

JSU holds annual national congress

Commemorates 70th anniv., defines next action plan

The All Japan Seamen's Union (JSU) convened its 76th annual national assembly from Nov. 10, 2015 in Niigata. During the three-day meeting, the union reported activities that it conducted in its 70th year, while an accounting report was also unveiled for the same business year. Delegates held discussions on proposals Nos. 1 to 5 and as a consequence, reached agreement on an action policy for the 71st year.

The JSU met three days from Nov. 10 at the Toki Messe Niigata Convention Center in the city of Niigata, Niigata Prefecture for its 76th annual national assembly. Prior to the opening of the event, Niigata Bandai Daiko, a local traditional art, was performed.

At 9:30 a.m. on the first day, Mr. Yoshihiro Toyomitsu, secretary-general of the JSU's 76th annual national assembly, called the meeting to order, followed by the singing of the union's song. After the opening address by Mr. Hiroyuki Tachikawa, a member of the JSU Central Executive Board Committee, Mr. Kenji Kamba, another member of the Central Executive Board Committee and chairman of the preparation committee for the national assembly, introduced the preparatory efforts by the committee.

Approximately 350 delegates gathered at the JSU 76th annual national assembly, including committee members from across the nation. Mr. Tsuneo Masuda, manager of the JSU Kanto Regional Of-

fice, was elected as chairman of the event, while Mr. Hiroshi Saito, manager of the JSU Chu-Shikoku Regional Office, and Mr. Kazaru Endo, acting manager of the JSU Kansai Regional Office and manager of the JSU Osaka Branch, both helped Chairman Masuda as vice-chairmen. Mr. Masuda appeared on stage and encouraged the attendees to hold meaningful discussions.

After Chairman Masuda's address, Mr. Yasumi Morita, president of the JSU, gave an address on behalf of the seamen's union. He said that he expected discussions to be held seriously and actively to come up with a meaningful action policy for the future, as the general assembly was a commemorative opportunity to celebrate the 70th anniversary of the labor union.

After Mr. Morita's address, guests delivered congratulatory speeches. Telegrams and messages of congratulation were received from many important persons, including Mr. Shinzo Abe, prime minister and president of the Liberal Democratic Party (LDP); Mr. Keiichi Ishii, minister of land, infrastructure, transport and tourism; Mr. Yasuhisa Shiozaki, minister of health, labor and welfare; Mr. Steve Cotton, general secretary of the International Transport Workers' Federation (ITF); Mr. Katsuya Okada, president of the Democratic Party of Japan (DPJ); and Mr. Yoshio Uru-shibara, chairman of Komeito's Central Secretariat (a member of the House of

Representatives).

On the second day of the general assembly, Mr. Yoshiaki Takaki, another lower house member and a political adviser to the JSU, came all the way to the event to deliver a congratulatory address.

On the last day, meanwhile, Mr. Seishiro Eto president of Kaiji Shinko Renmei, or the Association for Promotion of Maritime Affairs, (an LDP policymaker and a member of the House of Representatives) gave a similar speech.

On the first day, the JSU's 76th annual national assembly deliberated the activity report for its 70th year and approved it by an absolute majority. Next, the meeting took a vote on the accounting report for the same year, which was also approved by an absolute majority.

After Proposal No. 1 for an action policy for the 71st year was submitted, regional branches and offices presented more proposals for discussion together with Proposal No. 1. Many representatives had their questions answered so that there was a deep understanding of Proposal No. 1.

When the JSU gave its views on the proposal, the meeting reached agreement



JSU President Yasumi Morita thanked the committees for their hard work in shaping an action plan during the three-day assembly.

to have the committee for discussing proposals responsible for partially revising it eventually. Then, Proposal No. 1 was approved by an absolute majority.

On the second day, the JSU's International Affairs Bureau, Fisheries Affairs Bureau and Domestic Affairs Bureau met for their respective meetings, for approval of proposals Nos. 2 to 4.

