



JSU begins work on new action plan

President Morita re-elected JSU President at the JSU 79th Annual General Assembly at Hotel Mariner's Court Tokyo on Nov. 6-9, 2018



Mr. Yasumi Morita
President



Mr. Shinichi Tanaka
Acting President



Mr. Mitsuharu Matsuura
Acting President



Mr. Yoshiyuki Ikeya
General Director, Int'l Affairs Bureau



Mr. Kenji Takahashi
General Director, Fisheries Affairs Bureau



Mr. Hidehiko Hiraoka
General Director, Domestic Affairs Bureau



Mr. Hiroyuki Tachikawa
General Director, Policy Bureau



Mr. Junzo Suzuki
General Director, General Affairs Bureau

The All-Japan Seamen's Union (JSU) organized its 79th annual nationwide general assembly at the Hotel Mariners' Court Tokyo on Nov. 6-9, 2018.

On the first of the four-day gathering, discussions were held on activity and accounting reports for the union's 73rd year, and on the second day, on Bill 1, which is a draft of an action plan for the 74th year. On Day 3, the JSU's International, Fisheries and Domestic affairs bureaus held their respective meetings, and after discussing Bill 5 on Day 4, delegates elected a new lineup of Central Executive Board Committee members.

Mr. Yasumi Morita was re-elected as JSU's president upon which his new administration began working to realize its new action plan.

The 79th annual general assembly

was kicked off at 9:30 a.m. on Nov. 6. After the delegates sang JSU's anthem, Mr. Hiroyuki Tachikawa, a member of the Central Executive Board Committee, gave the opening address.

Mr. Akito Kamogashira, head of the JSU Kansai Regional Office, was appointed as the chairman of the meeting, and Mr. Masayuki Takahashi, head of the JSU Tohoku Regional Office, and Mr. Hironaka Saito, head of the JSU Shikoku Regional Office, both as vice-chairmen. Mr. Kamogashira took the stage and to ask attendees to hold constructive discussions.

On the morning of Day 1, congratulatory messages were given by guests from the government, bureaucracy and related organizations. They included Mr. Masashi Adachi, parliamentary vice-minister from the Ministry of Land, Infrastructure, Transport and Tour-

ism (MLIT); Mr. Seishiro Eto, president of Kaiji Shinko Renmei, or the Association of Lawmakers for Promoting Maritime Affairs, (a member of the Liberal Democratic Party, or LDP, and the House of Representatives); Mr. Wataru Ito, acting secretary-general of Ko-meito; Mr. Hideaki Yamaguchi, deputy director-general of the Fisheries Agency; Mr. Yuichiro Tamaki, leader of the Democratic Party for the People (DPFP); Mr. Seiji Osaka, deputy chief of the Political Affairs Research Council from the Constitutional Democratic Party of Japan (CDPJ); Mr. Kunihiro Muroi, secretary-general in the House of Councilors for Nippon Ishin no Kai (Japan Innovation Party); Mr. Seiji Mataichi, chair of the Social Democratic Party (SDP); Mr. Goshi Hosono, a member of the House of Representatives; Mr. Shinji Morimoto,

a political advisor to the JSU (a member of the House of Councilors and the DPFP); Mr. Jun Kurai, chief of the Port Management Division at the Tokyo Metropolitan Government's Bureau of Port and Harbor; Mr. Rikio Kozu, president of the Japan Trade Union Confederation (Rengo); and Ms. Chiyoko Sakai, president of Zenkoku Kaiyu Fujin Kai, an association of seafarers' mothers, wives and sisters.

Leaders from the International Transport Workers' Federation (ITF) traveled from around the world to attend the general assembly, including Mr. Paddy Crumlin, ITF president; Mr. Stephen Cotton, ITF general secretary; Mr. Conrad Oca, president of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP); and Mr. Johnny Hansen, president of the Norwegian Seafarers' Union (NSU).

On Day 1, the JSU's 79th annual nationwide general assembly exchanged views on activity and accounting reports for the union's 73rd year. When votes were taken, the reports were both approved by an absolute majority. On Day 2, an action plan draft for the 74th year, or Bill 1, was proposed, and discussions were held on it. On Day 3, the union's International, Fisheries and Domestic affairs bureaus met for respective meetings. On the last day, Bill 5, which was budget and facility development plans for the 74th year, was submitted and discussed. It was also approved by an absolute majority as a result of votes taken.

