



In the photo on the left (from left): Mr. Hirohisa Inada, negotiation Chairman of Naiko Roumu Kyokai; Mr. Makoto Yoshikawa, Vice-President of Naiko Roumu Kyokai; Mr. Shoichiro Miyazaki, President of Ichiyo Kai; Mr. Mitsuharu Matsuura, President of the JSU; and Mr. Hidehiko Hiraoka, negotiations Chairman of the JSU

In the photo on the right (from left): Mr. Haruji Taono, Vice-President of Zen Naiko; Takusei Sekida, President of Zen Naiko; Mr. Mitsuharu Matsuura, President of the JSU; and Mr. Hidehiko Hiraoka, negotiations Chairman of the JSU

FY2022 spring wage negotiations

Message from JSU President Mitsuharu Matsuura

In conclusion of FY2022 labor contract negotiations with 2 domestic shipping organizations

I am delivering a message on behalf of the All Japan Seamen's Union (JSU) at a time when negotiations have been concluded with shipowners associations Naiko Roumu Kyokai and Ichiyo Kai for renewing labor contracts for fiscal 2022.

We began the negotiations for fiscal 2022 labor contracts under many unfavorable conditions, such as a downturn in economy due to the spread of Omicron, the most contagious variant of the coronavirus, and steep rises in crude oil prices resulting from higher geopolitical risks in the Middle East and Ukraine.

Despite such difficult times, the JSU held negotiations with the shipowners associations in hopes of coming to a conclusion soon, sharing a common view that it is necessary to improve labor conditions for seafarers to secure highly capable human resources.

Thanks to the efforts that all negotiation agents had made for an amicable solution, we reached a certain level of agreement within the assigned timetable. I believe that it was attributed to the relationship of mutual trust that had been built up between labor

and management. I am deeply grateful to Mr. Hirohisa Inada, Mr. Shoichiro Miyazaki and all of the other negotiation agents.

In Japan, labor shortages are noticeable in many industries, arising from an aging population combined with a declining birthrate. The shipping industry is no exception, facing a serious challenge of aging seafarers. It is, as such, necessary and inevitable to secure and develop successors.

The aging of seafarers is more serious in domestic shipping than in any other part of the sector. In addition, a lowering job retention rate among young seafarers has also become a problem. Therefore, it is an urgent task to cultivate seafarers successors by attracting young people who will forge next generations to the sea and helping them firmly settle there. To this end, labor and management must work hand in hand not only to pay them good wages, but also to develop favorable work environments so that they can continue to work for a long time without feeling anxiety.

In conclusion, I would like to say that I am sure the conclusion of the labor contract negotiations within the assigned timetable will definitely contribute to making becoming seamen more attractive, securing and raising seamen successors and further developing the domestic shipping business. I am wrapping up my message as the JSU representative by hoping

that labor and management will continue to work together to address the mountain of issues facing them based on their relationship of mutual trust. Thank you very much.

A.

The JSU's committee for holding discussions with domestic shipping organizations held its first round of negotiations with two domestic shipping organizations (Naiko Roumu Kyokai and Ichiyo Kai) on March 7. The committee gave a briefing on a gist of the requests that the union had made. Tentative agreement was reached on a contract validity. At the second round on talks on March 16, the parties had clause-by-clause deliberations. They repeatedly had discussions on and after their third meeting on March 23, including suspensions, reached agreement on March 31 and held a signing ceremony on April 1.

B.

Committee for holding negotiations with domestic shipping organizations (details of the agreement)

1) The contract validity will be from April 1, 2022 to March 31, 2023;

2) As for the base wages, wages of standard age will increase by ¥500;

3) The extra rate at which on shore leaves are paid out will rise to 75 percent (up by 5 percent-

age points);

4) As for the rewards bestowed upon ship masters who concurrently serve as pilots, the upper limit will be ¥7,400 (up by ¥1,000);

5) The number of years in service to receive retirement allowance will be extended from 34 years to 35 years (up by 0.5 months) from April 1, 2022;

6) As a new law has been enforced to partially revise the act related to childcare leaves, nursing care leaves and other welfare programs for workers who take care of children and other family members and the employment insurance act, relevant issues will be sorted out and clarified; and

7) The rate for annual temporary allowance will remain unchanged from the previous year at 426 percent.

