



## JSU President calls on governments to take action

The following is a message from Yoji Fujisawa, President of the All Japan Seamen's Union:

Assaults and theft by pirates and armed groups frequently occur in the Gulf of Aden off the coast of Somalia. According to a report from the U.N. Security Council, about 65 commercial ships fell victim to such attacks in 2008.

Since July of this year, five Panamanian, Hong Kong and Philippine flag of convenience vessels, which were operated by Japanese shipping companies, have encountered such incidences. Three vessels and their crews have not yet been released after being taken hostage by

### Requests for countermeasures to ensure safety of lives, vessels from piracy

pirates.

Furthermore, a Saudi Arabian large-size oil tanker (318,000 tons, 25 crewmembers) encountered pirates 200 nautical miles from the Gulf of Aden, off the coast of Somalia on Nov. 17. It is reported that a ransom of US\$25 million (about YEN2.38 billion) has been demanded of the Saudi owners.

Considering the fact that more than 180 crewmembers from the Philippines, the country which produces the largest number of seafarers, have been directly affected by piracy for the past

four months, the Philippine government is said to have a plan to stop deployment of seafarers to vessels operating in the vicinity of the aforementioned sea area.

The International Transport Workers' Federation (ITF) discussed the response to the issue of piracy with affiliate seamen's unions around the world, the International Bargaining Forum (IBF) and the Joint Negotiating Group (JNG) in Hong Kong. During the meeting, the ITF designed an upgraded security system for vessels and seafarers in the Maritime Security Patrol

Area (MSPA: known as the Security Corridor) in the Gulf of Aden through CTF150 (volunteer coalition troops). However, as the entire Gulf of Aden area is considered a High-Risk Zone, various countermeasures were sought.

About 52,000 seafarers from 44 countries, including Japan, are working for the Japanese merchant fleet. Five of these vessels, manned by more than 100 seafarers operate in the Gulf of Aden daily. Although the shipping companies and nationalities, as well as the deployment of seafarers are becoming increasingly

global in nature, under any economic principles, human life must be given priority above all else.

We strongly request the Japanese government, concerned shipping companies and marine associations to immediately design countermeasures to ensure security of vessels and seafarers as a response to kidnapping, developing domestic regulation pertaining to pirates in accordance with the U.N. Convention on the Law of the Sea, provide financial aid for maintenance of security, and reinforce global security measures of concerned agencies and groups centering on the United Nations.

## The JSU's 69th National Congress significant to non-domiciled seafarers

**BAYANI A. JABOLI**  
JSU UNION OFFICER

The JSU held its 69th National Congress in Tokyo on Nov. 4-7, 2008. More than 400 delegates from different member-sectors of the JSU attended to discuss and adopt action plans for future activities of the union. Representatives from shipping companies and related organizations also attended the four-day congress.

While the JSU is concerned with the decreasing number of Japanese seafarers, it is also focused on its plans for the future with regards to the increasing number of non-domiciled members. At present, the JSU has 51,000 non-domiciled members from 44 countries, the majority of them being from the Philippines. The JSU has a responsibility to protect the interests of the members regardless of their nationality, and its activities are not only for Japanese seafarers, but also for the non-domiciled members as well.

With the increasing number of non-domiciled members, the JSU's activities are becoming more diversified. Therefore, the JSU included in its action plan the establishment of a "Structural Review Committee" that will examine how to create a new organizational structure and enhance the union's functions in order to fulfill its mission for all the members.

During the Ongoing Seafarers Section meeting, common but persistent complaints from non-domiciled members were discussed, especially regarding the low levels of daily food



Filipino union officers, ISS and liaison officers from AMO-SUP and SUR at JSU's National Congress.

allowances. Many of the complaints stemmed from the fact that some non-domiciled members are still experiencing substandard working and living conditions. The JSU promised to exert more effort in securing answers and solutions to the members' complaints.

The JSU will try to do its best to provide more quality services and improve communication with non-domiciled members. It will also continue to strengthen its friendship with seafarers' unions in the Asia-Pacific region in order to improve seafarers' working and welfare conditions.

The plan includes JSU's efforts to strengthen ties with relevant organizations in the Philippines to develop a comprehensive seafarers training program backed by governments, employers and unions. The JSU will also develop new training facilities and programs aimed at improving welfare services in China and Vietnam.

