

## JSU-AMOSUP Members Get New Benefits

Beneficiaries of seafarers whose vessels are covered by the IBF JSU/AMOSUP-IMMAJ CBA and ITF-JSU/AMOSUP CBA have a new benefit: the JSU-AMOSUP Widow/Widower Survivorship Pension Fund (WSPF).

The objective of the WSPF is to provide, through a pension fund, payment of a fixed regular and reasonable stream of funds for a limited period of time to assist the surviving widow/widower or other designated next of kin of member seafarers.

Effective Jan. 1, 2006, any seafarer covered by the above two CBAs is covered by the WSPF. In the event of the death of a seafarer while in service, or while traveling to or from a CBA-covered vessel, his designated beneficiary shall receive death benefits as follows:

a) A monthly pension of ten thousand pesos (P10,000) for a fixed non-extendable period of sixty (60) months in case the deceased seafarer is a rating;

b) A monthly pension of fifteen thousand pesos (P15,000) for a fixed non-extendable period of sixty (60) months if the deceased seafarer is an officer.

Should the death of a seafarer arise on account of self-inflicted injuries, suicide or any criminal act attributable to him, no WSPF benefit shall be paid.

A seafarer covered by the WSPF shall nominate in writing any of the following persons in the order specified to receive the amount prescribed above in case he/she dies:

a) The surviving legitimate spouse, if the seafarer is married;

b) The seafarer's legitimate unmarried child or children under the age of 21 at the time of nomination, if the legitimate spouse predeceases the seafarer;

c) The surviving parent or parents, in cases when the seafarer is unmarried; and

d) In the absence of the foregoing, any person or entity named by the seafarer.

If a seafarer dies without nominating a beneficiary, he/she shall be presumed to have appointed beneficiary the living person or persons in the order stated below:

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## JSU Participates in ITF World Congress

The International Transport Workers' Federation (ITF) convened its 41st World Congress in Durban, South Africa August 2-9.

Attended by 1,194 representatives from 387 unions, the meeting reached agreement on a new policy theme: "Organizing Globally."

Participating in discussions on behalf of the All Japan Seamen's Union (JSU) was a delegation of five, led by president Sakae Idemoto.

### 1) About ITF

The ITF was founded in Europe in 1896 by European seafarers and port/harbor labor unions. It has now grown into a federation of labor unions representing 4.45 million workers engaged in the overland, maritime and air cargo transport sectors. The number of ITF members reached 666 unions in 146 countries/regions as of April 2006.

In addition to promoting concerted action by its membership, the federation is responsible for working with other international organizations.

### 2) ITF World Congress

The federation's highest decision-making body, the ITF World Congress convenes every four years.

The congress consists of a plenary session and eight

industry-wide sections concerned with seafarers, fisheries, dockers, civil aviation, railways, inland navigation, road transport and tourism. A section for women's issues was granted section support during the recent congress.

These sections discussed their respective action reports and plans as well as motions presented in advance by the plenary session. Opinions submitted during these discussions were summarized and amended by the plenary session. Opinions submitted during these discussions were summarized and amended by the general assembly, which also made additions. They were finally compiled into the World Congress' resolution.

### 3) Organizing Globally

When the ITF held its World Congress in Delhi in 1998, its main theme was "Mobilizing Solidarity," while in Vancouver in 2002, the issue was "Globalizing Solidarity." To set practical and feasible targets in accordance with these themes, the Durban World Congress came up with "Organizing Globally - Fighting for Our Rights."

Under this motto, member unions will be encouraged to map out their global transport and delivery systems, make clear strategically important points and pro-

cesses around the world and develop organized strategies toward the agreed strategic targets.

### 4) Union Activity Rising

Setting up the Council for Global Unions (CGU), which is due to open its doors on Jan. 1, 2007, is one of the movements taking up the new theme.

Under this system, the International Confederation of Free Trade Unions (ICFTU), Global Union Federations (GUF) and OECD Trade Union Advisory Committee (OECD-TUAC) will cooperate with each other for the benefit of global labor unions. The effort will attempt to bring strategic and

international pressure on and counter the WTO, IMF and the World Bank, all of which are promoting a neo-liberal version of globalization that elides employment issues and workers' rights.

