

Happy New Year 2019!



'As indispensable partners, persistence pays off'

HAPPY NEW YEAR! I wish you all its joy. I would also like to convey my respect to All Japan Seamen's Union (JSU) members who spent New Year's day working on board vessels.

In 2019, we embark on a new era, as it will be the end of the Heisei era. Having many hopes but anxieties, too, I am afraid there may be various unexpected changes surrounding circumstances. Without reacting nervously over them, however, I hope that we can steadily take steps forward. This is the Year of the Boar. It is believed to be a symbol of good health. I can only pray that we will remain healthy without being affected by disasters.

When we held our annual nationwide assembly in September 2018, I was re-elected chairwoman of Zenkoku Kaiyu Fujin Kai. Although having the experience of working as its chairwoman for four years, I have misgivings when thinking that I am getting older. However, I am bracing myself and determined once again. I hope you will continue to support us.

We will work with the JSU again this year, and would like to do our best to stage campaigns to promote the status of seafarers. As an indispensable partner with the JSU, to this end, we will pay close attention to various things and, as families of seafarers, collect wisdom so that, as it is said, persistence will pay off.

I really think that persistence does pay off. Grateful to people from across Japan for cheering us on, we will continue this year to strive to pass on our persistence to future generations. We will work together with the JSU, hoping there will be new developments.

In November 2018, the JSU convened its annual general assembly, at which a resolution was adopted on policy challenges related to shipping and seafarers. When the union presented the resolution to the government of Japan, Zenkoku Kaiyu Fujin Kai was allowed to accompany it. Visiting several organizations, we appealed as family members of seafarers to make our small voices from Zenkoku Kaiyu Fujin Kai louder from a broad point of view that fits with the times. I felt they had a stronger impression of us. Zenkoku Kaiyu Fujin Kai is facing a challenge in growing its membership, as members are getting old. But by promoting friendship and maintaining harmony within the organization, I think we need to keep it going. I would like advice and guidance to this end.



Chiyoko Sakai
Chairwoman
Zenkoku Kaiyu Fujin Kai

I pray for safety at work sites and in ship operations, and that 2019 will be a great year.

Familiar challenges await

Through the transition from the Heisei era into a new era, the JSU will continue to strive to tackle ongoing challenges of today's and future seafarers

Happy New Year to All Japan Seamen's Union (JSU) members who spent New Year's Day while on duty at sea and at home with their families after long intervals. I am pleased to deliver this New Year's address.

The JSU convened its 79th annual nationwide assembly in November 2018, at which it agreed on an action plan for its 74th year and a new lineup of executives. This year, Emperor Akihito will relinquish his throne to the Crown Prince, who will then start a new era. I am determined once again to take the initiative in making efforts to execute activities, working hand in hand primarily with two of the other top three leaders and other members of the Central Executive Board, and also with other executives, on-site committee heads and union members and members of Zenkoku Kaiyu Fujin Kai, an organization of women from families of seafarers, ex-seafarers and other workers engaged in the maritime industry.

Looking back at 2018, we were hit hard by natural disasters one after another, such as the earthquake in northern Osaka, the heavy rain in July, Typhoon Jebi and the earthquake in eastern Ibaraki, Hokkaido. They all wrecked enormous damage to the respective areas. To the families of those who lost their lives in these disasters, we extend our deepest condolences. To those who suffered damage, we pray for their speedy recovery and restoration.

Japan is a maritime nation, surrounded completely by sea. Seafarers engaged in the shipping and fisheries businesses contribute to maintaining and further developing the Japanese economy and supporting people's lives by transporting passengers and goods by sea and constantly supplying marine resources. However, it cannot be said that the importance of a seaman's career is correctly understood by the nation. Due partly to a decline in the number of births and the aging of the population, we urgently need to secure and develop successors of Japanese seafarers.

To secure and develop Japanese seafarers for the future and have the occupation of seafarers better understood, it is important to carry out PR activities on maritime affairs and popularize relevant thoughts. To this end, we will vigorously hold events to help people feel more familiar with the sea, inviting elementary and junior high school children across the nation to on-board experiences and allowing them to participate in seine fishing, for example. In addition, we wonder that if the PR activities conducted separately by maritime affairs-related organizations are carried out collectively, they could be more effective.



