



JSU president Fujisawa

Fujisawa visits MAAP on 1st trip as JSU head

JSU President Yoji Fujisawa and advisor Sakae Idemoto visited the Philippine's Maritime Academy of Asia and Pacific (MAAP) on January 23.

For the occasion, which was shared by many interested parties of Japan and the Philippines, a parade was held by students welcoming the Fujisawa, who was visiting the country for the first time since his appointment, and thanking the Idemoto for his service to Filipino seamen; the event was supported by the All Japan Seamen's Union (JSU).

Three hours by car from the center of Manila, MAAP was established in 1998 by the Associated Marine Officers' and the Seaman's Union of the Philippines (AMOSUP). The institute has cutting-edge equipment for navigation and engine room duty training, physics and chemistry laboratories, as well as disaster prevention training facilities, and dormitories.

Some 200 Filipino officer candidates are studying at the facility, which stands up to similar academies around the world.

Fujisawa said there are great expectations for Filipino seamen as they will play a vital role in meeting future manning needs, and that the JSU will continue with its support for mutual understanding and partnerships.

AMOSUP president Gregorio S. Oca indicated that his organization will give full support to maintaining its relations with the JSU, and hoped to work for the interests and welfare of AMOSUP and JSU members.

Seafarers' Unions Back ITF Policies

Jakarta meetings adopt resolution backing FOC rules

The 24th Asia Pacific Seafarers' Summit Meeting (ASS) was convened in Jakarta, Indonesia on Feb. 26, 2007, while the 17th Norwegian/Asian Seafarers' Committee Meeting (NASCO) was held the next day.

Thanks to enormous help from Asian and Norwegian seafarer labor unions, both meetings unanimously adopted the "Resolution on Continuous Upholding of International Transport Workers' Federation (ITF) Policies for Flag of Convenience (FOC) Vessels Under the International Bargaining Forum (IBF) Process," which had been proposed by the All Japan Seamen's Union (JSU).

Claiming that charges against the ITF Delhi Policy – the foundation of FOC activities – that are intended to weaken labor unions cannot be tolerated at all from the viewpoint of the autonomy of the unions and their members, which are set forth in the International Labor Organization (ILO)'s convention on the



XXXX addresses the meeting in Jakarta

freedom of association, the resolution made it clear that discussions and decisions should not be made in IBF negotiations but in ITF conference meetings.

The Asia Pacific Seafarers' Summit Meeting, the JSU's own discussion forum apart from the ITF, is intended to collect views from seafarer labor unions in Asia and have them reflected at ITF conferences and in JSU activities.

Summit's Major Topics:

- Preparation for 2008-2009 IBF negotiations; and
- Ratification of the ILO consolidated Maritime Labor Convention.

Keypoints of the Resolution:

- In IBF negotiations, discussions on allocation of negotiating rights, union dues payments infringe on union autonomy;
- It is not necessary to respond to dialogue in future negotiations on such issues;
- We must uphold negotiating rights under the Oslo to Delhi Policy;
- The ITF policy should be discussed at the next ITF Congress; and
- We must uphold ITF policies for FOC vessels.

Frequently Asked Questions

BY YUKI OKADA

Oceangoing Seafarers Department

Applying for Retirement Pay

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 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.

FAQs

Q1: How do you apply for retirement pay?

A1: You can send a letter, fax, or e-mail to the JSU head office (Oceangoing Seafarers Dept.) to apply for retirement. The JSU will examine your RPP records and if we decide that you are entitled to receive retirement pay, JSU will send the RPP application form to your home address.

Q2: What documents are required when I apply to receive retirement pay?

A2: Please consult the following:

For All Cases – 1. Application form; 2. Copy of the Seafarer's handbook or passport; and 3. RPP receipts of retirement pay contributions from the owner.

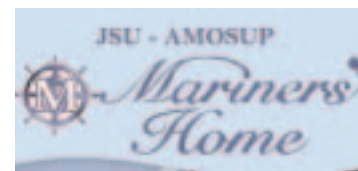
When Bank Account is Under Name of Member's Close Relative – Official certificate proving the relationship

(Continued on page 4)

Serenity for Seafarers in Manila

JSU-AMOSUP

Mariners' Home provides sanctuary for Filipino seafarers and center for cultural exchange



A great number of Filipino seafarers have been on board the Japanese fleet and contributed to the development of Japanese maritime industries.