An election was also held on Day 4, at which Mr. Morita was reelected. The JSU, then, took its first step to realize items set forth in its new action plan under the initiative of its new administration led by Mr. Morita.

Manila leads pact on seafarers' rights

Asia's leading seafaring nations, meeting in Manila have agreed on their first regional statement on the fair treatment of seafarers.

The "Manila agreement", which comes out of a meeting organized by Seafarers' Rights International (SRI) and with the participation of the Philippine Department of Labor and Employment, more than

10 national governments in the region, shipowners and seafarers' unions, aims for the proper and effective implementation of the International Maritime Organization (IMO) and International Labor Organization (ILO) Guidelines on the Fair Treatment of Seafarers.

The Manila meeting, sponsored by the ITF and the ITF Seafarers' Trust, agreed to raise awareness of the IMO/ILO Guidelines

and explore how the region could develop resources, knowledge and expertise about them.

Asia is the largest supplier of seafarers to the international fleet and therefore essential to international trade. Recognizing the seafarers' role, the agreement acknowledges that they need special protection, especially in the event of a maritime accident.

Congratulating the Asian coun-

tries for leading the fight for the fair treatment of seafarers, ITF general secretary Stephen Cotton said: "Now the hard work begins. We must create an implementation plan to roll out the statement to ensure that every seafarer feels the benefits of what has been agreed."

He added that: "Other regions should follow suit, and the ITF is ready to work with them." (Source: *ITF Seafarers*)

ClassNK, TÜV Rheinland sign cybersecurity services pact

Leading classification society ClassNK and TÜV Rheinland have concluded a worldwide partnership agreement for cybersecurity services.

ClassNK is a classification society which carries out surveys to help ensure the safety of vessels and marine structures, and has many achievements involving the certification of ship equipment. TÜV Rheinland is a global leader in testing, inspection and certification services providing digital services for safety, cybersecurity and privacy. The partners had signed agreements in 2012 for wind turbine certification and in 2015 for test and product certification.

With their most recent partnership, both parties have agreed to comprehensively collaborate in jointly developing and delivering a cybersecurity certification scheme for the maritime industry globally to further ensure the safety of vessels. Under the agreement, ClassNK will first team up with TÜV Rheinland to work on the cybersecurity guidelines that target onboard software currently being developed by the society. This partnership will also bring efficient and pragmatic cybersecurity certification services to meet the maritime sector's needs.

ClassNK President and CEO Koichi Fujiwara said, "Through the new partnership, we will do everything possible to overcome the cybersecurity challenges of the industry by combining TÜV Rheinland's abundant expertise and our society's accumulated knowledge and experience on management systems for ship operations as well as the structure, machinery and other components of ships themselves."

TÜV Rheinland's Chairman Dr. Michael Fübi said, "The priority for TÜV Rheinland is to continue delivering its mature cybersecurity services to the maritime sector across the globe to protect shareholder investment from cyberattacks and strengthen confidence of regulators and governments." (Source: *ClassNK*)

ICS calls for revised training, certification standards

Speaking in Manila, the Chairman of the International Chamber of Shipping (ICS), Esben Poullsson, has called for a comprehensive revision of the IMO STCW Convention which governs global standards for the training and certification of around 2 million merchant seafarers.

STCW was reviewed in 2010 with the adoption of the "Manila amendments" but the previous major overhaul of the STCW regime was last undertaken by IMO Member States over 25 years ago.

Mr. Poullsson said, "It's now commonplace for employers to routinely provide additional training and assessments prior to the deployment of many officers holding STCW certification, which

raises questions as to whether the Convention as currently drafted is still fit for purpose in the 21st Century.

"A fully revised STCW regime would allow the industry to adapt much more effectively to technological developments including increased automation. It should provide a structure of sufficient flexibility to hit the moving target of a changing world fleet, and may need to develop a more modular approach to competency accumulation and certification. The arrival of new technology is already changing the functions that seafarers perform on board and the skills and training they require.

