



## 40,000 strong gather in Tokyo

*Several unions represented at 89th May Day Central Rally festivities on April 28*

‘**M**ake strong appeals to those who do not have an opportunity to say what they want to say in labor-management negotiations, in order to make more friends and protect them.’

The 89th May Day Central Rally was held at Tokyo's Yoyogi Park on April 28, 2018 with some 40,000 people gathered from the Japanese Trade Union Confederation (Rengo), the National Council of Workers' Welfare (Chuo Rofukukyo), the National Association of Labor Banks (Rokin Association), the National Federation of Workers and Consumers Insurance Cooperatives (Zonrosai), the Japanese Confederation of Retired Persons (Taishokusha Rengo) as well as NPOs, NGOs and other relevant organizations. It was the first time the stage had been placed in the center of the meeting site so that it was surrounded by attendees like at a Bon Odori festival.

The May Day Central Rally was kicked off when Ms. Tomoko Yoshino, vice-president of Rengo, called it to order, after which Rengo's Mr. Rikio Kozu spoke:

“In this year's annual spring wage negotiations, the efforts that we had made to raise minimum wage levels had borne fruit,” said Mr. Kozu, president of Rengo. “Let's spread these movements to lead to improving working conditions for all workers.”

“As for the work style reforms, it is us, labor unions, who breathe life into curbing long working hours and achieving equal pay for



Thousands of union members and guests gather at Yoyogi Park in Tokyo on April 28 for the 89th May Day Central Rally.

equal work,” Kozu continued.

“However, 80 percent of our colleagues who work in Japan are not protected under labor union umbrellas. Why don't we appeal to our friends who do not have an opportunity to say what they want to say in labor-management negotiations so that we can build more friendships, and protect them,” he added. “Every single worker should take precedence. When they each let out their voice, it will lead to raising minimum wage levels.”

He was joined by the crowd in yelling, “Raise minimum wage levels!”

As a guest, Mr. Katsunobu Kato, minister of Health, Labor and Welfare, gave an address on behalf of the government of Japan. “The government is striving

to realize a society in which everyone can participate actively,” he said. “We are headed in the same direction as you.”

The Tokyo Metropolitan Government (TMG), which backed the Central Rally, meanwhile, was represented by Gov. Yuriko Koike. “To succeed in the 2020 Tokyo Olympics and Paralympics, the TMG would like to work closely with those of you from Rengo,” she said.

This year's May Day appeal was made by Mr. Tsubasa Honda, a senior at Hosei University, who attended the Central Rally as a representative of young citizens. “I have two concerns,” he said. “The first is long working hours and low wages. Now that Japan's traditional employment system has collapsed, it is necessary to have a society where we all help

each other.

“The second thing I am concerned about is how much my opinions could be understood as I am just a student. However, my concern has gone since coming here, standing on this stage. It is because I am sure now that everyone here is listening to me.”

At the end of the Central Rally, Ms. Mai Saito, a member of the May Day Executive Committee, proposed a May Day declaration, which was adopted unanimously. Mr. Kei Okada (president of Rengo Tokyo), vice-chairman of the May Day Executive Committee, delivered the closing address.

Following Mr. Okada, Mr. Ryota Sato shouted “Gambaro” (Let's work hard) three times, thus ending the event.



Mr. Rikio Kozu, president of Rengo



Mr. Katsunobu Kato, minister of Health, Labor and Welfare



Ms. Yuriko Koike, TMG governor



Ribbon-cutting ceremony at opening of Sea Japan 2018

## Japanese maritime industry boasts cutting-edge tech at Sea Japan '18

*Lively discussions held at Southeast Asia Maritime Summit on Day 1*

Sea Japan—the largest international maritime exhibition in Japan that links the shipbuilding and shipping nation with the rest of the world—was held on April 11-13, 2018.

The Japanese maritime industry is making various efforts to protect the natural environment, including the development of products that comply with NOx

and SOx regulations. Domestic shipbuilders are, for their part, striving to differentiate themselves from rivals in other countries and regions by developing newbuildings with fuel-efficient designs that have evolved with cutting-edge technologies.