C.

The JSU's committee for holding negotiations with Zennaiko held their first round of negotiations on March 7. The committee explained a gist of the requests that the union had come up with and reached tentative agreement on a contract validity. Clause-by-clause talks were held when they met for the second time on March 16. While asking for sufficient discussions to come to a conclusion soon, they met for the third time on March 23 and for the fourth time on March 29. Although their negotiations

were suspended from time to time, they came to a conclusion on March 31 and held a signing ceremony on April 1.

D.

Committee for holding negotiations with Zennaiko (details of the agreement)

1) The contract validity will be from April 1, 2022 to March 31, 2023;

2) As for the base wages, wages of standard age will increase by ¥500;

3) The extra rate at which on shore leaves are paid out will rise to 70 percent (up by 5 percent-age points);

4) As for the rewards bestowed upon ship masters who concurrently serve as pilots, the upper limit will be ¥7,400 (up by ¥1,000);

5) The age at which retirees receive retirement allowance will be raised from the ongoing 62 years old to 63 years old from April 1, 2024;

6) As a new law has been enforced to partially revise the act related to childcare leaves, nursing care leaves and other welfare programs for workers who take care of children and other family members and the employment insurance act, relevant issues will be sorted out and clarified; and

7) The rate for annual temporary allowance will remain unchanged from the previous year at 400 percent.

Seafarers' groups, owners make progress on rights

Seafarers' groups have won the right to mandatory social connectivity for crews – including internet access – in updates to the Maritime Labor Convention 2006 (MLC), but are disappointed that shipowners and governments may seek to charge for it.

The MLC is an international treaty designed to protect seafarers' rights and has been ratified by more than 100 countries, who represent over 90% of the world fleet. One of its provisions is that governments, shipowners and seafarer representatives meet periodically to keep the convention under review and up to date. The latest Special Tripartite Committee (STC) meeting ended in Geneva on May 13, with agreement on a number of changes including a commitment to better social connectivity for seafarers.

"We've learned a lot during the Covid period and that has been driving us to improve the MLC," said Mark Dickinson, vice chair of the International Transport Workers' Federation's Seafarers' Section, STC vice-president and spokesperson for the Seafarers Group.

"Working for long periods at sea can be isolating," Dickinson said, "And a lack of contact with the outside world can have profound implications for seafarers' wellbeing, which we saw the worst effects of during Covid."

"Being able to keep in touch with family and friends isn't just

a nice-to-have, it's a basic human right. That's why we fought so hard for seafarers to be given internet access and to have a mandatory provision in the MLC."

Despite the fact that ships already have the technology to provide internet access, shipowners dug their heels in over the change. They insisted that they should be able to limit access and be able to charge seafarers for internet connectivity.

The Seafarers Group lobbied to ensure that any charges levied on seafarers remain an exception, and if any charges are imposed that they are reasonable. Governments were also encouraged to increase internet access in ports and associated anchorages without cost to seafarers.

Repatriation rights remain archaic

The meeting failed to reach agreement on changes to the MLC's terms on repatriation under the MLC that were being demanded by the Seafarers Group. It demanded that the breadth of shipowners' responsibility to repatriate seafarers at the end of their contracts be extended to the point at which seafarers land at their home location.

For most seafarers, the journey home is considerably longer than shipowners currently cover. A Filipino, for example, who lives in Davao may find themselves dumped at Manila Airport 1,600 miles away from home. They then have a subsequent air journey of

around 2.5 hours, costing them P2,500–3,000. In that final leg, the employer is no longer covering insurance, medical or other costs.

As we have observed over the course of the pandemic, many seafarers have been detrimentally impacted by quarantine measures introduced in many countries, which has exacerbated the risk of disruptions and costs to seafarers to get to their actual residence.

"Shipowners outright rejected the proposal despite attempts at providing a compromise," said Dickinson. "As seafarers' representatives, we're disappointed. We're buoyed by the support of some governments, but still, it is the first time in the history of the STC that one group has rejected an amendment outright."