Mr. Yasumi Morita
JSU President

Currently, the JSU's Oceangoing Seafarers Department is advancing "J-Crew Project—Yappari Umi ga Suki (We Love the Ocean After All)," a joint project with the International Mariners Management Association of Japan (IMMAJ). We are striving to promote the attractiveness of becoming oceangoing seafarers to the general public through videos, publications, advertisements and other media.

It is impossible to secure and develop Japanese seamen in a short space of time. We need to have the government of Japan take responsibility for securing and growing successors for the future of the shipping and fisheries industries. To secure and cultivate Japanese seamen, who are important to Japan, a maritime nation, we at the JSU, as an industrial labor union, will do our best.

In addition to securing and developing Japanese mariners, piracy and other crimes that still take place in Somalia, in the Gulf of Aden, in southern African and Southeast Asian waters, and on coasts facing the Indian Ocean represent threats to ship operations. The JSU's Domestic Seafarers and Fisheries departments are both working on many challenges, with the former working to enlarge enrollment limits at maritime academies and colleges, and preserve and keep up ferry and passenger-ship services, and the latter endeavoring to build alternative fishing boats and clamp down on international illegal fishing activities.

No matter what environments and circumstances we may be in, we are determined to strive to raise the status of seafarers and the attractiveness of becoming one, and have relevant policies put into practice. Also to maintain fair and equitable order and to develop fair and equitable markets in the shipping and fisheries businesses, we will carry out any necessary industry activities.

The Heisei era will come to an end, and we will begin a new one. Without changing from what we have been, the JSU will continue to work to seek world peace and peace at sea.

On a final note, I would like you to allow me to close my New Year message by praying that you will all stay healthy and that vessels will all be operated safely in 2019.

ABS, industry join in ballast water mgmt challenges

ABS recently issued questionnaires and hosted Ballast Water Management (BWM) Workshops, receiving feedback from across the globe from ship-owners and operators with BWM systems installed onboard their vessels.

“As ships come into compliance with ballast water management requirements, it is important to consider some of the common system challenges and best practices for operating these systems,” said ABS Senior Vice President for Engineering and Technology, Derek Novak. “The responses we received from the owners and operators who attended our workshops helped us gain a broad industry perspective from around

the globe, which we will use to develop and enhance our guidance to industry.”

Global workshops were held in New Orleans, Shanghai, Hong Kong, Singapore and Athens. Workshop attendees spent a large portion of the day reviewing the best practices that support successful BWM system integration, exploring both common and unique challenges resulting from different applied technologies, various ship types and sizes, operational and environmental conditions, operating frequency, crew competencies, BWM system maintenance requirements and feasible contingency measures.

To help focus discussion and drive the agenda, workshop participants completed a comprehen-

sive questionnaire covering the critical aspects to consider in selecting, installing and operating a BWM system. Aggregated results allowed common issues—as well as any outliers—to be identified. In analyzing the results from the gathered responses, it is clear that many in the marine industry are making efforts to get systems fully functional and in operation to meet U.S. Coast Guard or IMO compliance timelines. Responses indicate that the number of completely inoperable systems has dropped from 14%, down to 6%, since ABS last conducted a questionnaire in the fall of 2017.

Key insights gained during the workshop include:

- Incorporating ship-specific contingency measures within the

BWM Plan helps avoid potential downtime and financial penalties;

- System-specific training, both for shoreside support and ship crew, is critical for effectively operating and maintaining a BWM system;

- Monitoring key data and operational trends and understanding system design limitations helps crew determine the suitability of the treatment technology for a vessel’s planned operational routes;

- Vendor after-sales global support and expertise is critically important for uninterrupted system operation.

“We commend ABS for taking the lead on this topic and facilitating dialogue on such a critical issue to the industry,” said Crowley

Maritime Corporation Director of Engineering Contracts, Roy Choudhury. “By participating in the questionnaire and the workshop, we were able to hear from others in the industry who are experiencing similar challenges and share strategies that can benefit the broader marine industry, helping us all meet and achieve environmental compliance objectives.”

ABS is updating the Best Practices for Operation of Ballast Water Management Systems Report, last published in August of 2017. The updated 2019 Report aims to capture all the key discussions items, lessons learned and valuable insight shared by the workshop attendees with respect to the installation and operation of BWM systems. (Source: ABS)

IMO moves closer to standardization, safer navigation

A subcommittee under the International Maritime Organization (IMO) has forwarded three documents for adoption in June, moving one step closer to the adoption of a standardized system for electronic navigation.