Governments, international and employers' organizations are being urged by the JSU to take necessary safety measures against terrorist attacks and acts of piracy, which are now the biggest threat to the safety of seafarers and ships. The IBF negotiated with employers the implementation of an IBF High-Risk (Piracy) Area from Oct. 7, 2008 with coordinates located in the Gulf of Aden.

The Filipino union officers and the International Sport for Seafarers (ISS) attended the congress and witnessed the adoption of JSU's action plans for 2009 that will enhance the welfare of the JSU's non-domiciled members. The JSU will also try to increase the number of the ISS, so more member-vessels can be visited.

Visitations to member-vessels create direct communication between members, which both sides appreciate. Finally, it is our hope that all the action plans of the JSU be implemented and realized.

## New JSU executive committee members elected at the last National Congress



**Yoji Fujisawa**  
JSU President



**Norimasa Ohuchi**  
Vice President



**Hideo Ikeda**  
General Director  
International Affairs Bureau



**Masamitsu Nakazawa**  
General Director  
Domestic Affairs Bureau



**Kenji Takahashi**  
General Director  
Fisheries Affairs Bureau



**Shinichi Tanaka**  
General Director  
General Affairs Bureau  
General Planning Office  
Publication Office

# Brazilian seafarer receives 2008 IMO bravery award

The 2008 IMO Award for Exceptional Bravery at Sea has been presented to a Brazilian seafarer who saved fellow crewmembers from dangerous fire aboard a ship.

Rodolpho Fonseca da Silva Rigueira, of the drillship *Noble Roger Eason*, was nominated by the Government of Brazil for his decisive, selfless act to rescue six fellow crewmembers from a catastrophic fire. The fire originated from an explosion, causing imminent risk to the lives of crewmembers in the vicinity of the explosion. Yet, instead of evacuating the area, he repeatedly faced the fire and very high temperatures to save his colleagues, at severe risk to his own life.

Rigueira was presented with the award by IMO Secretary-General Efthimios E. Mitropoulos in a special ceremony held at the IMO headquarters on Dec. 1, 2008, during the 85th session of the organization's Maritime Safety Committee (MSC).

## *Rigueira rescued six crewmembers after an explosion on his drillship*

In addition, certificates were presented to the following "highly commended" nominees or their representatives:

- The crew of the Hunter Region Surf Life Saving Association, Westpac Rescue Helicopter Service, nominated by the Government of Australia for airlifting 22 crewmembers from the grounded coal carrier *Pasha Bulker*, amid severe weather conditions risking their own personal safety;

- The Maritime Rescue Coordinating Center (MRCC) Chile, supported by other MRCCs, crews and vessels, as nominated by the Government of Chile, in view of the exemplary multinational cooperation and coordination involved in the successful search and rescue and anti-pollution operations following the sinking of the cruise vessel *Explorer*, off Antarctica, thereby saving 154 passengers and crewmembers and avoiding po-

tentially substantial environmental damage. The MRCC Chile, as the coordinating center, was supported by MRCCs of Argentina, the United States, the United Kingdom and Uruguay; the crew of *Nordnorge* (Norway); the navy icebreaker *Almirante Oscar Viel* (Chile); the naval support vessel *Ary Rongel* (Brazil); the navy oceangoing tug *Suboficial Castillo* (Argentina); *National Geographic Endeavour* (Bahamas); *Antarctic Dream* (Panama); and *Usbuai* (Panama).

- Capt. Kyaw Thet Aung, master of *ANL Warringa*, nominated by the Government of the Marshall Islands, for saving 15 lives from *Fitria Persada*, during a search and rescue operation involving considerable risk to his vessel and crew;

- Aviation Survival Technician 2nd Class Lawrence Nettles, Coast Guard HH-65 Helicopter, nominated by the Government of the

United States, for courage and perseverance, at severe risk to his own life, in saving the unconscious master of the grounded *Alegria* under adverse sea conditions;

- Coxswain Mark Criddle, of the Torbay Lifeboat Station, nominated by the International Maritime Rescue Federation (IMRF), for courage, leadership and determination in saving eight survivors from the submerged port quarter of *Ice Prince*, under considerable risk to his own life and the lives of his crew; and

- Six officers and crew of the containership *Horizon Falcon*, nominated by the ITF, for skill, perseverance and courage in saving two survivors from the bulk carrier *Hai Tong No. 7*, in severe weather generated by typhoon Man-yi.