At the venue, where shipbuilding and ship technologies and products were on display from

around the world at respective exhibitions, while business negotiations were held. Seminars were also conducted on the natural environment, communication technologies and other subjects. Sea Japan 2018 was regarded as highly successful, hosting more than 580 exhibitors and welcoming 20,226 visitors.

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# BIMCO joins in fight against maritime corruption

At the 42nd session of the International Maritime Organization's Facilitation Committee (FAL) in London on June 5-8, BIMCO (Baltic and International Maritime Council) backed a request made by The Maritime Anti-Corruption Network (MACN) for the IMO and member states to fully recognize the scale of maritime corruption and to take a stand against this type of crime.

MACN is a global business network working towards a corruption free maritime industry that enables fair trade to the benefit of society. The network has submitted a paper to the IMO Committee that discusses the impact of corruption on society, how it acts as a trade barrier and how it hinders social economic growth.

The network has, to date, made significant progress in tackling corruption.

## BIMCO offers tools to help fight corruption

Supporting this work, BIMCO has advised the IMO about its Anti-Corruption Clause (ACC) for Charter Parties. The clause addresses corruption by providing industry players with a way to respond to unlawful demands for gifts or cash.

"BIMCO supports the push against maritime corruption and can help the industry by offering tool that industry players can use

in the fight against unlawful demands and corruption," says BIMCO head of Maritime Technology and Regulation, Aron Frank Sorensen.

The ACC is designed for use in both voyage and time charters and sets out a series of steps that contracting parties can follow in cooperation to resist unlawful demands.

Should these steps fail, a number of options are available through the clause, with termination by either

party being the ultimate sanction. The termination option has a high threshold in order to avoid misuse such as an easy way out from an inconvenient charter.

Recognizing the challenges that the industry is facing from corruption, the IMO, member states and organizations have decided to strengthen the work against corruption and propose ways to do so, ahead of its next facilitation committee meeting. (Source: BIMCO)

## Action urged on changing EU visa rules

The European and International Social Partners in the Maritime Sector; the European Community Shipowners' Associations (ECSA), the European Transport Workers' Federation (ETF), the International Chamber of Shipping (ICS) and the International Transport Workers Federation (ITF) support the ongoing efforts to facilitate seafarers' travel to and from the EU through amendments to the visa rules between Member States.

"For the shipping industry to function efficiently and for the safeguarding of decent living and working conditions for seafarers, it is essential to facilitate their movement into the EU to join ships, to be repatriated and to take shore leave without undue hindrance," said Tim Springett, ECSA spokesperson on the Sectoral Social Dialogue Committee for Maritime Transport (SSDC). "We welcome that the proposal already recognises the specific needs of seafarers. However, we are concerned at the new requirements for obtaining multiple entry visas (MEVs) and the link being made with readmission cooperation. Applying such a link would restrict seafarers' ability to obtain MEVs—which have proven to be of great assistance to them and their employers. It would also prevent ships from making crew changes in EU ports. Seafarers' ability to do their jobs and fulfill their essential role in facilitating seaborne trade to, within and from the EU should not depend on their nationality," he added.

Mark Dickinson, an ETF spokesperson, said that, "Since the average length of seafarers' contracts is eight months, the proposed requirement for obtaining MEVs is too strict and will be practically impossible for seafarers to fulfill. We consider it essential that the proposal is modified to avoid requirements that preclude the majority of seafarers from obtaining MEVs through the proposed 'cascade approach'," he concluded. (Source: ECSA)

## Poor nutrition at sea leads to poor performance

Poor nutrition among seafarers and the rise in diet-related diseases were highlighted by Managing Director of MCTC Christian Ioannou at a recent conference held by crew management company Uniteam Marine.

Ioannou was the special guest presenter where he joined Uniteam Marine's respected clients, officers and ratings for a series of workshops and engagement sessions.

