

Japan targets Filipino crews

Japan and the Philippines further strengthened their cooperation on crew training recently with an agreement in Manila to set up a committee to implement provisions of the manning accord.

Signatories included International Mariners Management Association of Japan Chairman Nobuo Kayahara, Philippine-Japan Manning Consultative Council President Eduardo Manese, All Japan Seamen's Union President Yoji Fujisawa, Associated Marine Officers' and Seamen's Union of the Philippines President Gregorio Oca, and Philippine Seafarers' Union President Democrito Mendoza.

The initiative is seen as another step in joint efforts to enhance the competency of Asian seafarers. Japanese owners/managers want to promote the Philippine manning sector as Filipinos are crew on more than 2,000 Japanese-controlled ships and will be employed to man 500-600 newbuildings scheduled to be delivered by 2010. (Lloyd's Register / Fairplay)

Japan, Philippines unite on manning

Two nations form prep committee on seafarer issues

For Japan, it is an important issue to secure Japanese seamen and educate/train successors for both international and domestic services.

The issue is being discussed by the Ministry of Land, Infrastructure and Transport (MLIT), which recently released an interim report.

Shortages of high-quality seafarers have become a very serious problem in other countries as well, developing into an international issue.

The All Japan Seamen's Union (JSU) – which strives to protect rights and maintain/improve employment and labor conditions for all seamen, including non-domiciled special members – will continue to develop activities energetically in close partnership with the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) and the Philippine Seafarers' Union (PSU), which are both influential seafarers' labor unions in the Philippines.



The signatories of the new crew-training scheme gather, from left to right, Nobuo Kayahara, IMMAJ chairman; Capt. Gregorio Oca, president of AMOSUP; Yoji Fujisawa, president of JSU; Democrito Mendoza, president of PSU and Eduardo Manese, president of PJMCC

men's Union of the Philippines (AMOSUP) and the Philippine Seafarers' Union (PSU), which are both influential seafarers' labor unions in the Philippines.

Improvements in mariners' quality, however, cannot be achieved simply through labor movements.

Sailors must all work hard themselves if they are to provide the outstanding manpower that is required.

As such, the government, labor, and management sectors of Japan and the Philippines took the initiative recently in signing a memorandum of understanding

(MOU) on the establishment of a committee in preparation for the Japan/Philippine Officials, Seafarers and Employers Colloquium on Seafarers' Issues, to work on seamen-related issues in the Asia-Pacific region, mainly on securing mariners, educating/training future sailors, and improving seamen's capabilities.

A signing ceremony was held at 5 p.m. on July 12 at the JSU-AMOSUP Mariners' Home in Manila, at which time the MOU was signed by Chairman Nobuo Kayahara of the International Mariners Management Association of Japan (IMMAJ), President Eduardo U. Manese of Philippine-Japan Manning Consultative Council Inc. (PJMCC), AMOSUP President Gregorio S. Oca, PSU National President Democrito T. Mendoza, and JSU President Yoji Fujisawa.

The JSU aims to have the five heavyweights consolidate labor and union in tackling seafarer policies in 19 economies in the Asia-Pacific region.

IBF first-round negotiations on welfare fund held in Sydney

The International Bargaining Forum welfare fund's Joint Panel Meeting and the first IBF round negotiation for 2008 and 2009 was held in Sydney May 22-25, 2007, with JSU representatives accompanying JSU's president taking part in the debates. A summary of the meeting's outcomes follows:

IBF WELFARE FUND JOINT PANEL MEETING

Former president of the JSU Sakae Idemoto was replaced by JSU President Yoji Fujisawa as a member of the Joint Panel. Fundamental statistics on contributions to the fund by each member of JNG were confirmed as far as they were noted by the secretariat, and the financial report on the balance of the fund was approximately GBP488,468 (about US\$990,377) as of end-April 2007.

It was also agreed that to ensure the practical auditing of expenditure procedures by the Joint Panel, the program should be approved by the ITF-affiliated union in the country of which the applicant group exists before the block application will be applied.

Furthermore, it was confirmed that a detailed time-

table and plan for expenditure would be involved in the proposal.

IBF Working Group on Unresolved Issues

The so-called "working group" on unresolved issues agreed that it should avoid a detailed debate as it might sour relations and prejudice the overall outcome.

A high level officers meeting took place in Tokyo, July 4, 2007 with six representatives on each side.

