



JSU demands safety of seafarers, ships sailing near Strait of Hormuz

Task Force calls on MLIT, other relevant parties to give information, protection

The All Japan Seamen's Union (JSU) received reports on June 13, 2019 that two oil tankers, including one owned by a Japanese enterprise, had been shot while sailing near the Strait of Hormuz in the Gulf of Oman. On June 14, JSU President Yasumi Morita and oceangoing-shiping shop stewards asked the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) to ensure safety for vessels carrying cargo near the Strait of Hormuz and seafarers working on board those ships. More specifically, the JSU made the following three requests: (1) to immediately disclose information on and facts of the tanker attacks, (2) to convene a public-private liaison meeting to establish a necessary liaison and cooperative consultation system, and (3) to take all possible actions to ensure the safety of ships running near the strait and for seamen working on such vessels.

The JSU set up an emergency task force under its International Affairs Bureau on June 13 upon learning that two oil tankers, one of which is owned by a Japanese firm, had been attacked while navigating near the Strait of Hormuz in the Gulf of Oman, and established an emergency liaison system and shared information with relevant parties.

The union then asked the Japanese Shipowners' Association (JSA)'s oceangoing shipping labor committee and the International Mariners Management Association of Japan (IMMAJ) to convene meetings as soon as possible to discuss safety issues.

The JSU also demanded that information be obtained from and shared with the MLIT, which has jurisdiction over the tanker attacks, and the management company of the tanker owned by a Japanese enterprise.

On June 14, the JSU convened a liaison meeting with oceangoing shop stewards, sharing information with them on actions that it can take in the future and other subjects. After the meeting, it made emergency requests with the MLIT.

At the MLIT, the requests were made with Mr. Satoru Mizushima, director-general of the Maritime Bureau. In respect to the incidents in which two oil tankers, which included one



JSU President Yasumi Morita (left) submits a document of requests with Chairman Seishiro Eto of Kaiji Shinko Renmei (right).

owned by a Japanese company, were hit on June 13, while traveling near the Strait of Hormuz in the Gulf of Oman, President Morita strongly asked Director-

General Mizushima to disclose information on the incidents immediately, launch a public-private liaison meeting to establish a necessary liaison system and ensure safety for both ships and seafarers.

Having pointed out that there could be another attack, the JSU delegation suggested that shipping companies not be responsible for taking care of such cases. It demanded that cooperation among relevant parties remain tight to enable them to continue to share information. The union also asked the government of Japan to make utmost efforts to ensure safety of seamen.

Shop stewards accompanying President Morita to visit the MLIT to make the requests on behalf of the shipping companies they belong to said that it is important to take necessary actions to keep union members working onsite from feeling uneasy and disclose information on a timely basis.

On June 18, the JSU submitted a document with Mr. Seishiro Eto, chairman of Kaiji Shinko Renmei (Association of Lawmakers Promoting Maritime

Affairs) and a member of the Liberal Democratic Party (LDP) and the House of Representatives, demanding that safety be ensured for vessels sailing near the Strait of Hormuz and mariners working on board such vessels.

At the meeting the JSU held on June 14 with the JSA's oceangoing shipping labor committee, the partners confirmed recent developments and agreed with each other to enhance their emergency liaison system and continue to share information.

On June 18, the JSU met with the IMMAJ to discuss safety issues. Similar to the June 14 meeting, they confirmed that to ensure safety for ships running in the said waters and seamen on duty on board such ships, labor and management would both strive to reinforce their emergency liaison system, and that they will share detailed information.

The JSU will continue to run its emergency liaison section to ensure safety for ship operations and demand that Tokyo and other relevant parties do whatever they can do to ensure safety for ships and seamen.



From left: Director-General Satoru Mizushima of the MLIT's Maritime Bureau receiving a document of requests, JSU President Yasumi Morita presenting the document, Shop Steward Masakazu Funabashi from Nippon Yusen Kaisha (NYK) and Shop Steward Hiroki Kiyooka from Mitsui O.S.K. Lines (MOL)

Japan considering US-led ME maritime security effort

The government of Japan is considering a U.S.-led maritime security coalition for the Strait of Hormuz as it tries to find ways to protect Japan-related ships and ensure stable crude supply, Takeshi Iwaya, defense minister, said after meeting his U.S. counterpart.

