

Message from JSU President

Yoji Fujisawa

New Year message to nondomicile members

HAPPY NEW YEAR to all of our nondomicile special members and their families.

I am sure that you are informed of our activities to protect your rights and employment through our education and advertisement work, such as visits to ships by our staff in charge of international affairs and the publication of our bimonthly *Maritime Journal*.

To enhance communication between nondomicile special members and the JSU, we have decided to launch English-language PR magazine *JSU Oceangate International* in April as a step forward in our education/advertisement work in the hopes of briefing union activities as well as the shipping and fishery business, mainly in the Asia/Pacific region.

In respect to circumstances surrounding the oceangoing shipping industry, in which you are interested more than anything else, a rapid enlargement in fleet size has led to a shortage in human resources.

In particular, the shortage of capable licensed officers is so serious that safe operations could not be maintained.

To promote activities to protect basic rights, labor conditions and employment for seafarers who work onboard Japanese commercial vessels regardless of nationality, as such, the JSU will continue to solidify its partnerships with the ITF and other seamen unions, and work harder to develop FOC/POC campaigns and other daily routines.

We would be happy if our activities contribute to making our non-domicile special members and their families even happier.

I hope that 2008 will be a great year for all of you.

Yoji Fujisawa
President

All Japan Seamen's Union

JSU to revise 'Japanese Flag' agreements

2008-2009 revisions to address wages, paid leave, disability and death compensation, etc.

The JSU had decided to revise JSU/AMOSUP CBA for Japanese Flag, JSU/PSU CA for Japanese Flag, JSU CA for Japanese Flag and other agreements that guarantee labor conditions and basic rights for its nondomicile special members who works onboard Japanese-flagged commercial vessels in accordance with successive rises in the ILO minimum basic wage for AB seamen, which was agreed when the Joint Maritime Committee (JMC) of the ILO convened a meeting of its seafarer wage

committee February 2006, and details of an agreement on a revision on the IBF Agreement for 2008-2009.

An approval was obtained when the JSU's Central Executive Board Committee held its third meeting Nov. 28, 2007.

Currently, the JSU's regional offices are working to conclude the revised agreements with Japanese shipping companies.

Main points of the revisions will be as follows:

1) The ILO minimum basic wage for AB seamen, which

is US\$515 now, will be raised to \$530 from Jan. 1, 2008 and \$545 from Jan. 1, 2009. According to by-occupation rates in the ongoing basic wages, the monthly minimum wage scale will be altered.

2) The number of paid leave will increase from eight days to nine days.

3) The amount of compensation for disability and loss of life (death in service) will go up by eight percent.

4) The amount of food allowances will be \$6 a day.

5) The amount of subsis-

tence allowances will be \$54 (to apply for JSU CA for Japanese Flag only).

6) In accordance with agreements on hours of duty, loss of life, and welfare mutual benefit plan and old age financial assistance, etc., as well as in IBF regional negotiations, wordings will be reviewed and altered in clauses whenever needed. Agreements that will take effect from 2010 will be revised according to negotiations for revising the IBF Agreement to be made in 2009.

VICTORY

'JP Verdure' dispute settled

On Jan. 7, ITF Coordinator Shoji Yamashita visited Shinwa Kaiun Kaisha's Hong Kong-flagged FOC vessel *JP Verdure*, which was moored at the Tachibanawan thermal power station of Electric Power Development Co. Ltd. (J-Power) in Anan, Tokushima prefecture.

As the two-and-a-half-year-old dispute over the conclusion of the ITF agreement for the Hong Kong-flagged FOC vessel between the JSU and Shinwa Kaiun had been completely settled, the coordinator visited the ship to brief the background to the settlement and win understanding from the crew.

Smile and Victory Sign

On Dec. 28, when the New Year was around the corner, the JSU and Shinwa Kaiun agreed that the shipping company would comply with the ITF's FOC policies and conclude the ITF and JSU agreements, both of which took effect from Nov. 27, 2007, of its Hong Kong-registered FOC ships, *JP Verdure* (manned solely by Filipinos) and *Pacific Eternity* (manned solely by Chinese).

Shinwa Kaiun also agreed to pay differences in wages between those set forth in the current agreements it had signed for the ships and those incorporated in the ITF/IBF, JSU and IMMAJ agreement to all of the 161 crewmembers retroactively from when they were completed (2004 and 2005).