"A revised STCW should seek to improve transparency and the

robustness of implementation oversight. The so-called STCW whitelist of nations that have communicated information to IMO about compliance now serves little real purpose as it includes virtually everyone. ICS would not wish to tear up the whitelist without a suitable replacement but there has to be a more transparent and robust monitoring system of national implementation to ensure that STCW continues to deliver competent and quality seafarers," Mr. Poullsson said.

He explained that ICS increasingly views the STCW 2010 amendments as an interim revision which had added some new training and certification provisions without making the structural changes needed to ac-

commodate new developments in training or the competences that would be required to operate ships in the future.

He recalled that during the early 1990s, IMO had responded positively to industry requests to address serious concerns about training standards in many of the newly emerging seafarer supply countries, many of which now had world class training institutions. He said "With the involvement of all industry stakeholders, we think the time is now right to consider the next comprehensive revision of STCW akin to that completed by IMO Member States back in 1995." (Source: *International Chamber of Shipping [ICS]*)

Maritime UK updates code for autonomous ships

Maritime UK has launched an updated version of the industry Code of Practice for autonomous vessels.

The UK Maritime Autonomous Systems Regulatory Working Group (MASRWG) first published the Code of Practice to global industry-wide acclaim in November 2017. While not a legal text, the Code has been used by manufacturers, service providers and others as part of their day-to-day work. Many manufacturers have reported clients requiring compliance with the Code as a basis for contractual negotiations.

The Code of Practice provides guidance for the design, construction and operation of autonomous maritime systems.

While the first version was majorly focused on the design and

manufacture of vessels, the updated version adds new guidance on the operation of autonomous vessels, with particular focus on skills, training and vessel registration. The world of maritime autonomy is developing fast and the Code of Practice has informed and been used by a wide range of companies and organizations around the world.

The UK Industry Code of Practice has been prepared by the UK Maritime Autonomous Systems Working Group. James Fanshawe, the group's Chair said: "The whole industry is moving at a very fast speed and it's really important that there are guidelines available to underpin that development in a safe, efficient and sustainable way. I thank the working group for its tremendous efforts in delivering critical updated guidance so

soon after the first version, ensuring we're keeping pace with global developments."

Harry Theochari, chair-elect of Maritime UK said: "I'm delighted that the UK has developed such timely and relevant guidance after delivering the first code just 12 months ago. The UK is a real leader in maritime autonomy, and that position owes much to the leading role we play in the debate around regulation. We will work with government to strengthen that position through the Maritime Sector Deal and look forward to the publication of its long term strategy for the sector, Maritime 2050.

Dan Hook, Senior Director – Business Development at L3 ASV said: "The UK is a well-established leader in smaller autonomous vessels. When compa-

nies like ours start to look toward scaling that technology through to larger ships, this code of practice will be hugely valuable. This is really a code of best practice. If we use the Code when building and commissioning systems, and if we train our people and run our companies in line with the Code, then we really will be developing a global culture of responsibility. So this helps industry growth and I think this helps the UK to maintain its position as a world leader in this space."

Robert Carington of the UK Chamber of Shipping is secretary to the MASRWG: "The Chamber supports how the Code of Practice shows that industry is taking a lead in developing and continuing the UK's thought leadership and development in maritime autonomy" (Source: *Maritime UK*)

Marina executive order strengthens bodies administrative authority

The Maritime Industry Authority (Marina) led the signing of the Implementing Rules and Regulations (IRR) of the Executive Order (EO) No. 63 that further strengthens the authority of Marina as the single maritime administration, specifically in the implementation of the Standards of Training, Certification, and Watchkeeping (STCW) for Seafarers 1978, as amended.

The Philippine Coast Guard (PCG), Commission on Higher Education (CHED) and the Department of Health (DOH) also joined the signing ceremony in Manila on October 23, 2018.

In the signed IRR, the Marina shall be responsible for the preparation, evaluation, inspection and approval of maritime higher education programs, while both of the agencies shall jointly review

of all existing policies, standards and guidelines governing maritime education programs.

Marina, in coordination with CHED, shall also be responsible for the implementation of approved Maritime Higher Education Programs such as monitoring, verifying and surveillance.