### 5) Problems in Africa

The 41st Congress was the first to be convened on the African continent since the ITF began holding these quadrennial events.

In Africa, workers in many countries have not yet won the right to organize and negotiate via labor unions. HIV infections are at dangerous levels, particularly among transport workers. One of every five South Africans is an AIDS carrier.



Capt. Idemoto at the ITF World Congress

## Frequently Asked Questions (FAQs)

### Your Retirement Pay

By: Bayani A. Jaboli  
ISS, All Japan Seamen's Union

**Q1:** I am a non-Japanese working onboard vessels covered by a JSU agreement and have been paying the monthly US\$40 union dues. When I retire, do I get retirement pay from the JSU?

**A1:** Every non-domicile JSU member pays union dues, which are used to operate the union, not for a retirement fund. The \$50 deducted from your monthly pay goes into your retirement fund. Retirement pay depends on the type of JSU agreement that covered the vessels on which you served.

If your vessels were covered by the IBF JSU/AMOSUP-IMMAJ CBA or ITF-

JSU/AMOSUP CBA, then you are a member of the JSU-AMOSUP Provident Fund. Please apply to AMOSUP for your retirement pay. No other retirement benefit is available to you from the JSU.

If your vessels were covered by a JSU Maru Ship agreement (Japanese-flag vessels), the \$50 intended for retirement pay is already included in your monthly wages. No other retirement benefit will be received from the JSU.

If your vessel was covered by the IBF JSU/PSU-IMMAJ CA, IBF JSU-IMMAJ CA, ITF JSU-PSU CA or ITF-JSU CA then you are a member of the JSU CA Retirement Pay Plan (RPP)

and you may apply through the JSU for retirement pay.

**Q2:** My ship is covered by the IBF JSU/PSU-IMMAJ CA. Can I stay at the JSU-AMOSUP Mariners' Home?

**A2:** Yes, any member of the JSU can use the JSU-AMOSUP Mariners' Home.

**Q3:** I have a pending claim for compensation against my manning agency at the Philippines' National Labor Relations Commission (NLRC). Although I hired a lawyer, can the JSU help me, too?

**A3:** The JSU is always ready to assist members with work-related problems. However, some of the agreements to which the JSU belongs are governed by the Four Parties Agreement (FPA) signed by the JSU, your local union (i.e. AMOSUP or PSU), the shipowner and the local manning agency. According to the FPA, the shipowner and the JSU shall keep the terms of em-

ployment for Filipino seafarers on active duty aboard a vessel in accordance with the CBA and consult each other to resolve any problems that occur.

The AMOSUP and the manning agency shall cooperate to improve welfare in the Philippines for Filipino crew and their families and consult each other to resolve problems that may occur.

Since you are already in the Philippines and have a lawyer, the JSU cannot handle your case; all we can do is communicate with the owner about your problem.

If you have problems onboard your vessel, contact the JSU; if you have problems and you are already in the Philippines, then contact your local union, the AMOSUP or PSU before hiring a lawyer. Queries relating to retirement pay can be sent to <retirement-pay-plan@jsu.jp>.

## Veteran Seafarers in Demand

Demand for experienced seafarers will continue to grow over the next few years, as shipyards continue to build tankers, bulk carriers, and containerships, a maritime analyst at Dahlman Rose in New York has said.

According to Omar Nokta, some 4,700 oil tankers, bulk carriers and containerships are on shipyard order books worldwide. About half of these will replace existing ships, but the rest will be new, and will require crews.

The maritime analyst said that more than 10,000 qualified officers, and up to 60,000 regular crewmembers could be needed over the next three years to man the vessels.

To meet the increasing demand in crewing, Nokta said that some shipping companies have teamed up with maritime academies, while others hunt illegally for crews, especially officers from rival companies.

He also mentioned that seafarers from the Philippines and China are willing to work long hours for less money than European or American crews. (Reuters)

# High Fees Dissuade Officer Candidates

Prohibitive fees exacted from seafarers lie behind the reluctance shown by Filipino crewmen toward becoming officers, according to Nestor Vargas, vice-president of the Crewing Association of the Philippines.