Crew Agree on Activities to Follow ITF FOC Policies

Welcoming the agreement, the Philippine seamen of *JP Verdure* gave their consent to the activities to observe the ITF's FOC policies, on which the JSU, port and harbor labor unions, and Australian unions, which are members of the ITF, had worked.

When coordinator Yamashita explained that Shinwa Kaiun will pay the wage differences, they shouted for joy. When briefings were made on wages laid down in the new ITF/IBF, JSU, and IMMAJ agree-



Crew celebrate after Shinwa Kaiun agrees to sign ITF agreement.

ment, which will take effect from 2008, the shouts became louder.

JP Verdure plays an important role in meeting Japan's energy demand, transporting coal from Australia to Japan.

The coordinator realized from the crew's facial expressions that Shinwa Kaiun's agreement had developed a new labor-management relation, which would enable them to provide high-quality transport service under fair labor conditions, taking the ITF policies into consideration and meeting international labor standards.

Always Keeping Eye

Due to deregulation in ship registration requirements, Hong Kong- and Singapore-registered ships have become no different from FOC vessels.

However, concluding agreements for Hong Kong- and Singapore-flagged vessels for their ships will not put shipowners at ease.

As seafarers working onboard Hong Kong- and Singapore-registered ships receive wages that are lower by 30 percent than those described in the ITF agreement, it could develop a hotbed of unfair competition with those working on FOC vessels.

Therefore, ITF inspectors and offices in Japan and the rest of the world always keep an eye on Hong Kong- and Singapore-flagged vessels for fairness to seamen and port/harbor public order. (*Oceangoing Seafarers Department*)

New WES centers open in three cities

Opening ceremonies were held at WES (Walk-in Examination System - see related story on Page 4) examination centers Dec. 17 in Iloilo and Dec. 18 in Cebu and Davao.

Representing the Philippines, Professional Regulation Commission (PRC) Chairperson Leonor Tripon-Rosero, PRC Commissioner Dr. Ruth Rana-Padilla, AMOSUP President Capt. Gregorio Oca and PJMCC President Eduardo Manese attended the ceremonies, and from Japan, JSU President Yoji Fujisawa was invited.

The grand ceremonies were also attended by representatives of the IMMAJ and many PRC-related local organizations, as well as other Japanese and Philippine parties concerned with maritime affairs.

The WES is one of computerized systems for examinations for obtaining professional licenses.

As a fully computerized online seafarer examination system, providing two-consecutive-day examinations twice a week, it is outfit with workstations (computers used in exams) that allow users to make online registrations and payments, and authenticate examinees from fingerprints.

Believing that they will contribute to improve the quality of its nondomicile special members, the JSU donated from a foundation

Favorable judgment in Viking Line ruling

ECJ approves right to act collectively

In respect to the prolonged legal battle between the International Transport Workers' Federation (ITF)/the Finnish Seamen's Union (FSU) and Viking Line, the European Court of Justice (ECJ) on Dec. 12 ruled that it would approve collective actions as part of labor's fundamental rights.

The ITF had appealed against the 2004 decision by the Commercial Court in London, which said that actions taken by the ITF and the FSU to protect the employment of seamen of Viking Line's *Rosella* violated the operator's goodwill and freedom of service provision.

"We welcome the court's assertion – 'the right to take collective action for the protection of workers is a legitimate interest which, in principle, justifies a restriction of one of the free movement rights' – that the right to take collective action, including the right to strike, is a fundamental right, which forms an integral part of the general principles of community law," said

ITF General Secretary David Cockroft.

"It's now up to the Court of Appeal to apply this guidance to the particular facts of this case.

"Challenging the Commercial Court's complete negation of fundamental trade union rights has been a long, expensive and arduous process for us, but this decision proves that we were right to do so," he added.

Groups unite for seafarers' fair treatment

The International Transport Workers' Federation (ITF), the International Shipping Federation (ISF) and the International Chamber of Shipping (ICS) joined forces in a new initiative to help protect seafarers involved in maritime accidents.

The three organizations, which represent maritime employers and trade unions worldwide, announced in London that they have united to support and promote the IMO and ILO guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident.