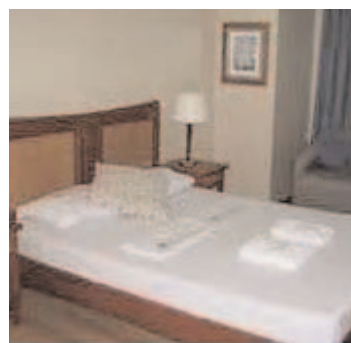
All Japan Seaman's Union (JSU) and Associated

Marine Officers' and the Seaman's Union of the Philippines (AMOSUP) constructed the "JSU-AMOSUP Mariners' Home" in this quiet and comfortable place in the city of Manila, because of the strong friendship and close ties between Filipino and Japanese seafarers.

The JSU and AMOSUP wanted to create a "home" that could be appreciated by all Filipino seafarers as a place for rest and relaxation, and a bridge for cultural exchange between Japan and the Philippines for years to come.

At the inauguration of this home, the unions would like to express their appreciation

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Suite room

Record no. of seafarers deployed in 2006

Filipino seamen sent home \$1.6 billion

For the first time in the history of the overseas employment of Filipino seafarers, 260,084 Filipino sailors were deployed abroad last year, surpassing the annual average of 250,000. Labor Secretary Arturo Brion said the 2006 figure represents a 4.9 percent growth over the

247,983 figure of 2005.

The labor chief said the increase in deployment resulted in increased remittances through banking channels.

During the first 10 months of 2006, Brion said Filipino seamen sent home a total of US\$1.589 billion, or a 16.4 percent growth

over the \$1.365 billion during the same period in 2005.

"Pending the Central Bank's final report, it is likely that the total seafarers' remittances will approach the \$2-billion level in 2006," he added.

Brion said he also received a report confirming that the Philippines has maintained its good standing in the global List of Parties to the

International Maritime Organization (IMO)'s 1978 Standards of Training, Certification, and Watchkeeping as amended.

He said this means that the country is still the world leader for quality and highly skilled maritime workers as it continues to adhere to global standards set and enforced by the IMO.

(Source: *Inquirer.net*)

India Relaxes Foreigner Hiring Rule

Owners allowed two foreign seafarers aboard domestic ships

Indian shipowners have been permitted to take on foreign seafarers as the shortage of quality crews become ever more acute.

The government has allowed the employment of two foreigners on board besides invoking section 88-BB of the Merchant Shipping Act, making it mandatory for seafarers to spend at least three years on Indian flag vessels.

Although an official circular is still awaited, shipping minister TR Baalu has already issued a directive. Industry officials said domestic vessels can employ two foreigners on board – but these cannot include the captain.

The move comes after two years' lobbying from Indian owners, trying to get the government to shift on the appointment of foreign officers.

Industry officials, shipping advisers and the directorate general of shipping have all hailed the change, which is expected to lessen the bargaining power of seafarers' unions.

Domestic seafarers will now spend three years on Indian vessels after completion of their certificate of competence.

(*Lloyd's Register/Fairplay*)

Philippines tackles officer shortage

Crewing agents and ship managers in the Philippines have signed a memo of agreement with the country's maritime schools, instituting a set of reforms aimed at improving education and recruitment of seafarers.

The agreement calls for cooperation on everything from standardizing entrance exams for new cadets and sponsoring shipboard training to monitoring and reviewing licensure exam passers and faculty upgrading.

The manning sector has agreed make it a priority to provide shipboard training to cadets of member schools of the signatory party to the agreement, the Philippine Association of Maritime Institutions (PAMI).

A manning association spokesman said the agreement shows that the Philippines training sector is pro-active in addressing the shortage of officers in international shipping. Agents also agreed help promote seafaring careers in high schools.

The agreement was signed by PAMI and manning associations that included the Philippine-Japan Manning Consultative Council, Filipino Association for Mariners' Employment, Philippine Association of Manning Agencies and Ship Managers, and the International Maritime Association of the Philippines.