Poor nutrition can have a very negative impact on seafarers' health, resulting in diet-related diseases often being diagnosed, such as high blood pressure, kid-

ney stones, high cholesterol, diabetes and osteoporosis, Ioannou explained to delegates.

A bad diet can also lead to other problems that affect productivity, such as insomnia, high levels of fatigue and lack of energy and motivation.

Ensuring crew members are eating quality meals that are made from scratch is key to keeping budgets down and providing seafarers with well-balanced nutritional meals, he said.

In a health and cost analysis report carried out by MCTC, Ioannou explained how the survey

showed a breakdown of a number of products including rolls, cakes and salad dressings. The survey demonstrated that in all products investigated, the calorie content and cost were both lower in home-made products, compared to packaged food.

Ioannou said: "It is a popular myth that it can be more effective to buy ready-made products, but in our report we have shown that by making your own products from scratch, it not only keeps your budgets down but also ensures good nutrition for all crew members.

"It is important all crew mem-

bers who are preparing meals have the knowledge and skills to make their own food items. I was delighted to attend the conference and welcomed the opportunity to take part in the workshops and engagement sessions."

MCTC, based in Limassol, Cyprus, trains catering crews from all over the world in all types of cuisine, through onboard distance coaching and onshore programs in The Philippines and India, as well as offering Catering Management services working with vessels in the procurement of provisions for the galley. (Source: MCTC)

## Martek Marine calls for urgent ISPS review

Commercial shipping is waking up to the growing threat that drones pose to the safety and security of vessels. Terrorist use of drones deploying explosives is already well documented and the potential for a drone to deliver an explosive charge through the deck of an oil/gas tanker or on a passenger ship with potentially catastrophic results is a stark reality.

Vessels in port, at anchor or on coastal transits are potential "sitting ducks" and currently powerless to know if/when they're going

to be attacked, let alone be in a position to defend against the threat.

The International Ship and Port Facility Security Code (ISPS Code) code Part A para 1.3.3 mandates requirements, "preventing the introduction of unauthorised weapons, incendiary devices or explosive to ships" and Ship Security Plans need to address counter measures to protect from such threats. The problem is that, up until now, aerial threats from drones have just not been considered.

The ISPS code requirements for

Ship Security Assessments (SSA) & Ship Security Plans (SSP) are specific and comprehensive regarding identification and countermeasures for all risks except aerial risks. A straw poll of company security officers and ship security officers from within Martek's existing client base was alarming—most were totally oblivious to the emerging threat of drones nor had they even contemplated this threat in their periodic reviews of the SSA/SSP.

Martek, feeling this is a topic

that merits serious consideration, is writing to all maritime non-governmental organizations, classification societies and flag administrations to raise the issue and get their individual responses on the matter.

Martek want to support the industry to ensure the mandatory objectives of ISPS "to detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade" are fulfilled in its implementation. (Source: MarineLink)

## The ideas that could transform the shipping industry

For centuries, the world's seas and oceans have been used to trade goods and services. Today, the shipping industry remains a crucial cog in the global economy.

The scale of the industry is significant. In 2016, global seaborne trade hit 10.3 billion tons, according to UN statistics. Asia remained the world's largest trading region, with Asian seaports loading 4.1 bt of goods and unloading 6.3 bt in 2016.

In Europe, efforts are underway to revamp the shipping industry. The Motorways of the Sea (Mos) concept, for example, has the overarching aim of promoting "green, viable, attractive and efficient sea-based transport links integrated in the entire transport chain," according to the European

Commission (EC).

The Innovation and Networks Executive Agency of the EC has described MoS as being the "maritime pillar of the Trans-European Transport Network." They are made up of everything from short-sea routes to ports, facilities and simplified administrative formalities.

Authorities are also looking to the skies for inspiration. "STM, sea traffic management, as an idea comes out of aviation, where they have one air traffic control system for the whole of Europe," Brian Simpson, the European Coordinator for Motorways of the Sea, told CNBC. Simpson added that STM represented "the start of a project to bring that kind of principle to the maritime aspect of our

work."