Letters of commendation were sent to the following nominees:

- The crews of the vessel of the Hellenic Coast Guard SAR 516 and the tug boat *Alfeios*, the staff of the Port Authority of Katakolo and the Joint Rescue Coordination Center, Piraeus, nominated by the Government of Greece, for saving 302 illegal migrants, in severe weather, from cargo vessel *Akdag*; and

- Lt. Ulises Toledo Sanchez, Diver, Mexican Navy Panther Helicopter AMHP-151, nominated by the Government of Mexico, for entering the sea, under severe weather conditions, to save a survivor from the *Usamacinta* oil rig.

The IMO Award for Exceptional Bravery at Sea was established by the organization to provide international recognition for those who, at the risk of losing their own lives, perform acts of exceptional bravery in attempting to save a life at sea or in attempting to prevent or mitigate damage to the marine environment – and by so doing, help raise the profile of shipping and enhance its image.

## Modern-day pirates go hi-tech in Aden

So what does a pirate look like? Here are a few clues: he doesn't have a peg leg, a parrot or a cutlass. He doesn't drink rum – well not exclusively – and he definitely doesn't go "arrrgh." Piracy is a dangerous and growing problem and it's killed at least eight people so far this year.

The region of Puntland is on the eastern tip of Somalia, and there has been no working government there for 20 years. Piracy in this region has become massive business. Huge container and tanker ships sail past on their way to the Suez Canal. They are packed with oil or expensive goods, and in such a poor country the temptation has proven too much. Gradually, over the last 10 years, groups of former soldiers and fishermen have formed into well-armed and organized gangs – the buccaneers of the 21st century.

Pirate headquarters is the Port of Eyl. That's where many of the

gangs have their base, and they've used money from piracy to build expensive houses and buy flashy cars. "They are the elite," said Yusuf Garaad of the BBC Somali Service. "They have the money; they buy luxurious cars, they buy new homes. They have a lot of money available."

The Port of Eyl is so well armed that when the French government mounted an operation recently to capture pirates, they had to carry it out before they reached the port because they didn't dare attack it. The town even has special restaurants set up to cook for the crews of captured ships.

Modern pirates operate from so-called "mother ships," larger vessels that can take them far from the coast in search of prey. They use smaller boats to reach the ships they want to capture, guided by GPS systems and using satellite phones.

Pirate crews these days are armed with AK47s and rocket-

propelled grenades. One thing at least hasn't changed since the days of Blackbeard – ships are boarded using grappling hooks and rope ladders. On a huge containership, it's fairly easy to do that without anyone noticing.

Captured captains have described not knowing anything was wrong until they saw someone on the bridge with a machine gun. The crews of hijacked ships have usually been kept safe – the pirates want their ransom money. But security experts are growing worried that as attacks become more frequent and daring, it's only a matter of time before things turn violent.

The coast of Somalia, including the Gulf of Aden, is currently the world's piracy hotspot, followed by the seas around Nigeria and Indonesia. There have been 60 attacks in the area so far in 2008, and the hijacking of *Sirius Star* proves the pirates have become brave enough to take on pretty much anything. (Source: BBC)

## Due to falling demand, dry bulker newbuilds drying up

At least one-third of orders to build dry-bulk ships may be canceled and many others delayed due to the global financial crisis and tight lending conditions, industry insiders and analysts said.

Demand for ocean transport has plummeted due to falling demand for commodities and to fears of recession. Freight rates have tumbled and financing of projects has proved tougher in the industry as lending conditions stay tight.

The massive fleet order book, built up over five years of booming growth, is expected to see large cuts, with many already announced. Many industry sources now say that the cut in orders could be even bigger than expected. "We think that one-third of the bulk order book will be canceled and that the remaining orders will see quite a few delays," Erik Andersen, head of shipping brokerage Platou, told Reuters, adding that this was mainly for 2010 and 2011.

Andersen said that as a result, the order book would grow by about 7 percent to 8 percent per year over the next few years, down from 12 percent to 15 percent during the peak years.

