

# Symposium held on famed architect, who early in career designed JSU HQ

## *Masato Otaka studied under disciple of Le Corbusier*

A symposium was held on Jan. 21, 2017 at the All Japan Seamen's Union (JSU) head office in Tokyo. The lecture, entitled "Otaka Masato no Shuppatsuten wo Kataru" (Discussing the Starting Point of Masato Otaka), was organized in conjunction with the exhibition that was being shown at the National Archives of Modern Architecture in Tokyo, which was titled, "Uniting Architecture and Society: the Approach of Otaka Masato."

The JSU headquarters was selected as the venue for the symposium because it was designed in the early days after Otaka became independent.

The free-for-all symposium was preceded by a field trip to the JSU head office, for which advance applications had been required. The field trip was fully booked as soon as applications were accepted, proving its success.

### JSU HQ, Otaka

The late Masato Otaka studied under a disciple of Le Corbusier, who is known as one of the three major modernistic architecture pioneers and had designed the National Museum of Western Art in Tokyo, which was listed as a World Heritage site by UNESCO in 2016.

The JSU headquarters is so characterized for having an office function in a huge open space like an underground conference room,



Participants of the symposium pose for a photograph in front of the JSU headquarters building, which was designed by the famed Japanese architect Masato Otaka and completed in 1964. The event was held in conjunction with the exhibition of the architect's work at the National Archives of Modern Architecture in Tokyo.

prompting some industry-specific magazines to report on the building when it was completed.

It can be said that the head office was the fruit of the rela-

the building.

### Field trip

The field trip was attended by 50 people, many of whom were eager

almost intact since the JSU head office was constructed. They included those sharing the same design features of Tokyo Bunka Kaikan, which is a nearby hall.

JSU's General Affairs Bureau, gave an address at the beginning of the symposium, which was attended by 120 people and chaired by Mr. Masamitsu Nozawa, a former employee of Otaka Kenchiku Sekkei Jumusho Inc. During the symposium, Mr. Toshio Masuyama, another former employee of Otaka Kenchiku Sekkei Jumusho, gave a briefing on the JSU headquarter building, while presentations were given by Mr. Masashi Sogabe, professor at Kanagawa University, and Mr. Teppei Fujiwara, associate professor at Yokohama National University.

Those relating to the symposium all felt strong admiration for the JSU head office as it remains in very good condition and having been carefully maintained, despite having been built in 1964. They also admired the unique and creative design of the building, which was made by Otaka in his early days, and who is still very influential in the world of architect.

Many of the attendees were deeply interested not only in the JSU headquarters, but also in the JSU organization. The symposium came to an end so successfully that it helped them fully enjoy the long history of the building.

### Symposium: Starting Point of Masato Otaka Otaka contributes to completion of JSU HQ with Wada

tionship of trust held between Otaka, who boasted a highly professional design skill, and former JSU President Haruo Wada (a former member of the House of Representatives), who worked very hard on the completion of

to take photographs of arm rails, floors, the numbers on staircase landings that indicate the floor and other things they normally would not pay attention to.

The structural features of which they took pictures have remained

The participants enjoyed the field trip with the views that only those who are thoroughly familiar with architecture could have.

### Presentations

Mr. Junzo Suzuki, director of



In the photo on the left, Speakers and attendees hold a discussion during the symposium; and right, the participants take photos of the architectural designs of the building during their guided tour.



# IMarEST, MARINA support Filipino seafarers

The IMarEST has announced that it has signed a memorandum of understanding (MOU) with the Maritime Industry Authority (MARINA), an agency of the Philippine government under the Department of Transportation.

The MOU is put in place to further support the recognition of seafarers through routes to registration, providing a pathway for seafarers to use their Certificates of Competency and experience gained, to work towards an international quali-

fication, Chartered Marine Engineer (CMarEng) for engineers and Chartered Marine Technologist (CMarTech) for deck officers.

The program will also see MARINA and the IMarEST support seafarers with access to information and professional development support as well as sharing and confirming outcomes of activities that both organizations are involved in. A program of technical activity will also be initiated via the IMarEST Philippines branch which was launched in April 2016.

“This is just the sort of program that we are delighted to work on to support the professional development of our seafarers in response to disruptive technologies. Providing a platform of professional development via the IMarEST to enhance the knowledge and recognition, safety and efficiency of seafarers is a fantastic resource for our Filipino cadets and officers,” MARINA Administrator Marcial Quirico C Amaro III, PhD said.

The IMarEST also offers a number of online and distance

learning courses in a range of maritime topics via its learning business, MLA College, which seafarers can access at sea, to support their career development.