Speaking to reporters after meeting with U.S. Secretary of Defense Mark Esper in Tokyo, Iwaya was asked whether Esper had mentioned the U.S.-led coalition to protect the Strait of Hormuz, according to a Japanese defense ministry official.

While declining to elaborate on specific topics discussed, Iwaya said: “the government will make a comprehensive judgment, considering various aspects,” according to the official.

Iwaya said that Japan needs to seek a balance between its need to ensure the safety of navigation of Japan-related tankers and its relationship with the U.S. while keeping an amicable relationship with Iran, according to the official.

Japan’s oil supply security came under the spotlight on June 13 when two vessels, including one operated by a Japanese shipping company, were attacked just outside of the Strait of Hormuz. The waterway, a key route for oil tankers in the Persian Gulf, is used for around 80% of Japan’s crude imports.

While en route to Tokyo Tuesday, Esper told reporters that: “any and every country that has an interest in freedom of navigation and freedom of commerce needs to really consider” being involved in monitoring the strait,

according to a transcript provided by the defense department. He was specifically asked whether Japan should join, according to the transcript.

Japan’s Maritime Self-Defense Force has been in operation in the Gulf of Aden offshore Somalia since 2009 to protect vessels with Japanese interests in the wake of piracy attacks.

The UK has joined the US in a maritime security mission in the Persian Gulf, its defense ministry said Monday, following tanker attacks in the region and the seizure of a UK-flagged tanker by Iranian forces in the Strait of Hormuz.

Close attention

Japan’s largest refiner JXTG Nippon Oil & Energy, which relies on more than 80% of its requirements from the Middle East, is

making efforts to diversify a part of its crude supply and bypass the Strait of Hormuz, a company executive said Wednesday.

“We are paying very close attention to [situations in] the Persian Gulf in the Middle East because Middle Eastern crude oil accounts for more than 80% of our [requirements],” Yoshiaki Ouchi, director and senior vice president of JXTG Holdings, the parent of the refining arm, said at an earnings press conference in Tokyo.

JXTG has a combined 1.93 million b/d of installed refining capacity across 11 refineries in Japan. It also has a combined crude storage capacity of 7.35 million kl, or 46.23 million barrels, across 57 tanks at its Kiire terminal, one of the world’s largest crude oil storage terminals.

“While the Middle East is an

extremely important [crude] procurement source, it might not be easy to make a shift but we are considering making efforts to diversify a part of our procurement sources,” Ouchi said. JXTG is also considering crude procurements without transiting Hormuz, he said, declining to elaborate on alternative sources.

Saudi Arabia has access to the Red Sea via Yanbu port, using the roughly 5 million b/d Petrolina (East-West Pipeline). A 1.5 million b/d pipeline also links Abu Dhabi’s onshore fields to the port of Fujairah.

The Middle East accounted for 88.6% of Japan’s crude imports, or an average of 3.07 million b/d, over January-June, according to the Ministry of Economy, Trade and Industry data. (Source: *Platts*)

First cruise ship on battery power sails for the Arctic

The world’s first cruise ship propelled partially by battery power is set to head out from northern Norway on its maiden voyage, cruise operator Hurtigruten said.

The hybrid expedition cruise ship, the *Roald Amundsen*, can take 500 passengers and is designed to sail in harsh climate waters.

Named after the Norwegian explorer who navigated the Northwest Passage in 1903-1906 and was first to reach the South Pole in 1911, the ship heads for the Arctic from Tromsø this week and will sail the Northwest Passage to Alaska before heading south, reaching Antarctica in October.

While the engines run mainly on marine gasoil, the ship’s battery pack enables it to run solely on batteries for around 45 to 60 minutes under ideal conditions, Hurtigruten Chief Executive Daniel Skjeldam told Reuters.

The company estimates that the battery pack will reduce fuel consumption and save about 20% in carbon dioxide emissions, compared to if the ship was operating on marine gasoil alone.

