

ITF meeting addresses autonomy

Committees seek revision of IBF agreement

The International Transport Workers' Federation Seafarers' Section Committee, the ITF Fair Practices Committee and other ITF organizations gathered March 19-23 in Sorrento, Italy.

The meetings were attended by some 100 activists representing seafarers and dockers' unions, and the JSU was represented by a seven-member delegation consisting of President Yoji Fujisawa, General Director Hideo Ikeda, ITF Coordinator Shoji Yamashita, Director Katsuji Taki, ITF Inspector Fusao Oohori, Deputy Director Shigeru Fukuma and Legal Advisor Syunichi Tagawa.

The meetings were held to the following schedule:

- March 19: Dockers' Section Meeting, ITF Coordinator Meeting, and Seafarers' Section Committee;
- March 20: Seafarers' Section Meeting;
- March 21: Fair Practice Committee Steering Group; and
- March 22-23: Fair Practices Committee.



JSU President Yoji Fujisawa, center, and other delegates

The Fair Practices Committee Steering Group meeting confirmed that a Fair Practice Committee would 1) comprise 50 individuals representing seafarer unions and 50 representing dockers' unions, 2) formulate unions' requests for the revision of the International Bargaining Forum (IBF) agreement for 2008-2009 as the highest-level discussion/resolution body to make decisions in respect to the ITF policy and flag of convenience (FOC) measures, and 3) have negotiations on the revision of the IBF agreement for 2008-2009 for the purpose of protecting union members' fundamental rights and employment as

well as improving labor conditions and welfare.

Unions' requests consisted mainly of 1) increases in total crew costs (total amount of seafarer costs for 23-crew vessels) and reviews of overtime compensation payments, 2) the review of the IBF convention's clauses in line with the International Labor Organization (ILO)'s Maritime Labor Convention, and 3) the establishment of funds for promoting employment among ratings in advanced nations.

Confirmed during the meetings were 1) the formulation of benchmarks to apply to FOC vessels managed by companies that were not affiliated with the

IBF for 2008-2009, 2) efforts geared toward the early ratification of the ILO's Maritime Labor Conventions, and 3) the dissemination of what actions mariners should take when accidents take place (guidelines) through member unions and ITF inspectors in consideration of the fact that seamen are treated as criminals around the world.

The All Japan Seamen's Union (JSU) urgently presented the resolution on adhering to the ITF policy that is applied to FOC ships in accordance with IBF discussion processes, which was adopted unanimously at the Asia Pacific Seafarers' Summit Meeting, claiming that ITF-affiliated unions express their strong will in preparation for the commencement of IBF discussions in May. The resolution was adopted unanimously at the Fair Practice Committee after alterations on some wordings.

This statement insists that it is not IBF negotiations but ITF Conference meetings to hold discussions and make decisions, claiming that charges against the ITF Delhi Policy – the foundation of FOC activities – that are intended clearly to

(Continued on page 3)

Statement on Continuous Upholding of ITF Policies for FOC Vessels Covered Under the IBF Process

(From the Fair Practices Committee meeting in Sorrento on March 22, 2007)

NOTING that in future IBF negotiations to be scheduled, the discussion about issues such as allocation of negotiating rights and payment of union dues apparently means the infringement of union autonomy,

FURTHER NOTING that it is not necessary to respond to such a dialogue as these issues are inappropriate to be included in the agenda for future IBF negotiations,

RECALLING that it must be our consistent keynote that affiliates in the country of beneficial ownership and control shall exercise the negotiating rights which enable them to sign the agreement in accordance with the decision expressly provided in "Oslo to Delhi" Policy,

EMPHASIZES that the ITF policy which is totally compatible with the freedom of association Convention should be discussed in the next ITF Congress in 2010,

CALLS UPON the ITF family to express its full support on upholding of ITF policies for FOC vessels.

ITF organizing globally in fight for seafarers' rights

The International Transport Workers' Federation (ITF) Asia/Pacific Seafarers' Regional Committee (APSRC) meeting was held in Tokyo May 14-15, 2007 at the Hotel Mariners' Court Tokyo.

Participating countries were Burma, China (Hong Kong), India, Indonesia, Japan, Kiribati, South Korea, Malaysia, Papua New Guinea, Philippines, Singapore, Sri Lanka and Taiwan.