“Supporting the development and learning of our global seafaring community is something that we are really passionate about. Not only is the MOU a way of demonstrating how a global professional body can partner with a government agency to jointly support professional development of our seafarers, but we are also offering

a bursary for those who want to study at sea to further enhance their knowledge, education, qualifications and career opportunities.” David Loosley, Chief Executive, IMarEST.

The IMarEST is running a scholarship scheme to support seafarers who want to study while at sea. Scholarships comprising up to 75% off course fees are available for anyone wishing to undertake a BSc, BSc (Hons), PGCert, PGDip, MSc or simply an access course in Sustainable Maritime Operations. (Source & Image credit: IMarEST)

# ILO backs new law to protect abandoned seafarers

Inmarsat, as one of the leading global communications technology providers, is supporting the Be Cyber Aware At Sea campaign, which is helping us actively engage with both the global maritime and offshore sectors on a much wider scale.

The reliance on smart and interconnected systems at sea is continuing to grow as shipping companies and offshore energy providers strive for increased speed, cost reduction and maximum efficiency at all times.

Today’s onboard Operational Technology (OT) and Information Technology (IT) systems are becoming increasingly connected like never before. This hyper-connectivity greatly increases the risk of critical systems, such as safety, propulsion, or navigation, being exposed to internet-based

and insider cyber-threats.

Additionally, shipping companies, their vessels, energy providers and platforms are not immune to the relentless cyber-criminal threat that seek financial rewards, as well as sensitive company or employee information, by using common social engineering techniques such as phishing, business email compromise (BEC), and other basic scams.

## How cyber aware are you?

While certainly not as catastrophic as the loss of a ship’s navigation systems, the loss of money and/or critical information can have a significant financial, legal and reputational impact on the ship owner, manager or charterer.

Avoidance of a possible attack on either IT or OT systems from an internet-based or in-

sider threat starts with companies understanding the threat; understanding their IT and OT environments and how they’re connected; assessing where those environments could be exposed to the threat; then managing that exposure.

Shipping companies need to recognise and prioritise cyber security in their risk registers and assign accountability for managing this risk to appropriately qualified senior executives. This is not an IT issue, as I am often told by senior executives, CSOs/DPAs and onboard senior officers – this is an issue that needs to be managed in the board room and disseminated right through to the onboard engine room.

Today, cyber security awareness across most industries globally is still relatively poor but it

is particularly lacking in the shipping industry especially.

Organizations’ employees remain one of the biggest cyber security vulnerabilities due to a lack of understanding and awareness of the risk. Instead of using highly technical and time-consuming hacking methods to breach a company’s systems, cyber criminals often prefer to target the employees themselves, who are considered the “soft target” in order to get access to information and systems.

The first steps to building strong cyber security awareness in any organization is for the executive management to recognize the risk and provide awareness and education for all the senior leadership team, shore side staff and onboard crew members. This

needs to be a constant process, not a once off box-ticking exercise.

## Raising awareness of the cyber threat

As a member of the Be Cyber Aware At Sea campaign, Inmarsat is committed to helping raise awareness of cyber risks and threats to international shipping. In addition, it is actively taking steps to increase the standards of maritime cyber security globally with its own cyber security solution, to be launched later this year.

The Be Cyber Aware At Sea campaign is a completely free, not-for-profit initiative with the objective of informing and educating on cyber risks in order to increase awareness and understanding. (Source: Inmarsat)

# EU clashes with shipping industry over ship emissions

The European Parliament has lost patience with shipping industry inaction over climate change and has outlined plans to include vessels in its Emissions Trading System (ETS).

Ship owners are furious, claiming it is wrong that they will effectively be charged for carbon pollution in Europe Union waters ahead of any wider international arrangement.

But the members of the parliament in Brussels endorsed a recommendation from their own environment committee that the maritime industry should be included in the European Union’s ETS, a cap-and-trade scheme aimed at tackling global warming.

Maritime transport is estimated to produce around 1,000 million tonnes of carbon annually and is responsible for about 2.5% of global greenhouse gas emissions.

It is predicted that CO2 output will increase by between 50% and 250% by 2050, depending

on future economic and energy developments.

“This is not compatible with the internationally-agreed goal of keeping global temperature increase to below 2°C compared to pre-industrial levels, which requires worldwide emissions to be at least halved from 1990 levels by 2050,” the European Commission explains.

## Key amendment

The decision by the European Parliament involved one key amendment to the proposal put forward by its environment committee: the scheme will only start to include shipping from 2023 if there has been no comparative action taken by the International Maritime Organization (IMO).