This week U.S.-based Genco Shipping & Trading Ltd. canceled a deal to buy six dry-bulk vessels. Britannia Bulk Holdings Inc. said in late October it may file for bankruptcy protection due to the financial squeeze.

The Baltic Exchange's dry sea freight index, a gauge of global demand for dry commodities, sank to a nine-year low recently, as fears of global recession and tight lines of credit suffocated trade.

The London-based index, which tracks prices for raw materials, excluding oil, on top export routes, has fallen more than 90 percent from its peak in May this year.

Carl Steen, head of Nordea's Norwegian shipping, offshore and

oil services unit, said many orders were placed with fledgling shipyards and that cancellations would be "much larger" than the market expects.

"At least one-third of ordered ships will not be delivered," Steen said, adding that the number could easily rise.

The tonnage reduction will help balance an industry faced with massive oversupply, analysts said. Platou's Andersen said capacity cuts could avoid a situation of "structural overcapacity."

In October, leading bankers in the shipping industry said lending would remain extremely tight. One analyst said that about 40 percent of all new orders were placed at new and inexperienced yards, which are expected to struggle more than established yards. Banks have also said they prioritize their relationship with established customers.

"Things suggest that somewhere between 30 to 50 percent of today's order book is at risk from not being delivered," said an analyst at a Nordic brokerage, who asked not to be named. Arctic Security analyst Jonas Shum said, "Our estimate is for 22 percent cancellations, but there is a risk that we will have to raise this – possibly up towards 30 percent."

About 90 percent of the world's traded goods by volume, including key raw materials, are shipped by sea, so analysts often use freight rates as an indicator for global growth.

In 2009, 860 bulk ships are expected to be delivered, with 2,321 ships from 2010 and onwards, according to Platou.

In the oil tanker market, a separate industry sector, 699 deliveries are expected in 2009 and 947 in 2010. Platou said that it expected about 10 percent of these orders to be canceled. (Source: *Shiptalk*)

## Back to the future with solar sails fitted to vessels

Solar-powered sails the size of a jumbo jet's wings will soon be fitted to cargo ships, after a Sydney renewable energy company signed a deal with China's biggest shipping line.

The Chatswood-based Solar Sailor group has designed the sails, which can be retro-fitted to existing tankers. The aluminum sails, 30-meters-long and covered with photovoltaic panels, harness the wind to cut fuel costs by between 20 percent and 40 percent, and use the sun to meet 5 percent of the ship's energy needs.

China's COSCO bulk carrier will fit the wings to a tanker and bulker ship under a memoran-

dum of understanding with the Australian company, which demonstrates the technology on a Sydney Harbour cruise boat. "It's hard to predict a timeline but at some point in the future, I can see all ships using solar sails – it's inevitable," said the company's chief executive, Robert Dane.

Once fitted, the sails can pay for themselves in fuel savings within four years, Dane said. They don't require special training to operate, with a computer linked in to a ship's existing navigation system, and sensors automatically angling the sails to catch a breeze and help vessels along.

The company is supported by NSW Government's Australian Technology Showcase program. "This is a breakthrough opportunity for Solar Sailor to play a leading role in the future of international shipping design during a period when rising fuel costs and environmental concerns have taken center stage," said the NSW Minister for Primary Industry, Ian Macdonald.

"This is a case of back to the future – back to the days of sailing ships but to the future in terms of high technology solar and wind sails operated by computer rather than sailcloth and rigging manned by crew." (Source: *Sydney Morning Herald*)

# Health facts you probably didn't know!

1. *What is the largest muscle in the human body?*

Our muscles account for 35 percent to 40 percent of the human body. The largest muscle in the body is the buttock muscle or gluteus maximus, whose function is to extend the thigh.

2. *What is the most active muscle of the body?*

Sorry guys, it's not the muscle that you're thinking about. Our most active muscles are the eye muscles, which move 100,000 times in a day! The eye muscles are also moving when we are asleep and dreaming. It's called REM (rapid eye movement) sleep.

3. *What is the longest bone?*

The longest bone in the body is the thighbone or femur, which constitutes 28 percent of a person's total height. A newborn has 300 bones while adults have only 206 bones. This is because many bones fuse as we grow older.

4. *What is the largest internal organ?*

Our largest organ is the liver, which performs up to 100 bodily functions. Its function enables us to "live," hence the name "liver." It's located behind our lower right rib and can measure up to 9 inches long and 4 inches wide.

