



97th FOC-POC Campaign Held

Hokkaido office signs ship to JSU Near Sea agreement

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JSU Hokkaido Regional Office

The All Japan Seamen's Union (JSU) organized its 97th nationwide campaign against flag-of-convenience (FOC) ships and ports of convenience (POC) on July 7-9, 2015.

The union's Hokkaido Regional Office was involved in the three-day campaign at the ports of Tomakomai and Muroran. Six members formed a team from the Hokkaido office of the Japanese Confederation of Port and Transport Workers' Unions (Koun Domei), the works committee of Showa Nittan Maritime Co., Ltd. and JSU's leadership.

During the July campaign, inspections were conducted on a total of four ships, focusing on whether or not they were carrying Maritime Labour Convention (MLC) certificates and their lifesaving and cargo-handling equipment was appropriate.

When inspection was carried out on a ship at Muroran on the first



A JSU inspector carefully goes over the life-saving equipment on one of the vessels boarded during the union's 97th FOC-POC campaign in Hokkaido.

day of the campaign, it was discovered that the vessel had not yet concluded International Transport Workers' Federation (ITF) agreement. Therefore, the JSU team issued a warning and required the

ship to fax it to its owner. When JSU's head office gave a follow-up inspection later, it learned that the vessel had signed the JSU Near Sea agreement.

On the second day, the inspectors

traveled to Tomakomai to board another ship. As the ship had not yet been covered by an ITF agreement, either, they issued a notice and told the ship to fax it to its owner.

On the third day, the inspectors

looked into another vessel at the same port, discovering that it also had not yet concluded ITF agreements. Again, they issued a warning and demanded that the vessel fax it to its owner.

As for safety inspections on the four vessels, it was revealed their cargo-handling equipment and other on-board facilities were all working well, having no defects.

On the final day, the team reviewed its campaign activities. Mr. Yasuhiro Sato, head of the JSU Hokkaido Regional Office, gave the closing address. "During the campaign, the inspections conducted in Hokkaido led to having one vessel sign the JSU Near Sea agreement," he said. "This helps us conclude that it was a meaningful campaign.

"I am grateful to all relevant parties for working very hard," he added. The regional office brought down the curtain on the Hokkaido part of JSU's 97th nationwide campaign against FOC ships and POC, when confirming that it will continue to work patiently to have more ships conclude ITF agreements.

Kansai Regional Office issues notices to 10 ships

MASAMI ENDO

Correspondent

JSU Kansai Regional Office

The All Japan Seamen's Union (JSU) staged its 97th nationwide campaign against flag-of-convenience (FOC) ships and ports of convenience (POC) on July 7-9, 2015. The JSU Kansai Regional Office participated in the campaign at the Port of Kobe, where a group of 46 inspectors, which included members of the Japanese



Union inspectors climb aboard one of the 11 vessels covered in the FOC-POC campaign at the Port of Kobe.

Confederation of Port and Transport Workers' Unions (Koun Domei) and shop stewards, went on board a total of 11 vessels. The inspectors issued notices to 10 of them and urged them to conclude International Transport Workers' Federation (ITF) agreements, while the remaining one was required to undergo a port-state-control (PSC) inspection.

Two of the ships on the inspectors' list to watch out for were

anchored at the port during the three-day campaign. Hoping the ships would conclude ITF agreements, the JSU mission explained to the crewmembers of the vessels ITF policies and desirable labor conditions so that they would understand them more clearly. The mission vigorously carried out other activities

Crewmembers show gratitude to JSU in Tohoku campaign

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Correspondent

Tohoku Regional Office

The All Japan Seamen's Union (JSU) Tohoku Regional Office took part in the 97th nationwide campaign against flag-of-convenience (FOC) ships and ports of convenience (POC) the union waged on July 7-9, 2015.

In the Tohoku region, 15 members from the regional office's leadership inspected six vessels in total at the ports of Hachinohe, Akita and Sakata.