Simpson added that an STM system improved safety. "It stops collisions. And when you've got a busy seaway like the English Channel, that's very important, and in bad weather it's vital."

The environmental impact of the shipping industry is not insignificant. In 2012, international shipping was responsible for an estimated 796 mt of carbon dioxide emissions — around 2.2 percent of total global CO2 emissions that year, according to the IMO.

The issue of ships switching from diesel to other sources of fuel is an intriguing one. "Changing to alternative fuels means changing the vessels and their engine technology," said Anne Goodchild,

professor of civil and environmental engineering at University of Washington.

"That's a huge undertaking, that's a big cost," she added. "And so I think the most practical approach is an incremental one. But for smaller scales, for kind of feeder vessels that are doing shorter distances and may be closer to power, then that might be an area where we could look to trying to introduce some real bigger changes, bigger innovations."

Speed may be another area where environmental benefits can be found. Goodchild said the tactic of slowing vessels down as they near the coast, to reduce energy consumption, had been implemented domestically to beneficial effect. (Source: CNBC)

## VOICES from SEAFARERS



**Filipino crewmembers of MV INNOVATOR**

Thank you for always checking our working and living condition. We hope you continue this good work.



**Some crewmembers of MV KARIYUSHI LEADER**

The Officers and Crew of *MV Kariyushi Leader* would like to give thanks to the JSU & staff who came onboard for giving a lot of information about new CBA. We are very grateful that JSU is always finding ways to remind us things we should have.



**Capt. Gino H. Najarro (seated 3rd from left) and some crewmembers of MV SAGAR JYOTI**

We appreciate our discussion regarding the benefits under our present JSU-PSU agreement. However, we hope that the PSU provide more benefits to the members and their families in the Philippines. Many Filipino seafarers prefer the JSU-AMOSUP CBA because this agreement provides free hospitalization to its members and their families in the Philippines.



**Capt. Uldarico R. Porcare (seated 3rd from right) and crew of MV GOLD OAK**

Please make it possible to have free Wi-Fi connection at least while the vessel is in port. Many ships have worldwide internet connection provided by the company, so we hope our request be given attention by the Union and the Company.



**Capt. Gil G. Ganapin (seated left) with some crewmembers of MV PACIFIC ISLANDER II**

Thank you for regularly visiting us when we are in Japan. We hope that you continue this activity so that we will always be updated with maritime news.



**Capt. Roel L. Estorninos (seated center) and some crewmembers of MV ROCKIES HIGHWAY**

Communication with the outside world is one of the most important elements in a happy and productive crew. Many ships have upgraded their communication system by providing free internet service to the crewmembers. We hope that our ship be provided with internet service at least while we are in port. Thank you JSU for visiting and for the souvenirs.



**Capt. Francisco F. Hachero Jr. and some crewmembers of MV OCEANIA QUEEN**

We very much appreciate the JSU staff regular visits and concern to the member-seafarers and their families. To all readers of JSU Maritime Journal, we wish you all the best, SAFETY FIRST and happy sailing with fair winds and calm seas.



**Some crewmembers of MV IWASHIRO**

Thank you for visiting us here in the Port of Kobe. We so much appreciate our discussion even in a limited time. Again, thank you and nice meeting you!!!



**Capt. James A. Ramos, Officers and Crew of MV SUPERNOVA**

We officers and crew would like to express our heartfelt gratitude to the staff of JSU for all the efforts and explanation regarding the Provident Fund and all those info that you provided. Kudos to all of you!!! God Bless Us All always!



**Capt. Richard J. Amorado and some crewmembers of MV CARIBBEAN HIGHWAY**

Thank you for visiting our vessel and crew and to your continuous concern for the members' welfare and benefits. Keep up the good work!



