



ITF meets ahead of IBF talks on wages, DER fund

Prior to the third meeting of the 2009 International Bargaining Forum (IBF) negotiations, which convened in Manila from Sept. 29 to Oct. 1, the International Transport Workers' Federation (ITF) held an internal meeting to discuss the presentation of the IBF Methodology (the base wages applied to IBF agreements) and the Developed Economy Ratings (DER) fund at the assembly.

The agreement to establish the DER Fund was reached during the 2007 IBF negotiations for the purpose of promoting employment opportunities for ratings from developed economies, but no discussions were ever held on how the fund would be managed.

For this reason, the ITF decided to meet prior to the IBF negotiations in order to get a consensus on revising the fund so that it could be used for training and educational projects for ratings not only from developed nations, but also those from developing nations.

(1) IBF Methodology

The ITF requested that the IBF Methodology – based on the monthly crewing costs of a 23-man “model ship” – be reviewed, as it felt it contained major problems.

The officer wages set according to the model are not reflective of current market rates, and

the number of crewmembers used in the model does not reflect reality, according to the ITF.

However, the Joint Negotiation Group (JNG) said that the methodology did not need to be reviewed, as it did not acknowledge the issues pointed out by the ITF.

As such, the ITF and the JNG decided to establish the IBF Methodology Working Group, which will comprise of labor and management executives, to continue discussing the issue in the future.

(2) DER Fund

With regards to the DER Fund, discussions between the ITF and the JNG did not go smoothly. The ITF wanted to maintain the fund, but revise its purpose and how it was managed. However, the JNG suggested that it be discontinued in December.

Therefore, an executive-level meeting was convened with a small number of representatives from both sides to seek solutions.

In the end, the ITF and the JNG agreed to do away with the DER Fund retroactively from Jan. 1, 2008 and establish a Seafarer Employment Promotion Fund retroactively from the same day.

It was further agreed that affiliated shipowners would need to pay US\$10 per seafarer into the fund every month.

(3) Agreement

Based on (1) and (2), the ITF and the JNG signed a memorandum of agreement, the main points of which are described below.

In consideration of a conclusion reached during the current round of the IBF negotiations, the All Japan Seamen's Union (JSU) will hold regional negotiations in the future regarding the IBF JSU/AMOSUP-IMMAJ CBA, IBF JSU/PSU-IMMAJ CA and IBF JSU-IMMAJ CA agreements for its non-domiciled special members' welfare and benefit programs.

(a) The current round of 2009 IBF negotiations will continue in 2010 with the view to concluding a new IBF Framework TCC agreement to be effective from 1st January 2011.

(b) In the mean time, the IBF Partnership / Work Program and the 2008-2009 IBF TCC Framework Agreement agreed on 27th September 2007 between JNG and ITF will be extended by one year until 31st December 2010.

(c) Following the conclusion of a new IBF Framework TCC agreement in 2010, the new terms and conditions, including the new wage rates, should be incorporated into all existing IBF agreements by means of amendments by mutual consent of the respective parties. These amendments should become effective from 1st January 2011 irrespective of the term of validity of each respective IBF agreement.

JSU-AMOSUP Multipurpose Center opens

The JSU-AMOSUP Multipurpose Center was inaugurated in Davao, the Philippines on Oct 17.

In October 2008, the JSU and the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) decided to develop a new facility behind the AMOSUP Seamen's Hospital to improve the welfare and benefit packages for approximately 13,000 AMOSUP members and their families who live in southern Mindanao.

The new facility has offices for the JSU and the AMOSUP, lecture rooms, a computer room that allows students to prepare for the



JSU President Capt. Yoji Fujisawa and AMOSUP President Capt. Gregorio Oca cutting the ribbon during the opening ceremony of the JSU/AMOSUP Multi-purpose Center (Davao).

walk-in examinations (the computerized examination system for seafarer licenses), conference rooms and an accommodation facility.

With the new center, the JSU

and the AMOSUP will enhance training, education, as well as welfare and benefit services for Philippine seamen living in the southern Philippines.



