



JSU honors ex-politico Takaki

Certificate of appreciation presented for contributions to seafarer policies as advisor

The All Japan Seamen's Union (JSU) recently granted a certificate of appreciation to Mr. Yoshiaki Takaki, a former member of Japan's House of Representatives and a political advisor to JSU.

During its 212th national assembly in 1990, the JSU voted to commission Mr. Takaki as its political advisor. As such, in the years since then, the politician showed understanding of and provided cooperation on political matters developed by the JSU. The honor was bestowed for his contributions in the achievements made in that role. The commendation was given on Feb. 8 during JSU's 352nd national assembly, at which JSU president Mr. Yasumi Morita presented the certificate to Mr. Takaki and his wife, Mrs. Keiko Takaki.

Mr. Takaki was born in Shimono-seki, Yamaguchi Prefecture, and joined Mitsubishi Heavy Industries Ltd. (MHI)'s Nagasaki Shipyard and Machinery Works. At the shipbuilding company, he was an executive member of a labor union. In 1975, Mr. Takaki ran for election to the Nagasaki City Assembly and won a seat. From that victory, he began his 44-year journey in the world of politics.



JSU President Yasumi Morita presents a certificate of appreciation to Mr. Yoshiaki Takaki for his achievements in the development of the seafarer society.

After completing two terms as a Nagasaki City Assembly member and during his third term, Mr. Takaki was elected to a seat on the Nagasaki Prefectural Assembly in 1987. In 1990, he ran, as an endorsed candidate of the Democratic Socialist Party, for the 39th general assembly of the House of Representatives, and was elected to the chamber for the first time.

Striving to pursue his political ideal of gaining the general public's trust of politics, he spend 27

years, or nine terms, in the lower house.

After his affiliation with the New Frontier Party and the New Fraternity Party, he joined the Democratic Party of Japan, in which he was the representative of the Nagasaki Prefecture Chapter from 1998. In 2006, he became the chief of the Diet Affairs Committee, serving three terms, and in 2013, he assumed the presidency of the committee.

He served many more important posts while in the Democratic

Party of Japan. In 2010, for example, Mr. Takaki was appointed by Prime Minister Naoto Kan as the 14th Minister of Education, Culture, Sports, Science and Technology. As an important member of the government, he exercised his brilliant abilities in introducing free-of-charge high-school education and smaller classes, among others.

Mr. Takaki took many important responsibilities as a member of the Diet as well, including the chairmanship of the Committee

on Rules and Administration. He made notable contributions to Diet management.

As a political advisor to the JSU, Mr. Takaki was engaged in many policy challenges. During the February assembly, Mr. Morita gave the elder statesman the certificate of appreciation as an expression of his most profound gratitude, while all of the attending assembly members applauded in a show of their renewed respect for his achievements.

International Bargaining Forum concludes final round of talks

The International Bargaining Forum, shipping's largest industrial relations collective, concluded final round of negotiations for the 2019-2022 IBF Framework Agreement.

The ITF and JNG met in Manila from Feb. 19-22, 2018, for the final round of talks for the creation of the new IBF Framework Agreement.

The negotiations have been particularly challenging this time around due to the profit instabilities in certain parts of the industry. Both parties acknowledged the need to support the growth of the market, but also the need to maintain sustainable and fair employment for the seafarers employed on JNG vessels worldwide.

The talks were successfully concluded with the Framework Agreement signed. The clauses of

the agreement will now be valid for a four-year period, with a review of the wages after two years. The main points of the agreement were as follows:

- A salary increase of 2.5% from Jan. 1, 2019;
- An increase in JNG members' rebate from the ITF Welfare Fund to 16%, with an additional 2% available based on an incentive system;
- Re-grading of the Warlike Area off the coast of Somalia to a High Risk Area and the addition of a Warlike Area 12 nautical miles off the mainland coast of Yemen;
- Changes to various contractual clauses, including a revision to the article covering non-seafarers' work effective March 1, 2018; and
- Enhanced welfare support for

seafarers

"We are committed to ensuring we gain and maintain fair wages and safe working conditions for seafarers and dockers across the world," Dave Heindel, chair of

Fair wages and safe conditions were goals of successful negotiations

the ITF Seafarers' Section, said.