This year’s Navigation, Communication, Search and Rescue subcommittee (NCSR 6) took place from January 15-25 in London.

The work to standardize the display of bridge equipment started at IMO level in 2015 and throughout the process, the end user—the navigator—has been in focus. A correspondence group was formed consisting of a number of member states and various international organisations representing differ-

ent industries. Over the next three years, the group worked on formulating and improving a set of guidelines for the design of navigational related data on bridge equipment.

The work on improvement to safety is now complete and three important measures were agreed upon at the NCSR sub-committee meeting. All three documents have now been forwarded to the Marine Safety Committee (MSC) for adoption in June this year.

Once completed, all new Radar, ECDIS and integrated navigational displays (INS) from 1 January 2024 and all other displays on the bridge from 01 July 2025 will display information in a harmonized

manner.

“This development is an important step which will bring great benefits to the seafarers. In the future, they will be able to easily familiarise themselves with the different bridge displays. In fact, the number of hours spent on familiarisation training can be reduced,” says Ashok Srinivasan, Manager, Maritime Technology and Regulation at BIMCO and part of the subcommittee.

“Above all, this will greatly assist the navigator in making better decisions and greatly contribute towards improvement in safety of navigation,” Srinivasan says.

The three documents that will be up for adoption at the IMO’s

MSC meeting in June are:

- Guidelines for the standardization of user interface design for navigation equipment (Standardized mode). The formulated guidelines will apply to navigational equipment such as Electronic Chart display and information system (ECDIS), Integrated Navigation systems (INS) and Radar equipment.

- Guidelines for the presentation of navigational-related symbols, terms and abbreviations (SN.1/Circ.243.Rev1). These guidelines have been completely revised.

- Performance standards for the presentation of navigation-related information on shipborne navigational displays (MSC.191(79)).

These standards have been amended.

An example of this (once the standardization is adopted) is when the user selects radar default settings. Here, all radar equipment—irrespective of the make or model – will display exactly the same information.

Another example is that “True motion reset” can be performed by the touch of a single button on both ECDIS and Radar, across all makes and models. The functionalities will be standard across all Radars, ECDIS and Integrated Navigation displays on all ships, paving the way for smooth familiarization and operation of these systems. (Source: BIMCO)

Study: Inadequate risk management leading cause of all accidents

A recent study by the Seafarers International Research Centre (SIRC)[i] into the causes of maritime accidents between 2002 and 2016, found that inadequate risk management was the leading cause of almost 56% of all accidents.

Technology also featured prominently in accident reports, with ineffective use of technology cited as a key concern, representing almost 17% of cases. Fatigue among crew members was another big factor, contributing to just over 10% of all accidents.

Alexander Buchmann, Managing Director of Hanseaticsoft GmbH, a leading provider of in-

novative, cloud-based maritime software, says shipping companies can reduce their risk of accidents caused by ineffective use of technology and crew fatigue by choosing the right software.

“The shipping industry is slowly embracing technology to improve efficiency and streamline processes. However, technology that is used inefficiently or inappropriately can lead to accidents. This is often due to a lack of training, since this can be both expensive and time consuming,” Mr. Buchmann said.

Hanseaticsoft has developed cloud-based solutions that are intuitive and require little to no

training at all, and the company is helping shipping companies with management, maintenance and administrative processes. Cloud Fleet Manager (CFM) is the firm’s web-based platform which allows information to be centralized, processed and accessed in real time using apps and mobile devices.

Modules such as Maintenance, Circulars and Rest Hours within CFM are helping companies reduce the risk of accidents. For example, the Maintenance module gives full visibility of the fleet status so companies have control over the maintenance jobs of the fleet, and the Rest Hours module ensures

crew take the correct rest periods – thus preventing fatigue.

“Inadequate training of crew, long hours and ineffective maintenance can lead to accidents. Our software ensures that tasks are handled correctly and offers the crew a knowledge base for certain tasks,” Buchmann said. “For example, providing safety procedures, collections of manuals or circulars that can be sent from the office directly to all vessels.

“One of the key benefits of this software is that it’s been designed for the modern-day shipping environment and it’s easy to use with minimal training needed. We’ve

optimised the user interface of the software and created workflows that intelligently guide users through their tasks – and this means that intensive training isn’t required,” Buchmann continued.

