meet certain training requirements and the capacity of the administrations to process the documentation necessary to issue the required endorsements.

In recognition of the above challenges, the MSC circular recommended Port State Control authorities take a pragmatic and practical approach during inspections and further established a mechanism

for delayed enforcement until July 1, 2017. After a review of the impacts on the maritime industry, individual mariners and the related IMO guidance, the United States has chosen to follow the IMO recommendation for delayed enforcement actions resulting from the new credentialing standards.

Although the United States will take the IMO guidance into account, PSC officers will still review the requirements of the 2010

amendments during inspections in the United States. It should be noted that the decision to relax the use of control actions as an enforcement measure applies only to those new transitional provisions within the STCW requirements. Vessels may still be issued deficiencies, which may lead to detention, for other reasons including demonstrated crew incompetence such as failure to perform critical drills. (Source: US Coast Guard)

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