**Capt. Daeyop Ku (seated 4th from right) and some crewmembers of MV PACIFIC CONDOR**

Gratitude for the very informative visit especially with regards to the wage increase and for the crew email system. It would be so much appreciated if there will be a mandated free Wi-Fi onboard even underway as it is our primary source of communication to our families, to ease our homesickness. We wish to see you and hear from you again in the near future.



**Capt. Leonilo B. Caballero (seated center) with some crewmembers of MV CARMEL**

Your visit to us is timely because we were out at sea for a long time. Just by having a friendly talk with non-crewmembers can give crewmembers a break from the monotony of shipboard living. This activity of JSU staff visiting ships is very much appreciated. Thank you and please continue the good work!!!

# Learning how to relax when feeling stressed

During our life there will be many times when we feel stressed, such as when the pressures or demands of life get on top of us. However, it is important to remember that stress is not only normal but essential for survival and can be beneficial to us. Moreover, there are ways that can help deal with stress effectively.

Although stress can be useful, its effects can be unpleasant or uncomfortable. Especially if it is prolonged or repeated, many of the changes in our body can have longer term effects on our physical health and our well-being.

For these reasons, it is important to recognize stress and take measures to manage it. The Shipowners' Club proposed two simple

relaxation exercises, that help deal with stress. These exercises will calm the body and mind, mitigating the changes that are caused by stress:

## 1. Progressive Muscular Relaxation

This is the easiest method for learning how to relax your body. This exercise teaches the difference between how your muscles feel when they are tense and how they feel when they are relaxed.

It is physically impossible to be stressed and relaxed at the same time. Practicing relaxation techniques helps us deal with stress and makes it easier to use the techniques when we need them.

## 2. Controlled Breathing Technique

All the physical effects of stress start with the breath. Using con-

trolled breathing any time you notice your breathing is a little shallow or fast or whenever you stress or even anger and fear. Controlled breathing can help you take a moment out before taking action and can be used quickly just before you enter into a difficult situation.

Moreover, Mindful breathing can also help tackle stress. Focusing our attention on our breathing when we feel stressed, helps calm the mind and body. Mindful breathing aims to create a calm, non-judging awareness, allowing thoughts and feelings to come and go without giving too much attention to them. Take 10 minutes each day to practice mindful breathing:

- Sit comfortably, with your eyes closed and your spine reason-

ably straight.

- Focus on your breathing.
- Imagine that you have a balloon in your stomach. Every time you breathe in, the balloon inflates.
- Each time you breathe out, the balloon deflates. Notice the sensations in your abdomen as the balloon inflates and deflates. Your abdomen rising with the in-breath, and falling with the out-breath.
- Thoughts will come into your mind, and that's normal. Simply notice those thoughts, then bring your attention back to your breathing. Likewise, you can notice sounds, physical feelings, and emotions, and again, just bring your attention back to your breathing.

- You don't have to follow those thoughts or feelings, don't judge yourself for having them, or analyse them. It's ok for the thoughts to be there. Just notice those thoughts, and let them go away, bringing your attention back to your breathing.

- Whenever you notice that your attention has drifted off and is becoming caught up in thoughts or feelings, simply note that the attention has just drifted, and then gently bring the attention back to your breathing.

- It's natural for thoughts to enter into your awareness, and for your attention to follow them. No matter how many times this happens, just keep bringing your attention back to your breathing. (Source: *Safety4Sea*)

## The good, the bad and the ugly...of the shipping market

Our COO Adrian Economakis presented recently on the "The Strength of Recovery in the Shipping Markets". Using VV data we summarises the Good, the Bad and the Ugly of the shipping markets.

**THE GOOD:** Two years ago the Bulker and Container markets were in a sorry state, fast forward to today and the market has significantly improved, with upside remaining. Over the past twelve months Panamax container ships have seen a rebound in asset values of about 40% for a 5-year-old

ship over the past year. In addition, earnings are above operating costs. There is a lot of positive sentiment and we expect Bulklers and Container values to continue this pattern in the next 2-3 years.