"It is important that we use this opportunity to draw on experience from the existing agreement, to re-think its organization, to clarify and simplify the language and to secure a solid, usable agreement that will form the base in the coming years of our relationship," he said.

"Seafarers and dockers face serious challenges on a daily basis and it is absolutely essential that

their needs are at the forefront of these negotiations," Paddy Crumlin, president of the ITF, said. "These are undoubtedly challenging times, yet with mutual respect and collegiality, together we have

come to terms on a new agreement."

JNG spokesperson Capt. Rajesh Tandon, who chaired the talks, said that "the past 14 months have been particularly tough. The forum originally met in Tokyo last July, with the full intention to conclude at that time. However, it quickly became apparent that neither party was in a position to move at that stage. A lot of work has gone on in the interim, including concessions to address the Dockers' concerns, which has allowed the forum to

re-negotiate and conclude a mutually acceptable agreement."

Following the conclusion of the negotiations, JNG chairman, Capt. Koichi Akamine, added that "the fact that we've been able to renegotiate and conclude on a new agreement, with the current challenging market conditions, is testament to the IBF process and the members representing both the unions and the employers. This reinforces the trust and mutual respect that both sides have gained over the past 15 years."

Having originally been created on the May 9, 2003, the IBF is celebrating its 15-year anniversary in 2018. With a rapidly growing presence, IBF's Collective Bargaining Agreements cover in excess of 200,000 seafarers. (Source: ITF)

Survey: Internet access key in job choice

Roger Adamson, Futureautics Maritime's chief executive officer, presented to a London audience yesterday the key findings from his research organization's newly released Crew Connectivity 2018 Survey Report, sponsored by KVH Industries, Inc. (Nasdaq: KVHI) and Intelsat S.A. (NYSE: I). The report is based on a survey of 6,000 serving seafarers, the largest sample to date to complete the wide-ranging questionnaire covering onboard attitudes to the digital transformation sweeping the industry.

According to the report, more seafarers than ever have access to connectivity: Some 75% of seafarers can now use the Internet at sea, which is a rise of 32% or

over half a million more crew (520,000, to be exact) since the last survey three years ago. Futureautics Maritime conducted the first survey in 2012, in an effort to provide data of value to the maritime industry.

"It's our belief that collaborating and sharing information can accelerate the pace of transformation in shipping and maritime, and begin to understand and solve big problems," says Mr. Adamson. "The Crew Connectivity survey is a clear demonstration of that process in action."

The report's findings show a change in mindset among seafarers regarding many aspects of connectivity. Among the key findings:

- 92% of seafarers reported that Internet access strongly influences

their decision on where to work, up from 78% in prior years.

- 95% of seafarers view connectivity as having a positive effect on onboard safety, an increase of 72% since the 2015 survey.

- 69% of respondents view the increasing use of big data and analytics as a positive opportunity for their jobs in the next five years, versus 17% who see it as a threat.

"This is an extremely exciting time for the maritime industry, as digitalization begins to transform ship operations and open up many opportunities to keep this industry vital," notes Martin Kits van Heyningen, KVH's chief executive officer. "We are delighted to support this report, which reinforces the importance of connectivity and how it is changing the

life of the individual seafarer."

"This report further emphasizes the need and desire—from shipping crews to passengers—to have robust, flexible networks that enable always-on connectivity," says Shane Rossbacher, Intelsat's director of maritime product management. "We are gratified to see that global high throughput services have further enhanced the ability for ship operators to improve the lives of crew members by providing additional services and the ability to stay in touch with home as well as boost the efficiency of vessel operations."

In addition to sponsorship by KVH and Intelsat, the report received support from leading maritime organizations BIMCO, Alpha Navigation, PTC, ISWAN and InterManager. (Source: KVH)

Coldharbour seeks ClassNK for approval

Coldharbour Marine, a manufacturer of ballast water treatment systems based on unique inert gas technology, has engaged Japanese classification society ClassNK to assist in the process of obtaining Japanese-type approval from the Ministry of Land, Infrastructure, Transport and Tourism. The approval is a requirement for all foreign companies in the marine sector seeking to sell their products to customers in Japan.