JSU officers led by JSU Vice-President Norimasa Ohuchi (front left) and officers of dock-workers' unions rally in front of the Dowa Line office.

Unions join ITF East Asia FOC/POC campaign

The 80th East Asia flag-of-convenience (FOC) ships and ports of convenience (POC) campaign was staged Sept. 7-10 at 41 ports across 15 regions in Japan.

The JSU worked together with the National Council of Dockworkers' Unions of Japan (Zenkoku Kowan) and the Japanese Confederation of Port and Harbor Transport Workers' Unions (Koun Domei), as well as seafarer and dockworker unions of Russia, South Korea and Taiwan.

During the campaign, which was also joined by ITF staff members, members rallied against Halcyon, which is owned by Kotoku Kaiun, and on Sept. 11, a protest was held in front of Dowa Line's head office.

(1) Activities conducted during the campaign

(a) Number of ships for which onboard inspections were conducted: 115

(b) Number of ships that promised to sign the IBF agreements: 8

(c) Number of ships that began negotiations: five

(d) Number of ships on which port-state-control (PSC) inspections were requested and/or instructions were issued for improvement: 7

(e) Number of ships which onboard crewmembers were helped in resolving complaints: 2

(2) Int'l protest in front of Dowa Line's headquarters

On Sept. 11, 81 union members, who represent the three Japanese seafarer and port worker unions; similar U.S., Canadian, and Hong Kong organizations; and the ITF held a protest in front of Dowa Line's head office.

A total of 53 documents were sent to the shipping companies from ITF-affiliated labor unions worldwide, clearly indicating that the federation is determined not to allow unfair competition.

Arrest of Chinese seamen sparks debate

The treatment of two Chinese seafarers arrested in the wake of Full City grounding amounts to "the worst case of seafarer victimization since the *Hebei Spirit*," according to maritime unions and international shipmanagers' group Intermanager.

In a strongly worded joint statement released on Oct. 13, the International Transport Workers' Federation (ITF), Intermanager and a trio of Norwegian seafarers' unions condemned the Norwegian authorities' handling of the affair as "legally and moral-

ly indefensible."

ITF General Secretary David Cockcroft described the criminalization of seafarers as "one of the ugliest developments in shipping," adding, "sadly, it appears that once again we are looking at a knee-jerk response to an incident which, more sadly still, is happening in the country where you would least expect it."

The joint statement marks the beginning of what may be another concerted industry effort on behalf of two seafarers who it believes are being treated unjust-

ly.

At the same time, the signatures of the International Association of Independent Tanker Owners (Intertanko) and more significantly the Baltic and International Maritime Council (BIMCO), major forces in the *Hebei Spirit* campaign, were notably absent from the latest statement.

The two seafarers have been detained in Norway since July, when the 26,800-dwt bulk carrier grounded after dragging its anchor in a strong storm. Police

in Telemark claim that 300 cubic meters of oil subsequently spilled from the vessel's bunker tanks, and prosecutors have filed criminal charges of gross negligence against them.

Meanwhile, an appeals court in Norway overturned a district court decision handing the men back their passports. The court cited fears that the men would leave the country and not return to face their day in court, a decision backed by Norwegian Secretary of State for Shipping Rikke Lind. (Source: *Lloyd's List*)

Pirate attacks becoming more violent

Pirate attacks against merchant shipping are becoming more frequent and more likely to involve guns, the International Maritime Bureau (IMB) recently warned.

The IMB's Piracy Reporting Centre reported 306 piracy incidents in the first nine months of this year, up from the 293 in the same period last year. The number of incidents in which guns were used rose more than 200 percent.

The increases in pirate attacks were directly attributed to piracy off Somalia, where 47 incidents were reported, an increase from the dozen in the same period of the previous year. Also, 100 incidents were reported in the Gulf of Aden, up from 51 last year.

Still, the third quarter of 2009 saw fewer attacks compared with the year-earlier quarter, which the IMB attributed to the monsoon season. Rough seas with waves above three meters are very dangerous to pirates in small skiffs.