The inspection team went on board two ships at Hachinohe, where it was discovered that their owners had both concluded International Transport Workers' Federation (ITF) agreements. As such, the inspectors just made courtesy calls and confirmed the

vessels were both in compliance with the articles of the agreements their owners had signed.

At Akita, the JSU delegation issued a notice to one ship, demanding it enter into ITF agreements.

The inspectors from the JSU Tohoku Regional Office also paid a courtesy visit to a vessel whose crewmembers belong to the Associated Marine Officer's and Seamen's Union of the Philippines (AMOSUP). They received words of gratitude from the captain and other on-board workers, who indicated they were satisfied with the environments in which they worked, the wages they earned and other conditions.

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Maritime piracy program moves to ISWAN

The boards of the International Seafarers Welfare and Assistance Network (ISWAN) and the Maritime Piracy Humanitarian Response Programme (MPHRP) announced the moving of the activities of the MPHRP into ISWAN.

A transfer agreement was signed by both parties on August 3, 2015. ISWAN will now be responsible for all the activities of the highly respected MPHRP. The move to ISWAN will enable the program to develop under the auspices of a well-established international seafarers' welfare organization that is

registered as a charity.

The program will continue to support the seafarers and their families who are affected by piracy. While piracy attacks off the coast of Somalia have significantly decreased, attacks are on the increase in South East Asia and continuing in the Gulf of Guinea. The MPHRP program will concentrate on these areas while still supporting seafarers who were held for years in Somalia. The program will seek to develop constructive and positive relationships with existing and new industry partners.

ISWAN has already appointed a new programme manager, Mr. Tom

Holmer, to lead the MPHRP in this new phase of its development. The program in South Asia will continue while an immediate priority will be to secure funding to continue the program in South East Asia and Eastern Europe.

Peter Hinchliffe, speaking on behalf of the MPHRP Board said "The MPHRP Board decided some time ago that the best way to provide the very best long term stability for the support of seafarers and their families caught up in the appalling acts of piracy in the Indian Ocean and in Somalia was to find a permanent home under the umbrella of an existing and highly respected seafarers'

charity. Attacks on merchant ships and seafarers are still happening and we must ensure that the MPHRP is there to support seafarers if they are attacked and to prepare them for passages through high risk areas."

Jon Whitlow, Secretary of the Seafarers Section of the International Transport Workers Federation said "We are pleased that the programme can now continue as part of ISWAN. The ITF will play its role, with other industry partners, to ensure that piracy, with its devastating effect upon seafarers and their families, is not forgotten about."

Per Gullestrup, Chairman of ISWAN and former Managing

Partner of Clipper whose ship CEC Future, and its crew, was hijacked off Somalia and held for 71 days said, "I am delighted that the program is coming into ISWAN. MPHRP has done outstanding work in the past and I believe ISWAN is the right organisation to take the program forward. We look forward to working with current and new partners on developing MPHRP."

Other key industry partners involved in the MPHRP, such as the International Chamber of Shipping and the International Maritime Bureau, fully support the move of the programme into ISWAN. (Source: ISWAN)

Welfare vehicle effectiveness survey launched

The ITF Seafarers' Trust – which often pays for vehicles for seafarers' welfare bodies and missions – has announced it will be surveying their uses and effectiveness so as to use its grants as effectively as possible. The Trust will be partnering in the programme with the International Christian Maritime Association (ICMA) and the North American Maritime Ministry Association (NAMMA).

One of the Seafarers' Trust's main areas of funding is that of providing seafarers' centers/ships visitors with the means of transporting themselves and seafarers to and from ships by granting service providers funds to purchase appropriate vehicles. The Trust has provided over GBP2.5 million for this purpose over the last 34 years.

In order to make grant giving in this area more fair and equitable to the service providers, the Seafarers' Trust announces that it will partner with ICMA and NAMMA for a short program of data-gathering on current usage and needs of vehicles in ports around the world. ICMA and NAMMA are both international associations that represent the great majority of seafarers' centers around the world.