The type approval process, as required by Japan's Ship Safety Law and the Marine Pollution Prevention Law, will involve an independent assessment and verification of Coldharbour Marine's ballast water treatment technology as well as type approval of the product itself. An inspection of the company's manufacturing plant in Linby, Nottinghamshire, in the UK may also be required.

"This is a key step in establishing our commitment to the Japanese market," said Andrew Marshall, Coldharbour Marine Chief Executive. "This market is very important to us for a number of reasons. Japanese owners control the world's second largest fleet, including many of the vessels for which our technology is ideally suited. Japanese owners control large numbers of bulkers, tankers and LNG carriers, which are all key target markets for us. Three of the world's 10 largest owners are Japanese.

"In addition, Japanese shipbuilders are at the premium end of the ship construction market, appreciating high quality, technologically advanced ship hardware like ours. Our approach to business matches perfectly with the Japanese ethos of excellence and fit-for-purpose technology."

Marshall said that Coldharbour had engaged in Japan's type approval process in direct response to a number of requests from large Japanese ship-owning groups, among whom its unique treatment technology had already caught attention.

Marshall believes that the type approval process is likely to take about two months. (Source: Coldharbour Marine)

Shipping calls for new ways of doing business

The International Shipping Industry still remains the only way to move the majority of minerals, energy products and manufactured goods between the nations of the world.

Indeed it is still estimated that shipping carries 90% of World Physical Trade.

However, given the huge changes that have occurred in many countries there is concern that the demand for shipping services may not grow but in fact decline.

As the various conferences that meet annually at this time of year discuss the economics and operational issues of the shipping industry it is concerning that the shipping companies that are publically traded in a few stock markets represent the worst performing sector in those markets.

Furthermore, the banks that have historically financed shipping have mostly withdrawn and a few of the remaining German banks are showing billions of dollars of losses and provisions.

Private equity and hedge funds looking to buy these banks are not showing support for shipping but the ability to liquidate the portfolios over the next few years at a profit.

Meanwhile, the biggest financiers of shipping today are the huge Chinese Leasing companies, which together with the Chinese and Korean Exim banks are financing new ships being built in China and Korea with the objective of keeping freight rates down for the benefit of Chinese and Korean industries that rely on ships for the import of raw materials and export of manufactured goods.

The arrival of the speculative equity and

hedge funds at the beginning of this decade changed the way shipping companies had traditionally operated, namely as the service industry to world trade. The security of long-term time charters with major cargo interests whose own credit standing supported the cash flow was discarded in favor of the spot markets enabling the ships to be sold as soon as their values generated a profit.

The longer this speculative period went so the cash flow problems worsened as the spot

False optimism...simply encourages new orders for ships and will not improve operating profits

markets failed to produce constant income while the operating and financing costs continued.

Furthermore, the major charterers became reluctant to charter these speculative ships or allow their charters to be included in any sale. This was clear evidence of the importance of the relationships between shipowners and charterers, which have always been important given the issues that always exist in operating ships in the oceans of the world.

Shipowners and particularly those that appeared in the equity markets, were encouraged to order new ships in the false belief that the Chinese would continue to pay high freight rates as their manufacturing economy continued to expand.

It took some 5 years for the cargo interests to react to the high freight rates which for instance had caused the shipping cost of a

ton of iron ore from Brazil to China to reach 60% of the landed price of the cargo.

The cargo interests understood that by encouraging more newbuildings in both the raw material imports and the finished goods so the freight costs could be minimized. Thus the Chinese have got the shipping cost of iron ore from Brazil down to 10% of the landed price.

The same applies to the container sector with the giant ships pushing rates lower and the owners facing huge operating losses

Add to this the Korean and Chinese Exim bank financing and the involvement of huge Chinese leasing companies and we continue to

see the orderbook grow while few shipowners show any profits.

False optimism that "dry bulk markets look positive" or that "the USA exporting crude oil will be good for the VLCC markets" simply encourage new orders for ships and will not improve the operating profits for these sectors.

Thus it is the cargo interests that control the economics of the shipping industry today and ship values will continue to depreciate if they continue to trade in the spot markets.

Consolidation of shipping companies will have no effect unless it enables the shipowners to secure period charters and improve their income streams, fully maintain the ships, employ quality crews and afford the new costs of ballast water treatment and cleaning up the engine exhausts. (Source: Paul Slater, First International Corp.)