Somali pirates hijacked 32 vessels in the first nine months of this year, with 533 crewmembers taken hostage, and a total of 85 vessels fired upon.

As of Sept. 30, four vessels – with more than 80 crewmembers held hostage – were still under negotiation. (Source: *Fairplay*)

Maersk Line to lay off 170 seafarers

Maersk Line is to replace 170 of its 800 Danish seafarers with less costly Asian crew, but the company stressed it is seeking voluntary layoffs through a generous package rather than redundancies.

The layoffs will "save on labor costs by employing from Asia," a spokesman at the Copenhagen head office said. Maersk has been hit hard by falling freight rates and in August it posted a loss of US\$580 million for the first half of the year.

The Copenhagen Post quoted the Danish Maritime Officers Association as saying the redundancies marked "a dark day for Danish shipping."

However, Denmark's economic affairs minister Lene Espersen hailed Maersk's move as a positive step forward, saying it made "common sense," according to the report. "The key here is that it's gradual," Maersk's representative said to *Fairplay*. (Source: *Fairplay*)

Arctic route saves 5,550 km for Far East ships

Beluga Shipping completed the first commercial transit from Asia to Europe through the Arctic ocean north of Russia, saving about 3,000 nautical miles (5,550 kilometers) by sending two multipurpose heavy-lift carriers through the Northeast Passage during August and September.

Beluga Fraternity and *Beluga Foresight* delivered various heavy-lift modules from Ulsan, South Korea, straight to Novyy Port/Yamburg at the River Ob in Siberia, exited the so called "Northern Sea Route" by passing Nowaya Semlja, and took on the hook-up project by loading steel pipes in Archangelsk and delivering them to Nigeria.

The route is now open for a short time in summer owing to global warming and melting ice. It cuts about 3,000 miles from the 11,000-mile-long traditional journey through the Suez Canal and the Gulf of Aden.

"By using the Northern Sea Route we could reduce the bunker con-

sumption of the used low-sulphur Intermediate Fuel Oil 380 by roughly 200 tons in total per vessel," said Niels Stolberg, president and CEO of Beluga Shipping GmbH.

"This resulted in financial savings of about US\$100,000 alone for bunker costs with Beluga F-class vessels, plus \$20,000 daily for each day traveling the Northeast Passage shortens the usual voyage time.

"All in all, about \$300,000 per vessel was saved by transiting the formerly ice packed route along the North Russian shore through the Bering Sea, the Bering Strait, the Laptev Sea, the Vilikizki Strait and the Kara Sea instead of taking the long way round," Stolberg said.

As a positive side effect, he said that environmentally harmful emissions were significantly reduced. "We can use the Northeast Passage only because of the effects of global warming, yet by doing so we reduce the bunker consumption and cut down emissions. With regard to the global carbon dioxide balance this is a beneficial

achievement."

No other foreign merchant vessels had formerly sailed this sea route, nor has any been allowed to try by the Russian government.

The Russian ice-breaker fleet keeps the passage navigable when required, which has been necessary for decades as sailing through the Northeast Passage without ice-breaker assistance had never been practical.

In 2007 and 2008, reports suggested that regular shipping through this inhospitable area could become reality. Satellite pictures revealed that melting ice during summer opened the way.

As such, Stolberg thought that transiting the Northeast Passage could be an innovative approach of making shipping more efficient by following the direct seaway between Europe and Asia. At the same time, it would create access to an economic area in Siberia that bears enormous trade potentials, yet seemed locked for so long. (Source: *Supply Chain Standard*)

U.S. bill to provide immunity to seafarers who kill pirates during line of duty

Proposed legislation introduced in the U.S. House of Representatives will give U.S. mariners immunity from criminal prosecution for harming or killing a pirate while defending his or her ship.

The law would guarantee such immunity in a U.S. court, but would provide no protection to an American mariner brought before a foreign court on a similar charge. The proposed law also does not address the issue of taking arms on board.

That issue will continue to be governed by the welter of U.S.

laws relating to arms exports, personal use, and customs. Nevertheless, the provision is being seen in the United States as a step toward safeguarding the rights of seafarers.