On the last day, reports were made on discussions held at the bureau meetings. Deliberations were made on Proposal No. 5, which consisted of a total budget and a capital investment plan for the 71st year. The budget and plan were both approved by an absolute majority.

An election was held to fill vacant posts for account auditor, central executive and local executive. Then, a ceremony was held to honor seafarers of the year for the 70th year, at which honorees received considerable applause from the attendees.

Mr. Morita gave the closing address. "We agreed on an action plan thanks to all of you, who held discussions seriously and actively for three days," he said. "The Central Executive Board Committee will take the initiative in uniting other executives, works committee members and on-site union members." "We will do our best to realize the action plan that was just agreed upon," the JSU president added. "I hope you will all work hard together with us."

After the presidential address, the JSU's 76th annual national assembly came to a close with attendees giving three cheers "Ganbaro".



Some 350 delegates joined the three-day assembly in Niigata, where several proposals were actively discussed before members unanimously approved them.

Security Council renews measures to combat piracy off Somali coast

The Security Council has renewed the measures granted to states and regional organizations cooperating with authorities in Somalia in the fight against piracy and armed robbery at sea off the coast of that country for a further period of 12 months.

Unanimously adopting Resolution 2446 (2015) and acting under Chapter VII of the Charter of the United Nations, the Council not-

ed improvements in Somalia, but recognized that piracy exacerbated instability in Somalia by introducing large amounts of illicit cash that had fueled additional crime and corruption.

By the text, the Council stressed the need for the international community to take a comprehensive response to prevent and suppress piracy and tackle its underlying causes.

Underlining the primary responsibility of the Somali authorities in the fight against piracy, the Council welcomed the draft coast guard laws, which the Somali authorities, with support from the European Union Naval Force (EUNAVFOR) Operation Atalanta and EUCAP Nestor, had submitted to Parliament.

The Council recognized the need to continue investigating and

prosecuting those who planned, organized or illicitly financed or profited from pirate attacks and urged states to adopt legislation to facilitate the prosecution of suspected pirates off the coast of Somalia.

It welcomed in that regard the initiative of Seychelles authorities to establish a court for piracy and maritime crime.

The Council also decided that

the arms embargo on Somalia did not apply to supplies of weapons and military equipment or the provision of assistance destined for the sole use of member states, international, regional and subregional organizations undertaken in the fight against piracy.

The full text of Resolution 2246 (2015) may be found at the UN Security Council website. (Source: UN Security Council)

ICS stands firm behind CO2 goals

Responding to the Sustainable Shipping Initiative's concerns that measures being taken by shipping fall short of what is required to achieve the 2 degree climate change goal, the International Chamber of Shipping (ICS) said that this misunderstands the approach already agreed at the UN negotiations on the obligations of different sectors of the global economy.

"The UNFCCC recognises that developed and developing nations should accept differing CO2 reduction commitments. International shipping is no different, especially in view of its vital role in the movement of about 90%

of global trade," the ICS said in a release.

"Recent data published by the United Nations Conference on Trade and Development confirms that maritime trade now benefits developed and developing nations equally. To suggest that the global shipping industry should be treated like a developed country for the purpose of setting CO2 targets is therefore inappropriate," the ICS added.

ICS asserted that higher levels of CO2 reduction than those to which the industry is committed would be "incompatible with UN sustainable development goals and the continuing improvement of living standards as the world popu-

lation increases."

The reaction comes following the publication of a Synthesis Report by the UN, analyzing the impact of the pledges made by 146 nations to reduce CO2 emissions in advance of next week's Climate Change Conference in Paris.

The ICS claims that the mandatory CO2 reduction measures already adopted by the International Maritime Organization (IMO), combined with the aggressive fuel efficiency measures being taken by merchant ships worldwide, will proportionately deliver far more ambitious CO2 reductions than the pledges so far made by governments.

On the other hand, the UN-

FCCC says governments' commitments overall should reduce CO2 emissions per capita by just 5% in 2030 compared to 2010.