WSC welcomes IMO pact on greenhouse gas reduction strategy

The World Shipping Council (WSC) and its members welcome the International Maritime Organization's (IMO) agreement on an ambitious strategy to reduce greenhouse gas emissions from international shipping.

The action by the Marine Environment Protection Committee (MEPC) is important for both po-

litical and practical reasons. In political terms, the agreement demonstrates to the world that IMO Member governments can find a common way forward despite real differences of opinion. This is a global challenge, and it can only be effectively addressed at a global level. As a practical matter, the size of the planned emissions cuts makes

it clear that the shipping industry can only meet these objectives by a transition over time to new fuels and new propulsion systems.

The MEPC's Initial Strategy is a significant achievement, but the real work lies in front of us. It is now clear that the long-term future of the international shipping industry will not be based on

burning fossil fuels. What is not clear is which technologies and which fuels will allow the industry to continue to serve world trade sustainably in the next half of this century and beyond.

Moving from where we are now to a new energy profile for the future of shipping will not happen on its own. The industry faces a

substantial engineering challenge to identify, develop, and deploy the new fuels and new technologies that will eliminate carbon emissions from shipping.

The World Shipping Council's members transport over 90 percent of international containerized trade. (Source: World Shipping Council)

VOICES from SEAFARERS



C/E Guilberto E. Villafuerte and other crewmembers of MV MALTO HOPE

We are hoping that free Wi-Fi be provided onboard so that we will not be looking for businessmen selling sim cards. Thanks for visiting us...



Some crewmembers of MV PATHFINDER

Thank you for your effort in negotiating with the company to cover this vessel with a JSU agreement. With an agreement under the JSU, we Filipino crewmembers have peace of mind.



Capt. L.E. Naquita (seated left), C/E E.M. Saladaga Jr. (seated center) and some crewmembers of MV GLOBAL STAR

Communication is very important to us while our ship is in the high seas or in port. Crewmembers can send and receive emails for free every day. However, it would be better if advanced communication system like the internet is provided to our ship. Please negotiate for internet connection to all ships under the JSU. Thanks for visiting!!!



C/E Domingo T. Chua (left) and some crewmembers of MV CORAL AMBER

We crewmembers would be very happy if an internet connection could be provided in our ship for free. Thank you for giving us the latest information regarding the CBA.



Capt. Edgar S. Palquiran and some crewmembers of MV OCEAN HIGHWAY

Thank you for your explanation on the present agreement especially regarding our wages. We hope that you continue your ship-visitation activity so that seafarers will be updated with the present situation of the maritime industry. The present Food Allowance should be increased especially if the vessel is trading Australia and Japan where the provision is expensive.



Crewmembers of MV MAIZURU BISHAMON

Thank you for explaining to us the purpose of Union Dues and the various benefits we can avail from the Union. Please visit us again when we are in Japan.



Some crewmembers of MV COLORADO HIGHWAY

We understand that the present wages will be increased in 2019. Thank you for the efforts in visiting us and explaining to us the latest development in our CBA. Please continue the good work!!!



The MV KING ISLAND Basketball Team

One way of maintaining healthy body and mind is by playing basketball. Healthy seafarers are productive seafarers!!! We would like to extend our gratitude to the JSU Staff in Kobe for visiting us and explaining the importance and benefits of JSU. May God bless us and you always!!!



Capt. Ronie S. Artesano (standing 2nd from right) and crewmembers of MV SPRING SAMCHEONPO

While in port, crewmembers should be provided with free transport service going ashore and back to ship. Also crewmembers should be provided with free internet usage while the ship is in berth or at anchor. Thank you and more power!!!



Capt. Edward T. Caballero (standing 4th from right) and crewmembers of MV AQUA BLUE

We thank you for visiting us at the Port of Yokohama. We're asking for free Wi-Fi onboard especially JSU member-vessels. Also thanks for the information you provided us. God Bless Us All!!!



Capt. Dennis E. Dela Cruz and some crewmembers of MV DIONE LEADER

Faster internet that can support video call and more data consumption should be provided to the crew. We thank you for visiting and hearing out our concerns. Thank you JSU for continuous support!!!