“It’s designed to take excessive energy from the engines and put into the battery when the ship doesn’t need it, and put it back into the engine when the ship needs it – it is a way of reducing emissions significantly without having charging stations available,” Skjeldam said.

Battery technology for propelling ships is in its infancy, even on shorter routes, as few ports provide charging stations. (Source: *MB 2019-7-03*)

ClassNK joins in alternative fuel working group

Leading Classification Society ClassNK is participating in the “Cross-industrial Working Group Related to Zero Emission Alternative Ship Fuels” established by the CCR Study Group (*). This working group which ClassNK acts as secretariat to aims to reduce CO2 emissions in the international value chain by use of methane synthesized through methanation technology which combines CO2 and hydrogen produced from renewable energy sources.

In the international shipping

sector, the IMO is carrying out initiatives to counter the global emission of greenhouse gas (GHG). In 2018, the Initial IMO Strategy on Reduction of GHG Emissions from Ships was adopted, aiming to improve carbon intensity of the sector by at least 40% in 2030 and reduce annual GHG emissions by at least 50% in 2050, both compared to 2008 levels, and eventually phase out GHG emissions as early as possible within the century. In order to reach these goals, it is essential

to make the transition over to alternative fuels which can be used with the existing power plants on ships.

Fuel methanation has gathered global attention as a highly expected technology for the realization of GHG zero emission. The working group aims to implement fuel methanation for ships and construct its supply chain by collaborating with other industries, companies, and administrations, and will hold discussions/deploy initiatives for the widespread use

of methanation.

(*) “CCR (Carbon Capture & Reuse) Study Group” was established with the aim of supplying alternative energy like synthetic methane or methanol by combining industrial carbon emissions with hydrogen produced from renewable energy sources toward achieving effective carbon neutrality that reduces use of fossil fuels, and contributing to the creation of a new energy supply system for 2050. (Source: *ClassNK*)

‘Sustainable shipping for sustainable planet’: IMO

As part of the United Nations family, IMO is actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. Indeed, most of the elements of the 2030 Agenda will only be realized with a sustainable transport sector supporting world trade and facilitating global economy.

“Sustainable shipping for a sustainable planet” has been selected as the World Maritime theme for 2020. This will provide an opportunity to raise awareness of the United Nations’ Sustainable Development Goals (SDGs), and showcase the work that the International Maritime Organization (IMO) and its Member States are undertaking to achieve the targets.

The IMO Council, meeting for its 122nd session at IMO Headquarters in London, endorsed the theme, following a proposal by IMO Secretary-General Kitack Lim.

“I believe that this theme will provide flexibility to the Secretariat and the Member States in highlighting the myriad topics

and challenges in meeting the 2030 Sustainable Development Agenda. At the same time, it will provide excellent opportunities to highlight the already significant contributions of shipping and the IMO to building that sustainable future,” Mr. Lim said.

“The year 2020 will mark the beginning of a decade of action and delivery. It will be a decisive decade not only for the shipping industry, but for life on the planet,” Mr. Lim said. He noted that September 2019 would see a gathering of Heads of State at the United Nations in New York, to take stock of how far the world has come in realizing the sustainable development commitments.

The SDG Summit, the Climate Action Summit and further high-level meetings planned for 2020, such as the Our Ocean and the UN Ocean Conferences, will provide opportunities for leaders from various sectors, including shipping, to both reflect on the work done and the urgent steps they further plan towards a sustainable future.

“The shipping industry, with the support of the IMO regulatory framework, has already started the transition towards this sustainable future. We have adopted and continue to develop measures to cut greenhouse gas emissions, reduce the sulphur content of ships’ fuel oil, implement the Ballast Water Management Convention, protect the polar regions, reduce marine litter, improve the efficiency of shipping through the electronic exchange of information, meet the challenges of the digitalization of shipping and enhance the participation of women in the maritime community,” Mr. Lim said.

“We are strategically equipped, in line with the approach laid out in the IMO Secretariat’s SDGs Strategy, to showcase our contribution to the SDGs and to act upon untapped opportunities of technologies, finance and new partnerships for the future benefit of the shipping industry and humankind,” Mr. Lim said.