5. *What is the heaviest recorded weight of a person?*

The heaviest man in medical history was the American Jon Brower Minnoch, who weighed 974 pounds (442 kilograms) in September 1976. Two years later, he was admitted to University Hospital in Seattle, for congestive heart failure due to his obesity. His endocrinologist Dr. Robert Schwartz estimated his body weight to be 1,399 pounds, with much of the additional weight due to water accumulation from his bad heart.

6. *What is the highest recorded blood sugar level?*

The normal blood sugar level is between 80 and 105 mg/dl. A two-year-old patient survived an astounding blood sugar level of 2,495 mg/dl (139 mmol/liter). She was admitted and treated at a community hospital in Virginia, U.S. for diabetic ketoacidosis.

7. *Who is the oldest patient to have undergone surgery?*

James Henry Brett Jr. underwent a hip operation at the age of 111 years and 105 days.

8. *Who is the tallest person?*

The tallest living person is Radhouane Charbib from Tunisia. He was confirmed to be 7 feet 8.9 inches. The tallest woman died on

February 13, 1982. She was Zeng Jinlian from China and measured 8 feet 1.75 inches tall.

The tallest man ever was Robert Pershing Wadlow who was 8 feet and 11.1 inches tall.

9. *Who is the shortest person?*

The shortest adult man is Gul Mohammed from India, who is 22.5 inches (57 centimeters) tall. The shortest woman is Madge Bester of South Africa at 25.5 inches (64.77 centimeters) tall.

10. *What is the most common infectious disease?*

The common cold afflicts anyone and everyone. There are at least 40 different kinds of cold viruses that can infect humans. We usually get three bouts of colds per year.

11. *What is the leading cause of death worldwide?*

50 years ago, the leading cause of death was infectious diseases, like pneumonia and tuberculosis. Now, the leading cause of mortality is cardiovascular diseases, including heart attack and stroke.

12. *What is the rarest blood type?*

Using the ABO system, blood type AB is the rarest, with only 1 percent to 2 percent of the population having this blood type. The most common blood group, found

in 46 percent of people, is type O. Blood group O is also called the universal donor and can be used for blood transfusion in emergency situations.

13. *What is the largest artery?*

The largest artery is the aorta, which measures around three centimeters in diameter.

14. *What is the longest memory of a cell?*

A type of white blood cell, called the lymphocytes, is part of the body's defense system. Once they encounter enemy bacteria, the lymphocytes will remember them for life, through successive generations of lymphocytes produced.

15. *Who is the youngest doctor?*

Dr. Balamurali Ambati became the youngest physician in history, when he graduated from the Mount Sinai School of Medicine in New York City on May 19, 1995, at age 17.

16. *What is the fastest way to die?*

During a heart attack, the heart rhythm can suddenly become abnormal and stop abruptly. A person could die in seconds. Note that proper resuscitation can revive the heart again within 15 minutes. But unless you know how to give CPR, drive fast to the nearest hospital.

The following health trivia is courtesy of Dr. Arthur Del Rosario and Dr. Rolour Garcia of West Visayas State University:

Did you know that...

- Ketchup was sold as medicine in the 1830

- Chewing gum while peeling onions will keep you from crying

- Balsamic vinegar originated in 1602, when two brothers of the Vinegar clan, Balsa and Mick, duelled to their deaths. Their grieving mother Violetta Vinegar, who was pressing a new grape from their vineyard, named it in their memory — Balsa-Mick vinegar.

- Astronauts are not allowed to eat beans before they go into space because passing wind in a space suit damages it

- By raising your legs slowly and lying on your back, you can't sink in quicksand

- Dentists recommend keeping your toothbrush at least six feet away from the toilet. This is because flushing can spread feces via airborne particles. Put the lid down of the toilet seat when flushing or flush slowly.

- It's impossible to lick your elbow (OK, I saw you try that!)

(Source: Phil. Star/MIND YOUR BODY By Willie T. Ong, MD)

## VOICES from SEAFARERS



Capt. Joaquin H. Misa and crewmembers of **M/V LONG BEACH**

On behalf of my officers and crew, I would like to send our warmest thanks and appreciation to the JSA and to all of your field staff who gave their best efforts in providing us the information regarding our CBA and the latest update of all the services and upgrading courses that you offer. We hope that your aim of solidarity will prosper. And we seafarers promise that we will double our service in transporting the goods from one port to another with devotion.