Dickinson said that the refusal of shipowners to negotiate on this issue is heart-breaking given what seafarers who were caught up in Covid restrictions endured.

"It's a shame that after all the collaboration during the Covid period, when we worked together across the industry to defend seafarers' rights, that shipowners have failed to engage in dialogue at all, especially over such an important issue for their workforce. I'm sure that shipping executives' costs are covered door to door, why shouldn't a seafarer deserve the same right, especially given the cost-of-living crisis that many are facing."

A group of EU governments also sought an amendment to ensure a

clearer commitment to the de facto maximum period of service of 11 months that seafarers can serve at sea before shipowners are obliged to get them home. Shipowners, and some governments, insisted on flexibility and requiring seafarers 12 months sea time to qualify, especially for trainees. The Seafarers Group refused to concede, citing fatigue and safety concerns.

"It is hard to believe that in 2022 we have to argue that 12-months service is too long," Cotton said. "And this doesn't even account for the fact that crewing levels have halved, and the reality that shore leave is now more restricted than ever. Shipowners say it is a freedom of choice for seafarers, but they have all the power, so it actually amounts to forced labor."

Other changes

The STC did agree on a number of significant changes to the MLC, including:

- Personal protective equipment must be made available in sizes that suit seafarers onboard, including for women.

- Improved access to free drinking water, quality provisions and balanced diets were agreed as part of food and catering rules.

- Clarification on responsibilities for governments to provide information to seafarers on mandatory systems of protection that must be put in place by recruitment and placement agencies.

The STC also adopted several resolutions that will guide the future work of the Committee. These included further work on the eradication of sexual harassment at sea, the sustainability of the financial security provisions provided by P&I Clubs and insurers, and the ability of seafarers to enforce seafarers' employment agreements against shipowners.

In his closing remarks, Dickinson said he was disappointed that since the MLC entered into force, it appears that shipowners focus was on agreeing to technical changes, rather than resolutions that support the continuous improvement of seafarers' conditions.

"They have lost sight of the original tripartite vision of the MLC to enhance the minimum standards for seafarers. Unless this changes path, it will have profound consequences on the future of the shipping industry."

Cotton called on the industry to continue to collectively tackle challenges that face the industry and seize on opportunities to make shipping a decent and safe career for seafarers, especially for attracting women into the industry.

"Through Covid, ITF and ICS worked so well together, and with other shipping partners such as IMEC, so it would be an incredible shame if we didn't continue to work together in that spirit. Decent work for seafarers must be at the heart of this." (Source: ITF Seafarers)

Just In Time arrivals optimize speed, help container ships lower emissions

Just In Time (JIT) arrivals allow ships to optimise speed during their voyage to arrive in port when berth, fairway and nautical services are available. Container ships can reduce fuel consumption and resulting carbon dioxide emissions by 14% on a per voyage basis using JIT arrival, according to a new study, commissioned by the IMO-Norway GreenVoyage2050's Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA).

JIT is an important tool that can contribute to a ship attaining its required carbon intensity indicator (CII) and associated CII rating in accordance with IMO's short-term GHG reduction measure, which will enter into force later this year. JIT can be taken up, together with other operational measures, in the enhanced Ship Energy Efficiency Management Plan (SEEMP) which will play a central role in the implementation of IMO's recent energy efficiency measures.

This latest study, undertaken

by MarineTraffic and Energy and Environmental Research Associates (EERA), explores the global implementation of JIT in the container sector. Using AIS data from the calendar year 2019 (pre-pandemic), the impact of JIT on fuel consumption and emissions was assessed by optimizing all voyages in three scenarios:

1. Over the entire voyage,
2. Over the last 24 hrs, and
3. Over the last 12 hrs.

The results show that while optimizing speed over the entire duration of a voyage offers the greatest saving opportunity (displaying a mean fuel saving per voyage of 14.16%), there were benefits in all scenarios with savings of 5.90% (24 hrs scenario) and 4.23% (12 hrs scenario), respectively. This indicates that implementing JIT over the last 12 hours of a voyage can already greatly contribute to fuels and emissions savings.