APSRC Chairman Sakae Idemoto, who gave the opening speech, was followed by Tamaki Murakami of Japan's Ministry of Land, Infrastructure and Transport's Maritime Bureau, and David Cockroft, the general secretary of the ITF, both warmly welcoming the delegates.

Murakami expressed sincerely his support for the ratification and implemen-

tation of the Maritime Labor Convention (MLC) and ILO Convention No. 185, which contains the port state control provisions, based on the International Maritime Organization (IMO) model, meaning that the possession of a Maritime Labor Certificate and Declaration of Maritime Labor Compliance should be accepted. It specifies a vessel's compliance to the provisions of the Convention unless there are clear grounds to suspect otherwise. These documents can only be issued by the Flag States that ratify the convention.

General Secretary Cockroft had expressed its strategy of organizing globally which will adhere to the major changes of ITF works to include the Asia/Pacific regions. He was also aware of the

(Continued on page 3)

JSU Joins Mayday Rally



STAFF FROM ALL JAPAN SEAMEN'S UNION headquarters joined the 78th Rengo Rally April 28 at Yoyogi Park in Tokyo. Rengo is the confederation of labor unions in Japan to which the JSU is a member. Mayday rallies are held

simultaneously around Japan every year to demand better compensation, working and living conditions of workers. This year's theme was "Workers' Solidarity for Peace, Human Rights, Labor and Environment Protection."

Committee addresses shore leave

A merchant marine committee is urging the U.S. government to make access to shore leave easier for seafarers, in line with states' obligations outlined in a key maritime code.

A meeting of the Merchant Marine Personnel Advisory Committee made a number of recommendations on improving shore leave access for seafarers earlier this month. Participants at the Seattle, Wash. event, including representatives from unions and the Apostleship of the Sea, which provides pastoral care to seafarers through chaplains, also highlighted the need to make ship visits by chaplains and union representatives easier.

The recommendations, which were based on information contained in an International Transport Workers' Federation report pointed out that states' obligations to facilitate shore leave for seafarers were outlined in the International Maritime Organization's International Ship and Port Facility Security Code (ISPS).

Rise in serious accidents cited

Statistics compiled by class society DNV reveal an increasing incidence of serious maritime accidents across several sectors, including tankers.

While overall accident frequency is now half of its late-1980s level, DNV attributed the rise in serious accidents to manpower strains. In a statement issued at the Connecticut Maritime Association conference, DNV Maritime Solutions head Dr. Espen Cramer argued: "The general level of experience onboard vessels has been reduced. There are more new recruits, less retention and faster promotion." Furthermore, he continued, "the

(Continued on page 3)

Burmese fishermen's deaths cause outrage

The International Transport Workers' Federation (ITF) has targeted the "ruthless exploitation of migrant workers" in a statement concerning the death of 39 Burmese fishermen on board a Thai fishing fleet. They had been left without fresh food and water for 75 days. It is alleged that the owner and captain ordered their bodies to be thrown overboard.

The statement, which was recently released by the ITF Fisheries' Section Committee, expressed grave concern over the horrific death of the fishermen working on six trawlers in Indonesian waters. They had no access to supplies while they were waiting for their per-

mits to be renewed.

Relatives of the dead men and fleet's survivors began legal action on March 26.

One of the survivors, Soe Moe, stated in the court in Mahachai, Thailand: "There was no food, no vegetables, just smelly rice, and there were dead bodies close to me. I was afraid but I didn't know what to do or whether I was going to die because at the time I was so weak I couldn't even walk."

The ITF "hoped that the court case will expose this modern form of slave labor and lead to criminal charges. In addition the committee urges the Indonesian government to take action

to prevent the perpetration of such appalling human rights abuses in its waters and for the Thai authorities to take the appropriate sanctions against its nationals involved in the ruthless exploitation of migrant workers."

The statement also referred to the continuing plight of Burmese fishermen who were discharged without travel documents from their Thai-flagged vessels in Tual, Indonesia. Although settled in the region, their lack of refugee status makes them vulnerable to extortion by local security firms and immigration officers. The ITF has therefore urged the Indonesian government to grant them refugee status.

Coast guard fails to assist stranded sailors

The Irish Coast Guard and other government agencies are being questioned for allegedly failing to help a stranded ship manned by Filipino seafarers.