Capt. Reynaldo L. Labanta  
**M/V CAPE MAPLE**



In order to help address the crew shortage, I would like to suggest to all shipping companies to implement apprenticeship (cadetship) opportunities on board, involving at least one deck and one engine cadet for each ship.

I have noticed that there are a lot of fresh graduates on standby at manning agencies, waiting for their luck to strike.

They often wait, serving as office workers for more than a year, without knowing when they will be hired, and where they will be stationed to work aboard ships.

In addition, I would like to suggest that each vessel be equipped with a personal computer for the crew's e-mail use.

I would like to encourage young seafarers to take the board examinations.

According to the information supplied by the JSU, you only need to take two examinations to become a Master.

I thank the JSU for its support to Japan and the Philippine maritime industry for providing us with updates and reading materials.

Capt. Jose Bernard M. Momville  
**M/V IVS KITTIWAKE**



Best wishes to the JSU and all the field staff for all the hard work that you do to provide us with information.

C/E Savio Sequeira  
**M/V MOL PRESTIGE**



Officers and crewmembers of **M/V ARMSTRONG**

We did not expect the JSU was so serious and dedicated in educating and increasing the welfare of seafarers. We thank the union and their staff for their efforts. May the union prosper and your goals be realized.

## JOKE CORNER

### The Bosun and his Viagra

While the ship's in port, the old Bosun gets the prescription for Viagra and goes back to the ship to get ready when his wife comes to visit him.

The wife calls him on the phone and says, "I'll be onboard in an hour." "Perfect," he replies.

The Bosun remembered the doctor told him to take his Viagra an hour before. He takes the Viagra and waits.

An hour goes by, the Bosun is ready and hot, but no wife...she calls him on the phone and says, "Traffic is terrible, I won't be there for about two hours."

The Bosun frustrated, calls his doctor for advice. "What should I do?" he asks. The doctor replied, "It would be a shame to waste it, is there any woman around?" "Yes, a beauty in a nearby club," he replies. "Well maybe you can occupy yourself with her instead" said the doctor.

The Bosun replied with dismay, "But I don't need Viagra with that beauty..."

By Hero

## Piracy distress call procedures

The U.S. Maritime Administration issued an advisory for anti-piracy distress calling procedures for commercial vessels transiting the Gulf of Aden:

1. Call help on VHF-16 and MF/HF DSC;
2. Contact UKMTO by phone at +971 50552 3215 or e-mail at ukmto@eim.ae
3. If unable to contact UKMTO, contact MARLO Bahrain by phone at +973 3940 1395 or by email at marlo.bahrain@me.navy.mil
4. Activate the ship security alert system (SSAS). (Source: *Holland & Knight*)

## PJMCC releases CD reviewer for PRC exams

The Philippine-Japan Manning Consultative Council, Inc. (PJMCC), composed of 54 Filipino manning companies providing over 30,000 seafarers every year to Japanese-controlled vessels, has produced a reviewer for those preparing for their PRC examinations to obtain officer licenses.

The reviewer, called the Version 4.5, updated as of Sept. 27 2008, is composed of two separate CDs for the deck and engine. It has test questions for both Management and Operational levels, to enable seafarers to pre-

pare for the review "anywhere, anytime." In a statement, the PJMCC said the deck reviewer covers more than 11,000 questions for all the competencies: Navigation; Cargo Handling and Stowage; Controlling the Operations of the Ship and Care for Persons Onboard; and Radio Communication and Safety.

The engine reviewer covers more than 21,000 questions for Marine Engineering; Electrical, Electronic and Control Equipment; Maintenance and Repair; and Controlling the Operations of the Ship and Care

for Persons Onboard.

The CD has built-in software that lets users choose to review the different lessons and take practice examinations. The software records the review sessions and the test scores so the user can monitor their performance. The CD reviewer also includes a number of animations, which helps users visualize and better understand the lessons.

The PJMCC is distributing the CD reviewer through its member companies to their seafarers free of charge. (Source: *Balitang Marino*)

## Summary of agreements reached at JSU's 69th NC

The JSU convened its 69th National Congress on Nov. 4-7, at which time the union decided on certain action plans to lay the foundation for its future activities, made a personnel reshuffle among its executive board members and selected new members.