Moreover, the Marina and DOH shall jointly establish the policies and standards for medical fitness,

requirements for recognition of medical practitioners and procedures for the issuance of medical certificate. Regular monitoring and surveillance of assessment activities conducted by recognized medical practitioners shall also be ensured by both agencies.

Finally, Marina and PCG shall jointly establish the control procedures, without prejudice to the Port State Control functions of the

PCG. For their part, the PCG shall verify Filipino cadets undergoing Shipboard Training onboard all ships calling Philippine ports.

On September 21, 2018, President Rodrigo Duterte signed the Executive Order No. 63 strengthening Marina's administrative power over the implementation of the STCW for Seafarers 1978, as amended. (Source: *Manila Bulletin*)

VOICES from SEAFARERS



C/O Richmond A. Lataquin and crew of M/V SIMURGH

Our previous shipmates had disembarked to be with their families on the Christmas Eve. On behalf of them, we gratefully applaud the JSU ship visitation in informing us of the forthcoming wage increase which would take effect on the New Year of 2019. It is with pleasure to say, Merry Christmas and a Prosperous New Year to all seafarers celebrating this yuletide season onboard.



Capt. Edwin I. Tan and crew of M/V SALINAS

We thank JSU staff in sharing us their time visiting our ship and for the advance Christmas gift they had given us. With your generosity and continuous support, we were inspired to work safely on board.



Capt. Elpidio Henry T. Fetiza and crew of M/V GLOBAL LAGUNA

A high salute and praise to the JSU staff in visiting our ship in Kobe. Their spectacular support and care had made us proud as officers and crew. In return, we wish you of all the best in work and Merry Christmas and Happy New Year to everyone.



Capt. Renato A. Semine and crew of M/V NYK DEMETER

Thank you in visiting the port of Kobe and bringing us some gifts and updated news from All Japan Seamen's Union. We enjoyed the friendly conversation and advises conducted by the Filipino JSU Staff to our colleagues and crew. Optimistically, future meeting has been arranged on our next voyage. Good luck!



Capt. Lorenzo T. Chua and crew of M/V CAPE HOPE

On behalf of the officers and crew, we are grateful to the JSU efforts in sparing us time visiting our ship. We wish the spirit of Christmas will reach each and every seafarer celebrating this yuletide season onboard. Thank you, JSU, for your kind and caring support.



Capt. Henry S. Cuevas and crew of M/V GLOBAL HERO

Thanks to the JSU continuous support of improving the working conditions of all seafarers. We hope of meeting you again on our next voyage in Kobe, Japan. Advance Merry Christmas and a Happy New Year to all.



Capt. Michael R. Estorosas and crew of M/V BAI CHAY BRIDGE

We, the officers and crew would like to express our sincere and warmest greetings on this season. "ADVANCE MERRY CHRISTMAS AND HAPPY NEW YEAR TO ALL".



C/O Jurlan C. Eballar and crew of M/V GEORGE WASHINGTON BRIDGE

With your regular ship visitation it shows our rights and welfare as seafarers are being protected by the union. We are hoping JSU will continue their commitment in improving the lives of the members. Merry Christmas and Happy New Year.



Capt. Johnny V. Sidayon and crew of M/V GREAT PERSEUS

We are glad and blessed of being visited by the JSU staff on board. Thank you so much of the support and gifts that we received from All Japan Seamen's Union. With such generosity, we praise and greet everybody with sound; "MERRY CHRISTMAS AND A PROPEROUS NEW YEAR"



Capt. Limwell H. Gabiosa & crew of M/V JP VERDURE

We appreciate the JSU staff visitation of our vessel here in Kawasaki port. From the brief explanations which was rendered, we found that this union is sincere in letting us understand the JSU activities and policies for all non-domiciled special member. Mabuhay and Merry Christmas.



Officers and crew of M/V HESTIA LEADER

We are grateful to the JSU staff ship visitation, likewise some souvenirs were distributed with surprise to the ship. We wish this union would continue giving support and welfare to our fellow seafarers. Merry Christmas and Happy New Year.



Capt. Christopher Marcum M. Alair and crew of M/V TRANS LEADER

Our heartfelt gratitude goes to the JSU staff, who visited our ship and bringing us the latest news and information about the next fiscal year. We gladly sensed, the new wage increase is inevitable to be implemented this coming January 2019. On this occasion, we wish you a Merry Christmas and Happy New Year.