As part of the campaign, the three organizations are distributing posters (supported by Web sites and leaflets) worldwide to show seafarers how the guidelines can help protect them.

They are also encouraging their members – national shipowners' associations belonging to the ISF and ICS, and seafarers' unions affiliated to the ITF – to approach their governments in order to promote the guidelines and to monitor how effectively they are being implemented.

ISF/ICS secretary-general, Tony Mason explained: "As responsible employers, we believe its is very important that the IMO/ILO guidelines, which represent the internationally accepted minimum standard for the fair treatment of seafarers by investigating authorities, are indeed implemented in practice by governments. Seafarers must be treated with dignity and respect, and given access to independent legal representation in situations where they may be interviewed or held following an accident at sea."

ITF General Secretary David Cockroft, remarked: "The knee-jerk scapegoating of seafarers following accidents at sea is a growing concern to us all.

"In recent years the response of too many national authorities has been to reach for the handcuffs first and find out what actually happened last. Incidents like these prove how vital the guidelines are."

Speaking at a press conference to launch the joint effort the two men displayed the Maritime Accidents.

Seafarers – Be Aware! posters that the organizations are distributing for use on ships, in seafarers' missions and in other locations around the world. These can also be downloaded from either www.marisec.org/fairtreatment or www.itfglobal.org/fairtreatment, where the IMO/ILO guidelines also appear in full. (*Maritime Global Net*)

US awards 8 Filipinos in pollution case

Eight Filipino seamen received a cash reward of US\$730,000 from the U.S. government for their help in prosecuting the owners and officers of two ships that illegally dumped sludge oil and contaminated wastewater in U.S. waters.

"The cash reward was handed out during a ceremony at the U.S. Embassy. But at the request of the seamen fearing for their careers, their names were withheld," said an embassy statement.

The Federal District Courts of Puerto Rico and Jacksonville, Fla. authorized the cash rewards which are in line with a U.S. government program that provides for rewarding persons who help in the prosecution of environmental law violators.

The U.S. Embassy statement said that the Filipino seamen, who were dismayed at the orders given to them by their ship officers, reported to U.S. Coast Guard the illegal discharge of pollutants including sewage, oil and chemicals, from two vessels in U.S. offshore waters off Puerto and Florida in May 2006.

Earlier, the seamen testified on behalf of the U.S. government at a grand jury proceeding and will testify if called at trial.

"As a result of the seamen's cooperation, the owner of the vessels and the ships' officers pleaded guilty to all charges," a U.S. government official said.

The U.S. government hopes that the public announcement of the reward will encourage other seamen to cooperate in prosecuting people who damage the environment.

Int'l owners offer maritime scholarships

In a bid to fill the acute worldwide shortage for maritime officers, a group of international shipowners will offer an initial 50 scholarships in marine or naval engineering to Filipino graduating high school students for next school year 2008-2009 at the University of Cebu.

David Dearsley, secretary-general of the 125-member International Maritime Employers Committee (IMEC), said the scholarship was the fourth type of intervention that his group

was adopting to fill the growing need for maritime officers.

The IMEC is a group of shipowners who altogether own some 6,500 ships, employing about 50,000 Filipino seafarers.

Apart from the scholarship, Dearsley said IMEC would also be training ratings (non-officers) with officer's licenses already at sea so that they could function as officers; give "enhancement" trainings to cadets not at sea; and convert mechanical and electrical engineers into marine or

naval engineers.

A scholarship is worth PHP360,000 each for the four years, would include tuition, board and lodging, and books.

Applicants to the scholarship would need to have a high school average grade of 85 percent; and no grade in Math, Science, and English lower than 80 percent.

Secretary Dearsley added that once the scholars graduated, they would be ensured sea-time training and eventual employment. (*Balitung Marino*)

Following South Korea's worst oil spill, government to speed up single-hull ban

South Korea will ban single-hulled tankers from traveling in its waters by 2011, earlier than the international regulation that calls for a ban from 2015, Seoul's maritime ministry said at the start of the year.

A single-hulled tanker was involved in South Korea's worst oil spill in December, leaking around 10,500 tons of crude oil after a seabound crane mounted on a barge punched holes in the tanker's hull.

As of January, 43 percent of the crude imported into South Korea was carried by single-hulled tankers.