"In fighting climate change, global shipping has a steep mountain to climb, and we need to pull all levers to deliver in line with

the Paris Agreement. The study underlines that while we work to accelerate and scale the availability of the future green fuels, in the short-term significant emissions reductions can be achieved by bringing vessels, terminals and ports together to exchange standardized data and facilitate Just In Time arrivals," said Capt. Andreas M. van der Wurff, Port Optimisation Manager at A.P. Moller-Maersk and Chair of the Low Carbon GIA Ship-Port Interface workstream.

The Low Carbon GIA is a public-private partnership with the aim to develop innovative solutions to address common barriers to decarbonizing the shipping sector. It has been actively exploring the concept of JIT through various research projects and several industry stakeholder roundtables. In 2020, it published the Just In Time Arrival Guide—Potential Barriers and Solutions, providing guidance to stakeholders towards the implementation of JIT Arrivals. (Source: IMO)

Number of seafarers onboard vessels beyond expiry of contract decreased

The June Crew Change Indicator continues to point to an encouraging global stabilization of the crew change situation. While challenges persist, these are not reflected as an increase in seafarers remaining onboard beyond contract expiry.

The latest Indicator shows that the number of seafarers onboard vessels beyond the expiry of their contract has decreased slightly to 4.3% from 4.5% in the last month, while the number of seafarers onboard vessels for over 11 months has remained stable at 0.3%. These numbers remain very close to what has been reported since December 2021, confirming a stabilization of the situation.

The Neptune Indicator also reports a 2.8% increase in seafarer vaccines, from 83.6% in May to 86.2% in June, as seafarer vaccinations keep increasing at a good and steady pace.

Ship managers continue to report mixed developments regarding to the global crew change situation. Positive developments were reported with an observed decline in the number of infected seafar-

ers onboard vessels while crew change restrictions and quarantine requirements have been eased in several places, such as in some Chinese cities.

Nonetheless, strict restrictions persist in Japan and despite the easing of Chinese restrictions, there remain many difficulties in conducting crew changes.

Seafarer vaccination growth remains strong as high levels of inoculation are being recorded. While there persist some difficulties in vaccinating seafarers while onboard, ship managers are looking into providing vaccines to seafarers once in their home country.

"The June, Neptune Indicator reinforces the stabilization trend of the first half of 2022 and still records positive progress on vaccines. Global challenges and country restrictions continue to complicate some crew changes, but the overall picture points towards a return to a more normal situation", said Kasper Sogaard, Managing Director, Head of Institutional Strategy and Development, Global Maritime Forum. (Source: safety4sea)

Box shipping worsens with congestion, delays

• Congestion levels at ports in mainland China have increased between 30-40% since March

• High rates on shipping routes departing Asia combined with port delays incentivises carriers return with empty containers

• Governments and others looking at ways to discourage ships operating at less than full capacity

Supply chain challenges continue to worsen, exacerbated by higher levels of port congestion and shipping delays at ports in Shanghai and elsewhere in China due to Covid-19 lockdowns. Coupled with ongoing congestion at ports elsewhere in the world and low backhaul rates to Asia, container demand is far exceeding capacity.

Congestion at Chinese ports increased in March and April as Covid-19 lockdown measures were introduced in Shanghai and later extended to other parts of the country. Since the beginning of March, total dry bulk congestion levels at ports in mainland China have increased between 30-40%, according to S&P Global Commodities at Sea. The port congestion at Shanghai has showed signs of easing in May, as traffic has been diverted to alternative

ports throughout northern and southern China. However, overall congestion levels remain high and longer vessel queues are being seen at alternative ports such as Tianjin and Zhoushan.

Container shipping rates departing Asia also remain significantly elevated over routes inbound to Asia from the US and elsewhere. This differential in freight rates, along with severe delays at ports, has disincentivised carriers from taking shipments from the US, Europe, or elsewhere to Asia, with disproportionate negative impacts for agricultural exports. The most recent Freightos Baltic Index average price on 6 May for a 40-foot container from ports in China/East Asia to North America West Coast was \$14,226. In contrast, the 6 May price from ports in North America West Coast to ports in China/East Asia was \$991. The average rate from ports in China/East Asia to ports in North Europe was \$10,565, compared with \$754 in the other direction. The average rate from ports in China/East Asia to ports in the Mediterranean was \$12,538, and only \$1,528 in the opposite direction.