"Shipping has already reduced its total CO2 emissions by more than 10% (2007-2012) despite continuing growth in maritime trade, and reduced CO2 per ton of cargo transported one kilometer (ton-km being a comparable metric to emissions per capita) by around 20% in the past 10 years," the Chamber said.

What is more, the Chamber continued, IMO rules already adopted require all ships built after 2025 to be at least 30% more fuel efficient. (Source: World Maritime News)

Nautilus urges action taken on growing jobs dilemma

Nautilus has urged the UK government to take urgent action to address a growing crisis in seafarer employment and training.

In a letter to shipping minister Robert Goodwill, the union warns that maritime policy objectives are being threatened by a wave of job losses several thousand of them in the offshore support vessel sector.

General Secretary Mark Dickinson said the government's Maritime Growth Study plans to boost British shipping and seafaring, which were published in September, are being jeopardized by such moves as Maersk Lines decision to re-register its last six UK-flagged container-ships and a stream of cutbacks in the North Sea.

So far this year, around 2,500 seafarer jobs have been lost from the offshore support vessel sector and Nautilus has recorded more than 550 redundancies among its members in the industry.

"I am struggling to think of a single offshore support vessel company that we deal with which is not in the process of making seafarers redundant, winding back training programs and/or reducing terms and conditions," Mr. Dickinson told the minister.

With reliable warnings that the number of vessel lay-ups is set to increase further, Nautilus believes that the situation is so grave now that it demands urgent action from the government.

"The UK should act on the European Task Force on Maritime Employment and Competitiveness (TFMEC) proposal that member states should consider regulating manning conditions in offshore services.

"Such a measure would do much to address unfair competition in the offshore sector and to protect the resources that we have," Mr. Dickinson pointed out. (Source: Nautilus International)

Stakeholders broaden maritime security scope

An international agreement that has been instrumental in repressing piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden is set to significantly broaden its scope.

Signatories to the Djibouti Code of Conduct have agreed to work toward extending its remit to address other illicit maritime activity that threatens safety and security in the region, such as marine terrorism, environmental crimes, human trafficking and illegal, unreported and unregulated fishing.

National focal points for the code, which was adopted under the auspices of the IMO in 2009, have adopted a resolution expressing concern at the increasing risks from transnational organized crimes at sea and other threats to maritime safety and security in the region. They agreed to encourage information sharing on all illicit activities at sea.

Training and other capacity-building activities implemented under the auspices of the Djibouti Code of Conduct have been credited with contributing to the reduction of piracy in the Western Indian Ocean and the Gulf of Aden, alongside the efforts of merchant ships to implement IMO guidance and best manage-

ment practices, naval forces continuing to deter and disrupt pirate activities and states continuing to prosecute suspected pirates and increasing their maritime law-enforcement capabilities.

But the focal points recognized that piracy in the region has merely been suppressed and its root causes have yet to be addressed. They agreed that, nonetheless, there is now a window of oppor-

Training and other capacity-building activities must continue to end piracy, say signatories to the Djibouti Code of Conduct

tunity for IMO member states in the region to implement capacity-building programs to prevent a resurgence of piracy and to address wider maritime security issues, as a basis for sustainable development of the maritime sector.

The focal points met on November 11-12 in the newly completed Djibouti Regional Training Center, which was formally opened by Moussa Ahmed Hassan, Djibouti's Minister of Equipment and Transport, on Thursday, November 12. The Djibouti Regional Training Center will play a key role in regional capacity-building initiatives under the Code of Conduct.

IMO Secretary-General Koji

Sekimizu, speaking by video message during the ceremony, encouraged the Government of Djibouti to be imaginative in its use of the new building and to be proactive in maximizing its potential, for the benefit of the whole region. The center could be used as a venue for wider port, maritime, law-enforcement or indeed any other training, conferences and meetings, as well as being a center of

excellence for regional maritime security training, he said.