“Cloud-based solutions are not only leading to more efficient processes, but are also helping to reduce accidents by automating tasks and ensuring ships are compliant and procedures are followed correctly and on time. The wellbeing of the crew is also improved by enabling crews to enter and access their own data, ensuring the correct rest periods are entered.” (Source: Hanseaticsoft)

Clarksons: Liberia confirmed as world’s second-largest ship registry

Liberia is the second largest ship registry in the world, according to leading shipping analyst Clarksons in its Clarksons World Fleet Monitor January 2019. This report confirms that, in gross tonnage terms, Liberia has overtaken and outgrown the Marshall Islands,

which now languishes in third place. Alfonso Castillero, CCO of the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, says, “This is about quality of service, not discounted rates.

“The Liberian fleet was the fast-

est growing major open flag in both the shipping and offshore sectors in 2018, and currently has a growth rate of 8.0%—more than twice that of most other open flags. There are a number of reasons for this, not least a growing recognition on the part of major ship-

owners and managers that Liberia, more than any other flag state, is able to combine increased safety and efficiency with reduced costs.

“The quality of service offered, and the rapid response times achieved, are important factors behind the significant growth record-

ed by the Liberian Registry, whose clients are able to communicate with our highly qualified, motivated staff at any time of the day of night, thanks to the registry’s global network of offices staffed by experience professionals. (Source: LISCR)

VOICES *from* SEAFARERS

**Capt. Armando G. Gelogo and Crew of
M/V MISATO K**

We welcome the new chapter of the year with a pleasant surprise and appreciation to the JSU. Thanks to the implementation of the new wage increase likewise this will motivate the seafarers to be more diligent workers.



Capt. Vann S. Eusebio and Crew of M/V ISS BREEZE

The year 2019 has a fresh start of the JSU visit on our ship. The crew had cherished the distribution of the JSU welfare goods and much more onto the informations that has been discussed about wage increase and medical benefits. Thanks to the proper guidelines and keeps on going.



**C/E Francisco L. Espina Jr. and Crew of
M/V CRESTA BLUE**

Ship visitation of the JSU staff had caught an encouraging inspiration within our ranks. The topics about shipping affairs and development had reminded us of what welfares and benefits rendered by the union for its members. With our wish and support, we hope JSU endeavor will come up with good results.



**Capt. Edgar S. Luciapao Jr. and Crew of
M/V CF DIAMOND**

Our appreciation goes to the JSU staff who has enlightened our knowledge about the union activities. In addition, it has reminded us of the welfare services offered to the member seafarers by JSU. Thank you and more power to you all.



**Capt. Bernardo D. Ocampo and Crew of
M/V ATLANTIC ERICA**

Greetings to all of you! Though we felt the year of 2018 has brought lots of joy and sorrow to some and others, on this year of 2019, we wish you all the best to come and be happy on the New Year.



**Capt. Danilo Q. Absolor and Crew of
M/V ASIAN JOY**

It is a pleasure to say, JSU has done it again. The long awaited wish of wage increase by seafarers like us had been achieved. Thank you so much!



**Capt. Benjamin R. Ubanos and Crew of
M/V LEGAZPI**

On behalf of my crew, I'd like to extend our gratitude to the JSU in sharing us the current information. Most likely about the union activities such as enhancement of the benefits and improvement of working conditions of the members.



**Capt. Edwin B. Bermudez and Crew of
M/V SPLENDEUR**

Thanks to the JSU staff who visited us prior to the ship delivery. When the year 2019 entered, we are amazed to know of a certain wage hike. A heartwarming applause to the staff that makes these things happened and good luck.



Capt. Rafael D. Necor and Crew of M/V KAGUYA

We'd like to extend our utmost support to the JSU for the struggle on the members' welfare and benefits increment. It has recently gained success with the example of the crew wage hike. With these, living standard of the members will timely improve. Thanks to the job well done.



**Capt. Dennis Albert C. Ramirez and Crew of
M/V KARIYUSHI LEADER**

M/V KARIYUSHI LEADER's officers and crew has highly appreciated the visit of the JSU inspector at the port of Kobe. The visit provides positive motivation and fresh informations on maritime matters. Please continue your task in providing seafarers with their welfares and be on the right track.



**Capt. Neil A. Echavia and some Crew of
M/V NEPTUNE LEADER**

We are surprised of the current information about wage increase. This progress had expressed the worthwhile dedication of the union to improve its members' living and working conditions. In appreciation of your kind deeds, rest assured of our endless support and thank you.