But this concession has done nothing to assuage the anger of the shipping industry.

Simon Bennett, director of policy and external relations at the International Chamber of Shipping, says: “This vote for a

unilateral, regional measure simply risks polarizing debate among IMO Member States, which have already agreed to develop a strategy for reducing shipping’s CO2 emissions in line with the goals of the 2015 Paris Agreement on climate change.

“The vote completely ignores the real progress that has already been made by IMO, which, under the Kyoto Protocol, to which EU Member States are signatory, has a mandate to address CO2 emissions from international shipping.”

But the Transport & Environment (T&E) pressure group says the IMO—a United Nations body that oversees shipping regulation—has a bad track record of failing to act quickly.

Bill Hemmings, aviation and shipping policy director at T&E, says: “This cross-party [European parliament] proposal will end the anomaly of shipping being the only sector in Europe not contributing to the 2030 emissions

reduction targets.

“EU governments must follow Parliament’s lead and agree that ship CO2 emissions must go in the EU ETS if the IMO does not act. The benefits to our climate through less warming and to our industry and economy through lower fuel costs cannot be ignored.”

Critics complain that the IMO was told to introduce measures to cut shipping CO2 emissions as long ago as the Kyoto Treaty of 1997, but has failed to act.

The IMO insists that it has been working hard and has introduced an Energy Efficiency Design Index to help build less fuel-hungry ships and plans for a 0.5% limit on sulphur content of fuel from 2020. The latter measure was also fiercely opposed by some sections of the industry.

## Polluting industries

The irony is that the ETS has not worked well so far, leaving the price of carbon much lower than

expected due to the heavy number of exemptions given to other land-based polluting industries already covered by the scheme.

Ships tend to burn the dirtiest fuel oils, but they are a very carbon-efficient form of transport compared to road or air because of the heavy volumes they can carry.

Global temperature rise has been seen most graphically in the Arctic, where sea ice is melting at an unprecedented rate. And many in the shipping industry see this as an opportunity to open quicker summer routes from East to West that were blocked in the past by year-round ice.

The need to find solutions to dirty fuel has led ship owners to experiment with liquefied natural gas, and with new technological solutions.

Among the solutions offered up has been the Lynx Separator, which uses a giant spinning steel sponge to clean exhaust emissions. (Source: Climate News Network)



VOICES *from* SEAFARERS

**Capt. Ferdinand P. Morre of MV AZUL VICTORIA**

We are thankful for the JSU who put up dormitories and sports complex in the heart of Manila. However, seafarers from provinces can only enjoy it while they are in Manila. It would be more appreciated if the JSU admin would put up some infrastructure like sports complex in at least top four cities in order for us seafarers from the provinces avail the generosity of JSU.



**Some crewmembers of MV GREENWICH BRIDGE**

We received our increased-wages in 2017 and for this we are thankful to the JSU and to our company. Hopefully, another round of wage increase with internet provision in the 2018 CBA.



**Capt. Rommel M. Sumadsad (seated 2nd from right) with some crewmembers of MV CAPE ROSA**

It would be better if you can visit ships frequently so that seafarers could have a lot of chances to talk to you personally for inquiries. We hope you continue to provide better benefits to the members.



**Some crewmembers of MV CYPRESS ARROW**

This is our first time to meet Filipino staff from the JSU. It's good to know that the union is always ready to hear from our side. Thank you for coming and your explanation regarding issues we inquired.



**Capt. Rodeo C. Margen (seated 2nd from left) and some crewmembers of MV SHIN KORYU**

Thanks to the JSU staff for visiting us and giving us some maritime news and updates on the CBA. Please visit us again when we are in Kawasaki.



**Some crewmembers of MV ASIAN NAGA**

We are happy that you visited us and explained to us the benefits under the present agreement. Many seafarers who cannot come to Japan ports are not aware of the activities you are doing. We hope you always visit us whenever we are in Japan so that we will always be updated with JSU activities and other maritime news.



**Some crewmembers of MV MIMITSU**

It is very hard for the crew of this vessel to have easy access to go ashore in this private port in Kawasaki or private ports in general because of strict security precautions. We hope than the company provide us internet connection so we can communicate conveniently with our families without going ashore.



**C/E Dario L. Ulbata (2nd from right) and some crewmembers of MV TORENIA**

This is the first time we meet JSU's Filipino staff and thank you for explaining to us the Provident Fund, Union Dues and other issues we inquired. If you can negotiate for internet connection to ships then it will be less boredom to us seafarers.