"Most of the tankers over 25 years of operation will be banned sometime in 2010,

and we won't permit them starting Jan. 1, 2011," said Lee Ki-sang, the government official responsible for offshore operations at the ministry.

This is the first time the ministry has officially set a time frame for banning the tankers.

The ministry had previously said it was aiming to phase out single-hulled tankers as soon as 2010.

In December 2003, the International Maritime Organization (IMO) set 2010 as the principal cut-off date for single-hulled oil tankers, with a strictly limited provision permitting some vessels to continue in service until no later than 2015.

European countries have been accelerating efforts to phase out single-hulled tankers, and EU member countries are to ban vessels that are 15 years old or more from loading heavy fuel oil within 200 miles of their coastlines.

The very large crude carrier *Hebei Spirit* was about five miles outside a South Korean port on Dec. 7, waiting to unload its cargo of some 260,000 tons of crude oil from the Middle East, when it was struck by a barge.

The discharge was about a third of the size of the 1989 *Exxon Valdez* spill of crude oil onto Alaskan shores, which was the costliest on record. (*Shiptalk*)

Single-hull vessels face ban in the Philippines

Starting April, the Philippines will ban the entry of single-hull oil tankers from docking in the country's waters.

The early ban was sparked by South Korea's decision (*see story above*) to ban single-hull tankers earlier than expected after the disastrous oil spill caused by the collision of *Hebei Spirit* and a

Samsung-owned barge in Korean waters.

According to Philippine Transportation Undersecretary Len Bautista, ships without a double hull won't be allowed to dock at the ports starting April 1, 2008.

The Philippines also had its share of oil spills.

In August 2006, *Solar*

spilled 2.19 million liters of marine fuel killing local wildlife and destroying the coastline of the Guimaras Islands.

Single-hull tankers that carry gasoline, jet fuel and other refined petroleum products would not be banned as of this moment, according to Bautista. (*Balitung Marino*)

Practice safe sex to protect yourself against HIV/AIDS

By ISS REYNALDO L. PADO

During my seafaring days, our ship made a call to a port in South America, which is popular to many seafarers for its bars and beautiful women. A place seafarers could enjoy after many days at sea. When some of my shipmates invited me to go to this one particularly popular night club, I happily accepted.

I was amazed when I first entered the club because the ambience was just like in the Philippines, my country. Most of the customers were Filipino seafarers and even the food served were Philippine delicacies. But the most interesting in that place was of course the beautiful women who welcome the customers with their charm and beauty I only find in celebrity magazines. The woman who entertained me speaks fluent Filipino, my national language. Prostitution in this place was rampant and a customer may pay US\$50 to a woman in a single night. Since then, everytime our vessel arrives in this port, we go to

BASIC FACTS ON HIV/AIDS:

HIV – Human Immunodeficiency Virus
AIDS – Acquired Immune Deficiency Syndrome

AIDS is caused by infection with a virus: HIV. AIDS means that the body's immune system has been damaged. The immune system fights off infection in the body. When infected, the body reacts by producing antibodies. But these antibodies are not capable of destroying the AIDS virus. This virus even starts to destroy the immune system itself.

A damaged immune system cannot combat anymore any illnesses entering the body. The stage before the symptoms start to appear can vary tremendously, with an average of eight to 10 years. Only a test in HIV can detect whether someone's blood contains antibodies to the AIDS virus. In this case, then the person is HIV positive.

The body needs at least six months before antibodies can be detected in the blood after an unsafe sex to have a reliable result.

People with HIV, look and feel healthy, but they can infect others. HIV / AIDS are easy to avoid, but impossible to cure. It is transmitted only through: unsafe sex; sharing infected needles and syringes; blood transfusion with infected blood; and HIV positive mother to her baby during pregnancy.

How can we prevent HIV / AIDS? Abstinence from sexual intercourse is the best way or be faithful to one uninfected partner. Practice safer sex. Use condoms correctly and consistently. A condom protects not only against HIV/AIDS but also from other Sexually Transmitted Diseases (STDs).

Sail Safely, Safety on Board, Safety Ashore!!!

this same place to enjoy our shore liberty.