New minimum wage for seafarers around the world

Seafarers around the world should see an uplift in their wages following a new international minimum wage deal agreed by the ITF and the International Chamber of Shipping (ICS) at a meeting to review the minimum wages for seafarers as per the Maritime Labor Convention 2006 (MLC).

The minimum wages agreed in Geneva will be the basis of negotiation between social partners to provide seafarers with an increase with their contractual conditions. The agreed uplift in Able

Seafarer wages will see the minimum wage increase by US\$27 (4.5 percent) in three stages over the next three years—an increase to \$618 from July 1, 2019, then US\$625 from January 1, 2020 and a final increase to US\$641 from January 1, 2021. The wage rise was based on current consumer price changes and the impact of the fluctuation of the US dollar.

Although the shipowners were strongly opposed to a significant wage increase, the final outcome was acceptable to both parties. (Source: ITF Seafarers)

BIMCO adopts 2020 bunker clauses

BIMCO has developed two 2020 bunker clauses that deal with general compliance and the transitional period for an early December release.

The Global Marine Fuel Sulfur Clause for Time Charter Parties was approved by the Documentary Committee at its meeting in Copenhagen on November 13, 2018.

“It is very important that the new sulfur clauses are ready well in advance to allow the parties to prepare ahead of January 1, 2020,” says Peter Eckhardt, chairperson of the drafting committee and Head of Chartering and Operations at Reederei F. Laeisz.

“The Global Marine Fuel Sulfur Clause for Time Charter

Parties will help them do exactly that, as it sets out the obligations and responsibilities of owners and charterers to comply with MARPOL Annex VI sulfur content requirements,” Eckhardt says.

The clause states that charterers are obliged to provide fuel that complies with MARPOL requirements, grades and specifications set out in the charter party, and it is a general compliance clause. It also states that charterers must use suppliers and bunker barge operators who comply with MARPOL and that shipowners will remain responsible for the fuel management.

The second clause discussed at the Committee meeting in Co-

penhagen deals with the transitional period from the end of 2019 to the beginning of 2020. The two clauses will be published as one package.

The clause focuses on cooperation between owners and charterers to minimize quantities of noncompliant fuel on board by December 31, 2019.

It states that any remaining noncompliant fuel on board after January 1, 2020 has to be removed no later than re-delivery or March 1, 2020—whichever comes first. It also states that removal of non-compliant fuel must be done at the charterers’ cost, while tank cleaning must be done at the cost of the shipowners. (Source: BIMCO)

Diet and exercise keys to seafarers’ mental and physical health at sea

Healthy food and physical exercise onboard should become a part of every seafarer’s life as maintaining good health at sea is challenging and most crew members spend more time onboard than at home.

Food onboard is considered as a critical welfare issue for crew members. According to Skuld P&I Club, a healthy, nutritious and low-fat food program provides seafarers with the required energy to perform their duties, protect their health and fight any fatigue symptoms. On the other hand, if not handled properly onboard, food can be a significant cause of diseases and foodborne outbreaks.

Unfortunately, healthy, nutritious and low-fat food might be more expensive compared to more greasy food, and the managers might not be eager to increase their food budget, according to Geir Jørgensen, Senior Vice President, Global Head of Loss Prevention at Skuld.

One solution is to work closer with the food suppliers or the sea catering services being used. Many of them provide services such as training for the chief cooks, setting up suggestions for weekly menus and they will also help to ensure a good inventory control. A good inventory control will lead to less food waste which is good for the environment and

it gives more value out of the victualing budget.

Benefits of healthy food onboard:

- Controls weight: Flag states might have different BMI requirements
- Reduces fatigue
- Reduced risk of diseases, such as heart disease, stroke and diabetes
- Increases life expectancy
- Better mood

Besides having focus on the food, managers will benefit from motivating their seafarers to conduct physical exercise onboard. Sports onboard is not only good for the physical health but it can be fun, it is social and it can also be a teambuilding effort.