Capt. Leonardo V. Laurente (seated center) with some crewmembers of MV DREAM OCEAN

JSU, thank you very much for visiting us at JFE, Kawasaki. Also thank you for the souvenirs that you have given to the crew. We hope to see you again.

Free helpline for seafarers now available on Viber

The International Seafarers' Welfare and Assistance Network's (ISWAN) free, confidential helpline for seafarers is now available on instant messaging app Viber.

In 2017, ISWAN's SeafarerHelp assisted 8,862 seafarers of 92 different nationalities with concerns such as family is-

suues, personal problems, unpaid wages, repatriation and health issues. ISWAN is keen to make it as easy as possible for seafarers and their families around the world to get in touch if they need assistance. The helpline offers a range of contact methods including e-mail, telephone, Live Chat, Facebook and WhatsApp. Following feedback from seafarers,

Viber is the latest platform to be launched.

Viber currently has over 900 million users worldwide(1). The app uses the device's internet connection to send messages and make calls. This enables seafarers to get in touch from areas with low or no phone signal and avoid SMS fees and calling charges (although SeafarerHelp will always

call seafarers back if they have no internet connection and are only able to phone).

SeafarerHelp is now available on Viber from Monday to Friday between 08:00 and 18:00, UK time. Any messages received outside these hours will be responded to within the monitored times. All other contact methods for SeafarerHelp, excluding What-

sApp, remain available 24 hours a day, 365 days a year – visit seafarerhelp.org for the full range of contact details.

Seafarers and their families can contact SeafarerHelp by message or voice call on Viber using the following number: +44 (0)7741 594549.

(1) Viber, March 2018 (viber.com/about) (Source: ISWAN)

MARPOL amendments on ship fuel use enter into force

Requirements for ships to collect data on their fuel oil consumption entered into force on March 1. Other important amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) have also entered into force, covering the classification of garbage, including the addition of a new category of "e-waste", and amendments to the International Oil Pollution Prevention Certificate.

Ship fuel oil consumption data reporting requirements

The ship fuel oil consumption data reporting requirements are the latest mandatory requirements aimed at enhancing the energy efficiency of international shipping.

The data collection will begin on January 1, 2019 with data reported at the end of each calendar year to the International Maritime Organization (IMO), the United Nations agency with responsibility for regulating the safety, security and efficiency of shipping and preventing marine and atmospheric pollution from ships.

The data collection system is intended to equip IMO with concrete data on fuel oil consumption, which should assist Member States in making decisions about any further measures needed to enhance energy efficiency and address greenhouse gas emissions from international shipping.

The mandatory requirements were adopted by IMO's Marine Environment Protection Committee (MEPC) in 2016, through

amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL).

Under the new Regulation 22A on Collection and reporting of ship fuel oil consumption data, ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work. These ships account for approximately 85% of CO2 emissions from international shipping.

The aggregated data will be reported to the flag State after the end of each calendar year and the flag State, having determined that the data has been reported in accordance with the requirements, will issue a Statement of Compliance to the ship.

Flag States will be required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to the MEPC, summarizing the data collected.

In addition, on or before December 31, 2018, in the case of a ship of 5,000 gross tonnage and above, the mandatory Ship Energy Efficiency Management Plan (SEEMP) shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship's flag State.

The new mandatory data collection system is intended to be the first in a three-step approach in

which analysis of the data collected will provide the basis for an objective, transparent and inclusive policy debate in the MEPC, under a roadmap (through to 2023) for developing a "Comprehensive IMO strategy on reduction of GHG emissions from ships". The roadmap was agreed in 2016.

The next stage in the process will see an initial GHG strategy expected to be adopted by the MEPC at its 72nd session (April 9-13, 2018). The MEPC session will be preceded by the third session of the Intersessional Working Group on Reduction IMO of GHG Emissions from Ships (April 3-6).

The initial strategy is expected to include, inter alia, a list of candidate short-, mid-, and long-term further measures, with possible timelines, to be revised as appropriate as additional information becomes available. The data collected under the mandatory reporting system will help inform the MEPC when it comes to adopting a revised strategy in 2023.