In the US, tree nuts, produce, and dairy products in California

are struggling to find container capacity, according to the California Farm Bureau Federation. Many carriers are no longer stopping at the Port of Oakland, instead opting to send empty vessels directly from the Ports of Los Angeles and Long Beach to take advantage of high rates from Asia to the US West Coast. There has also been a general shift in container capacity away from the US West Coast towards the US East Coast. Back in January, The Journal of Commerce reported that shipping companies had increased vessel capacity between Asia and the US East Coast by 25% at the beginning of 2022 compared with the previous year. Shippers increasingly moved to the US East Coast to avoid the now-infamous backlog of ships at the ports of Los Angeles-Long Beach in Southern California.

Port congestion and container capacity has been especially bad in China and the US but remains a global issue. Reuters reports that delays in shipments from China to Europe are subsequently causing shortages of containers to take European goods to the US East Coast. In Chile, the National Union of Fruit Producers (Fedefruta) has called for an action plan to prioritise perishable

goods. Products including table grapes, blueberries, and apples and kiwis have been significantly affected by port congestion and transport delays. Transport and unloading between Chile and the port of Philadelphia is reportedly taking as much as 45 days, compared with a normal average of 20 days.

Transport delays in 2021 led Chilean exporters to place greater emphasis on the US market over China, where transport and unloading times are comparatively lower. Some exporters, however, have been able to take advantage of the disruption. For example, Peru saw a 43% y/y increase in fruit, vegetable, and grain exports to China in 2021 as Peruvian exporters filled in the gap left by reduced Chilean supplies.

A key driver of delays and capacity constraints is that many ships are operating at less than full capacity. Ships operating at partial capacity means that more ships are required to move the same volume of cargo. More ships at ports leads to loading and unloading delays. Delays encourage ships to make fewer stops and operate at less than full capacity, and the vicious cycle continues.

In the US, farmers have called

on the government to enact measures to quell the practice of ships departing US ports with empty containers. The House and Senate have both passed versions of the Ocean Shipping Reform Act, which would strengthen the authority of the Federal Maritime Commission over ocean shipping companies, including the ability to impose new rules barring carriers from "unreasonably" denying shipments of US exports. The bill is opposed by the World Shipping Council. The House and Senate versions of the bill still need to go through the reconciliation process and will require another vote before becoming law.

The Panama Canal Authority has also proposed a new tolling plan which would for the first time include fees for ships carrying empty containers. The current tolling system has been criticised for being overly complex, and the proposed change is part of a broader effort to make the tolling plan "simple and transparent", according to Panama Canal Deputy Administrator Ilya Espino de Marotta. The authority said that the new fee on empty containers "recognises the repositioning value of empty containers". (Source: S&P Global Commodity Insight)

Nigeria, Japan join piracy response project in Gulf of Guinea

Martin Luther Agwai International Leadership and Peacekeeping Centre (MLAILPKC) and United Nations Development Programme (UNDP) in Abuja, has unveiled a Counter-Piracy and Response in the Gulf of Guinea.

The News Agency of Nigeria (NAN) reports that the project was sponsored by the Government of Japan.

The Minister of State for Budget and National Planning, Mr. Clement Agba, said the Gulf of Guinea had remained the epicenter of sea criminalities for years.

Agba, who was represented by the Director, International Cooperation, Dr. Lanre Adekanye, said the growing number of criminal activities in the region underscored the need for the project.

He said that sea piracy had continued to have adverse effect on economic growth and pose threats

to the livelihood of the coastal communities in the Gulf of Guinea.

He commented the government Japan and the UNDP for funding the project, complementary partnerships and provision of technical support where necessary.

"Let me on behalf of the government of Nigeria, acknowledge and appreciate the longstanding bilateral ties between Nigeria and the government of Japan.

The Japanese Ambassador to Nigeria, Kazuyoshi Matsunaga, said the Gulf of Guinea has been described as the world's most challenging piracy zone.