"This impressive new center will be a vital component in the provision of maritime security and other training in the Gulf of Aden and Western Indian Ocean area and fully supports IMO's 2015 World Maritime Day theme: "Maritime education and training". It should be an asset to Djibouti and to the region for many years to come," Sekimizu said.

The national focal points meeting also approved the 2016 plan for regional training for Djibouti Code of Conduct countries.

Construction of the Djibouti Regional Training Center was

funded by Japan, through the Djibouti Code Trust Fund, with equipment provided by Denmark and the Republic of Korea.

IMO continues to support member states to implement the Djibouti Code of Conduct through its Integrated Technical Cooperation Program (ITCP) and through the Djibouti Code Trust Fund.

It also maintains a presence in the region, focused on the code, with two staff members based in Nairobi, Kenya, whose primary role is training.

The opening ceremony was also attended by Chris Trelawny, Special Adviser to the IMO Secretary-General; His Excellency Tatsuo Arai, Ambassador of Japan to the Republic of Djibouti; His Excellency Joseph Silva, European Union Ambassador to Djibouti, Hassan Darar Houffaneh, Minister of Defense of Djibouti; Ali Mirah Chehem Daoud, Director of Maritime Affairs of Djibouti; Mina Houssein Doualeh, Director of the Djibouti Regional Training Center; as well as senior government officials from Djibouti. Also present were representatives from Somalia and from Djibouti Code of Conduct signatories, donor countries and international training partners. (Source: Maritime Professional)

VOICES *from* SEAFARERS



Chief Mate Rodrigo Cardano & Crew of MV THEMIS LEADER

We are proud to be non-domiciled special members of the JSU. It is good to know our agreement is already incorporated to the JSU IBF agreements. We'll highly appreciate if JSU could add some more benefits other than the retirement pay plan.



Capt. Alberto Corpuz & Crew of MV TOHMISAN MARU

The JSU Retirement Pay Plan and the AMOSUP Provident Fund are of the same concepts. We hope JSU and AMOSUP should give ample time to the members to enjoy their retirement by lessening the age requirement.



Officers & Crew of MV CANARY K

During the brief explanation of the JSU staff, we've learned the notion about the union dues. We hope this would be spent wisely by the Union through the introduction of a meaningful program such as medical assistance for retired seafarers.



Fitter Peter Solmeo Arca & Crew of MV JINSEI MARU

The demand of seafaring job is increasing, where old seafarers just fade away and replaced by young seafarers twice in number. We suggest the age requirement by AMOSUP to avail the Provident Fund be amended and be shortened.



Capt. Edgardo Legaspi Alaura & Crew of MV CLOVER ACE

The JSU should provide and support the training courses of the members. This will serve as a refresher for the seafarers. We are hoping this will appear at the bulletin of the maritime boards encouraging the members to get into the courses as required.



Capt. Samuel Fabella Fabula & Crew of MV WORLD SIRIUS

The donations sent by the JSU to the stricken areas in the Philippines by the strong typhoon two years ago had inspired the victims to recover and to survive the hardship. Thank you so much to your humanitarian assistance and we wish the JSU will succeed with more power.



Chief Mate Ismail Dwi Putranto & Crew of MV NOTO III

Based on the information provided by the JSU staff, our ship has an agreement with JSU. We hope that this agreement will be elevated to an IBF agreement.



Chief Mate Khun Naung Htun Aye & Crew of MV SHIN KENRYU

During our spare time, we indulge in sports and exercise to maintain our physique on top shape at all times. We wish the JSU to introduce a Health Care Program that will be beneficial to the crewmembers.



Capt. Rene Monteclaro Alila & Crew of MV CAPE HOPE

Both AMOSUP Provident Fund and JSU Retirement Pay Plan have given the members the perception of the future in retirement. We are hoping that both these plans be improved taking into consideration the needs of the retiring seafarers.