In 2011, IMO became the first international body to adopt mandatory energy-efficiency measures for an entire industry sector with a suite of technical and operational requirements for new and existing vessels that entered into force in 2013. By 2025, new ships built will be 30% more energy efficient than those built in 2014.

Garbage requirements under MARPOL Annex V

Amendments to MARPOL Annex V on Prevention of pollution

by garbage from ships also enter into force on March 1, 2018. They relate to cargo residues of products which are hazardous to the marine environment (HME) and Form of Garbage Record Book. In particular,

- Amendments to Regulation 4 and 6 of Annex V require the shipper to declare whether or not they are classed as harmful to the marine environment. A new appendix provides criteria for the classification of solid bulk cargoes.

- The Form of Garbage Record Book is updated. The Record of Garbage Discharges is divided into Part I for the use of all ships and Part II, required for ships that carry solid bulk cargoes.

- A new category of garbage "e-waste" is included. E-waste is defined in the 2017 Guidelines for implementation of MARPOL Annex V as electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, subassemblies and consumables, which are part of the equipment at the time of discarding, with the presence of material potentially hazardous to human health and/or the environment.

Amendments to International Oil Pollution Prevention Certificate

Amendments to update Form B of the Supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks, also enter into force on March 1, 2018. (Source: IMO)

New infographics to boost psychological wellbeing at sea

ISWAN, International Seafarers Welfare and Assistance Network, has produced four new infographics, in partnership with The Shipowners' Club, using extracts from its latest self-help guide for seafarers entitled Psychological Wellbeing at Sea.

Psychological wellbeing enables us to function well, feel good about ourselves, and feel a sense of purpose and life satisfaction. With restrictions to wellbeing such as spending time away from family and friends, limited shore leave and long working hours, it is important for seafarers to take care of their mental health while working on board. ISWAN's new infographics, sponsored by The Shipowners' Club and overseen by Consultant Clinical Psychologist Dr Pennie Blackburn, describe ways in which seafarers can boost their psychological wellbeing.

Drawing on guidance in Psychological Wellbeing at Sea, part of ISWAN's Good Mental Health Guides for Seafarers, the infographics identify some of the critical factors which characterise wellbeing and suggest how seafarers can enhance them. These include connecting with others on board, doing more of what makes you happy and how to find support while at sea.

ISWAN will reach seafarers with these new resources via various methods, including its large Facebook following, its network of members and other stakeholders around the world. (Source: ISWAN)

Concentrated inspection on safety carried out in Tokyo MoU area

The concentrated inspection campaign (CIC) on safety of navigation was carried out in the Tokyo MoU region from September 1 to November 30 last year. Within the campaign, Tokyo MoU member authorities verified vital points of compliance in accordance with SOLAS Ch. V on all types of foreign merchant ships.

During the CIC, member authorities inspected a total of 6,720 vessels, of which 36 (0.54%) were detained as a direct result of the campaign. In total 157 (2.34%) ships were detained during the

campaign.

The highest number of inspections were carried out on ships flying the flags of Panama 1,876 (27.92%), Hong Kong (China) 650 (9.67%), the Marshall Islands 610 (9.08%) and Liberia 543 (8.08%).

The highest number of CIC inspections relating to ship types were conducted on bulk carriers 2,360 (35.12%), followed by general cargo/multipurpose vessels 1,333 (19.84%) and container vessels 1,186 (17.65%).

CIC related detentions by flag

States with the highest number of detentions were Panama 9 out of 1,876 inspections, Liberia 4 out of 543 inspections, and Belize 4 out of 173 inspections. Flags with the highest detention percentage during the CIC were the United Republic of Tanzania (33.33%; 1 detention out of 3 inspections), Pakistan (25.00%; 1 detention out of 4 inspections) and Cook Islands (14.29%; 1 detention out of 7 inspections).

The most notable deficiencies found during the campaign were related to the passage plan for the

voyage 338 (21.82%), followed by exhibition of navigation/signal lights 304 (19.63%) and recognition of stages of remote audible alarm of BNWAS 168 (10.85%).

Final analysis of the results of the campaign will be considered by the Port State Control Committee in November 2018 and, moreover, a report of the CIC will also be presented to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments (III). (Source: Tokyo MoU)

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