**THE BAD:** Tanker earnings are low, especially for the large crude tankers. Small clean tankers are doing somewhat better but remain depressed. The general improvement in the shipping market has seen asset values for Tankers up by 10% and smaller Tankers up 20% from last year despite the weak spot markets. The outlook for prime

aged asset values looks positive as we appear to be at the bottom of the market.

**THE UGLY:** The Offshore industry has seen a 70% decrease in values in the past two years, this is due to oil prices coming down from US\$130 in 2014/2015 to US\$30-\$40. A recovery in oil prices has begun, although it takes time for the oil companies to restart their exploration. Offshore is still saturated with low value commodity-type OSV and AHTS, it is expected that the values will remain low over the next few years.

It is not all bad for the Offshore industry with areas of interest such as Diver Support Vessels, Offshore Support Vessels and accommodation vessels that are still being used to maintain existing structures.

**GAS:** Gas does not fit into the good, the bad, or the ugly categories. Values have dropped a little but it's not particularly going up and down quickly. Demand is good and growing, however while the market was too good, too many vessels were built and there were restrictions on the market. (Source: *Vessels Value*)

## 2 Japan shipbuilders to combine efforts

As Japanese shipbuilders continue to look at ways to boost their competitive edge, Mitsui E&S Shipbuilding Co. Ltd. and Tsuneishi Shipbuilding Co. Ltd. have signed a business cooperation agreement.

According to a statement, the purpose is "to attain continuous growth of the shipbuilding business through collaboration between the two companies in building up design and development capacity and cost competitiveness, and thereby obtaining more orders, while at the same time maintaining their respective independence in management."

Areas of cooperation will include joint research and development, technical collaboration in design and manufacturing and mutual cooperation in procurement activities.

They will also make mutual effective use of manufacturing facilities owned by the companies both in Japan and overseas, and seek to expand and increase their manufacturing capabilities and enhance their cost competitiveness in manufacturing, the statement said. The cooperation agreement also covers personnel exchanges and provision of mutual support. (Source: *MarineLog*)

## Sea Japan: Showcase features seminars on environment, others

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At the beginning of Sea Japan 2018, Mr. Christopher Eve, managing director of UBM Japan Co., Ltd., the organizer of the trade fair, delivered a message saying that this year's Sea Japan was greater in scale than last year's, and added that products and services had come from around the world for display under the main subjects of the event: competitiveness, environmental conservation, safe ship operations and added value. He deeply hoped that Sea Japan would be meaningful to everyone.

Day 1 began with the opening ceremony. To commemorate the commencement of Sea Japan 2018, the ceremonious ribbon-cutting was performed for the opening of the event.

On the first day of Sea Japan 2018, an event that brought together the Japanese maritime industry's state-of-the-art technologies and development capabilities, the Southeast Asia Maritime Summit was held. The chairmen of the ship owners associations from five economies in the region

came up on the stage to report on their respective markets. They also exchanged views on the present and future of the Southeast Asian maritime industry. Those in attendance from these countries paid close attention to the reports and discussions with a grim look

on their faces.

Many seminars were also organized on, among other topics, communication technologies and the natural environment, while products developed with leading-edge technologies were displayed. In particular, the studies that Ja-

pan conducts on technologies for the IoT and environmental regulations attract attention from other economies. As such, Sea Japan looked like a festival for the maritime industry, gathering the most up-to-date technologies and products from around the world.

### Miss Nippon Marine Day welcomes visitors

At the entrance of the Sea Japan 2018 venue on the second day of Sea Japan, Remi Yamada, Miss Nippon Marine Day 2018, welcomed visitors with a big smile on her face.

The venue, where excitement remained from the previous day, was filled with many visitors, who received information on the latest technologies and other subjects at various booths.

There were a total of three seminar sections, and admission was limited to two per party because of their popularity. Some of the seminars were so popular that visitors who had not made reservations ahead of time were restricted from entering.



Remi Yamada, Miss Nippon Marine Day 2018 welcomes visitors on Day 2 of Sea Japan 2018.

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