(*Lloyd's Register/Fairplay*)

Crewing Boost in Luneta Park



CREWING AGENTS and ship managers in the Philippines have set up a seafarers' center at the heart of Manila's Luneta Park, where hundreds of Filipino seafarers wait to be hired.

The facility has been set up by the city government in coordination with the Associated Marine Officers' and Seamen's Union of the

Philippines (AMOSUP) to improve recruitment of seafarers. The backers plan to install booths to be rented by licensed manning companies. The city mayor's office and AMOSUP are getting feedback from agencies, with several companies already expressing interest.

(*Lloyd's Register/Fairplay*)

ICS shipowners to campaign for IMO rules ratification

The International Chamber of Shipping (ICS) is launching a campaign to promote the need for governments to ratify and implement International Maritime Organization (IMO) conventions.

Over the next couple of weeks, ICS member national shipowners' associations will be writing to and seeking meetings with ministers responsible for maritime affairs, in order to reiterate that shipping is an inherent-

ly international industry, which depends upon a global regulatory framework to operate efficiently.

ends of the voyage," said ICS secretary-general Tony Mason. "The alternative would be a web of conflicting

“It is vital that regulations...apply at both ends of the voyage.”

"It is vital that regulations governing matters such as safety, environmental protection and liability are common to all ships in international trade and that the same rules apply at both

national regulations,...that would compromise the efficiency of world trade.

"It is very important that governments appreciate the problems created for the smooth operation of a global

maritime regulatory regime by any failure and delay with regard to the ratification and implementation of international instruments to which governments have agreed at IMO meetings, including Diplomatic Conferences," Mason continued.

"The failure of new Conventions to enter into force, or become widely ratified, also gives encouragement to unwelcome calls for unilateral or regional regulation."

(*Maritime Global Net*)

Maritime law revision aimed at spurring industry growth

The Philippine government is planning to put in place comprehensive maritime legislation to promote and accelerate the growth of its shipping industry.

With US\$200,000 assistance from the Norwegian International Agency for Development (Norad), a committee has been formed to review pending bills and existing laws, with a view to addressing overlapping functions of state agencies dealing with marine functions.

The committee includes Norwegian

and Philippine experts together with academics. At least 15 government agencies have maritime-related functions and several laws govern the country's maritime affairs.

"There is therefore a need to clearly delineate functions such as safety of life at sea, maritime security, marine environment protection, seafarers' education and training (including certification and assessment), shipbuilding, supervision of maritime schools and training centres," said transport secretary Leandro Mendoza.

He has advised Philippine President Gloria Macapagal-Arroyo that the legislation will also serve as a single instrument governing the development and implementation of policies and direction of Philippine overseas shipping.

It is also expected to shape the bureaucracy's organizational structure towards a "coordinated and effective framework of action to make the country attractive [to] maritime investment capital," Mendoza added.

(*Lloyd's Register/Fairplay*)

Seafarer killed in self-handling accident

A Filipino seafarer was crushed to death by an eight-ton container on an Antigua and Barbuda-flagged vessel berthed in the port of Rotterdam in the Netherlands. The tragedy happened while crewmembers were lashing cargo.

The Filipino seafarer, (Continued on page 4)

Filipino Seafarers — world's most sought after

The Philippines is the leading supplier of maritime power. About 30 percent of the world's seafarers are Filipinos. They have been in much demand. In fact, Filipino seafarers are the world's most sought after to meet the shipping industry's growing need for maritime officers.

But according to labor undersecretary Danilo Cruz, the Philippines can't fill the need of other country's demand for seafarers because most Filipino seafarers have not taken enough courses.

"Despite the large number of maritime schools, most of their graduates don't finish engineering courses. After two years of studies, they get an associate degree and immediately take on jobs (onboard) ships," he said.

According to the statistics given by the National Maritime Polytechnic (NMP), the only government-owned training center, from the International Shipping Federation is that there was a shortage of about 10,000 maritime officers last year while there was an oversupply of non-officers with around 135,000.

It is expected that the shortage for maritime workers will rise to 27,000 while the oversupply of non-officers to 167,000 by year 2015.

The undersecretary said that while most of European and Japanese maritime officers are retiring and their shipping industries are looking to the Philippines to supply their needs, the country

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A few simple tips to stop a nosebleed

TRY some of these simple tips to stop your nosebleed.