### ITF meetings and the IBF forum

On Nov. 17-21, an ITF meeting and an IBF forum were held in Hong Kong.

When the ITF's Seafarer Section summoned a meeting on Nov. 19, reports were made by outside organizations that there would be a contraction in the shipping market as a result of the financial crisis triggered by the subprime loan issue in the United States, as well as future forecasts.

The organizations indicated that the shipping market is suffering largely from a fall in demand from China and due to the credit crunch.

As such, the Seafarer Section decided to call a meeting for financial crisis management in London, assembling ITF coordinators and inspectors from around the world, and having them gather and analyze information on ongoing developments.

For instance, there is no sign of a decline in piracy and robbery in the Gulf of Aden off the coast of Somalia.

When the IBF Warlike Operation Area Committee ad hoc meeting was held in Singapore in October, attendees agreed that they would need to make every effort to ensure the safety of human lives and ships as piracy and robbery attacks had been made outside a new high-risk area.

The meeting, which decided to

designate more high-risk areas, shared common awareness that the federation would have to lobby governments and the United Nations more aggressively, and involve the ITF in the center of its activities.

### Measures for Japanese and non-domiciled special members working onboard vessels passing Gulf of Aden

The piracy in waters off the coast of Somalia in eastern Africa has been escalating to a point where it can no longer be ignored.

Approximately 52,000 seamen, Japanese and non-domiciled special members from 44 countries, work onboard 2,000 Japanese-operated ships that transit the Suez Canal from the Gulf of Aden and the Red Sea.

On average, approximately five vessels and more than 100 seamen pass through these waters on a daily basis.

To this end, the JSU recently asked the Minister of Land, Infrastructure, Transport and Tourism to urge the government of Japan as well as relevant shipping companies and others concerned with maritime affairs to respond to this issue and do all they can to ensure the safety of vessels and seafarers — such as developing a new domestic law to combat piracy in accordance with the U.N. Convention on the Law of the Sea; providing Somalia with economic assistance so that it can regain public order; and encouraging U.N.-based international organizations to take measures to ensure safety worldwide.

The JSU held a maritime safety committee meeting with the Shipowners' Labor Relations Committee of the Japanese Shipowners' Association (JSA) on Dec. 1 and discussed safety-related issues with the International Mariners Management Association of Japan (IMMAJ) on Dec. 9.

As measures to ensure the safety of Japanese members and non-domiciled special members who work onboard ships that pass the Gulf of Aden, the three organizations confirmed, among other subjects, the designation of a new high-risk area, conditions for ship deployment, and the establishment of liaison systems among ships, unions and operators.

### IBF JSU/AMOSUP-IMMAJ CBA, IBF JSU/PSU-IMMAJ CA, IBF JSU-IMMAJ CA extracted as follows

#### 1. IBF High-Risk Area

The new eastern and western high-risk area has been projected north and south of the existing area, to the Yemeni coast in the north and to the existing warlike operations area in the south. It encompasses the Island of Suqutra. The eastern and western boundaries of the area have been adjusted to meet the mouth of the Maritime Security Patrol Area (MSPA).

The western border of the high-risk zone therefore runs from the coastline at the border of Djibouti and Somalia to position 12 20 N, 45 E; from 12 30 N, 45 E to Mayyun Island in the Bab El Mandeb Straits.

#### 2. MSPA

The waters surrounded by the following eight points will be designated as a MSPA, and ships will be advised to move within the area.

- (1) 12 degrees and 15 minutes North, 45 degrees and 0 minutes East
- (2) 12 degrees and 35 minutes North, 45 degrees and 0 minutes East
- (3) 13 degrees and 35 minutes North, 49 degrees and 0 minutes East
- (4) 13 degrees and 40 minutes North, 49 degrees and 0 minutes East
- (5) 14 degrees and 10 minutes North, 50 degrees and 0 minutes East
- (6) 14 degrees and 15 minutes North, 50 degrees and 0 minutes East
- (7) 14 degrees and 35 minutes North, 53 degrees and 0 minutes East
- (8) 14 degrees and 45 minutes North, 53 degrees and 0 minutes East

#### 3. Special bonus

(1) When ships transit the IBF High-Risk Area, operators will pay crewmembers bonuses, which will be approximately 100 percent of their base salaries, in

accordance with how long the ships are in the area.