The data to be collected focuses on the number of seafarers served, the current state of vehicles being used for seafarer welfare purposes, the distance from ship to services, the mileage per year. Once the information is collected, the organizations that the Seafarers' Trust determines are likely to get a vehicle grant will be contacted and invited to apply for a vehicle grant. Neither ICMA nor NAMMA will be involved in the granting decisions, only in gathering data and sharing information about the program. (Source: ITF)

Unions take action across Black Sea for seafarers' rights

Maritime unions and activists from countries bordering the Black Sea – as well as Israel – took action coordinated by the ITF from July 6-10 to check on conditions for seafarers on board visiting ships, and ensure that their wages and conditions of work did not fall below minimum international standards.

ITF and union inspection teams visited ships in Russia, Georgia, Ukraine, Bulgaria, Romania and Turkey, as well as Israel, to eradicate

or reduce the levels of dangerously substandard shipping, as well as inform seafarers about their rights, and the work of the ITF and maritime unions.

Sergey Fishov, ITF coordinator in Russia, reports that, by the last day of the campaign, action teams in all the countries involved had visited at least 147 vessels in 20 ports with more than 2,363 crew members on board. The largest group of nationals in the crews on the ships visited

were Filipino, followed by Turks and Ukrainians.

The average age of the vessels visited was more than 21 years old – confirming ITF concerns that ships that ply the "Sea of Shame" are often old and in very poor condition. Some of the vessels visited were very old indeed – one ship seen in Bulgaria was 31 years old, and the average age of four ships visited in Turkey on just one day was 32.75 years.

The action week also saw union

rallies in the Turkish ferry port in Kadikoy to draw public attention to working conditions of seafarers in the region and the ITF's Black Sea project.

For the first time, the ITF organized two action weeks at the same time. As well as the Black Sea campaign, the ITF and unions in East Asia organized similar action in ports in Japan, South Korea, Russia's Far East and Taiwan. (Source: ITF Seafarers)

Marine employers urged to prep for regulatory changes

Employers of thousands of marine crew are being urged to be prepared following changes to the Standards of Training, Certification and Watchkeeping (STCW) – or face potentially being unable to set sail.

The changes affect UK seafarers who hold basic STCW certification, or have six months or more sea service prior to August 1, 1998 and are deemed to be qualified in any of the following:

- *Proficiency in Advanced Fire Fighting*
- *Proficiency in Fire Prevention and Fire Fighting*
- *Personal Survival Techniques*

- *Proficiency in Survival Craft and Rescue Boats*
- *Proficiency in Fast Rescue Boats*

George Masson, Marine Team Leader at Petrofac Training Services' (PTS) quayside facility in Aberdeen, explained, "The changes are being introduced to ensure seafarers maintain the necessary standards of competence to undertake practical emergency, occupational safety and survival functions such as launching life rafts or dealing with fires."

As of January 1, 2017, seafarers must have completed the training course or updating training within the previous five years, followed by refresher training every five years.

While the requirements are being introduced globally, UK employers are expected to be among those most affected as updating training has already been standard practice in many regions. Seafarers who hold UK certification have been required to demonstrate their competence on an ongoing basis on board their vessel but are unlikely to have undertaken approved refresher training.

Crewing companies and owners or operators of all types of vessel will be affected, including supply ships, support vessels, ERRVs, FPSOs, drillships, ferries and flotels, amongst others.

George Masson added: "The new requirements will apply to thousands of seafarers, so we are encouraging companies to be ahead of the game and to plan their training schedules accordingly. The worst case scenario is that workers may not be able to sail and carry out their duties but this can be avoided."

PTS is approved by the UK Maritime and Coastguard Agency (MCA) to deliver initial and updating training for all the required courses, and is also arranging an increasing number of courses to meet customer-specific requirements. (Source: Maritime Professional)

RP Senate pushes Magna Carta for Filipino seafarers

Since the Philippines is the world's top supplier of seafarers, Senator Juan Edgardo "Sonny" Angara said the country needs a Magna Carta for Filipino Seafarers, a measure that would guarantee the fundamental rights, benefits and comprehensive protection of those in the maritime industry.