One time when our vessel was in this port, I went to see a doctor together with my chief engineer for a medical check, not related to

STDs. We were surprised when the doctor cautioned us against going to this popular club. He told us that he attended a forum regarding the spread of HIV and that this country has one of the highest number of

cases of HIV infection. He specifically mentioned the women in the club we frequented as the greatest source of HIV infection in their place. He informed us that the ratio between a woman and the customers as 1:5, meaning that a woman may have 5 customers a night.

Imagine, with so many seafarers not caring to practice safe sex, the chance of HIV infection should be very high in this part of the world. Because seafarers have money to spend in these night clubs, it is very easy for them to fall prey to this dreaded disease. Seafarers should be aware of this incurable disease and should take precautions.

Activist Riza Faith Ybanez quoted in her case study "HIV Vulnerability of Wives of Seafarers" that faced with the daily risks of negotiating turbulent seas, sailing days or weeks on end and being in a male-dominated occupation, seafarers are known to indulge in social activities the moment they dock, which includes drinking binges and casual or paid sex.

VOICES from SEAFARERS



I feel secure and lucky to be onboard this vessel, covered with a JSU/AMOSUP CBA. I call on my fellow seafarers to work hard for the future.

Harmony with fellow seafarers onboard is the key to a successful seafaring life.

O/S Eyjey L. Jacobe
RYUJIN



Capt. Jose P. Danao, Master of **GL PRIMERA**

The recent visit of JSU representatives onboard proved to be fruitful with exchanges of views and ideas with officers and crewmembers regarding working conditions on board. Many thanks for the humane concern of JSU to its members. More power to the JSU!



We propose that our unions, the JSU and the AMOSUP, allow the retired members who have served for at least 10 years to avail continuously of the Unions' facilities in the Philippines.

Crew of **SHIN ONOE**



The growing high cost of living everywhere in the world including my home country the Philippines, the low exchange rate of the dollar to the peso make the seafarers work hard to earn more. This situation contribute to the stress experienced by seafarers.

Now my New Year's resolution is to spend wisely and think for the rainy days. Just keep on saving and you will not run out of cash when ever you need it.

Alender P. Oliverio
Chief Cook
FELICITY ACE



Capt. J. C. Suyo (left) of **OCEAN HIGHWAY** emphasizes the importance of communication between the union and the seafarers and thanked the JSU staff for the visit. He proposed that crewmembers' daily food allowance should be sufficient to maintain a healthy diet onboard.



As a professional and dedicated seaman, I wish for all Filipino seafarers to unite and continue with their best effort, dedication, self discipline and commitment to our profession as one of the best seafarers in the world. Remember that what we are doing now will reflect to the next generation of seafarers.

I am very thankful and proud to the Filipino Union Officers Bayani A. Jaboli and Eduard E. Galang and all the JSU staff who sacrifice their own future by faithfully and restlessly serving the Filipino seafarers on vessels at Japan port.

Capt. Virgilio I. Echavez
BRILLIANT ACE

WES, From Page 1

for welfare for foreign seafarers US\$297,000 to PJMCC, which supports the Iloilo and Davao WES centers, and \$150,000 to the AMOSUP, which assists the Manila and Cebu WES centers.

Local representatives of the PRC, the AMOSUP and PJMCC were grateful from the bottoms of their hearts to the JSU grants.

When WES is in full operation, employees working on ships will have more opportunities to take examinations, and the results will be available sooner.

It is expected to help eliminate the ongoing shortage of seamen as a result of the rapid expansion of commercial fleets.

The PRC is a Philippine government organization in charge of issuing qualification certificates on 43 professional careers, including ship officers, medical doctors, nurses, architects and accountants, and has 10 regional offices across the nation.

JOKE CORNER

A commercial vessel was sailing in a pirate-infested sea when the captain and his crew saw some heading toward them. The worried crew fell silent but the captain stood tall and called to his chief mate: "Bring me my red shirt."

When the chief mate returned, the captain put on the red shirt and led his crew into battle. The pirates were roundly defeated.

Later that day, the lookout screamed that two pirate ships were heading their way. The captain, calm as ever, called for his red shirt and, with his crew, fought off the pirates.

Tired and weary from battle, the sailors were sitting around the deck that evening recounting the day's fighting when a cadet turned to the captain and asked, "Sir, why do you call for your red shirt before battle?" The captain explained, "If I am wounded, the red shirt won't show the blood and you men will continue to fight bravely." The men sat in silence, amazed at his courage.