Commenting on a Department of Labor and Employment study showing that Filipino officers take short-term courses to gain immediate employment, Vargas said seafarers have to think long and hard before taking the licensure exams.

It is estimated that only one-third of the 240,000-plus Filipino seafarers working abroad are officers. Vargas

said that if government maintains unnecessary requirements, the officer shortage will continue.

Requirements include assessment by simulator or practical exam and interim courses (such as ship and cargo handling). The requirements are mandatory if an officer is to obtain his certificate of competency, which the Professional Regulatory Commission (PRC) introduced in 2001. A management level course is to be implemented in December.

Neither Philippine law nor the STCW Convention call for such requirements. (Lloyd's Register/Fairplay)



Capt. Manuel S. Bernardo and C/O Teddy C. Barnes of M/V Koryu.

## MOL, COSCO Dalian Tie Up for Cadet Training

Mitsui O.S.K. Lines (MOL) has announced a tie-up with COSCO Dalian to train officer cadets at Dalian Maritime University.

MOL said it aims to "utilize COSCO Dalian's track record and know-how in training tanker officers" with an initial annual target of 40 Chinese cadets/year.

MOL, which aims to expand its total operated fleet to 900 ships by 2010, said "we expect to need an additional 6,000 seafarers by that time in order to meet crewing requirements."

COSCO Dalian specializes in transport of liquid bulk cargo. Training is to be carried out both in the classroom at and on board ships.

Japan's major operators are expanding their fleets at an unprecedented rate, and these latest training initiatives are a reflection that the shortage of trained officers is raising crewing costs.

Nippon Yusen Kaisha (NYK) has been providing scholarships for students at Dalian and Shanghai maritime universities since 2001. (Lloyd's Register/Fairplay)

## Panama, R.P. Eye Crime Agreement

Panama will agree a bilateral treaty with the Philippines over assumption of jurisdiction for criminal offenses committed by crewmen on Panama-flag ships.

Juan Felipe Pitty, Panama's ambassador to the Philippines, said the agreement would call for summary judgment by the flag state to repatriate any Filipino seafarer who becomes involved in a crime against any other national on board.

Pitty revealed the plan

during a recent general meeting of the Filipino Association for Mariners' Employment.

The measure comes in response to the difficulty experienced over the killing of a Japanese officer by two Filipino crew of the Panama-flag *Tajima* in 2002. Pitty acknowledged that the absence of a treaty between the Philippines and Panama led to delays before a ruling was issued. The two seafarers were acquitted.

The incident took place in international waters off Taiwan, providing no alternative jurisdiction because neither Japan nor the Philippines has a relevant treaty with Panama for on-board crime. (Lloyd's Register/Fairplay)

## IMO Warns Seafarers to Keep Guns Off Vessels

The International Maritime Organization (IMO) has urged ships traveling in pirate-infested waters not to carry guns for protection.

Secretary-general Efthimos Mitropoulos said vessels that carry weapons could become targets of pirates hoping to seize the guns.

Mitropoulos issued the statement in light of the IMO's concern over a growing trend among commercial shippers to hire private security firms for protection in pirate-infested waters.

Maritime analysts have expressed concern about armed escorts provided by private security firms to ships in the Straits of Malacca, one of the world's busiest waterways, where the fear of pirate attack persists despite a recent drop in incidents.

He added that risks also arise from the need to train people in the use of firearms and the chance that they might kill others if they took excessive steps in defense.

Instead of carrying weapons onboard, Mitropoulos advised crewmen to be vigilant against attacks.

"We have to continue being alert, we have to train people to make use of the preventive measures that we have put in place, and we cannot afford to be complacent in any respect, in cases where we either face pirates or terrorists," he said. (Maritime Online)



Weapons meant to protect you could be used to target you and your crewmates. Don't do it, says IMO.

## Concerted Union Effort Yields Pay Day for Filipino Crew

A Filipino crew has won more than US\$200,000 in back pay after their strike action in a U.S. port led to victory.