West Sailor, a Norwegian-owned chemical carrier based in Malta, suffered an engine room fire an hour into sailing to deliver a cargo of sulfuric acid to the Aughinish Alumina plant at Foynes in Ireland's Shannon Estuary.

The report said the fire started at 3 a.m. The coast guard was called in 20 minutes after the blaze started.

Crewmen were able to put out the fire at 4:30 a.m. No crewmember was killed although most of them were injured.

The crew could not continue with their journey because of the damage caused by the blaze. Instead, they contacted the



When *West Sailor* was stranded, where was help?

International Transport Workers' Federation (ITF) for help. The union responded.

Thirteen of the 15 crewmen needed medical assistance. The casualties were taken to Cork University hospital. The victims were

certified unfit for duty, mainly due to smoke and chemical inhalation.

Five of the victims will be repatriated because they would not be able to work again until after recovering from shock.

(Source: *Inquirer.net*)

U.S. House OKs Marpol Annex VI

Legislation to implement Marpol Annex VI was passed recently by the U.S. House of Representatives and now moves to the Senate where passage is also expected.

On a largely bi-partisan vote, the House approved the Maritime Pollution Act of 2007 by a 359-48 vote, where a two-thirds majority was required for passage.

The bill, which failed to be approved by both houses last session, now moves to the Senate, where Capitol Hill watchers say the legislation should pass easily. A broad coalition of forces in the U.S. supports the bill, ranging from environmental interests to the Coast Guard, Intertanko and the

Chamber of Shipping of the U.S.

While the Senate has actually already approved Marpol Annex VI as a treaty, the U.S. State Department demanded that empowering legislation – that provides for domestic enforcement – be approved before the approval was forwarded back to the IMO.

And unlike the bill originally proposed by the White House, which empowered the Environmental Protection Agency, this bill – introduced by Minnesota democrat James Oberstar – hands that responsibility largely to the Coast Guard.

(Source: *Lloyd's Register / Fairplay*)

Manila getting Kongsberg simulators

Manila last week signed an agreement to provide training courses for Kongsberg products in the Philippines. Following demand from shipowners, several courses will be initiated Autumn 2007.

The Norwegian Training Center-Manila (NTC-M) was established in 1990 by the Norwegian Shipowners' Association in order to provide relevant upgrading training for Filipino seafarers serving on the ships of its members. At the time some 25,000 Filipino seafarers were serving on Norwegian-owned or controlled ships.

In order to simulate a real life situation the classroom will be equipped with state of the art Kongsberg simulation products.

India calls for one cadet per ship

India will appeal at the IMO to make it mandatory for all shipowners to carry cadets as part of a move to overcome the acute shortage of trained sea-going officers.

Director general of shipping (DGS) Kiran Dhingra has proposed that every ship should employ at least one trainee officer, mirroring India's stipulation that all Indian-registered ships must carry at least one cadet.

"IMO should make it mandatory for every ship to accommodate at least one trainee on board. This will take care of the deficit," said Dhingra, who added that practical training is necessary for seafarers.

The proposal comes at a time when Indian ships are finding it increasingly difficult to employ experienced officers.



Dhingra

OSG pleads guilty; U.S. court fines polluter \$37 million

Overseas Shipholding Group (OSG) had pleaded guilty on oil dumping-related charges and will pay US\$37 million in fines and fees for the violations.

A dozen whistleblowing crewmen from OSG's vessels will pocket \$437,500 each from the fines. As expected, the plea closes the books on pending prosecutions of the Houston, Texas-based firm, but OSG faces three years of

probation in consequence and must implement a strict environmental compliance plan.

In levying the fine, which is being split between courts in several cities, U.S. District Judge Reginald Lindsay said: "There should be no tolerance for those who deliberately despoil the environment."

In imposing the sentence on OSG, Judge Lindsay

granted a motion to award 12 current and former OSG crew members with \$437,500 each for their role in blowing the whistle on illegal conduct, the Department of Justice says in a statement.

The largest-ever penalty in such a case includes a \$27.8 million criminal fine and a \$9.2 million organizational community service payment that will fund various

marine environmental projects coast to coast.

The charges involving 12 OSG oil tankers range from June 2001 to March 2006 and include violations of the Clean Water Act as amended by the Oil Pollution Act of 1990, the Act to Prevent Pollution from Ships, conspiracy, false statements and obstruction of justice.