Angara, sponsor and one of the authors of the Magna Carta of Filipino Seafarers, said that while Filipino seafarers are fully aware of the dangers of nature can pose to their lives, the government should at least pro-

vide assistance to secure their safety.

Since 1987, Angara said the Philippines have been supplying the global need for seafarers, accounting for some 400,000 or a fourth of the 1.5 million seafarers worldwide.

Based on the latest Bangko Sentral ng Pilipinas (BSP) report, the senator said remittances of Filipino sea-based workers totaled to US\$5.5 billion last year.

"Filipino seafarers willingly enter their profession fully aware of the dangers nature can pose. But when the hardships they face arise from

the acts of men, and not the acts of God, there must be widespread action to assure their security and safety, as well as to ensure that their rights as laborers-in-the-sea are protected," Angara said.

Angara, acting labor committee chairman, recalled that early this year, 21 Filipino seafarers – who were said to be onboard *Bulk Brasil*, a Panamanian-registered vessel docked at Port Kembla in New South Wales – were stranded without food and with unpaid salaries for four months.

An ITF report showed that 70 percent of Filipino seafarers had been denied shore leave, with little opportunity to call their families.

Under the bill, Filipino seafarers are entitled to just compensation and work under humane conditions, right to education and training, right to self-organization and collective bargaining, right to repatriation, right against discrimination, exploitation and any kind of physical harm, sexual harassment or slavery among Filipino seafarers' rights. (Source: Manila Bulletin)

VOICES *from* SEAFARERS

**2AE Archie Francisco Yutiga and Crew of
MV ANDALUCIAN ZEPHYR**

We will highly appreciate the introduction of the internet broadband on board. This will provide seafarers the best tool for communication. Installation of such device should be negotiated by the union with our company.



**Capt. Gyu Yeang Jo and Crew of
MV BAY BRIDGE**

It's a pleasure to know JSU had contributed a lot to the shipping industry with regards to management of the members' working and living conditions. Keep up the good work JSU!!!



**Capt. Renato Casinas Orleans and Crew of
MV INDIGO FELICITY**

The JSU Staff had briefed us about our agreement and we have understood its contents. We wish the JSU to introduce some kind of guidelines in improving the documentations of our training courses. Thanks in advance and wish you all the best...



**Capt. Edgardo Mendez Ledon and Crew of
MV IRIS SKY**

Provident Fund and Retirement Pay Plan is a good plan for the well-being of the retiring members. Aside from these plans, we are hoping the JSU will provide other means of support for the health benefits of the retired members.



**C/O Benjamin Zenon Baldivino Jamo-Ay and
Crew of MV CAPE COSMOS**

The JSU souvenirs given to the members provide an identifying factor of being JSU members. As proud members of this Union, we appreciate your generosity and wish our welfares and benefits to improve further.



**Capt. Ruskin Mattathil Thomas & Crew of
MV IS CHINA**

The Retirement Pay Plan System of the JSU is so encouraging for every seafarer to be optimistic of their bright future. We hope JSU will expand the scope of its coverage and be flexible in rendering services.



**Capt. Norwaldo A. Raynes & Crew of
MV SIMURGH**

After the explanations of the JSU staff about our agreement, we have realized that they are more concerned with our general welfares. It is our wish that the JSU continue its efforts in assisting the members.



**Outgoing & Incoming Capt. Arthur Philip Subo
Somcio & Sergio Durangparang Busarang Jr.
and Crew of MV ORANGE TRUTH**

JSU funding of the seafarers lodging and accommodation has surprisingly increased in the Philippines. We are impressed and appreciate this kind of support given by JSU and wish the overwhelming expansion would be extended to the families of member-seafarers.



**Capt. Jose Martinez Fegarido & Crew of
MV ROYAL ACCORD**

Our STCW training courses are due to be expired. Upgrading to the next level and filing of documents might cause disruptions of our schedules while on vacation. If possible, the JSU should use its influence to ensure the filings are made simplified at a less prevailing time.