U.S. Dockers backed the strike. The ITF-affiliated International Longshore and Warehouse Union (ILWU), representing over 7,000 U.S. dockers, and the entire maritime community in the ports of Los Angeles and Long Beach supported the protest. ILWU members

working in Long Beach also honored the picket line by refusing to handle the bulk carrier's cargo.

According to ITF inspector Stefan Mueller Dombois, the vessel's Greek owner was in breach of the terms and conditions of an ITF collective agreement covering the seafarers.

Following a weekend of freight negotiations, the owner finally agreed to pay a total of \$227,000 to the

crew and repatriate them, promising they would not be blacklisted.

Frank Leys, ITF Dockers' Section Secretary said: "Dockers will always be there to help seafarers especially if the vessel is covered by an ITF agreement. We've done it this time and we'll do it again next time if we have to."

Stephen Cotton, ITF Special Seafarers Department, added: "Dockers solidarity is at the heart of the ITF's flag of convenience campaign. Their support has made all the difference, helping the seafarers to win the money that is rightfully theirs."

## WSC Backs U.S. Stance on Mariner Visas

The World Shipping Council (WSC) is supporting the U.S. position that visiting seafarers must have individual visas, a position that goes against the ILO's support of using seafarer credentials as entry documents.

WSC president and chief executive Christopher Koch told attendees at a Maritime Security Expo in New York that when it comes to travel documents, "a foreign seafarer is not different from a foreign airline pilot, businessman, student or artist."

While saying that fair and humane treatment of seafarers is an important issue and deserves serious consideration, Koch said nearly 700 persons had illegally entered the U.S. as seafarers absconding from or deserting ship over the past three years.

"While it is true that this number may be less than the number of people illegally crossing the Mexican border in a day, it is also true that the maritime industry has shown itself to be a potential vector of illegal immigration," Koch said. (Lloyd's Register/Fairplay)



## MAAP Cadets Making Grade in Kobe

Currently, some 30,000 Filipino seafarers work onboard Japanese-flag commercial vessels and FOC ships controlled by Japanese shipping companies.

The All Japan Seamen's Union (JSU) and the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), since 2004, have been sponsoring an international exchange program among young Japanese sailors and student from the Maritime Academy of Asia and the Pacific (MAAP).

The aim is to lay the foundation for improved working

environments when these two groups come together onboard commercial vessels.

The program is now in its third year.

### Graduation Day

Graduation is one of the most exciting moments in a student's life. After years of bearing down to study, the cherished goal finally has been reached.

On September 20 this year, the function room of Marine Technical College (MTC) in Kobe was full of excitement and alive with tension as the third batch of 10 cadets from MAAP were

ready to graduate.

JSU sponsorship allowed these seafarer cadets to undergo six months of maritime studies and training supervised and conducted by select, highly experienced marine instructors.

Cadets were chosen based on their academic standings at MAAP, where they were training to become officers destined for service in the Japanese merchant fleet.

Cadets took courses dealing with the proper and safe operation of the ship, and enjoyed hands-on application of their knowledge via the bridge (deck cadets) and

engine (engine cadets) simulators.

Other courses were meant to upgrade cadets' skills and refresh their knowledge in preparation for their shipboard assignments.

They were also immersed in the Japanese language and culture, interacting the local Japanese during their stay.

After six challenging months, their goal was finally achieved. As a gesture of appreciation for their memorable stay in Japan, they held a farewell presentation in Japanese that was attended by invited guests from the shipping industry.

The graduation ceremony was witnessed by Japanese from various sectors in the school's vicinity.

Filled with great hope for the future, the cadets were pronounced graduates of the MTC by its president and the JSU Kobe branch manager.

### Future Crew Mates

These third-year students have returned to MAAP, where their studies will continue for another year.

In the future, however, they will have the opportunities to work with you. When you work with them, we would like you – their senior crewmen – to teach them the ropes.



"Thanks for the JSU Cook Book!"

**C/Ck Emmanuel H. Clemente**  
(M/V MOL Paramount)



"The CBA should include in its provisions a Post medical Examination that members may avail themselves of at least 72 hours after signing-off from their vessels."

**Capt. Celso P. Manipis**  
(M/V Cape Olive)



"The present rate of food allowance has not been increased in a decade. The JSU should campaign for its increase!"