The provision, originally introduced in June as a standalone law by Congressman Frank LoBiondo, R-N.J., has now been subsumed into the U.S. Coast Guard (USCG) Authorization Act of 2010, which was introduced in the House.

The bill must be voted upon in the House, while the Senate would pass its own bill. The

LoBiondo provision must then survive the conference committee process, where the two versions are melded together for the president to sign into law.

LoBiondo's original proposal came two months after piracy incidents involving the U.S.-flagged *Maersk Alabama* and *Liberty Sun*.

Calls for firearms on ships were fueled by Philip Shapiro, chief executive of Liberty Sun operator Liberty Maritime Corp, who told Congress that a U.S. statute dating back to 1819 that "makes it clear that all U.S.-flag

ships have the right to self-defense" had been neutered by current laws.

However, the LoBiondo provision does not address this concern. The draft states the following: "An owner, operator, time charterer, master, or mariner who uses force, or authorizes the use of force, to defend a vessel of the United States against an act of piracy shall not be liable for any injury or death caused by such force to any person participating in the act of piracy."

Dennis Bryant, a U.S. maritime regulatory consultant, said the

USCG Authorization Act, even if enacted in its present shape, would not make it any easier to take arms on board.

It would also not dissuade the rest of the world from arresting a U.S. mariner for a death caused in purported self-defense, but which could be construed as killing an innocent foreign citizen.

Meanwhile, the LoBiondo provision has an element that would require the USCG to work with the International Maritime Organisation (IMO) to encourage other nations to introduce similar laws of their own.

Pirate error ends with five captured in French refueling ship

Somali pirates on two skiffs fired on a French naval vessel on Oct. 7 after apparently mistaking it for a commercial boat, the French military said. The ship gave chase and captured five suspected pirates.

No one was wounded by the volleys from the Kalashnikov rifles directed at *La Somme*, a 3,800-ton refueling ship, according to French military spokesman Rear Adm.

Christophe Prazuck.

La Somme "was probably taken for a commercial ship by the two small skiffs" about 250 nautical miles off Somalia's coast.

"They understood their mistake too late," he said. One skiff fled, and *La Somme* pursued the second one in an hour-long chase. "There were five suspected pirates on board. No arms, no water, no food," Prazuck said.

France is a key member of the European Union's naval mission Operation Atalanta, fighting Somali pirates in the Gulf of Aden. It has aggressively tracked and caught suspected pirates and handed over at least 22 to Kenya.

An additional 15 suspects were brought to France for prosecution after allegedly seizing boats belonging to French nationals. (Source: *The Associated Press*)

Marine physician Torleiv Kvalvik has warned that increasingly overweight crewmembers could pose a serious safety risk at sea.

Speaking at a conference in Haugesund in September, the doctor said overweight seafarers would struggle to don survival suits and could pose a problem for rescue workers, according to the *Scandinavian Shipping Gazette*.

Kvalvik said that since 1965, the

percentage of Norwegians with a body mass index (BMI) of more than 35 had steadily increased. As a BMI of 30 is regarded as obese, those with a BMI over 35 could have their health certificates withdrawn, which would make it more difficult for them to get jobs.

The Norwegian Maritime Directorate is also currently revising the health regulations for seafarers. (Source: *Tradewinds Today*)

Overweight seafarers pose safety risk

How to cure a hangover in 10 easy steps

Believe it or not, hangover relief actually starts the night before.

Overdoing it with alcohol causes dehydration and vitamin deficiencies. With this in mind, plan your night well, take care of yourself in the morning and gain some relief from the unwanted hangover.

If you've had a rough night, read these instructions for some relief. Here are the things you will need: vitamin B complex, water, a sports drink, carbohydrates, and vitamin C.

Instructions

Step 1: Before you start consuming alcohol, ensure that you have a good meal in your stomach. Carbohydrates such as pasta or bread help absorb the alcohol in your stomach to slow the rate at which it enters your bloodstream.