**C/O Aldine Macalla Fernandez & Crew of
MV QUEZON BRIDGE**

We thank the JSU for our Agreement that comply with the requirements of the MLC 2006. We look forward to the continued efforts of the JSU in assisting the members in line with the Agreements' provisions.



**Capt. Ireneo P. De Guzman & Crew of
MV LIBRA LEADER**

The present maritime safety regulations have a lot of restrictions that were imposed on board. In so doing, the seafarers are obliged to comply. We suggest the JSU should have an eye on these in order for its members to cope with the standard set by the implementing bodies.



**C/O Roberto Arevalo Barboza & Crew of
MV VAN MANILA**

Thanks to the JSU staff's brief explanation of the articles in our Agreement that previously we did not understand. We hope such information about our rights should be disseminated to the manning companies so that they could explain to departing seafarers and remove any misunderstanding related to the Agreements.

Joint inspection to address enclosed space entry

Tokyo and the Paris MoU campaign to be held for three months

The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will launch a joint Concentrated Inspection Campaign (CIC) on Crew Familiarization for Enclosed Space Entry.

The aim of the CIC is to ensure effective procedures and measures are in place to safeguard seafarers

on board ships when entering and working in enclosed spaces and to check compliance with the applicable requirements of the SOLAS Convention.

This inspection campaign will be held for three months, commencing from September 1, 2015 and ending November 30, 2015.

The ship's procedures and measures that are in place with respect to enclosed spaces will be checked

in detail for compliance with the requirements of SOLAS during a regular Port State Control inspection, conducted under the new inspection regime (NIR) within the Tokyo and Paris MoU regions.

Port State Control Officers (PS-COs) will use a list of 10 selected questions to establish that crew members with enclosed space duties are familiar with relevant equipment and have received training to

carry out their duties and identify and understand the hazards associated with entry into enclosed spaces. Additionally there are questions aimed at gathering information about the existence of measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter and remains safe whilst persons are within the space.

If deficiencies are found, actions by the port State may vary from recording a deficiency and instructing the master to rectify it within a certain period of time

to detaining the ship until serious deficiencies have been rectified. In the case of detention, publication in the monthly detention lists of the Tokyo and Paris MoU web sites will take place.

It is expected that the Tokyo and Paris MoUs will carry out approximately 10,000 inspections during the CIC.

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO. (Source: Paris MoU)

P&I Club warns on continued low sulfur fuel use

A leading P&I insurer is warning that concerns continue to be raised by the increasing demands for ships to use low sulfur fuels.

"There are increasing demands on shipowners to comply with mandates regarding the use of low-sulfur fuels in ships," notes Stuart Edmonston, Loss Prevention Director, UK P&I Club. "The move towards using cleaner fuels supports a global drive to reducing carbon emissions, with many countries forming new or reforming old regulations.

"Shipowners need to be aware of the differing rules and costs across jurisdictions as they face significant fines for non-compliance. Hong Kong and Australia are the latest to introduce their own specific requirements. Low sulfur fuel (0.1% or less) will be mandatory for all cruise ships berthing in Sydney Harbour after October 1, 2015 and, in all New South Wales (NSW) ports after July 1, 2016. Owners can be fined up to \$44,000 and the Master up to \$22,000. In Hong Kong, all ocean-going vessels (above 500 GT)

are required to switch to low-sulfur fuel (or LNG/or similar approved fuels) during the periods the ship is at a berth, excluding the first and last hour of the berthing period. The sulfur content of the fuel may not exceed 0.5%.

"The requirements impose criminal sanctions against the owners (including any bareboat charterers and ship manager) and the Master. A contravention of the provisions relating to fuel use attracts a maximum fine of HK\$200,000 and a maximum imprisonment of six

months.