**C/E Venancio B. Angcanan**  
(M/V Cape Olive)



"I encourage my fellow ratings to strive to become officers so as to fill the shortage of officers in the industry"

**O/S Paul M. Manligues**  
(M/V Grand Quest)



MAAP graduates gather for a post-ceremony photo at the Marine Technical College

## For Your Health: Food For Thought

Food provides us with energy and keeps us healthy, but it can also make us sick. To stay healthy, we should apply basic food safety and hygiene rules.

Attention to food safety and food handling is every seafarer's responsibility. Eat healthily and handle food safely.

Negligence may have serious consequences, but with some care, problems can be prevented.

Nowadays production, processing, distribution and storage of food are subject to strict rules and control mechanisms. Most provisions arrive alongside in good condition. However, quality has to be checked, especially of fresh food (meat, fish, vegetables and fruits). Everybody can be involved in bringing the provision onboard.

### Receiving Provisions

- Check the goods in the truck or alongside the ship, it is often too late once they are loaded onto the ship;

- All goods must be traceable. Original supplier, production/expiration dates, conditions, etc.;

- Check the condition of the packages: do not accept goods in open, deformed or damaged packages;

- Stow everything safely, so it can't fall or break when the weather is bad;

- Use the FIFO principle for storing: First In = First Out; and

- Never put food on the deck; always use gratings.

### The Galley

- Avoid contact between raw food and cooked or ready-to-eat food;

- To prevent cross contamination, never cut vegetables and cooked food on the same surface as raw meat;

- Clean the galley and equipment regularly and clean and disinfect knives, boards and counters regularly to reduce the risk of cross contamination;

- Used towels become a potential hazard: replace

and wash them frequently or use disposables; and

- Make sure food handlers' clothes are clean and pay special attention to hair, hands and nail hygiene.

### Clean Hands

Wash hands with soap and warm running water and dry them with a single-use towel or air dryer:

- Before eating;
- Before handling food;
- After handling raw food and eggs;
- After using the toilet; and
- After blowing your nose.

### Water

There is no guarantee that water on board a ship is fresh and safe to use.

Water has to be properly

maintained to minimize health risks (contamination, micro-organisms, etc.).

Pay attention to taps at dead ends or taps that are infrequently used. Flush taps thoroughly and regularly.

### Buffets

- Do not expose high-risk food longer than two hours at temperatures in the danger zone (5°C-60°C);

- Put leftovers in the fridge as soon as possible and consume the leftovers the next day;

- Keep hot dishes hot on the buffet;

- Do not add fresh food to dishes that have already been exposed for two hours at room temperature; and

- Keep cold dishes in the fridge until just before opening the buffet and place them on crushed ice to help maintain their temperature.

If you have any concerns about food safety, report them. It is in everyone's interest that food on board is handled safely. (ICSW)



### JOKE CORNER

An Ordinary Seaman thought he would play a joke on his friend, the Messman. He telephoned the Messman but unknowingly dialed the Captain's number.

OS: Hey! Make coffee immediately and bring it to my room.

Capt.: You idiot! Do you know who you are talking to?

OS: No!

Capt.: I am the Captain of this ship!

OS: Oh yeah? And do you know who you are talking to?

Capt.: No!

OS: Good! SLAM!

(Submitted by: Hero)

## LETTER from HEADQUARTERS

### 'Giant Step' Losses Mourned

In respect to the capsizing of **Giant Step** on October 6, the members of the JSU staff would like to express our deepest sorrow over the loss of life and convey our most profound condolences to the families of the men who have gone missing.

We hope, from the bottom of our hearts, to be able to report, as soon as possible, that those crewmembers who remain unaccounted for have been located.

The JSU has already announced in a previous **Maritime Journal** that it offers a retirement pay plan, a widows pension fund and other systems, as required by the ITF and IBF agreements, as part of its welfare programs for Non-Domicile Special Members.

In addition to the systems set forth in the above agreements, other mutual relief benefits are available to support JSU members and their families in times of trouble.

These benefits are provided JSU members when:

1) They are involved in an accident at sea;

2) They have lost their life; or

3) They are missing.