Note: The number of hours it takes for ships to pass through the area will be divided by 24. Drop the figures after the decimal point to calculate (A). Base salaries will be divided by 30 to calculate (B). (A) multiplied by (B) will be the amount of bonuses to be given to crewmembers.

(2) If crewmembers are injured or killed while vessels are in the area, twice as much compensation as normal will be offered. In case shipping companies sign similar agreements with crewmembers, however, this rule may not be applied.

#### 4. Right to disembark

If vessels covered by the IBF Agreement are operated in the IBF High-Risk Area, but outside the MSPA, crewmembers will have the right to disembark. If this is the case, shipowners will shoulder the costs for returning the crewmembers to port.

#### 5. Measures to take when ships are at ports in Yemen

However, the bonus and other benefits will not apply while ships are alongside a berth, at anchor in secure anchorages off Yemeni ports or attached to a Yemeni SBM facility. It is understood that vessels will have to transit the high-risk area in order to proceed to Yemeni ports and as such the bonuses mentioned in above should cease when a vessel is either secure alongside, her anchor brought up or fully coupled to a SBM. Likewise, when sailing the bonuses should commence when the vessel is "all gone" For instance, when the last line is let go from a berth, when the anchor is aweigh or a vessel has decoupled from a SBM.

6. The revised high-risk area took effect from 00.00 hours Nov. 21, 2008

7. The new area will remain in place until Jan. 31, 2009 unless circumstances materially change in the meantime.

### JSU/AMOSUP CBA, JSU/PSU CA and JSU CA for Japanese Flag extracted as follows

1. The waters surrounded by (1), (2), (3) and shore-side will be designated as a High-Risk Area.

(1) The line that links the following five points:

- (a) 11 degrees and 27 minutes North, and 43 degrees and 15 minutes East
- (b) 12 degrees and 15 minutes North, 45 degrees and 0 minutes East
- (c) 12 degrees and 35 minutes North, 45 degrees and 0 minutes East
- (d) 12 degrees and 39 minutes North, 43 degrees and 26 minutes East
- (e) 12 degrees and 41 minutes North, 43 degrees and 28 minutes East

Territories of Yemen between (c) and (d) will be excluded.

(2) The line that links the following four points:

- (a) 16 degrees and 40 minutes North, 53 degrees and 7 minutes East
- (b) 14 degrees and 45 minutes North, 53 degrees and 0 minutes East
- (c) 14 degrees and 35 minutes North, 53 degrees and 0 minutes East
- (d) 12 degrees and 33 minutes North, 54 degrees and 31 minutes East

(3) The line that links the following two points:

- (a) 12 degrees and 39 minutes North, 53 degrees and 25 minutes East
- (b) 11 degrees and 50 minutes North, 51 degrees and 17 minutes East

2. As a general rule, ships should transit the Gulf of Aden through the MSPA

3. Shipping companies will pay bonuses when ships

are operated in the High-Risk Area. The bonus will be an additional 100 percent on top of base salaries set forth in agreements.

Daily rates will be calculated by dividing the totals by the number of hours that the ships require to pass the area.

If crewmembers are injured or killed when ships are in the area, operators will pay twice as much.

However, when ships are alongside a berth, at anchor in secure anchorages off Yemeni ports or attached to Yemeni SBM facilities, these rules will not be applied.

(1) As for special bonuses for Filipino seamen, shipping companies will pay twice the amount of base salaries, paid holidays and overtime payments in accordance with regulations of the Philippine Overseas Employment Administration (POEA).

Daily rates will be calculated by dividing the totals by the number of hours that the ships require to pass the area.

(2) However, the rule will not be applied if shipping companies sign contracts with crewmembers in accordance with domestic laws of countries from which the crewmembers come, or regulations of labor unions to which they belong, and the contracts contain better terms than the abovementioned bonuses and injury and/or death compensations.

4. Ships will not be operated in the waters that extend 12 miles from the coast of eastern Somalia to the line that links the north of the national border between Somalia and Djibouti, and the north of Cape Guardafui.

5. This statement will take effect on Dec. 2, 2008.

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