(*Lloyd's Register / Fairplay*)

VOICES from
SEAFARERS

C/O JACINTO R. MABALATAN of M/V CAPE ROSA (left) makes it a habit to go fishing whenever the vessel is at anchor. Fishing, he said, helps relieve stress.

.....

ISS JABOLI & QUIJANO with the crew of MV JP AZURE (right) during their ship visits in Kawasaki. Crewmembers said they are satisfied with their present working and living conditions under the existing IBF-JSU/AMOSUP-IMMAJ CBA.



.....



Officers & crew of MV QUEEN ACE (left) informed the visiting ISS that the present agreement under the JSU is satisfactory. However, they contend that when they are in Japan or Europe, their food allowance is not enough be-

cause of the high prices of food there.

.....

Officers & Crew of MV ISLAND OASIS (right) with the ISS in Kobe, Japan. Non-domiciled members of the JSU are visited regularly by an ISS in major Japanese ports. Crewmembers urge the JSU to employ more ISS so that ships in other ports in Japan could be visited.



Don't let fatigue get you down

Fatigue commonly occurs in the industrialized world where busy schedules are the norm. When hard working individuals, like seafarers, perform a rigid and hectic task, and don't get the proper sleep and rest, that's when fatigue hits you.

One realizes they are fatigued when they become weak and pale, and sometimes, disoriented and irritated.

Ship schedules are one factor that contributes a lot to acquiring fatigue. Arrival and departure in ports during wee hours of the night forces seafarers to wake up out of their natural slumber to get things done as quickly as possible to avoid delay.

Other factors include engine room and deck tasks which require long hours and great effort to get the job done.

These things occur because of cost-cutting measures applied to crew numbers. The reduction has made an increase in workload for the remaining members.

Managing fatigue is not as easy as it seems, so here are some tips to help you:

- Learn your body's signs of getting tired. Take breaks during or between tasks, before you get too tired.
- Pace yourself during the day. Do a heavy task, then a light task, then another heavy task, and so on. Do the most difficult things when you're feeling your best.
- When fatigue is more



A fatigued seaman takes a break while performing an arduous task.

noticeable, take longer and more frequent rest breaks.

- Allow plenty of time to finish the things you start so you won't feel rushed.
- Don't try to do too much at one time.

The most important thing to remember when managing fatigue is to get a good

night's sleep in order to restore your energy and help you cope with pain. It also gives your joints a chance to rest. If you feel tired, take a rest break or brief nap. This "power nap" is more accepted in the general business community. It could be all you need to restore your energy and lift your spirits.

Accidents: Loss of experienced crew

(Continued from page 2) workload onboard with respect to paperwork and inspections has increased while crew size is stable." Simultaneously, "the loss of experience is also a stress factor for those onboard who

continuously have to train new crewmembers," Cramer said. DNV statistics pinpoint navigational accidents including collisions, contact damage and stranding as "areas of high concern."

(Lloyd's Register/Fairplay)

Autonomy: IBF revision

(Continued from page 1) weaken labor unions cannot be tolerated at all from the viewpoint of the autonomy of unions and the freedom of union members, which are both set forth in the ILO Convention on the Freedom of Association.

In respect to this statement, Chairman Brian Orrell of the ITF's Seafarers' Section clearly indicated he will, when attending this fiscal year's negotiations, to seek revision of the IBF agreement knowing that negotiating rights allotments, union fee payments and other issues are clearly violating the autonomy of unions.

Global: Adopting techniques, policies to encourage active participation

(Continued from page 1)

shortage of qualified seafarers, especially to those senior officers of the ocean-going vessels; the specific problems of officers and ratings on how to secure a fair distribution of maritime employment between beneficial ownership countries and labor supply countries.

He had also mentioned the Australian ports which are after the implementation of the Maritime Crew Visa. Starting July 1, Australia will require seafarers to have an MCV prior to the vessel's arrival at port.

Capt. Idemoto announced earlier that he will step-down as Chairman of the APSRC and thanked the delegates for their support

for the past six years of his chairmanship of the committee. During closing remarks, Idemoto wished fellow seafarers a lasting employment and happiness to come.

The delegates agreed that current JSU President Youji Fujisawa would chair the next APSRC as well as the new committee. Fujisawa assured everybody that he would follow in the steps of the outgoing chair and looked forward of the continued development of the APSRC.