The JSU has launched these programs for the purpose of providing relief and support when members or their families are in need. The programs are funded from monthly union dues.

Details of the benefits are as follows:

**1) Accident Benefit:** When a commercial vessel has been deemed a complete loss due to an accident at sea or fire, ¥30,000 will be paid to members;

**2) Death Benefit:** When a member dies, a condolence payment of ¥50,000 will be provided to the family of the deceased; and

**3) Missing Benefit:** When a member is missing – and presumed dead – ¥50,000 will be paid to the family.

We would like to stress, however, that the JSU and its Non-Domicile Special Members make it a point to operate vessels in such a manner – i.e. with the highest degree of safety – that these benefits will not often be necessary.

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of Mr. Masanobu Makizoe,  
Director, Foreign Trades Dept.

## New Financing Scheme for OFWs: DBP

State-owned Development Bank of the Philippines (DBP) is stepping up its support for the Overseas Filipino Worker (OFW) sector with a financing program that will provide loan assistance to migrant Filipino workers and overseas placement agencies.

DBP President-CEO Reynaldo G. David said that the bank has allocated P500 million for wholesale lending to eligible borrower-conduits for re-lending to OFWs and another P100 million for wholesale lending to eligible borrower-conduits for re-lending to overseas placement agencies for this financing program.

Eligible borrower-conduits are SEC-registered financing companies; financial institutions such as banks, thrift banks, rural banks, microfinance banks; and non-government organizations and cooperatives.

David said the financing program consist of pre-departure, multipurpose, enterprise development, and housing loans for OFWs and a credit line for overseas placement agencies. He stressed that the program was developed in line with DBP's commitment to further intensify assistance to the ever-growing OFW sector and to uplift the conditions of migrant workers.

Ready-to-leave OFWs including seafarers can avail of a pre-departure loan to defray expenditures such as placement or processing fees, subsistence allowances and pocket money. Currently-employed OFWs, on the other hand, can avail of a multipurpose loan to tide them over during emergencies. Enterprise development loans for investment and entrepreneurial opportunities and housing loans for acquisition, construction and renovation of existing housing can also use the financing scheme.

David said the enterprise development loan should encourage OFWs and their families to start a livelihood project as well as teach them the value of saving.

Overseas placement agencies can apply for a credit line to support working capital requirements, as well as to fund recruitment, training and business development. (*Manila Bulletin*)

## Walk-In Exams For Filipino Officers

The Philippines' Professional Regulation Commission (PRC) implemented in June 2006 its Walk-in Examination System (WES) for marine deck and marine engineer professionals.

WES is a computerized licensure examination available to examinees anytime. It is a multi-disciplinary examination system that allows professionals of various disciplines to take their respective examinations at the same time and at the same venue. It is a biometrically-secured interactive examination that randomly generates unique test sets for each examinee.

The PRC plans to implement the system for all 42 professions and to eventually enable overseas examinations through Philippines embassies. Examinees will know their exam results immediately after completing the last subject.

Maritime professionals will have to pay an examination fee of P2,000. Applications can be undertaken through the PRC website at <[www.prc.gov.ph](http://www.prc.gov.ph)>. (*Balitung Marino*)

## Panama Acts To Avoid Officer Deficit

In a move to respond to the global shortage of officers, the Panama Maritime Authority has issued a circular via the Panama General Directorate for Seafarers, that lists the procedures and the upgrade courses required in promoting seafarers.

The circular is dated Oct. 28, 2005 and took effect on Jan. 1, 2006.

This system will promote seafarers working onboard Panama-flagged vessels by means of upgrade courses instead of the typical written licensure examination.

Shipboard ranks that have been granted the opportunity to move to the next higher level without taking and pass the written licensure examination include:

1. Chief Officer (to Master)

2. Officer-in-Charge of the Navigational Watch/Second Mate (to Chief Mate)

3. Second Engineer/1AE (to Chief Engineer)

4. Third Engineer/2/AE/-Off. In-Charge of Engineering Watch (to Second Engineer)

5. Deck Cadet (to Officer In-Charge of Navigational Watch/Second Mate)

6. Engine Cadet (to Officer In-Charge of Engineering Watch)

7. Ordinary Seaman to AB

8. Wiper to Oiler

Seafarers must hold a Panamanian Certificate of Competency (COC) in order to take advantage of the program.