United Nations Sustainable Development Goals

In 2015, 193 countries adopted the 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs).

This Agenda calls for action by all countries to eradicate poverty and achieve sustainable development by 2030 world-wide – and the SDGs are seen as an opportunity to transform the world for the better and leave no one behind.

As part of the United Nations family, IMO is actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. Indeed, most of the elements of the 2030 Agenda will only be realized with a sustainable transport sector supporting world trade and facilitating global economy. IMO’s Technical Cooperation Committee has formally approved linkages between the Organization’s technical assistance work and the SDGs.

While SDG 14 is central to IMO, aspects of the Organization’s work can be linked to all individual SDGs. (Source: *IMO*)

VOICES from SEAFARERS



Capt. Warren M. Pineda and crew of MV JP CORAL
On behalf of the officers and crew of JP CORAL, please extend our warmest appreciation to all of the JSU staff. Thank you for regularly visiting us.



Capt. Limwell H. Gabiosa and crew of MV JP VERDURE
We, crewmembers of *JP Verdure* are pleased to say our appreciation to the JSU welfare services. Looking at our living and working conditions, we hope that you continue to campaign for its enhancement.



Capt. Alden F. Lucero and crew of MV GLOBAL AMBITION
The Officers and crew of MV Global Ambition are grateful for the JSU visit. We really appreciate the information provided to us regarding the important issues of our benefits from JSU/AMOSUP. We hope to see you again on the next voyage here in Japan.



Capt. Michael T. Aguirre, C/E Ricky S. Lebuna and crew of MV MIIKE
We are glad to have JSU staff onboard and we appreciate the time spent with us. Our benefits, welfare and betterment of Filipino seafarers had been discussed during the visit. We hope the JSU will continue helping us to reach our goals and dreams. Please come and visit us again in the near future.



Capt. Leo Glenn A. Cubita and crew of MV CAPE MAGNOLIA
The JSU visiting staff had discussed members' welfares and benefits. Particularly the retirement system of the members under the ship's agreement was explained in the discussion. We are hoping the JSU will improve the contents in favor of the members.



Master and crew of MV ASIAN NAGA
All crewmembers are very pleased to the JSU staff in visiting our ship. Thank you for giving us the information and ideas on how the JSU deals with its members. Your kind deeds are appreciated.



Capt. Roel N. Cenon and Crew of MV CAPE GREEN
Thanks for choosing our vessel to be included in your visitation duties. We hope that you could include our picture on the next issue of JSU magazine. So long and regards to the staff of JSU.



Some crewmembers of MV DURBAN HIGHWAY
A piece of advice from the JSU visitor has encouraged us to observe safety precautions at all times. It has helped us realize that by putting it to practice/exercise could improve one's health and safe working condition. Thank you JSU.



Capt. Venancio P. Dela Cruz and crew of MV MALTO HOPE
We are happy you visited us. We've learned of our rights and benefits as members of the JSU. Thank you and we wish you all the best.



C/O Genevieve L. Balinas and some crewmembers of MV VENUS LEADER
We appreciate the JSU compliments of the current maritime news and souvenirs. Though we are quite busy, your efforts in checking our working and living condition is very good for us, seafarers.



Capt. Ireneo M. Fualo Jr. and crew of MV ORANGE PHOENIX
With the increase of vessels with JSU agreements, we appreciate the welfare services provided by the JSU to its members. Similarly, we wish that the JSU activities be conducted to other vessels in other ports so that more members could benefit.



Capt. Love A. Sastrillas, C/E Antonio Nacional and crew of MV ARGO WIND
The JSU's activity of checking our shipboard condition should continue. We value the information disseminated and we are hopeful the JSU would introduce additional improvement of the CBA. Thank you and see you again.

Crews of some ships can refuse to sail through Hormuz

The crews of some ships transiting the Strait of Hormuz have the right to refuse working on the vessels as they pass through the waterway — the world's most important energy chokepoint — due to the recent danger associated with operating in the region.