Capt. Joseph Catarinen Monleon & Crew of MV COSMOS ACE

We often observe safety reminders before starting our task. These could prevent the occurrence of accidents and damages to persons and properties on board. We would welcome initiatives from the JSU in any kind of training courses that will serve this purpose.



Capt. Ronalo Jesus A. Wahing & Crew of MV OAKLAND

We kindly ask the assistance of the JSU to use its influence to meddle with the Philippine seafarers' documentations citing the conditions of the members' employment and embarkation. In appreciation, we acknowledge and welcome the new JSU members.



Capt. Jayanta Sarkar & Crew of MV FREEDOM ACE

Aside from RPP, the JSU should promote a healthy environment for its members that could be initiated through the implementation of the members' agreements. We hope an overwhelming result will come up beneficial to all and thanks in advance.

ILO issues final report on SID usage agreement

The International Labor Office (ILO) has issued the final report of the revised Implementation of Seafarers' Identity Documents Convention following the Tripartite Meeting of Experts earlier this year.

Seafarers' Identity Documents or SIDs have been accepted for decades and reflect the historical recognition of the international nature of the shipping industry.

Seafarers drawn from all parts of the world often need to transit countries to join or leave ships and while on a voyage may need to come ashore to use seafarers' welfare facilities and medical facilities or contact their families.

These concerns are also reflected in an important convention adopted by the International Maritime Organization.

The Tripartite Meeting of Experts on the Implementation of the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), was convened by the Governing Body to examine the feasibility and to carry out a cost-benefit analysis of the various options to address the issues involved in the implementation of the Convention for ratifying and non-ratifying flag states, port states and seafarer supplying states, as well as for shipowners and seafarers. (Source: International Labor Office)

Dryad Maritime threat report released

Dryad Maritime recently released its Mediterranean Special Advisory, an in-depth report, looking at the complex threats currently facing commercial shipping in the Mediterranean Sea. It has been written with the purpose of providing a better understanding of this important area of sea, which currently faces political instability, mass migration and the threat of maritime terrorism.

An excerpt from the report ad-

visory chapter focusing on Mediterranean migration reads that "the current refugee and migrant crisis seen in the Mediterranean stands as one of the greatest instances of mass migration since the end of the Second World War. With no end to the conflicts and economic causes to this crisis in sight, the already notable impact upon commercial shipping can only be expected to increase."

The Dryad Maritime Mediterranean Special Advisory focuses on migration as well as other particu-

larly important areas that affect the region. From the impact upon shipping of the continuing flow of migration across the Mediterranean, to the threat to maritime security and safety from geo-political tensions and terrorism, this advisory provides seafarers with the necessary information and advice to continue their maritime activities safely.

"On reading this special advisory, provided free of charge to our readers, it will be seen that, while complex, chaotic and sometimes dangerous, the overall situation in

the Mediterranean is not as apocalyptic as some reports would have people believe," Ian Millen, Chief Operating Officer, Dryad Maritime, said. "Careful consideration of all available information is a key step in assessing and mitigating risk and, by sharing the thoughts of Dryad's analysts, we hope that this special advisory will make a contribution to reader's overall understanding and to the process of risk management, keeping seafarers safe and trade flowing." (Source: Maritime Professional)

Simulation, training conference set for January

More than 200 experts from all around the world are expected to attend the global Simulation User Conference (SimUC 2016) "Simulation and Training without boundaries", which will be hosted by Transas in Singapore on January 28, 2016.

Transas SimUC is an international event that gathers Transas simulators users and Transas partners to exchange experience and ideas about maritime simulation and training.

The Simulation and Training without boundaries theme will

embrace trending subjects such as e-Navigation and cloud simulation; human element, leadership and management (HELM) training; STCW requirements for engineer training, onboard simulation solutions, research and development applications of the simulators; innovative HW approach; naval simulation and training, automated assessment advances, ECDIS and navigational skills training, cargo handling training, offshore and DP simulation, polar code introduction and many more.

With three months to go before the conference start, 67 papers are confirmed, and more than 200 participants from 41 countries have already registered to attend.