Upon receiving certificates of completion of the requisite courses from an accredited training center, seafarers should apply for their higher level COCs directly to a Panamanian consulate.

Of the 10 maritime training centers worldwide initially accredited by the Panama Maritime Authority, six are based in Asia (four in the Philippines, one in India and one in Sri Lanka). The four training centers in the Philippines are:

1. Maritime Technological and Allied Services, Inc.;

2. Norwegian Training Center - Manila;

3. Protect Marine Deck and Engine Officers of the Philippines, Inc.;

4. Far East Maritime Foundation, Inc.

Interested seafarers may get more information on the upgrade courses by contacting the Panamanian Consulate or any of the accredited training centers.

## IMMAJ, JSU Confirm CBA, CA Amendments

The International Mariners Management Association of Japan (IMMAJ) and the All Japan Seamen's Union (JSU) have confirmed the following interpretations of Article 22.3-(b) under the IBF JSU/AMOSUP-IMMAJ CBA and Article 21.3-(b) under the IBF JSU/PSU-IMMAJ CA as follows:

1. has fallen dangerously ill: "A seafarer to whom this agreement applies may terminate a current employment contract: when, during the course of a voyage it is confirmed that the spouse, or a child, or in case of a single person, a parent, has fallen dangerously ill" also covers the word died.

2. Amendment of the article above will be conducted after the next IBF local negotiation committee.

## Benefits-

(Continued From Page 1)

a) Legitimate spouse;

b) Legitimate unmarried child or children under the age of 21;

c) Parent/parents.

Payment of the monthly pension shall commence twenty-four (24) months following the valid and due payment of the death benefit in accordance with Article 29 of the existing IBF JSU/-

AMOSUP-IMMAJ CBA and Article 20 of the existing ITF-JSU/AMOSUP CBA.

If the beneficiary is a minor or declared judicially incompetent, payment shall be made to the legal guardian.

If the legitimate spouse remarries, he/she will lose the right to receive the unpaid balance of the monthly pension benefit.

The fund shall be reimbursed for any payments made to and received by the surviving legitimate spouse

in bad faith after remarriage.

Contribution to the WSPF shall come from the employers of seafarers working onboard vessels covered by the IBF JSU/AMOSUP-IMMAJ CBA and ITF-JSU/AMOSUP CBA.

A board of trustees composed of two (2) representatives each from JSU and AMOSUP and one (1) representative each from IMMAJ and PJMCC shall oversee the administration and im-

## IMB Issues Piracy Map

The International Maritime Bureau (IMB) has launched an online piracy map that gives users a visual reference of the nature and location of attacks, helping them to better understand and track incidents.

Ship masters and owners now have a new tool to help them prepare voyages traversing piracy hotspots. The map can be accessed at <[www.icc-ccs.org](http://www.icc-ccs.org)>.

It is available in satellite format, political format (countries and borders), or a combination of both. Viewers see not only the relief of the coastline but also the bays and coves from which pirates may initiate attacks.

Law enforcement officials may find the map useful in deciding where best to concentrate searches for pirates, while researchers can benefit from actually seeing the geographical circumstances of piracy attacks to predict trends.

Red balloons are used to mark actual attacks while yellow balloons show attempted attacks.

Clicking on the balloons initiates a pop-up with a summary of the attack including the date and time, type of vessel attacked, type of attack and number of crew affected.

Once verified by the Piracy Reporting Center new attacks/attempts will be added to the map within 24 hours.

Users can click on the year of their choice to bring up the corresponding map of attacks and their details for previous years.

Feedback on the map and suggestions for future development are welcome and should be directed to the IMB directorate.

plementation of the WSPF by the trustee bank, the Philippine National Bank.

Extension of Benefits: Contingent upon expected fund liability, the board of trustees may extend assistance under this WSPF in appropriate amounts to the beneficiaries of seafarers who died onboard other vessels but had accumulated sea service onboard vessels covered by any of the above two CBAs for at least five (5) years.