IBF NEGOTIATIONS

Key points of the ITF Claims for an IBF Framework Agreement for 2008-2009 were presented by each side, as follows:

- A 10 percent increase in total crew cost (TCC) and additional increase of overtime for officers;
- The integration of the International Labor Organization (IBF)'s management level course provisions with the IBF Framework TCC Agreement;
- Political partnership issues should be resolved by mutual cooperation;
- Establishment of the developing economy countries' ratings fund under the IBF Framework TCC Agreement.

JSU, seamen join FOC/POC campaign

The following are reports on the 73rd Nationwide FOC & POC Campaign and ITF East Asia FOC & POC Campaign, which was carried out with major support from seamen.

1) Seamen and Ports/Harbors Cooperate in FOC & POC Campaign

During the recent campaign, seamen and port/harbor conferences for tackling flag-of-convenience (FOC) vessels and ports of convenience (POCs) established in 15 zones across Japan moved in step with each other for the first time.

The campaign was run July 2-6 at 39 major ports in Japan, joined by the National Council of Dockworkers' Unions of Japan (Zenkoku Kowan) and the Japanese Confederation of Port and Harbor Transport Workers' Unions (Koun Domei).

Seamen and port/harbor worker unions of South Korea and Taiwan also participated.

At a time when tonnage is increasing worldwide, the world is suffering serious seamen shortages.

Efforts were made to seek the ratification of the International Transport Workers' Federation (ITF) Agree-



JSU inspectors board a vessel during the FOC campaign.

ment, focusing upon: non-compliant FOC vessels that have negative impacts, such as unforgivably unfair competition and illegal labor acts; notorious Hong Kong- and Singapore-flag ships; and other blacklisted vessels.

Messrs. Bayani A. Jaboli and Eduardo E. Galang, who are both the JSU's international service staff, joined the campaign on a full scale from this year for the first

time.

2) Campaign Results

During the campaign, 127 commercial vessels were inspected in Japan, at which time investigations were made via dialogues with masters and other crewmembers into whether or not they carry copies of the ITF Agreement, and they comply with it. On ships where problems were discovered, requests were made to their operating companies to conclude and comply with the agreement.

As a result, five vessels signed the ITF Agreement and four promised to have negotiations. Complaints were made by crewmembers of two ships, and efforts are being made now to work on their complaints.

In respect to Panamanian-flag FOC vessel *Apollo Beni*, mariners and ports/harbors cooperated with each other in staging protests at the Port of Yokohama, indicating they would reject to carry out cargo handling activities for the ship, demanding that it comply with the ITF Agreement. *Apollo Beni*'s owner still refuses to ratify the agreement, but Daiichi Chuo Kisen Kaisha,

(Continued on page 3)

Port Kembla incident irks trade group

The International Transport Workers' Federation (ITF) has expressed outrage at the use of seafarers to carry out specialized dock work following an incident in Port Kembla, Australia on May 29.

Italian-owned, Maltese-registered bulker *Capo Noli* is at the center of local and international protests after the crew were told to unload the vessel's gypsum cargo.

Capo Noli, a non-self-discharging vessel, was on its first visit to Port Kembla on a charter for Canada Steamship Lines (CSL), having replaced an Australian-flagged and crewed ship.

The Filipino crew were asked to unload the cargo using the ship's equipment – a direct violation of the terms of the ITF-approved International Bargaining Forum (IBF) agreement covering the ship.

This states that neither ships' crews nor others on board can be asked to carry out cargo handling work without the prior agreement of the local dockers' union.

Members of the ITF's affiliate in Australia, the Maritime Union of Australia (MUA), have traditionally carried out this work. In another violation of the agreement, the local ITF inspector was denied access to the crew.

A community picket sprung up to support the union and messages of solidarity with the Port Kembla workers poured in from all over Australia. Workers fear that the incident heralds further attacks on proper conditions on the Australian waterfront.

The ITF and the MUA were concerned about the breach of the agreement and its safety implications.

"ITF unions worldwide are appalled by this incident," said ITF General Secretary David Cockroft. (*Lloyd's Register/Fairplay*)

Report calls for change in maritime welfare services

A new report by the Seafarers' International Research Center has said maritime welfare services need to change their approach if they are to meet the needs of seafarers, echoing similar calls in the industry for change.

The report, "Port-based welfare services for seafarers," commissioned by the International Transport Workers' Federation (ITF)'s Seafarers' Trust which was published last week, documents a year-long research project, which surveyed seafarers and

ship operators worldwide.

The report aimed to identify what facilities were needed, by seafarers not currently using shore-based services, from the ITF Seafarers' Trust and other concerned organizations.