Among the SimUC 2016 speakers are Captain Hans Hederström, CSMART managing director, Captain Reto Weber, Simulation Manager at the Chalmers University of Technology, Captain, Assoc. Prof. Dr. Selcuk Nas, Vice Dean at the Dokuz Eylul University, Georg Haase, Nautitec managing director, Serdar Dundar from Piri Reis University, and

John Richard Wright, Managing director at the WrightWay Limited, an active contributor to the IMO's coming requirements for HELM.

"We aim to create an effective balance between conference sessions and informal discussions during social events," said Ralf Lehnert, Transas Simulation Business Division Director. "One of the key benefits of events like this is the opportunity to meet and share professional knowledge and experiences of our peers." (Source: Maritime Professional)

North P&I Club advises on risks when carrying coal

The North P&I Club has issued a loss prevention briefing to advise on the risks involved when carrying coal cargoes due to a number of recent incidents and to remind operators of the importance of determining whether a coal cargo presented for shipment is liable to self-heat.

North's Loss Prevention Briefing on the carriage of coal outlines the risks involved when carrying this potentially hazardous cargo. The briefing also highlights the need for vigilance during the loading operation and the need to comply with the requirements of the IMSBC Code.

There are five main hazards as-

sociated with coal:

1. Flammable atmosphere
2. Liquefaction
3. Asphyxiation
4. Self Heating
5. Corrosion

Of these hazards, the risk of self-heating and the creation of a flammable atmosphere create the most problems during the voyage. The IMSBC Code contains advice that deals with each of these hazards in turn and coal should always be carried in accordance with the IMSBC Code.

The Club advises to ensure before loading that the vessel

receives the shipper's declaration with the information described in the IMSBC Code coal schedule. The declaration must include a section on whether or not a cargo is liable to emit methane or self-heat. If the cargo is declared as Group A then it should be accompanied by certificates showing TML and MC. The coal schedule in the IMSBC Code contains specific advice on weather precautions when loading Group A coal. The schedule contains details of the monitoring equipment that must be onboard and it is important that this equipment is fully operational and fitted in line with

requirements of the code.

Cargos with a temperature above 550 degrees C should never be accepted for loading. This is a key safety precaution. Masters should exercise extreme caution when presented with hot cargo even where the cargo has not been declared as liable to self-heating.

This can be the case with Indonesian coal cargoes which, in general, are liable to self-heat but which are regularly declared as not liable to self-heating.

Learn more by reading the Loss Prevention Briefing issued by The North P&I Club on the carriage of coal. (Source: The North P&I Club)

RMI warns of navigation issues on Benin Bight route off West Africa

The Maritime Administrator of the Republic of the Marshall Islands has recently received a report stating that because of their anti-piracy protocols some commercial vessels trading on the Benin Bight off West Africa may not be displaying navigation lights as required by the International Regulations for Prevention of Collisions at Sea 1972 (COLREGS).

In addition, their automatic identification system (AIS) may also not be transmitting.

The Administrator strongly recommends that ship managers and masters of Republic of the Marshall Islands registered vessels trading on the Benin Bight share this information with all Bridge Team members, and that this situation be factored into their berth-to-berth voyage plans.

Additionally it is recommended that Bridge Teams be reminded of the need to maintain a sharp lookout, especially in hours of darkness, and to use radar information

for collision avoidance. (Source: RMI)

UK Club warns of stowaways in West Africa

The UK P&I Club warns that several incidents in West Africa concerning stowaways boarding/attempting to board a vessel via the rudder trunk have been reported and advise operators to be extra diligent.

In one instance, seven stow-

aways attempted to board the vessel after having approached by speedboat. The Master and crew spotted the boat and managed to take preventative action to deter the stowaways before they successfully climbed the rudder.

Another instance saw four stowaways discovered well into the vessel's journey towards South America. The stowaways entered the vessel via the rudder trunk, cutting through the protective grates in place. (Source: UK Club)

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