**Capt. Ray Luis P. Capalaran and Crew of
M/V GARDENIA ACE**

Praise be with the JSU staff ship visitation. We hope this kind of JSU activities will continue in order to update us and be informed of the current informations of the shipping industry. Thank you and happy new year!

Stressful work puts seafarers at risk of 'silent killer'

Hypertension or high blood pressure is a medical condition in which constricted arterial blood vessels increase the resistance to blood flow, causing an increase in blood pressure against vessel walls. Thus, the heart must work harder to pump blood through the narrowed arteries and if the condition persists, damage to the heart and blood vessels is likely, increasing the risk for stroke, heart attack, and kidney or heart failure.

Hypertension is often labelled as 'the silent killer', because it usually causes no symptoms until it reaches a life-threatening stage. Seafarers may be prone to hypertension due to the nature of their work, diet onboard, physical inactivity, alcohol and tobacco use, and a diet high in sodium usually from processed and fatty foods.

Symptoms of hypertensive crisis In the case of hypertensive crisis, a situation in which the blood

pressure quickly rises and remains to 180/120 mm Hg or higher. If pressure does not fall in to normal figures, then medical assistance is to be provided immediately. The consequences of uncontrolled blood pressure in this range can be severe and include:

- Stroke
- Loss of consciousness
- Memory loss
- Heart attack
- Damage to the eyes and kidneys
- Loss of kidney function
- Aortic dissection
- Angina (unstable chest pain)
- Pulmonary edema (fluid back-up in the lungs)
- Eclampsia

A variety of symptoms may be indirectly related to, but are not always caused by, high blood pressure, such as:

- Blood spots in the eyes: Blood spots in the eyes (subconjunctival hemorrhage) are more common in people with diabetes or high

blood pressure, but neither condition causes the blood spots. Floaters in the eyes are also not related to high blood pressure. However, an ophthalmologist may be able to detect damage to the optic nerve caused by untreated high blood pressure.

- Facial flushing: Facial flushing occurs when blood vessels in the face dilate. It can occur unpredictably or in response to certain triggers such as sun exposure, cold weather, spicy foods, wind, hot drinks and skin-care products. Facial flushing can also occur with emotional stress, exposure to heat or hot water, alcohol consumption and exercise — all of which can raise blood pressure temporarily. While facial flushing may occur while your blood pressure is higher than usual, high blood pressure is not the cause of facial flushing.
- Dizziness: While dizziness can be a side effect of some blood pressure medications, it is not

caused by high blood pressure. However, dizziness should not be ignored, especially if the onset is sudden. Sudden dizziness, loss of balance or coordination and trouble walking are all warning signs of a stroke. High blood pressure is a leading risk factor for stroke.

How to handle hypertension onboard

There are many factors which are important to become part of seafarers' lifestyle to help prevent and manage hypertension, including:

- Control weight: Being overweight or obese increases the risk of cardiovascular disease, diabetes and high blood pressure
- Exercise regularly: Physical inactivity as part of seafarer's lifestyle increases the risk of getting high blood pressure.
- Eat healthy: A diet high in salt consumption, as well as calories, saturated and trans fat and sugar, carries an additional risk of high blood pressure.

- Reduce or quit smoking and tobacco use: Using tobacco can cause blood pressure to temporarily increase and can contribute to damage arteries.

- Control stress: Too much stress can encourage behaviors that increase blood pressure, such as poor diet, physical inactivity, and using tobacco or drinking alcohol more than usual.

What is more, keeping a blood pressure diary in which seafarers record their blood pressure measurements, including the time of day and notations about events that might have affected the records, such as changes in medication, diet, or physical activity, could assist them intimately involved in their own care. However, seafarers should not use these recordings to self-medicate or make an attempt to diagnose themselves but they should always seek medical care in case any symptoms make their appearance. (Source: SAFETY4SEA)

South Asian scrap yards saw over 90% of 2018 ship tonnage

744 large ocean-going commercial vessels were sold to the scrap yards in 2018, out of which 518 were broken down on South Asia beaches, accounting for a record-breaking 90.4% of the gross tonnage dismantled globally.

According to new data released by the NGO Shipbreaking Platform, at least 34 workers lost their lives when breaking apart the global fleet. The Platform documented at least 14 workers that died in Alang, making 2018 one of one of the worse years for Indian yards in terms of accident records in the last decade.