The ITF Asia/Pacific Regional Committee (APRC) meeting was held at the same venue May 16-17.

Represented at the meeting were Australia, Bangladesh, Burma, Fiji, Hong Kong, India, Indonesia, Ja-

pan, Kiribati, Korea, Malaysia, Nepal, New Zealand, Pakistan, Papua New Guinea, Philippines, Singapore, Sri Lanka, Taiwan, Thailand and Uzbekistan.

The meeting's agenda was titled "Organizing Globally - Fighting for Our Rights." Its key tasks were:

- Establish goals and targets for Organizing Globally;
- Review secretariat structures, resources, skills and tools and coordination for delivering Organizing Globally strategies, in particular clarifying the role of Regional Offices;
- Introduce project management methods;
- Develop regional coordination in sharing of resources, forms of support to

organizing;

- Trade union rights strategy;
- Education strategy for Organizing Globally;
- Informal workers projects;
- Global Organizing strategies and necessary local variations;
- Global and regional networks; and
- Support global campaigns, develop regional campaigns.

David Cockroft of ITF London defines Organizing as adopting techniques, structures and policies which encourage all categories of transport workers in the sector/occupation concerned to join in an active role in the appropriate trade union.

JOKE CORNER

Anger Management
Bosun: Messman, everytime the captain gets mad at you, you never answer back. How do you control your anger?
Messman: I just clean his toilet.
Bosun: How does that help?
Messman: I use his tooth-brush!

Submitted by Hero

LETTER from
HEADQUARTERSTalk on revising
IBF agreement
gets under way

Negotiations for revising the IBF agreement for fiscal 2008-2009 began when the inaugural meeting was convened in Sydney on May 24-25. When the revision of the IBF Framework TCC Agreement is discussed and agreed upon, the JSU will, keeping in mind increases in TCCs and other basic items to be agreed upon, have negotiations with the IMMAJ, an organization representing Japanese employers, on the revision of the IBF JSU/AMOSUP-IMMAJ CBA, the IBF JSU/PSU-IMMAJ CA and the IBF JSU-IMMAJ CA.

As regards circumstances surrounding the international shipping industry, it is expected that the global economy will continue to grow rapidly, achieving expansion across the globe. Shipping companies in the world are, as such, investing more and more aggressively in shipbuilding.

According to research conducted in 2005 by the BIMCO/ISF into the supply and demand of seafarers, however, it was anticipated that there would be a worldwide shortage of mariners by 21,000 in 2010 and by 27,000 in 2015. For the ongoing negotiations, which are being made at a time when the issue of global seamen shortages is worsening, therefore, it is gravely important to secure workers engaged in operating commercial vessels.

Concerning the revision of the IBF agreement, the JSU will cooperate with the AMOSUP, the PSU and other unions in countries supplying labor, regarding the securing and stabilization of employment for non-resident special members as its most important challenge, for the purpose of having current conditions in Asia reflected on labor conditions and labor environment improvements.

Solar radio bursts can impact GPS

Ship officers and crewmen are advised not to rely solely on a single means of fixing position.

The advisory came after the United States National Oceanic and Atmospheric Administration announced that researchers have confirmed that solar radio bursts can have a serious impact on the Global Positioning System (GPS) and other

communication technologies using radio waves.

Last December 6, a solar flare created an unprecedented intense solar radio burst causing large numbers of receivers to stop tracking the GPS signal.

Using specifically designed receivers built at Cornell University as sensitive space weather monitors, Cornell scientists were able to make

the first quantitative measurements of the effect of earlier solar radio bursts on GPS receivers.

Extrapolations from a previous moderate event led to the prediction that larger solar radio bursts, expected during solar maximum, would disturb GPS receiver operation for some users.

(FSA Advisory)



Adm. Thad Allen

USCG begins
tracking all
large vessels

The U.S. Coast Guard announced it had met the April 1 deadline mandated by the SAFE Port Act of 2006 to track all large commercial vessels within U.S. waters.

"Using the full range of classified and unclassified vessel tracking information available to the Coast Guard, we are meeting all vessel tracking requirements of the act," said Adm. Thad Allen, commandant of the Coast Guard.

"Beyond the SAFE Port Act, we need to focus our attention on closing other gaps in maritime security, including long-range tracking of vessels outside U.S. waters and coming to grips with potential threats posed by smaller vessels.