The survey looked at responses from 4,000 seafarers and indicated that despite the efforts of maritime welfare agencies, services provided were not meeting the needs of men at sea.

For example, it was revealed that port-based facilities

were often bypassed as a result of the degrading social life at sea over the last decade.

Ship to shore communications also emerged as one of the most mentioned concerns – the majority said they were still not allowed to use email when at sea, despite its existence on most vessels.

"Dramatic though these results are, they will not come as a complete surprise to ourselves and our friends in the maritime welfare community, who are already

planning ahead to meet this change," said ITF Seafarers' Trust Secretary Tom Holmer.

He said that despite the "magnificent efforts" of agencies so far, they have suspected for some time that services are no longer meeting seafarers' needs.

"The loss of shore leave, more than anything else, has brought us to a world where the accommodation and services offered in seafarers' centers must now be supplemented by new types of support," he said. (*ITF*)



Japan's biggest carrier group, NYK, invests in Filipino youth. (Photo courtesy of Shipping and Trade News)

NYK opens training academy

Nippon Yusen Kaisha (NYK) opened its NYK-TDG (Transnational Diversified Group) Maritime Academy in the Philippines last week, with the country's President Gloria Macapagal-Arroyo, as its guest of honor.

The new academy has a ship handling simulator, refrigerating plant simulator, language laboratories, an audio visual room, computer lab., library internet facilities, a swimming pool, a lifeboat and other training equipment.

Josephine Francisco, president of NYK-Fil Shipmanagement, the company's Philippines-based crewing and training arm, says the academy's standard is well above the Commission on Higher Education's current

requirements.

The initial intake of 120 deck and engine cadets have been assured of employment with NYK on graduation as they work towards their captain and chief engineer tickets over the next 10 years.

The NYK-TDG Maritime Academy differs from other maritime institutions in the Philippines as the only maritime school owned and funded by a single ship owner.

Ninety percent of the cadets are taking the four-year Baccalaureate courses under a "study-now pay-later plan," Francisco said.

"We take the [investment] risk because we have faith in the Filipino youth," she explained. (*Lloyd's Register/Fairplay*)

South Korea moves to tackle officer shortage

Vietnam and South Korea have signed an agreement that will provide for joint, reciprocal recognition of one another's ship officer licenses, which should help to ease South Korea's officer shortage.

The agreement will also enable South Korean companies to secure engineers, as well as allowing South Korean officers to serve alongside their Vietnamese counterparts on Vietnamese ships and vice versa.

The agreement does not, however, specify on which vessels the officers are allowed to serve.

The deal will be renewed automatically after five years providing neither country reneges on it before then. Currently about 500 foreign officers are employed by South Korean companies, mostly from Myanmar (Burma), the Philippines and China.

The country has faced a shortage of its own seamen in recent years as maritime graduates have deserted the shipping profession to work in other sectors of the booming economy. (*Lloyd's Register/Fairplay*)

Making a Difference



"SHIPS VISITS from the union staff can improve our living conditions," said Capt. Benedicto E. Espedido and the crew of *Blue Ocean*, posing with union officer Eduardo Galang and ISS trainees Alejandro Ingente and John Canto.

DOLE to train/assist Filipino seafarers

In a bid to further improve the quality of Filipino seafarers, the Philippine Department of Labor and Employment (DOLE) will establish a maritime office to provide training and other forms of assistance to the growing number of seamen.

Labor Secretary Arturo Brion said the maritime office will be directly under his supervision, but it will have a full-time maritime officer, L/Cdr Eustacio Nimrod Enriquez as its head.

Currently serving as deputy executive director of the National Maritime Polytechnic (NMP) in Tacloban, Enriquez will be in charge of

providing training and assistance to Filipino seafarers, when he transfers to the DOLE in Intramuros, Manila for full-time work as assistant on maritime affairs to Brion.

Earlier, Brion met with stakeholders in the maritime industry to formulate a joint action on how to approach common concerns in the industry.

He said the Maritime Office will be at the frontline in carrying out the collaborative efforts of DOLE and its partners in the maritime industry.

The creation of the Maritime Office, he said, is

essential in view of developments in the maritime sector, adding that Enriquez will assist him in expanding developments beneficial to Filipino seafarers.

Danish Maersk Lines' training facility was launched recently in Ozamis City, in collaboration with the Northwestern Mindanao Institute of Technology (NMIT).