**C/O Danilo D. Pilatis (left) with some crewmembers of MV OCEAN IBIS**

We hope that your negotiation for the 2018 CBA will be successful and with added benefits to the members of this Union. While we have Wi-Fi in Japan, hopefully we can have internet connection even in the high-seas. Thank you for visiting us in Yokohama.



**Capt. Rex P. Tupas (seated, center) with some crewmembers of MV DREAM OCEAN**

We would like to thank the JSU for giving us update on our CBA and other matters regarding crew's welfare.



**Some crewmembers of MV CENTAURUS DREAM**

After more than two months at sea, we finally arrived here in Japan for our first voyage to this country. Our port here is not convenient for us in going ashore but it's good you visited us, giving us some information about our CBA and other maritime matters. Please continue your efforts in meeting seafarers because this is the best method the Union can learn the actual condition of its members.



**Some crewmembers of MV ATLANTIC ERICA**

We hope that the negotiation for the 2018 CBA will come to a positive outcome with provision for free internet connection to ships. There are some ships using internet for seafarers' use while we only use email in this ship to communicate with our families.



# Somalia piracy remains potent threat

Noting that recent attacks on commercial ships off the coast of Somalia highlight the continued threat of piracy, the United Nations Office on Drugs and Crime (UNODC) has urged ships to follow advice of navies and that of the International Maritime Organization while planning passage through the region.

"After three attacks, following a lull of five years, it is clear that Somali pirates are resurgent and intent on continuing attacks on

commercial shipping," UNODC Executive Director, Yury Fedotov, said in a recent news release.

"I urge the international community to be vigilant, to work in close partnership and to hold the Somali pirates accountable," he added.

Over the course of last month, motor tanker (a merchant ship designed for the bulk transport of oil) *Aris 13*, fishing vessel *Asayr 2* and cargo ship *Al Kaushar* were attacked by Somali pirates. While the crews of *Aris 13*, and

*Asayr 2* were released, *Al Kaushar's* crew are reportedly still held hostage by the pirates.

According to UNODC, large parts of the Somali coast remain beyond the reach of law enforcement authorities and thus called on ships planning passage off the country to follow the advice of navies and the International Maritime Organization (IMO).

The UN agency added that it continued to support the trials of piracy suspects in the region

and to the Somali maritime law enforcement agencies as they extend their reach around the Somali coast.

"The threat of Somali piracy has never gone away: it has been suppressed by the good work of the shipping industry and their security teams, navies, and UNODC's support to the trial and imprisonment of 1,300 pirates," expressed Alan Cole, the head of Maritime Crime Program at UNODC. (Source: *United Nations*)

## US imposes use of three systems on ballast water discharge mgmt

As advised in Notice to Members No. 20 2016/2017 the USCG has recently approved three Ballast Water Management (BWM) systems. Gallagher Marine Systems have advised that subsequent to these approvals the USCG has been strictly enforcing the U.S. Ballast Water Discharge Regulation during Port State Control (PSC) inspections. A copy of GMS' advisory can be found here.

To comply with US Ballast Water Discharge Regulation ships must manage their ballast using one of the following:

1. Use of a U.S. Coast Guard (USCG) type-approved BWM system;

2. Temporary use of a foreign type-approved BWM system that has been accepted by the USCG as an alternate management system (AMS) (5-year limitation) if installed in compliance with 33 CFR Part 151;

3. Use and discharge ballast water obtained exclusively from a U.S. public water system;

Discharge of ballast water to a reception facility, and

No discharge of unmanaged ballast water inside 12 nm.

During PSC examinations the USCG has been examining ballast water logs back to the vessel's compliance date to verify compliance with one of the approved practices described above or under the coverage of an approved extension. If a failing is discovered, a deficiency is issued and a civil penalty may also result.

Members are advised to ensure that each vessel that calls a port under U.S. jurisdiction either complies with one of the approved BW management methods or is covered by an extended compliance date, with a copy of the letter kept aboard the vessel. (Source: *West of England P&I Club*)

## Warming may disrupt 80% of oceans by 2050: study

Global warming will disrupt four-fifths of the world's oceans by 2050 if greenhouse gas emissions keep rising, threatening fish that are the main source of food for a billion people, scientists said.

Curbs on man-made emissions, however, would give marine life more time to adapt to warming conditions or for marine life from algae to cod to shift to cooler waters nearer the poles, they said.

"By 2050 around four-fifths of the ocean surface will be affected by ocean acidification and ocean warming," lead author Stephanie Henson, of the British National Oceanography Centre in Southampton, told *Reuters* of the find-

ings.