- Get some tissues or a damp cloth to absorb the blood.
- Sit or stand so your head is above your heart.
- Tilt your head forward and pinch your nostrils together just below the bony center part of your nose. Applying pressure helps stop the blood flow and the nosebleed will usually stop within 10 full minutes of steady pressure — don't keep checking to see if the bleeding has stopped.
- Apply a cold compress, such as ice wrapped in a cloth or paper towel, to the area around the nose. Applying pressure with a cotton pad inside the upper lip may also help.

If you get a nosebleed, don't blow your nose. Doing so can cause additional nosebleeds. Also, don't tilt your head back. This common practice will cause blood to run into your throat. If you swallow the blood, you might throw up.

If you've tried the steps above twice and the bleeding continues after 10 minutes, you'll need to see your doctor.

Once you've stopped the initial nosebleed, don't lift heavy objects or do other activities that cause you to strain, and don't blow your nose for 24 hours. Also, keep your head elevated above your heart.

Now that your nosebleed is over, let's take a look at what a nosebleed is and what can cause it.

DIFFERENT KINDS OF NOSEBLEEDS

The most common kind of nosebleed is an anterior nosebleed, which comes from the front of the nose. Capillaries, or very small blood



Crew members of the *M/V Splendid Ace* demonstrate how to stop a nose bleed.

vessels, that are inside the nose may burst, causing this type of nosebleed.

Another kind of nosebleed is a posterior nosebleed, which comes from the deepest part of the nose. Blood from a posterior nosebleed flows down the back of the throat even if the person is sitting or standing. Teens rarely have posterior nosebleeds, which occur most often in older people, people who have high blood pressure, and people who have had nose or face injuries.

CAUSES AND REMEDIES

The most common cause of anterior nosebleeds is dry air. A dry climate or heated indoor air irritates and dries out nasal membranes, causing crusts that may itch and then bleed when picked. Colds and other viruses may also irritate the lining of the

nose. Bleeding may occur after repeated blowing. When you combine a cold with dry air, you have the perfect formula for nosebleeds.

Allergies may also cause problems, and a doctor may prescribe medications such as antihistamine or decongestants to control an itchy, runny, or stuffy nose. This can also dry out the nasal membranes and contribute to nosebleeds.

An injury or blow to the nose may also cause bleeding and isn't usually cause for alarm. If you ever have a facial injury, use the tips outlined above to stop the nosebleed.

A single nosebleed is rarely cause for alarm, but frequent nosebleeds might indicate a more serious problem. If you get nosebleeds more than once a week, you should see

your doctor. Most cases of frequent nosebleeds are easily treated. Sometimes blood vessels inside the nose became irritated and don't heal. A doctor may have a solution if you have the problem.

If your doctor rules out a sinus infection, allergies, or irritated blood vessels, he or she may order other tests to see why you're getting frequent nosebleeds.

PREVENTING NOSEBLEEDS

Whenever you blow your nose (especially when you have a cold), you should blow gently into a soft tissue. Don't blow forcefully or pick your nose.

Your doctor may recommend a humidifier to moisten the indoor air. You can also prevent your nasal passages from becoming too dry by using lubricants such as petroleum jelly before sleeping. Apply a pea-sized dab to a cotton swab and gently rub it up inside each nostril, especially on the middle part of the nose (called the nasal septum).

An occasional nosebleed can be alarming, but there's no need to panic — now you know what to do!

(Source: Manila Bulletin)

JOKE CORNER

A veteran Chief Cook trying to confirm from the crew if his cooking ability is good enough.

Chief Cook: Do you agree that as a cook gets older, his cooking gets better?

Crewmembers: Yes, of course!

Chief Cook: Do you think I'm getting better?

(Crewmembers fell silent...)

OS: Chief, I don't think you are getting old!

Submitted by Hero

VOICES from SEAFARERS



CAPT. VICENTE J. CANLAS JR.
M/V ASIAN BRIER

"On behalf of my crew, we thank the JSU for their strong support for its members and hope that the JSU will continue its services."