Matsunaga, who was represented by the First Secretary, Tomoyoshi Maehira, said that piracy in the region had also been a recurrent phenomenon with serious concern to the countries bordering the area and the international community.

He said that the phenomenon

had continued to discourage foreign investment, hampers international trade and businesses along the corridor.

According to him, it equally terrorises seafarer communities, weakens state control of coastal and offshore areas, slows development of blue economy and emboldens illicit trade and illegal fishing.

"The activities of piracy does not only remain a serious threat to trade and businesses of the coastal communities, but also retards the economies of the GoG countries, particularly Nigeria.

"Against this backdrop, the Government of Japan decided to fund the Regional and National Counter – Piracy Project to ensure peace and stability in the Gulf of Guinea and to boost regional and global trades.

"The project is critical to ensuring the security and safety of tradesand seafarers and aims to increase

international trade, contributing to sustainable development in the region," he said.

Matsunaga urged officers responsible for the fight against piracy in the area as well as hear their opinions on expected contributions from Japan in the future.

The Deputy Resident Representative, UNDP, Mr. Lealem Dinku, said the region had continues to be a dangerous hotspot area for seafarers with 43 percent of global reported piracy incidents.

Dinku, who was represented by the Team Lead, Governance, Peace and Security, Matthew Alao, added that all 40 kidnapped crew incidents occurred in the region in the first quarter of 2021.

He said that concerted efforts of regional and international navies especially Nigerian Navy had led to reduction in piracy incidents from 16 in Q1 of 2021 to seven

over the same period in 2022.

"In spite of this, piracy and maritime crimes continue to pose serious threats to international trades, the safety of seafarers, and regional and global development.

"The realization of the economic importance of this maritime route to regional and international trades and businesses prompted the intervention of the Government of Japan, in partnership with UNDP, to fund projects in this area.

"This project is a continuation of the maiden project – 'Capacity Building on Anti Piracy for MLAILPKC – implemented between March 2021 and March 2022 by MLAILPKC.

"The current project signposts the enduring strong partnership among the Government of Japan, MLAILPKC and UNDP which began in 2014," he said. (Source: News Agency of Nigeria)

Shipbroker Clarkson Platou Hellas: ship recycling market in dire strait

The ship recycling market is still suffering from a lull in activity. In its latest weekly report, shipbroker Clarkson Platou Hellas commented that "as we commemorate Her Majesty The Queen marking 70 years of service to the people of the United Kingdom, the Realms and the Commonwealth (becoming the first British Monarch to celebrate a Platinum Jubilee), there is certainly nothing to celebrate in

the recycling industry as the market remains in the doldrums. The negative sentiment being experienced over the last few weeks has ensured that tonnage supply remains limited with the uncertainty as to the next direction the market will take putting paid to offers being received from the recyclers".

According to the shipbroker, "there does appear to be a tense standoff. Cash buyers are experi-

encing difficulties delivering their pre-agreed business to the recyclers as more reports emanate from the recycling destinations of constant renegotiations and in some cases, complete withdrawal from previously concluded contracts. We now have the arrival of Posidonia in Greece next week which may allow all parties in the industry to concentrate on matters away from the recycling industry and enjoy the

sunshine and parties that Greece will have to offer and subsequently, may help the dust to settle and possibly see some stability to the market 'post-Posidonia'. The lack of tonnage for the industry looks set to continue for some time which should certainly help price levels to bounce back on the medium term.

Despite near term uncertainty, the expectation from the dry bulk sector is that we will see trade

growth continue. Whilst there is economic concern over Chinese Covid lockdown and of course, the Ukrainian conflict, analysts feel this will be eased by rising commodity prices and an improving U.S. Dollar to cool global economy, especially with the majority of Asia and the U.S. seeing post-Covid recovery and expansion. With fleet growth slowing due to

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Nine major causes of seafarers feeling fatigue at sea

Seafarers work in a heavily regulated industry, facing a workload that is physically and mentally challenging. The good news is that there is plenty that can be done to help combat stress and promote healthy, restorative sleep.