Benefits of physical exercises onboard:

- Physically and mentally stronger
- Less stressed
- More balanced
- Better sleep
- Better digestion
- Stabilizing blood sugar
- Gives self-confidence

Ship managers who facilitate tasty, healthy and nutritious food onboard as well as physical activities will benefit from this. A healthy and fit seafarer is a safe and happy seafarer. (Source: SAFETY-4SEA)

ITF: tragic seafarer death proves that lashing should be left to dock workers

The International Transport Workers’ Federation (ITF) and European Transport Workers’ Federation (ETF) have extended their deepest condolences to the family of a seafarer killed in Dublin, Ireland, while lashing and securing containers, and said this case proves how vital it is that this kind of work is done by dock workers, not seafarers.

Dennis Gomez Regana, from the Philippines, died after a container struck him at Southbank Quay on Wednesday November 14, 2018, when he was doing lashing work while container lifting operations were underway. He was on board the *MV Francop*, which is under a known flag of convenience registry.

ITF maritime coordinator Jac-

queline Smith said: “Our thoughts go out to the family, friends and fellow crew members of Dennis Gomez Regana. But let’s be clear, he never should have been put in this dangerous position.

“When a ship gets to port the seafarers on board have done their work, they should be maintaining their ship and resting. The very last thing they should be doing is the

difficult and dangerous work of lashing and securing containers. The work should be left to dockers who have the training and experience to do it more safely.”

ITF dockers section representative Peter Lahay added: “The ITF and ETF are clear that it is better for dockers and seafarers if this work is done by dock workers. Lashing is dockers work, full stop.

“We must put an end to unscrupulous shipowners and port operators putting pressure on seafarers to do lashing and securing. I hope they take notice of this tragedy today and change their ways, if they don’t then more seafarers will be seriously hurt or killed. We look forward to reading the report and recommendations of the Irish authorities.” (Source: ITF)

ISWAN, North P&I Club launch helpline for seafarers as part of its ‘Mind Matters’ campaign

ISWAN (International Seafarers’ Welfare and Assistance Network) has launched a confidential helpline for crew in partnership with the marine insurers North P&I Club,

as part of its “Mind Matters” campaign.

The campaign aims to raise awareness of seafarers’ mental health and wellbeing at sea. The new con-

fidential helpline, Mind Call, is available to crew on board vessels covered by North P&I Club and is available 24 hours a day, 365 days a year. ISWAN says, “the Mind Call

team speaks a number of languages, making the experience as comfortable as possible for seafarers”.

Seafarers can telephone the helpline at +441912353917, or

email and live chat at <www.mind-call.org>

Campaign resources are available for seafarers at: www.mymindmatters.club (Source: ITF Seafarers)

InterManager urges crew to help identify enclosed space solutions

InterManager, the international trade association for the shipmanagement sector, has launched a campaign to encourage seafarers to think about safety issues when working in enclosed spaces and to identify measures which they believe would reduce risks.

Announcing the campaign during this week’s Crew Connect event in Manila, Capt. Kuba Szymanski, InterManager secretary general, said: “The shipping industry has produced a wealth of rules, pro-

cedures, guidelines, leaflets, etc., concerned with the risks of working in enclosed spaces aboard vessels and yet seafarers are still dying while engaged in these activities.

“We want to hear from the seafarers themselves to find out why fatal mistakes are still being made? Are we missing a trick here? Is there something we haven’t taken into consideration?”

InterManager aims to eradicate or minimize unnecessary risks to life by seeking opinions from the

people working in enclosed spaces. Capt. Szymanski explained: “We want to know what approach those facing these risks think should be taken. Please tell us what you think is the best solution? Is there a simple, user friendly procedure, change or technology gadget which would be universally beneficial for colleagues working in enclosed spaces?”

InterManager has established a committee to consider seafarers responses with a view to producing

industry guidelines and sharing best practice. Committee members include numerous shipping industry professionals with experience in dealing with Health, Safety, Environment, & Quality (HSEQ) matters.

In return for their assistance, seafarers could earn a Macbook Air as a prize for the best response and US\$2,000 for their vessel’s welfare fund. Responses should be received by January 1, 2019. (Source: InterManager)

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

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

Publisher: Hiroyuki Tachikawa

Send inquiries to the attention of
Mr. Hiroyuki Watanabe,
Director, Foreign Trades Dept.