The change is part of a temporary agreement by the so-called Warlike Operations Area Committee, which held an extraordinary meeting earlier this week and designated the strait as a high-risk area, according to a statement from union Nautilus International, one of the committee's mem-

bers. The committee also includes the UK Chamber of Shipping and Britain's National Union of Rail, Maritime and Transport Workers.

"Crew can request to leave the ship at a preceding port" before entering the strait, according to the statement dated Aug. 2. This and other clauses in the agreement can be enacted only if the operator ignores flag-state and industry advice, Nautilus International spokeswoman Helen Kelly said by email.

The agreement applies to all vessels listed on the UK Chamber of Shipping, which can include British ships or those flagged un-

der another country, she said. It also applies to seafarers of any nationality aboard those ships.

The Strait of Hormuz, at the mouth of the Persian Gulf, is the key waterway for about a third of all of the world's oil shipped on tankers. In recent months, the Gulf region has been marred by a spate of vessel attacks, tanker seizures and the shooting down of drones, amid heightened geopolitical tensions and U.S. sanctions on Iran's oil exports. Tanker captains are increasingly wary about traveling through the strait.

British vessels in particular have been at risk, following the UK's

seizure of an Iranian tanker near Gibraltar. Last month, Iran impounded a British-flagged vessel, the *Stena Impero*, which remains in the Middle Eastern nation's custody. British oil giant BP Plc is now avoiding sending UK ships and crews through the strait.

The Warlike Operations Area Committee reached its agreement following government advice to avoid the area without U.K. naval support, according to the statement from Nautilus International, which has members in Britain, the Netherlands and Switzerland. The clauses apply only if flag-state and industry guidance aren't com-

plied with, it said.

"That includes UK-flagged vessels that refuse a military accompanied transit and vessels that do not take account of relevant guidance from industry bodies" like BIMCO and the International Chamber of Shipping, it said.

Seafarers on vessels transiting through the area may also receive double basic pay due to the risk involved, according to the statement. The strait's temporary designation as a high-risk zone will be reviewed on Sept. 2 or earlier if advice from the British government changes, it said. (Source: Bloomberg)

Ships urged not to hire private armed teams in ME gulf

Shipping companies sailing through the Middle East Gulf are being urged to avoid having private armed security guards on-board as the risk of escalation in the region rises, industry associations say.

Relations between Iran and the West have become increasingly strained after Britain seized an Iranian tanker in Gibraltar last week and London said its warship HMS *Montrose* had to fend off Iranian vessels seeking to block a British-owned tanker from passing through the Strait of Hormuz.

The most recent incidents followed a spate of attacks on tankers since May around the Strait of Hormuz and the Gulf of Oman, which the United States has blamed on Iran and are denied by Tehran.

An advisory issued in recent

days by leading shipping associations warned against using private armed guards in the critical areas.

"The use of force against threats recently encountered in the Gulf of Oman carries significant risk and has the potential to escalate security situations to the detriment of the safety of ship and crew," the advisory said.

"The use of unarmed maritime advisors to assist with onboard security and watch-keeping is sensible," it said, noting relevant legal guidelines.

A rise in Somali piracy, which was at its height a decade ago, prompted shipping companies to deploy private armed security teams in the Gulf of Aden.

Guy Platten, secretary general of the International Chamber of Shipping, said there were stringent restrictions on the use

of armed guards in the Gulf, whereas there was approval by flag states for their deployment off Somalia.

"The message is do not use private armed guards in these waters — it is not advised," he told Reuters on Friday.

While it is still possible for ships to sail through the Strait of Hormuz with private armed guards on board, few ports in the Gulf allow ships carrying weapons to enter.

"The legal implications for insurers and vessel owners are widespread. Breaches of rules bring about significant financial penalties, adverse reputational issues and in some cases custodial sentences," said Jonathan Moss, head of transport and shipping with law firm DWF.

"The navies will be aware that additionally recruited armed se-

curity personnel may lead to the possible escalation of violence."