While we have done a lot since the terrorist attacks of 9/11, we need to build a maritime security architecture that does more than just simply react to the last threat or terrorist event."

The Coast Guard is working with the International Maritime Organization (IMO), the recreational boating community, small commercial vessel operators, and others to close existing gaps in maritime security to help keep U.S. citizens safe and secure.

The IMO's long-range identification and tracking system will provide an unclassified system for tracking more than 40,000 ships worldwide by the end of 2008. The United States will be able to obtain tracking information for ships navigating within 1,000 nautical miles of the coast under the new system.

"We are working with our partners to identify solutions to potential issues surrounding the millions of smaller vessels that ply our nation's waters, many of which are capable of being exploited for transportation of dangerous weapons and people from other countries, or being used as weapons," said Dana Goward, director of maritime domain awareness.

(Source: U.S. Coast Guard)

Violent pirate attacks reported

10 crew held
captive in three
recent incidents

Reports of serious incidents have come into the ICC International Maritime Bureau's Kuala Lumpur-based Piracy Center from around the world.

The IMB's recent weekly report detailed violent attacks against commercial vessels in the Americas, Africa and South East Asia. At least three vessels' entire crews and two individuals are believed to be held captive.

One of the most determined, although unsuccessful attacks took place May 14 some 180 miles off Somalia. Pirates, armed with machine guns and rocket launchers, approached a general cargo ship underway from her port quarter. The pirates ordered the ship to stop and started firing towards the bridge. The duty officer raised the alarm and activated the SSAS. The master took evasive maneuvers, and fired rocket parachute signals on the boat when he saw the pirates preparing to fire rocket propelled grenades. The ship was hit and its living quarters caught fire and were extensively damaged. The crew extinguished the fire and took preventive measures to stop the fire from spreading. The master continuously maneuvered the vessel to prevent the pirates from boarding. The attack lasted for one hour before the pirates aborted the attack. There were no injuries to the



Somali pirates armed with machine guns and rocket launchers.

crew.

However, an attack of the World Food Program-chartered ship *Victoria* about 60 miles off Merka, Somalia, left one security guard dead. The ship returned to Merka and was later escorted out of Somali waters. In separate incidents, Somali pirates hijacked two fishing vessels operating about 200 miles off the coast and kidnapped a total of 25 crew.

In Liberian waters May 12, pirates actually captured an anchored vessel and towed it to a neighboring country. About 25 men armed with machetes, in two fishing boats, boarded a refrigerated cargo ship at anchor that was awaiting repairs due to a fire on board several days earlier. They assaulted the crew members, who received serious injuries, and forced them to disembark. The pirates hijacked the ship and towed it to neighboring Ivory Coast.

On May 8, four pirates armed with guns boarded four fishing vessels in the Corentyne River, Suriname. They assaulted all the crew and kidnapped a crew member. Pirates stole the vessels' property, cargo, crew personnel belongings and escaped. The rest of the crew were rescued two days later.

On the same day off Escravos, Delta State, Nigeria, 40 pirates armed with guns in six boats attacked a vessel.

The IMB notes: "Nigerian military personnel engaged the pirates in a gun battle, but the pirates managed to kidnap four crew. One crew and three naval personnel sustained injuries."

The attack followed two earlier kidnappings of a total of six crew.

Other incidents have been reported from Indonesian, Philippine and Vietnamese waters.

EC marine legislation goes into effect

Directive to penalize polluters

The European Commission's (EC) directive on maritime pollution in EU waters has taken effect on April 1.

The directive imposes severe penalties on any party whether the master, owner, charter, classification society, etc., or all of them who are

found to have caused or contributed to illegal pollution deliberately or as a result of gross negligence.

The scheme, which applies to all ships calling at EU ports, covers discharges in all sea areas, including on the high seas. It also provides for

cooperation between Port State Authorities to enable action to be taken at the next port of call.

The directive also aims to boost cooperation between Member States to detect illegal discharges and develop methods to identify a discharge as originating from a particular ship.

(FSA Advisory)

ALL JAPAN SEAMEN'S UNION
15-26, Roppongi 7-Chome,
Minato-Ku, Tokyo 106-0032

Tel.: (03) 5410-8320

Fax: (03) 5410-8336

E-mail: iss@jsu.jp

Internet: <http://www.jsu.or.jp>

Publisher: Masaru Mio

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