CAPT. OSCAR M. AUTAJAY
M/V PACIFIC CONDOR

"It is an awful burden for a seaman waiting for one voyage or months to call and receive a letter from love ones. With the advent



of new technology and thought of a worthwhile information exchange, the JSU had opted to introduce free e-mail access for its members. Thanks to the JSU for its care of crew information needs."

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CREW MEMBERS
M/V SPLENDID ACE

"With the recent increase in wages and food allowance onboard, we are thankful for the JSU's help and encourage the union to continue its welfare services and activities for members."

ISS GALANG and **ISS MAMBALO** distributing JSU welfare goods.

M/V QUEEN FLOWER

"The demand for JSU welfare goods has earned an appreciation from its members. As part of its welfare services, JSU staff distributed these souvenir items. Popularly known as *omigae* in Japan which leaves a meaningful message of 'a gift to someone you care about.'"



LETTER from
HEADQUARTERSUniting for
seafarers'
rights under
ITF policies

The All Japan Seamen's Union (JSU) has established a strong partnership with the ITF family – the International Transport Workers' Federation (ITF) and member unions.

The JSU is looking to strengthen its partnerships with the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), the Philippine Seafarers' Union (PSU), the Federation of Korean Seafarers' Unions (FKSU), Kesatuan Pelaut Indonesia, the All-China Federation of Trade Union (CSU) and other major seafarers' labor unions in Asia.

JSU president Yuji Fujisawa has visited the Philippines twice since he assumed his current post in November 2006. He had face-to-face meetings with AMOSUP president Gregorio S. Oca and Democrito T. Mendoza, national president of the Trade Union Congress of the Philippines (TUCP) and president of the Philippine Seafarers' Union (PSU).

During the talks, the leaders promised each other that their respective organizations – the JSU, the AMOSUP and the PSU – would join together to adhere to ITF policies, protect the rights and jobs of Japanese seamen and nondomicile members, and to improve their working conditions and welfare.

For the purpose of increasing members of the International Staff Service (ISS), which was introduced previously in the *JSU Maritime Journal*, and having more opportunities for communicating with nondomicile special members, the AMOSUP and the PSU have agreed to recommend several Filipino mariners as new ISS members.

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Send inquiries to the attention
of Mr. Masanobu Makizoe,
Director, Foreign Trades Dept.

Disability days don't figure in court ruling

The Philippines' Supreme Court has ruled that the measure of seafarer disability claims should be based on the grade given by a medical doctor and not the number of days a seafarer is ill or injured.

In a February 22 resolution on the 120-day disability claims, which crew managers had appealed, the

court reversed its previous decision by citing a Philippine Overseas Employment Administration rule.

The resolution reverses a *Crystal Shipping vs. Deo Natividad* case, where the Supreme Court ruled in 2005 that a seafarer who was unable to work for more than 120 days should be entitled to total and perma-

nent disability benefits.

That ruling had been cited in a similar case and could be applied to hundreds of cases pending before the labor court NLRC, crew managers said, leaving the manning industry to face unfavorable decisions requiring a minimum payment of US\$60,000 per case.

Although the resolution does not fully address the issue, it leaves room to argue that disability should be measured in relation to the disability grading system given by a medical doctor using the POEA "Schedule of Disability Allowances" as stipulated in the Standard Employment Contract.

US not waiting on law to curb pollution

Even as the U.S. Congress moves toward passing laws to implement Marpol Annex VI rules on air pollution, the United States is circulating suggestions on tightening vessel emission mandates.

The House Transportation Committee approved the implementing bill, which needs full House and Senate approval as well as presidential signature to become law to be enforced by both the Environmental Protection Agency (EPA) and the

U.S. Coast Guard.

The United States, like other IMO member nations, will then need guidance on enforcement, and the EPA has weighed in on that topic.

Bryan C. Wood-Thomas, the EPA's point man on the issue, confirmed to *Fairplay* that he has circulated proposed standards for IMO consideration that will set "performance-based standards" and give shipowners two choices to meet those standards – use

cleaner fuel or install scrubbers or both.

He said the draft proposal has been "circulated to a few stakeholders, including flag states and industry groups" for consideration before a broader IMO debate. In addition to setting firm deadlines for reduction of NOx and CO2, the rule would also establish a set distance from shore where the tighter Tier 3 SOx rules would apply.