Carbon dioxide, the main greenhouse gas, forms a weak acid in water. Currently, only about 10 percent of the oceans are under stress from the twin impacts of high temperatures and acidification, she said.

Cuts in greenhouse gas emissions, in line with goals set by almost 200 nations under a Paris Agreement on climate change in 2015, could limit the impact to two-thirds of the ocean by 2050, giving marine life more time to adapt, the scientists said.

Declines in the amount of oxygen in the waters and a reduction in nutrients, both linked to climate change, would add to

stresses on the oceans this century, they wrote.

Figuring out the impact is important because one in seven of the world's population, or about a billion people, depend on the oceans as the main source of protein, according to the experts in Germany, the United States, France, Norway and Britain.

The effects on individual species – such as lobsters, herring, sharks or whales – and on the ocean life as a whole were "poorly understood", they wrote in the journal *Nature Communications*.

There are, however, signs that marine life can resist change. Bright-colored damselfish found on corals such as the

Great Barrier Reef off Australia can adapt within a couple of generations to higher temperatures, they wrote.

Many fish species, such as cod or haddock, are moving north in the Atlantic to cooler waters.

Maria Fossheim of the Norwegian Institute of Marine Research, who was not involved in the study, said some fish stocks have been moving northwards far faster than the 40 kilometers a decade estimated by a United Nations' panel.

"But Arctic fish don't have anywhere to go," she said of those already used to the coldest waters. (Source: *Reuters with reporting by Alister Doyle and editing by Ken Ferris*)

## Protecting against sexual infections

For seafarers, the likelihood of contracting a Sexually Transmitted Infections (STIs) has increased, due to their unsettled lifestyles and a lack of access to necessary precautions. The Shipowners P&I Club in partnership with ISWAN has issued guidance which dispels some of the common misconceptions about STIs and provides seafarers' with advice.

An extensive ITF survey identified a distinct gap in knowledge with regards to safe sex and the transmission of STIs. Among the findings, the survey reported that 46% of respondents from India and 40% from the Philippines falsely believed that HIV/Aids could be transmitted via food and drink. Similarly, 17% of crew from India were misinformed on the beneficial usage of condoms in preventing STIs and considered them "ineffective", this was also the case for 53% of crew from the Ukraine and 40% from Madagascar.

ISWAN has also produced a few posters to remind seafarers of the precautions that can be taken to avoid STIs. (Source: *Shipowners P&I Club*)

## Improving emergency mass rescue at sea

Every year more than 400,000 people lose their lives in the world's waters, but many of these deaths could be prevented through safety interventions and improved maritime search and rescue coordination and response.

The International Maritime Rescue Federation (IMRF) is bringing together experts from around the world for its 4th International Maritime Mass Rescue Conference to address some of these issues.

The event will be held on June 11-13, 2017 in Gothenburg, Sweden, and includes a live mass rescue exercise for all those attending. The sea-based simulation exercise will offer a valuable shared experience to build on over the following two days.

While the migrant situation in the Mediterranean may be top of many people's minds, this year marks the 30th anniversary of the Herald of Free Enterprise disaster and also the *Dona Paz* collision in the Philippines – the worst loss of life in a peacetime shipping disaster ever.

Since the tragic deaths of 852

people in the Estonia ferry disaster in 1994, SOLAS regulations have stipulated that passenger ships on international routes must have a plan to cooperate with search and rescue services in the event of an emergency and should take part in regular exercises to test their preparedness.

Most ferry accidents occur in the developing world and the conference will bring together experts to share experiences and learning to help both developed and developing countries improve their emergency responses.

Bruce Reid, CEO IMRF says: "Any major incident severely tests the capabilities of the responding emergency services; even more so when the rescue or relief efforts involve operations on the water.

This conference is unique in that it brings together experts and professionals with real-life experience of maritime mass rescue operations to share vital knowledge, discuss best practice and develop guidelines for anyone or any organization involved in this vital work, saving lives."

The International Maritime Rescue Federation is a charity and the only organization to represent and unite search and rescue providers around the world, sharing best practice and knowledge and representing this important sector at the UN's International Maritime Organization.

The delegates will be skilled professionals involved in or responsible for maritime rescue – from search and rescue teams around the world, to passenger ship operators, government agencies and nongovernmental organizations (NGOs).

The IMRF MRO Conference is being hosted by the Swedish Sea Rescue Society based in Gothenburg. It will be followed by a separate event, a new high level mass rescue training course held at Chalmers University, Gothenburg, which has been developed in response to international demand from search and rescue experts in major organisations or representatives responsible for their countries' national preparedness and response. (Source: *International Maritime Rescue Federation, IMRF*)

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