As dawn came the following morning, the lookout yelled that 10 pirate ships were heading toward them. The men fell silent and turned to their captain for his usual command.

Calm as ever, he bellowed, "Bring me my brown pants!"

Submitted by: ISS John G. Canto

SOLAS AMENDMENTS

The IMO issued a reminder of the SOLAS Amendments which entered into force Jan. 1, 2008.

These include a new SOLAS regulation on long-range identification and tracking (LRIT) of ships, giving SOLAS contracting governments a year to set up and test the LRIT system and ship operators a year to start fitting the necessary equipment or upgrading so that their ships can transmit LRIT information.

This is among a series of amendments to IMO instruments, which entered into force the same day, covering training requirements for ship security officers, launch/recovery of fast rescue boats and including an amendment to the International Maritime Dangerous Goods (IMDG) Code.

The May 2006 amendments to SOLAS - LRIT

The regulation in SOLAS Chapter V, Safety of Navigation, introduces LRIT as a mandatory requirement for the following ships on international voyages: passenger ships, including high-speed craft; cargo ships, including high-speed craft, of 300 g/t and above; and mobile offshore drilling units.

Ships constructed on or after Dec. 31, 2008, must be fitted with a system to transmit automatically the identity of the ship, the position of the ship (latitude and longitude) and the date and time of the position provided.

Ships constructed before Dec. 31, 2008, and certified for operations in sea areas A1 and A2, or A1, A2 and A3, must be fitted with the equipment not later than the first survey of the radio installation after Dec. 31, 2008.

Ships constructed before Dec. 31, 2008, and certified for operations in sea areas A1, A2, A3 and A4, must comply not later than the first survey of the radio installation after July 1, 2009 (but must comply earlier, as above, if they operate within sea areas A2 and A3).

Ships operating exclusively in sea area A1 and fitted with an automatic identification system (AIS) are exempted from the requirement to transmit LRIT information.

The LRIT system is intended to be operational with respect to the transmission of LRIT information by ships from Dec. 30, 2008.

Minimum training requirements for ship security officers

Amendments to the STCW convention and code, adopted in May 2006 and entered into force Jan. 1, 2008, add new minimum mandatory training and certification requirements for persons to be designated as ship security officers (SSOs).

The amendments to the STCW convention and to parts A and B of the STCW code include Requirements for the issue of certificates of proficiency for Ship Security Officers; Specifications of minimum standards of proficiency for ship security officers; and guidance regarding training for Ship Security Officers.

The amendments also provide that until July 1, 2009, an STCW Party may continue to recognize personnel who hold or can document qualifications as ship security officers issued before the entry into force of the regulation.

Fast rescue boats

Amendments to part A of the STCW code, also entering into force on Jan. 1, 2008, add additional training requirements for the launching and recovery of fast rescue boats.

The amendments were adopted in response to reports of injuries to seafarers in numerous incidents involving the launching and recovery of fast rescue boats in adverse weather conditions.

Amendments to the IMDG Code

Amendments to the IMDG (Int. Maritime Dangerous Goods) Code (Amendment 33-06) also went into force Jan. 1, 2008.

The amendments include those prepared on the basis of proposals received from member governments and organizations and those prepared by the U.N. Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labeling of Chemicals.

The amendments include changes relating to the requirements for transport of ethylene oxide with nitrogen up to a total pressure of 1 mpa (10 bar) at 50°C (UN 1040); polymeric beads (UN 2211); plastics moulding compound (UN 3314); ammonium nitrate (UN 1942) and ammonium nitrate fertilizer (UN 2067); segregation provisions for class 8 acids and alkalis when not in limited quantities; and the packaging of articles containing dangerous goods in limited quantities.

JSU hires more Int'l Service Staff

Giving emphasis to communication with its nondomiciled special members, the JSU hired Filipino senior officers to work as International Service Staff in 1995.

The number of JSU ISS has gradually increased as their ship visitations are becoming a significant part of the union's welfare activities provided to its members.

The JSU plan to increase the number of its ISS has become a reality with the promotion of five Filipino ISS trainees after their three-month ISS training at JSU headquarters in Tokyo.