Brion said the facility provides special training on the culinary arts, such as Danish cooking, in view of the fact that Danish chefs are getting older and set to retire in the near future. (*Lloyd's Register/Fairplay*)

Smoking ain't cool for your tool

Despite an old-fashioned association of smoking with a “macho” image, the real effect of smoking on a man's libido is quite different. Research shows that smoking can result in low sperm counts, a decreased quality of semen and even impotence.

Chemicals in cigarettes are toxic to sperm cells; enough to lower their number and density, and reduce their mobility. They cause damage to the DNA of developing sperm cells, which leads to an increased risk of infertility.

These are just some of the many reasons why men who consider having children are advised to give up smoking for good.

Statistics show that smokers are twice as likely to suffer from impotence than non-smokers. It also leads to artery damage when plaques form on the artery's inner lining, slowing the flow of blood to the penis, and causing an inability to maintain an erection, due to the abnormal decline of blood pressure.

Experts state that recovery from erectile dysfunction can sometimes be achieved after quitting smoking, but depends on the level of damage that smoking has inflicted on the body.

In a male-dominated environment, it is not surprising to hear men openly brag about their sexual prowess, yet, when it comes to the



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

topic of an inability to perform well, they usually shrug it off, preferring to be quiet about it.

However, quitting smoking is not always an easy feat, as many people suffer withdrawal symptoms,

including irritability, difficulty concentrating, feelings of depression, difficulty sleeping, increased appetite, cravings and headaches.

These symptoms often start just a few hours after the last cigarette. The first

72 hours of quitting are said to be the hardest, but symptoms may persist for weeks.

Smokers have learned that a cigarette will relieve these symptoms in a few moments, which makes it hard to abstain.

Several “quit smoking” programs have been developed to help smokers overcome tobacco dependency, including counseling services and arranging an “accountability partner” or support group to help overcome the addiction.

Another alternative, nicotine replacement therapy (NRT) products, such as nicotine gum, helps one take control of cigarette cravings, by reducing symptoms of nicotine withdrawal after quitting smoking.

When combined with willpower, NRT can double the success rate of quitting and helps in overcoming nicotine dependence. The World Health Organization also advocates the use of NRT, which has helped millions of smokers quit worldwide.

VOICES from SEAFARERS

“Filipino Seafarers should receive the same level of wages and benefits as that of their counterparts in Europe or other advanced countries as we work the same type of ships.”

CAPT. RAYMUNDO M. CABALLES,
MASTER OF
M/V PACIFIC SPIRIT



“Seafarers should be given incentives for their loyal work with a certain company.”
2/O JIMMY L. LAO
MV GARDENIA ACE



“On behalf of all the Myanmar crew

onboard, we would like to thank the JSU staff for their visits. By giving us information regarding our agreement, we can now notify our company that they should provide or comply with the present agreement.”

CAPT. KYI LIN ZAW, MASTER OF
M/V GLOBAL EXPLORER



CAPT. EDUARDO M. ESPERIDA JR., right, and **C/E ILDEFONSO S. HEMBRA,** second from right, recommended to the visiting JSU staff that the present food allowance be increased to

at least US\$8 due to high price of provisions.

“Overseas Filipino Workers are very much affected by the sudden strength of the Philippine currency. The Philippine government should set a standard rate for dollar remittances to help OFWs.”

CAPT. MELCHOR G. JAGUA,
MASTER OF
M/V LUNA SPIRIT



FOC: JSU issues warnings to those against ITF pact

(Continued from page 1)

which charters the vessel, shippers, and the JSU are persuading the shipowner to sign the agreement to develop healthy labor-management relations and easier-to-work environments. It is projected the owner must continue to prepare itself against protest activities until it seals the agreement.

Among the 127, as many as 60 did not carry copies of the ITF Agreement.

The JSU is striving ambitiously to have such vessels conclude the agreement as soon as possible by analyzing in detail the owners, managers, and charters of such FOC ships, and collecting information on their ports of call in partnership with their crewmembers.

3) FOC Vessels Concluding the ITF Agreement Increase in Number

The recent event was the 73rd FOC campaign in Japan, the first of which was carried out in 1984.

By 1984, when the campaign was inaugurated, only a few commercial vessels had signed the ITF Agreement.

Over the years since then, during which 73 campaigns were conducted, the number of FOC ships signing the agreement has reached 1,828, and including non-FOC vessels, it has amounted to 2,100, onboard which 42,000 foreign seamen work.

Campaigns in Japan have been carried out jointly by seamen and ports/harbors as FOC & POC campaigns since the ITF convened a meeting in Durban in Aug. 2006.