Another 20 workers died and 12 workers were severely injured in the Bangladeshi yards. In Pakistan, local sources confirmed one death and 27 injuries. Seven injuries were linked to yet another fire that broke out on-board a beached tanker.

"The figures of 2018 are shocking. No ship owner can claim to be unaware of the dire conditions at the beaching yards, still they massively continue to sell their vessels to the worst yards to get the highest price for their ships. The harm caused by beaching is real. Workers risk

their lives, suffer from exposure to toxics, and coastal ecosystems are devastated. Ship owners have a responsibility to sell to recycling yards that invest in their workers and environment," said Ingvi Jørgensen, executive director and founder, NGO Shipbreaking Platform.

With the oil and gas sector seeing a downturn in the last couple of years, the Platform has documented an increase in offshore units that have gone for scrap. Out of the 138 oil and gas units which have been identified as demolished in 2018 alone, 96 ended

up on the beaches of South Asia.

"Clean and safe solutions are already available. Responsible ship owners, such as Dutch Boskalis, Germany's Hapag-Lloyd, and Scandinavian companies Wallenius-Wilhelmsen and Grieg, recycle their vessels off the beach. The EU maintains a list of clean and safe ship recycling facilities. More ships need to be diverted towards these sites," said Nicola Mulinaris, communication and policy officer, NGO Shipbreaking Platform. (Source: MarineLink)

ILO aims for 100 states to sign MLC

2019 is the centenary year of the International Labour Organization (ILO) and it hopes to celebrate the anniversary by achieving 100 member states signing up to the Maritime Labour Convention 2006 (MLC). The MLC sets worldwide minimum standards for the living and working conditions of seafarers.

The MLC has so far been ratified by 90 member states, representing more than 91 percent of the world merchant shipping fleet. However, important states have yet to back the convention, including the USA and much of South America, Africa, the Middle East and Central Asia.

The ILO says that ratification and implementation of the MLC benefits the world's 1.5 million seafarers, shipowners and flag, port and labour-supplying states, as well as contributing to the achievement of the United Nations sustainable development goal on sustainable oceans. (Source: ITF Seafarers)

Window opens on reporting

European shipowners have repeatedly asked the EU to improve and simplify regulations to the existing Reporting Formalities for Ships Directive (RFD), which has not been able to meet their needs.

Therefore, last summer the EC published transport proposals including a new draft for the so-called European Maritime Single Window Environment (EMSWe).

The new draft is intended to adapt itself to a more digitalized world. However, it does not yet contain a fully European approach; the new proposals do not include sensitive customs reports, which should be made on national systems based on a European platform.

Also, the proposals revealed there was no European but only a national report-once-only approach. (Source: Euromar)

Fast, low-cost connectivity vital for seafarers

Connectivity remains the number one demand for seafarers. However, they also expect better levels of service and lower costs. It was also observed that seafarers are keen to make crew internet access compulsory on all ships.

According to the Seafarers Happiness Index, the majority of seafarers face the triple threat of poor quality, high cost, or non-existent connectivity.

Because seafarers want to be able to connect via the internet with family and friends, this issue is considered one of the most important, as it is considered vital to their happiness.

However, respondents felt that insufficient investment is being made to ensure ongoing, high speed, and quality connections.

For this reason, the United

Nations suggested that access to the internet should be a necessity or basic right, rather than a luxury, and it was stressed time after time that seafarers do not have the same human rights as the rest of the population.

What is more, connectivity is an increasingly important factor for seafarers when choosing which shipping company to work for. In fact, seafarers said that online access influenced their decisions on whether to work for a particular company. There is also a strong seafarer network, and crew do share their experiences regarding which companies look after their connectivity needs.

In addition, responding to the latest Seafarers Happiness Index, seafarers have called for ship owners, operators and managers to have designated

human resource management in place to address concerns and to reflect the growing appreciation and importance of seafarer mental health and wellbeing onboard.

This comes as the second quarterly report of 2018 sees seafarers experience an increase in happiness in relation to physical health opportunities and welfare facilities onboard, according to the Mission to Seafarers.

These figures represent a growing trend of the importance placed on the welfare of seafarers at sea, with seafarers requesting that ship owners and managers invest in a dedicated seafarer liaison officer, who would be responsible for ensuring seafarers' welfare while at sea and at port. (Source: SAFETY4SEA)

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