Mark Gray, co-founder of British company MNG Maritime, which runs a UK regulated floating armoury some 26 nautical miles from the coast of the United Arab Emirates, said UK security companies that were licensed to carry and move firearms in the region were restricted to counter-piracy activity.

"Any British security company that uses those firearms ... to counter the forces of a state like Iran would be in breach of that license and therefore breaking the law," he said.

"Armed guards are not the solution — all you need are more eyes and ears looking at all sides of the ship especially the rear when passing through those waters." (Source: Reuters 2019-7-15; Editing by Kirsten Donovan)

Battery-powered ships next up in battling emissions

Four Japanese companies have teamed up to build the world's first zero-emission tanker by mid-2021 that will be powered by large-capacity batteries and will operate in Tokyo Bay, according to a statement on Tuesday. The new company e5 Lab Inc. is a venture between Asahi Tanker Co., Exeno Yamamizu Corp., Mitsui O.S.K. Lines Ltd. and Mitsubishi Corp.

The global maritime industry is facing an onslaught of legislation to improve its environmental performance. From next year, a majority of vessels will have to burn fuel containing less sulfur. A challenge requiring even more innovation, though, is a goal to halve shipping's carbon emissions by 2050.

While fully-electric ships have struggled to penetrate major markets, momentum is gathering. Rolls-Royce Holdings Plc said last year that it had started offering battery-powered ship engines, while Norway's Kongsberg Gruppen ASA is developing an electric container vessel. Still, there are challenges in making the technology applicable to ships navigating thousands of miles across oceans because of the need to recharge batteries. (Source: Bloomberg)

ICS provides guidance with 6-month countdown to 'Global Sulfur Cap'

With six months to go until the implementation of the 'Global Sulfur Cap' the International Chamber of Shipping (ICS) has issued updated guidance to help shipowners comply with new UN International Maritime Organization (IMO) regulations. Taking full effect on Jan. 1, 2020 the legal framework will require merchant ships worldwide to use fuel with a sulphur content of less than 0.50 percent or use alternative mitiga-

tion technologies.

Guy Platten, secretary-general of ICS said: "These new regulations are good for human health and good for the environment. With just six months to go before implementation these free ICS guidelines will help shipping companies with the vital task of preparing for compliance. We strongly recommend that shipowners prepare an Implementation Plan for each of their ships

using the template agreed by IMO."

The ICS guidance incorporates the latest IMO decisions addressing issues such as fuel oil non-availability reporting, fuel safety and fuel quality. The updated guidelines will help ships avoid port state control difficulties that might arise, through no fault of the operator, and enable shipowners and ships' crews to overcome the practical challenges presented

by this multi-fuel scenario.

The free resource, Compliance with the 2020 "Global Sulfur Cap", contains details of the new requirements to allow on board sampling to verify fuel oil compliance, includes a new section on managing different fuels, an updated FAQ and a new appendix with the IMO standard template Fuel Oil Non-Availability Report (FONAR). (Source: International Chamber of Shipping)

Daniamant welcomes making electronic inclinometers carriage mandatory

The Marine Safety Committee (MSC) of the International Maritime Organisation (IMO) has recently approved the German government's proposal to make the carriage of electronic inclinometers mandatory for all new build container vessels and bulk carrier vessels.

Kevin Rough, CEO of Daniamant, comments, "Electronic in-

clinometers are an important safety product designed to support the onboard decision-making process and help reduce risk to crew and vessels. As a safety company that designs and creates products to help keep crew safe at sea, we fully welcome the decision of the MSC Committee to make electronic inclinometers mandatory for container and bulk carrier vessels."

Designed for carrier and bulk container vessels, and type approved to the IMO performance standard, Daniamant's DanEI-300 Electronic Inclinometer is an advanced heel and pitch measuring device which is not sensitive to horizontal and vertical accelerations.

On rolling vessels, the usual bubble or pendulum inclinometers can

indicate values which are too high. This margin of error can be up to 30% of the measured value. As the DanEI-300 is not affected by these accelerations, it shows the true inclination and roll period. As well as safety benefits, the DanEI-300 can also help contribute to the reduction of fuel consumption and help improve efficiency onboard. (Source: Daniamant)

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