(Lloyd's Register/Fairplay)

Accident: Union
vows to take
action on issue

(Continued from page 2)

Glenn Cuevas, was employed by Marlow Navigation, based in Cyprus.

The accident took place on board the *M/V Eucon Leader*, owned by the German company, Bernd Becker KG, while it was moored at Rotterdam Shortsea Terminal on January 21, according to the Dutch affiliate FNV Bondgenoten. The vessel is covered by an International Bargaining Forum (IBF) agreement, preventing cargo handling and lashing by seafarers unless the local dockers' union is contacted to waive the relevant clause – this did not occur.

The union had on several previous occasions reminded the manager of the vessel.

The union has vowed to take action if this issue is not resolved. Meanwhile, the ITF has called for the company to ensure that managers of the vessel are aware of their obligations under the IBF agreement.



Family room, on left, and bunk room

Home: Comfort at a discount

(Continued from page 1)

to the International Mariners Management Association of Japan (IMMAJ), the Philippine Japan Manning Consultative Council (PJMCC) and others for their cooperation.

For inquiries and reservations – **address:** 1765 Vasquez corner Julio Nakpil Sts., Malate, Manila, Philippines 1004; **tel:** 521-5180, 400-0461, 400-0463, 400-0464

3RD FLOOR

Room	Type of Room	Price (in pesos)
301	Bunk, 8 beds	150 per bed
302	Bunk, 8 beds	150 per bed
303	Bunk, 18 beds	150 per bed
304	Bunk, 12 beds	150 per bed
305	Bunk, 24 beds	150 per bed

4TH FLOOR

Room	Type of Room	Price
Open	Bunk, many beds	150 per bed

5TH FLOOR

Room	Type of Room	Price
501	Suite	800
501	2 or more people	1,200
502	Semi-suite, 2 beds	450 per bed
503	Semi-suite, 2 beds	450 per bed
504	Suite	800
504	2 or more people	1,200
505	Semi-suite, 2 beds	500 per bed
506	Family, 4 beds	300 per bed
507	Family, 3 beds	350 per bed
508	Family, 2 beds	400 per bed
509	Family, 2 beds	400 per bed
510	Family, 3 beds	350 per bed
511	Family, 2 beds	400 per bed
512	Family, 2 beds	400 per bed
514	Family, 2 beds	400 per bed
515	Family, 3 beds	350 per bed

Seafarers: Demand
to increase

(Continued from page 3)

cannot really supply the demand for maritime officers since most of our seafarers are ratings because most Filipino seafarers have only taken up short courses."

He said the demand for Filipino seafarers will continue to increase. The number of seafarers deployed in January to September 2006 increased 12 percent from the same period in 2005, from 169,237 to 189,574.

(OFW News)

FAQ: Receiving retirement pay

(Continued from page 1)

between the recipient and the member.

When Member Retiring Due to Illness, Injury or Has Died – Medical Certificate.

Q3: I lost some of the documents noted in Q2. Will I still be able to receive my retirement pay?

A3: The documents noted in Q2 above must all be submitted to the JSU office when a member applies for retirement pay. If you have lost any of these documents, please take the following action:

Seafarer's handbook or passport – Please submit another official certificate as proof of your identity.

RPP Receipts – Please send a letter, fax or e-mail to the JSU head office's IASS (address: 15-26, 7-Chome, Roppongi, Minato-ku, Tokyo, Japan; Fax: 81-3-5410-8336; e-mail: retirement_pay_plan@jsu.jp with a request to re-issue the required receipts. The JSU will send the receipts to you; be prepared to wait several weeks for them to arrive.

Q4: What is the process for receiving retirement pay?

A4: After JSU receives a request from an RPP member, it will examine the members' records. If the JSU concludes that the member is entitled to receive retirement pay, the union will send an application form to the member. The member should complete the application form and return it to the JSU together with all necessary documentation. After the JSU receives the application form and documents, it will examine them. If there is no problem, the JSU will produce an Instruction of Payment of Retirement Pay and send it to the IMMAJ (one of the secretariats with the RPP oversight). The IMMAJ will remit the retirement pay to the member's bank account. The complete process usually takes one to two months.