Three were promoted last September and they arrived back at JSU headquarters last December to await their assignments to other branches of the union located in major Japanese ports.

Another two ISS trainees were promoted last January and we are expecting them to arrive back in Japan once their visas are granted.



More Filipinos join JSU to provide greater union support.

Also, on Jan. 24, two Filipino Engineer Officers arrived at headquarters to undergo a three-month ISS training.

At present there are 11 Filipinos working for the JSU. Two are union officers, seven ISS and two ISS trainees.

We expect them to be assigned soon to our various branches to be able to reach

more nondomiciled members who have yet to meet the JSU ISS.

The JSU ISS are always ready to answer queries regarding CBA and union related matters.

They are also ready to assist and advise on work related problems.

Please extend your cooperation when the JSU ISS visit your vessels.

FAQ: WALK-IN EXAMINATION SYSTEM (FOR FILIPINO MARINE OFFICERS)

Q: What is WES?

A: WES is the acronym for Walk-in Examination System.

Q: Who will benefit from WES?

A: For now, those who will take the Officer-in-Charge of an Engineering Watch (OIC-EW) and Officer-in-Charge of a Navigational Watch (OIC-NW) examinations for Marine Engineer and Deck Officers, respectively.

Q: Where can they take the WES?

A: WES is currently available at the PRC Central Office only, but will be available soon in PRC-AMOSUP Development Center, PRC Cebu City, PRC Iloilo City and PRC Davao City. Management Level WES is now under preparation and soon be available.

Q: If I take the walk-in-exam, how soon will I know the result?

A: Result of the exam will be known immediately after the end of the last subject, in a matter of seconds or less than a minute.

Q: How often do they hold the walk-in-examinations?

A: It is a two-day examination and is given every Tuesday and Wednesday and/or Thursday and Friday of the week.

Q: What to wear on examination days?

A: Complete uniform with shoulder board (without head-gear).

Q: What are the requirements?

A: The general requirements for OIC-EW and OIC-NW are:

- Birth certificate from the NSO (National Statistics Office) in SECPA (Security Paper).
- Transcript of Records with

scanned picture, complete date of graduation, special order number and remarks "FOR LICENSURE EXAMINATION PURPOSE."

- Medical Certificate from DOH Accredited Medical Clinics.

- NBI clearance which is valid during the last six (6) months.

- Community Tax Certificate (cedula).

- Certificate of Sea Service (PRC Form No. 5) duly notarized.

- POEA Contract if Sea Service is on foreign-going vessel and Notarized Crew List for Domestic sea service.

- Seafarer's Identification Record Book

- Examination Fee: PHP900

Q: Are there other specific requirements for the Marine Engineer Officers?

A: Yes, there are:

- Engine Room Simulator Course (ERSC) and Assessment Certificate for Marine Engineer Officer (Optional)

- For BSMarE graduates, Company Certificate with one year accumulated sea service as Engine Cadet, Engine boy, Apprentice Engineer, oiler, wiper, motorman and two years accumulated sea service for non-BSMarE graduates.

Q: Are there other specific requirements for the marine deck officers?

A: Yes, there are:

- Ship Simulator and Bridge Teamwork (SSBT) and Assessment Certificate (Optional)

- Must be a BS Marine Transportation (BSMT) graduate for Deck Officers with one year accumulated sea service as Deck Cadet, Apprentice Mate, Deck Boy, Ordinary Seaman and Able-bodied Seaman.

Q: How can I apply?

1. You can apply through the PRC Web Portal www.prc.gov.ph. The portal will guide you step by step through the procedure.

2. Be ready with the scanned image of all required supporting documents in any of the following formats: *.jpg and *.tiff

3. If already registered in the PRC portal, login using your Username and Password.

4. Fill out registration form.

5. Apply for examination. Select Profession.

6. Provide all required info: Education, Training, Others.

7. Provide your email address. Online notifications will be sent to you by e-mail.

8. Attach (electronically) scanned supporting documents and click the "SUBMIT" button.

9. Check your e-mail box for the Application Acknowledgement.

10. Proceed to PRC to present original documents.

11. Pay Online or pay to PRC cashier.

12. After payment of Examination Fees, go back to the Marine Deck Officers Division for photo and Biometric Registration.

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