The Durban meeting agreed on a campaign against POCs, and it was decided the agreement

would be incorporated in FOC campaigns in Japan.

The ITF has decided to support campaigns in East Asia that were commenced seven years ago by Japan, South Korea, and Taiwan, and renamed them the ITF East Asia FOC & POC Campaign.

4) The JSU Summarizes Campaign Activities as Follows:

a) The JSU issued stern warnings in all zones against interested parties concerned with commercial ships that have rejected the ITF Agreement and conduct unfair competition.

At the Port of Yokohama, in particular, seamen and ports/harbors staged firm protest activities against *Apollo Beni*, an unorganized FOC ship, to maintain order among themselves, having a very big impact on society.

The JSU will continue protest activities on a nationwide scale;

b) The JSU protested strongly against illegal vessels that reject visits and inspections by, as well as dialogues with, labor unions; violate the right of workers to organize (set forth in Article 28 of the Constitution of Japan and the ILO's Right to Organize and Collective Bargaining Convention); and repeat unfair competition practices.

During the recent campaign, the JSU opposed them, using flyers.

The JSU will continue to stage protest activities and bring criticism with flyers;

c) The JSU discovered that only a few groups of dishonest shipping companies had constantly declined to comply with the ITF Agreement and repeated unfair trade practices.

The JSU will research these groups deeply, consolidate its strength nationwide and worldwide, and concentrate on criticisms from society to make them sign the agreement; and

d) Although non-ITF unions in the Philippines (e.g., the ISLA, MATEU, and UFS) and in Russia are enhancing their organized activities, their agreements contain many problems, such as allowing operators to have workers work illegally at low rates.

In partnership with the ITF and ITF-affiliated labor unions, the JSU will endeavor to have such shipowners conclude the ITF Agreement.

JOKE CORNER

The Silent Treatment

The Bosun and his wife were having problems and giving one another the silent treatment.

Realizing that he would need his wife to wake him at 5 a.m. the next day for an early morning flight to join his ship, and not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, “Please wake me at 5 a.m.,” and left it where he knew she would find it.

The next morning, the Bosun woke up discovering to his horror that it was 9 a.m. and he had missed his flight! Furious, he was about to go and see why his wife hadn't awoken him, when he noticed a piece of paper by the bed which read, “It's 5 a.m. – wake up!”

Submitted by Hero

DOLE joins duo to start loan program for OFWs

The Department of Labor and Employment (DOLE), Smart Communications Inc. and the Development Bank of the Philippines will soon launch a loan program for overseas Filipino workers (OFWs).

Under the program, a worker's family can start a business like an Internet shop, using the interest-free loan to purchase computers.

Labor Secretary Arturo Brion said the loans would be payable within an extended period that would make it easier for the borrower.

The department – also in partnership with Smart Communications, Land Bank of the Philippines and the Overseas Workers Welfare Administration – earlier launched the LBP Cash Card for OFWs, which will enable

workers to enjoy the benefits of a faster and more efficient mode of sending money back home.

The card is designed to provide a faster and more efficient remittance system, as well as more accessible financial services for the convenience of workers and their families, through the Smart Financial Services Hub, Smart's mobile commerce platform.

The card will not only enable cashless purchases in participating establishments, but will also serve as an ID card and a welfare card for the Filipino workers overseas, allowing deductions representing the migrant workers' monthly contributions to the Social Security System, PhilHealth and Pag-IBIG.

LETTER from HEADQUARTERS

Improving work conditions, welfare fund

The JSU carries on a wide variety of international labor campaigns for the purpose of protecting rights and employments for its non-domiciled special members, which number more than 44,000, and improving labor conditions and welfare programs.

As these efforts have been introduced in JSU Maritime Journal and on other occasions, we are sure that you all know this.

As part of its welfare-related activities, the JSU provides the following support activities to its non-domiciled special members that work onboard FOC vessels covered by the IBF JSU/AMOSUP-IMMAJ CBA, the IBF JSU-IMMAJ CA, the IBF JSU-IMMAJ CA (PSU), the ITF-JSU/AMOSUP CBA, and the ITF-JSU CA, making use of the JSU Welfare Fund, which was established to contribute to enriching welfare benefits given by enterprises:

1) Constructing as well as managing and operating JSU/AMOSUP Mariners' Homes;

2) Running a system for supporting the adoption of onboard training video software – when commercial vessels adopt onboard training video software developed in response to the ISM Code, some 50 percent of required costs are supported;

3) Providing support when vessels install life-saving fresh water makers – subsidies are given to commercial ships when they install life-saving fresh water makers; and

4) Renting entertainment videos and DVDs, and assisting in the installation of DVD players.