As Capt. James Foong FNI explains, fatigue can be described as a drowsy state of deprived sleep and extreme tiredness. Seafarers who are fatigued may experience diminishing cognitive ability, and a loss of interest in their work, which could endanger themselves, their colleagues, the ship they are operating, and the wider marine environment.

The most common reasons why a seafarer might be prone to fatigue are the following:

#1 Overwork

In the past, a ship's captain had pretty much one job to do—to maneuver the vessel from port A to B. However, things have changed, thanks in no small part to the increase in telecommunication devices available. Nowadays, captains and their bridge teams must answer emails, sort out essential documentation and attend to overwhelming administrative work, regardless of time zones or passage scheduling. Meanwhile, the technical side of actually operating the ship still requires their

full attention. Often, an officer can only take on the extra administrative work required of them during their "rest" time.

#2 Watch systems

Deck officers can traditionally work a maximum of 12 hours on watch a day to comply with STCW. This schedule means officers get multiple intervals of break throughout a day. However, in many cases, navigating officers work overtime when there are no extra crew members to act as back-up. Officers in this situation may only manage three or four hours of sleep after factoring in overtime and the need to eat and take a shower before getting ready for their next shift.

#3 Environmental factors

Working at sea is remote by nature. The isolated working environment onboard ship can impose additional mental stress on seafarers who find it hard to deal with such remoteness. Additionally, issues such as severe ship motions during heavy weather; incessant chatter over the walkie-talkie and vibrations from the vessel being loaded or unloaded can add extra levels of physical discomfort that also affect a seafarer's mood and levels of fatigue.

#4 Suitable surroundings

Soundproof insulation is a

highly effective way to reduce unwanted sound traveling into the cabins and disrupting sleep. Standard fiberglass composite and dampening acoustic sealant both offer good soundproofing properties to muffle airborne and impact noise.

Comfortable, ergonomic furniture can also help people relax during rest times and ease any aches and pains in the body, says Capt. Foong. When a ship is first designed, companies should be encouraged to work with sleep experts to ensure crew accommodation can be as relaxing and effective in minimizing noise as possible.

#5 Reduce sleep debt

It's normal for seafarers to build up some form of "sleep debt" with irregular work hours, night shifts and/or difficulty getting at least six hours of sleep consistently. Therefore, proper planning of sleeping hours around other demands on time is key.

The sleeping environment should be dark, quiet, and well-ventilated with a decent mattress to allow easier transition into the deep sleep phase. In addition, scheduling strategic nap times can help seafarers maintain their mental and physical health.

#6 Competent crewing

On top of that, sufficient crew-

ing of the ship is mandatory to ensure each officer has enough time to rest properly after each watch-keeping cycle. It is helpful for higher-ranking officers to clarify their job scope before spending too long on administrative work and documentation that could be carried out by someone else with space in their schedule. Administration can often be better managed by a well-trained executive officer who could also take on safety inspections and audits.

#7 Diet, exercise and lifestyle

Seafarers must establish and maintain healthy habits if they want to enjoy a better lifestyle. Choose food that offers a good balance of macronutrients to help keep fatigue at bay. Regular exercise can help prevent work-related illnesses and improve overall health and wellbeing.

Another way to keep spirits high and protect people's wellbeing onboard ship is to develop a good range of social activities to encourage team cohesiveness, boost morale and improve cooperation. Setting up a job rotation scheme is helpful too, as changing jobs can dispel feelings of monotony and prevent seafarers from growing bored of repetitive tasks.

#8 Crew retention

It can be extremely tiring for ex-

perienced crew members to have to frequently train new seafarers if there is a high turnover of staff onboard ship. Finding ways to retain quality people can therefore greatly assist in reducing overall fatigue levels within the team. Establishing an open working culture where people can feel confident about raising concerns can help with this, along with excellent career opportunities, fair remuneration packages, and support with mental health and personal development.

#9 Connecting with the 'outside world'

Ultimately, onboard telecommunication facilities must be up-to-date to keep seafarers in touch with the outside world. People working in an isolated environment are usually extremely keen to connect to others and have their voices heard. Tiredness and fatigue is not just about not getting enough sleep. It can be exacerbated by a lack of contact with home, pressures around shore leave and inadequate attention to people's psychological needs.