"Industry concerns include technical issues such as low viscosity, lack of lubricity, and low density of the new fuels. Other issues are the higher costs of these fuels, as well as difficulties in obtaining them in some parts of the world. To avoid such problems, shipowners should consult their engine and boiler manufacturers for advice on operating with low-sulfur fuels and the need for equipment and system modifications." (Source: MarineLog)

ITF ups warnings as job scammers get more daring

The ITF is renewing its recent warnings to seafarers to be on their guard against approaches from bogus job recruiters. The latest scam to come to light reveals how far the criminals are prepared to go in passing themselves off as genuine agencies – all to get you to part with your money in the hope of getting work.

The latest scam email doing the rounds is headed "NEW CREW MEMBERS NEEDED (SPIRIT OF ADVENTURE/SAGA)" and offers posts in 40 categories, from master to babysitter, on a well-known cruise ship operated by the UK line Saga Cruises. However, it asks interested parties to call the "recruiting officer" on a number that appears to be based in the UK, but which is fact an international redirect number.

ITF Great Britain and Ireland inspector Tommy Molloy spotted the bogus email. Saga Cruises has been alerted to the scam.

The ITF is advising seafarers never to trust such an approach and never to call a number starting with "4470" or "44 70" – this will be answered by scammers hoping you will part with your bank details over the phone or agree to pay them a "fee". (Source: ITF Seafarers)

Group to help seafarers hit by piracy in Africa

Southampton-based seafarer support charity Sailors' Society has launched a Crisis Response Centre in Durban, South Africa, to support seafarers affected by piracy.

Durban-based facility will provide 24-hour response and trauma counseling for survivors of piracy attacks and other disasters at sea throughout South Africa, Ghana, Madagascar, Mozambique and Reunion.

The recent Oceans Beyond Piracy (OBP) report on the State of Maritime Piracy reported that at least 5,000 seafarers were attacked in the Gulf of Guinea, the Western Indian Ocean, and Southeast Asia in 2014, and drew attention to West Africa noting that "Gulf of Guinea piracy continues at unacceptable levels." (Source: World Maritime News)

Maritime crime still rising in Southeast Asia

New figures show that Southeast Asia continues to dominate maritime crime incidents globally, with 120 reports of piracy and maritime crime instances occurring in the region since January 1, 2015, an increase of 22 percent compared to the first six months of 2014, according to figures from U.K. maritime intelligence and operations company Dryad Maritime. Of these reported

incidents, 12 were vessel hijackings – an increase of three compared to the same period last year.

The incident report for the period from April 1 to June 30, 2015, provides commentary on maritime piracy and crime around the world, the conflict in Yemen and Libya, and the migrant crisis in the Mediterranean; the report outlines the diverse and complex threats that shipping

companies and mariners face.

Dryad notes that the arrest of two sets of hijackers this year will likely result in a slowdown in the numbers of small product tankers being hijacked in the region, but it fully expected a return of attempted hijacks in July, as the criminal gangs involved have proved themselves to be both resilient and adaptable. (Source: MarineLink.com)

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As for the ships inspected during the July campaign, many were either registered in the countries where their ship owners did business, or those for which ITF agreements had been signed.

The Tohoku Regional Office is, however, determined to continue activities in the future to gain as many members as possible.

relevant publications and took other actions to help them better understand the federation. One of the ships, which was regarded as needing more attention, is operated in a regular service between Kobe and the Philippines. The vessel has not concluded ITF agreements yet, although crewmembers have shown positive attitudes toward



A JSU inspector explains details of the union's activities and ITF agreements to crewmembers.

conclusion in the last several campaign inspections. Therefore, the JSU will continue patiently to encourage the ship to sign an ITF agreement.

During the July campaign carried out by the JSU's Kansai Regional Office, none of the 11 ships agreed to sign ITF agreements, but at least, the regional office gathered information that is

useful when the JSU stages similar campaigns in the future.

All members of the Kansai Regional Office leadership realized the number of ships that have yet to conclude ITF agreements is steadily on the decline. They were determined to continue to work to get more ships to reach ITF agreements through future JSU campaigns.

KANSAI: Continued From Page 1

as well, including garnering information.

During the JSU mission's on-board inspections, some crewmembers were willing to ask for contact information on the ITF. To these crewmembers, as such, JSU distributed copies of

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