These activities are managed by a committee consisting of JSU and IMMAJ members.

The transparency of the fund is maintained through discussions on the use of the said support activities over the previous year and activities for the following year, and reports on accounting audits.

As a new project from the current fiscal year, the management committee has decided to distribute automated external defibrillators (AEDs) to 500 commercial vessels, intending to begin accepting applications in September.

To our non-domiciled special members, if you need training video software, a water maker, an entertainment video/DVD, or an AED, you have to apply through your Japanese principals, according to rules. Even if you apply directly to the JSU or our international staff, they will not take your application.

Ships required to carry pollution plan

Ships now flying the flag of a party to the OPRC-HNS Protocol must carry a pollution emergency plan to deal specifically with incidents involving hazardous and noxious substances, such as chemicals.

The new requirement is one of a list of measures included in the Protocol on Preparedness, Response and Cooperation to Pollution

Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol), which has just entered into force.

The OPRC-HNS Protocol was adopted to expand the scope of the 1990 International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 1990), so as to cover hazardous and noxious substances that, if spilled, could

have a detrimental impact on the marine environment.

The protocol defines HNS as substances other than oil, which, if introduced into the marine environment, have the potential to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

EU begins European Border Patrol Network

The European Union has launched the European Border Patrols Network (EPN) on May 24 with the aim to stop illegal immigration and to detect emergencies at sea, thus reducing loss of life.

The EPN will facilitate closer coordinated and cost-effective operational cooperation between the national authorities responsible for patrolling the Member States' southern external maritime borders.

The European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union (FRONTEX) is the agency tasked to implement EPN. FRONTEX is the external border security agency of the European Union.

The implementation of the EPN will be carried out in two phases. In the first phase, the EPN will be established based on Member States' patrolling activities covering defined coastal areas of the Mediterranean Sea and the Atlantic Ocean.

In the second phase, the EPN will be further developed by the establishment of an appropriate organizational structure, National Coordination Centers and strengthening the cooperation and coordination among Member States involved in the network.

IMB launches piracy hot line

The International Maritime Bureau has launched a new hot line that will cover any maritime crime ranging from piracy to terrorism, as well as human, drug or weapons smuggling onboard commercial ships.

Maritime crimes can be reported to the following e-mail address: <imbsecurity@icc-ccs.org.uk>.

The IMB's Piracy Reporting Center in Kuala Lumpur will continue to be the contact point for the maritime security hotline.

IMB is confident that the hot line will enable seafarers and others in the shipping industry to pass on suspicions regarding any maritime crime including terrorism on a 24/7 basis.

New staff join JSU headquarters

The JSU has invited liaison officers from the Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP) and the Philippine Seafarers' Union (PSU) to work at the JSU Headquarters as Liaison Officers as part of efforts to strengthen its relationship with ITF-affiliated unions in the Philippines.

With this new development, close communication will be maintained and highly transparent and effective relationships will be established.

The AMOSUP sent its administrative assistant and Head of Records Department Ricardo D. Rodriguez, while PSU sent its National Director for Operations, Melchor P. Villanueva.

Ricardo D. Rodriguez is the head of the Records Section and an Administrative Assistant of AMOSUP.

He was a former seafarer who worked onboard ships from 1980 to 1985.

Melchor P. Villanueva is a deck officer who worked onboard ships from 1984 to 1999 before joining the PSU.

Before coming to Japan he was the national director for operations of PSU. He was also a council member of Formal Labor and Migrant Workers' Sector of National Anti-Poverty Commission, and a member of Tripartite Peace and Industrial Council Subcommittee, POEA.



Villanueva

ISS TRAINEES

With the continued increase in the number of non-domiciled members, the JSU increased the number of its

Filipino International Service Staff (ISS) with the recent arrival of three ISS



Canto

trainees, one deck officer and two marine engineers.

A three-month training program that includes Japanese language lessons will be taken by these new staff before their assignment to other JSU branch offices.

JSU ISS trainee John G. Canto is a Marine Engineer who worked onboard Panamanian, Liberian and Norwegian ships from 1979 to 2004.

JSU ISS trainee Alejandro G. Ingente is a deck officer with 25 years of experience onboard Japanese, British, Norwegian, Australian, Greek, Saudi Arabian and Libyan vessels.

Reynaldo L. Pado, a Marine Engineer, worked 10 years onboard Japanese-owned vessels.



Ingente



Pado



Rodriguez