"We must acknowledge the serious threats posed by fatigue and find workable solutions for mitigating against these risks. The physical and mental wellbeing of seafarers needs to be prioritized", Capt. Foong concluded. (Source: *Safety4Sea*)

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a limited orderbook, demand in growth is expected. The tanker sector has seen significantly improved conditions in recent months with average tanker earnings witnessing improvements across the scale. The outlook for 2023 also appears positive and therefore, we do not expect a barrage of tanker units to arrive to the recycling destinations for the foreseeable future", Clarkson Platou Hellas concluded.

Meanwhile, GMS, the world's leading cash buyer of ships said that "as sales dry up into sub-continent markets due to firming freight rates and plummeting vessel prices, the industry is (once again and expectedly) entering a lull, especially as the traditionally quieter summer / monsoon months descend. At this time, we do not anticipate Ship Owners or Cash Buyers to offload any of their inventories (if vessels are even available) at these reduced rates and End Buyers still remain reluctant to commit units at any firm numbers being demanded, such is the volatility in the market at present. There have not been any sales to benchmark this recent fall in levels, but depreciating currencies and plummeting steel plates prices seem to have knocked over USD 100/LDT off across the sub-

continent & Turkish markets and sentiments do appear to be shredded as nerves remain frayed.

Accordingly, there have been some opportunistic numbers being dished around, far below where most in the industry believe prices should be at present, and as expected, no Ship Owner or Cash Buyer is presently willing to entertain such offers in the low USD 600s/LDT (perhaps even lower), as recycling markets stabilize for the time-being. A gradual rebound is eventually expected, especially as supply remains extremely restricted and yards are more than empty, but just how far and how soon levels will return remains anyone's guess. Overall, despite yard capacity improving across the sub-continent, freight sectors too have been performing admirably (Tankers, Containers and Dry), thereby resulting in a suffocation of resales to global Recyclers. Evidence of this even presents itself at the waterfront, as local port positions are starting to dwindle with marginal arrivals this week. As such, given the historical tenacity of these pricing trends, we can expect levels and demand to pick up as we head towards the third quarter of the year, with most in the industry hoping for a sustained recovery", GMS concluded. (Source: *Hellenic Shipping News*)

10 effective methods seafarers can use to manage tiredness, fatigue on ships

Fatigue is one of the most dangerous threats to a navigator onboard ship.

Taking this into consideration, Nautilus presents ten points to help manage the levels of tiredness and fatigue.

#1 Understanding fatigue

Fatigue is a state of physical and/or mental impairment that can reduce the ability to operate a ship safely.

#2 Fatigue by design

By their very nature, ships and ship operations have a high risk of inducing tiredness and fatigue, with causes including ship design, onboard tasks and the motion of the seas.

#3 An ongoing concern

Long-term fatigue can lead to physical and mental health problems; left unchecked, it is not just a short-lived problem.

#4 Risk management

Tiredness and fatigue can be managed. The risks cannot always be removed, but there will be ways to mitigate them.

#5 Counting hours

Hours of work and rest are important, but tiredness and fatigue management go beyond just recording hours.

#6 Fighting fatigue from shore

Ship owners and managers must 'own' fatigue and tiredness management. This can be done through ship design, crewing levels, workload, food provision, exercise facilities, sleeping arrangements and training the crew about dangers and mitigation.

#7 Know the signs

Mariners must be aware of how to recognise fatigue in themselves and others. Manage time as best as possible, adjust watches when necessary, get support if needed, keep accurate accounts of work and rest and notify the DPA if required.

#8 Monitor mental health

Not only can fatigue lead to physical health issues, but also mental stress. Issues such as relationship problems, either onboard or with family/friends, can also lead to mental fatigue. Be sensitive to this in yourself and others.

#9 Knowledge is power

The IMO has published guidelines on fatigue that relate to ships and seafarers. There is also a wealth of information on the internet from both maritime and non-maritime sources.

#10 Share and share alike

No-one is immune to tiredness and fatigue, so discuss these issues with the whole crew and watch out for each other. A poor decision made by one person can affect everyone. (Source: *Safety4Sea*)

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