Vitamins, water, sports drink, and carbohydrates are essential

Step 2: Avoid energy drinks, coffee or anything else that contains caffeine in it. Caffeine will dehydrate your body, contributing to a potential hangover.

Step 3: Be careful about eating too much sugar before and while you drink. One cause of the terrible headache hangover is the sugar hangover, as alcohol spikes your blood sugar levels.

Think about how you would feel the morning after you ate five to 10 candy bars before you went to bed. Alcohol has a similar effect on your body plus other negative effects as well.

Step 4: When you start drinking make sure you are hydrated and

make sure you stay hydrated all night by drinking water. You want about one cup of water for each alcoholic drink.

If you forget to drink water while you are drinking, then drink as much water as you can before you go to bed. If you drink beer all night, you may think you are hydrated because of the amount of liquid entering your system, but you will not stay hydrated unless you also drink water.

Step 5: Take vitamin B and vitamin C before you start drinking. Also, take an extra pill in the morning as well, after you eat something. Do not try to take the pills on an empty stomach while you have a hangover as this may induce vomiting.

Step 6: Start with cocktails and finish with beer, or better yet, try not to mix different types of alcohol. But if you must, remember, "beer before liquor never been sicker, liquor before beer you're in the clear." Sticking to beer will likely minimize a hangover as cocktails tend to disguise the amount of alcohol in a drink, leaving you guessing why you can't stand up after only three rum and cokes.

Step 7: Keep track of your drinks – one 12-ounce beer typically equals 1.5 ounces of 80-proof spirits and 5 ounces of wine.

Step 8: Drink light-colored alcohol, such as white wine instead of red wine. Stay away from the darker

spirits such as whiskey, as darker alcohol has more impurities that contribute to headaches.

Step 9: The next morning, drink a lot of water and eat carbohydrates such as pasta or crackers. Plain carbohydrates such as white pasta or crackers should be easier on your stomach. Also, drink a sports drink or eat an orange to raise your blood sugar levels and replenish your electrolytes.

Take more vitamin C and vitamin B, and go back to sleep for one or two hours. Then, drink more water and try to eat some protein when you wake up. Also, remember to promise yourself that you will never get that drunk again.

Step 10: Time will cure all hangovers and if all else fails, you just have to wait for the headache to go away.

VOICES from SEAFARERS



Crew of **ATLANTIC ERICA** with JSU Union Officer B. Jaboli and AMOSUP L/O R. Rodriguez

Most of our families live in Davao City, the Philippines and we are so happy with the construction of the AMOSUP hospital and the JSU/AMOSUP Multipurpose Center in the city. Thank you so much JSU and AMOSUP!

Capt. Renato B. De Castro and C/O Rustom R. Bul-anon of **AZUL CHALLENGE**

Thank you to the JSU for visiting us and for the welfare goods that were distributed to us. We hope that you continue doing this.

Crew of **CORAL SAPPHIRE**

The facilities for the seafarers being funded by the JSU in the Philippines and other countries is very important for our welfare. Thanks for the shipping updates.



Capt. Manuel M. Pitahin, officers and crew of **ENERGY PYXIS**

We salute the work and aim of the JSU in providing benefits for its members, and hope that it continues the solid support to its members, not only Filipinos but all nationalities.



Capt. Rolando S. Adzuara and crew of **BRAVERY ACE**

We welcome the regular ship visitations by the JSU union officers. Communication between the union and the seafarers is very important.

Crew of **MOL PARAMOUNT**

We members appreciate the union's effort of objecting to companies' proposal of cutting our wages. We also thank our company for continuing to provide us with employment.

Crew of **MEDI GENOVA**

We finally understand the importance of being union members. Please continue the activities for the benefit of other members.

JOKE CORNER

Able-bodied Drinker

The captain walks into the crew mess room during a party and says, "I'll give \$500 to anybody in here who can drink 10 shots of whiskey back-to-back." The mess room goes quiet and no one takes up the captain's offer.

One able-bodied seaman leaves. Thirty minutes later he returns and asks the captain, "Is your bet still good?"

The captain says yes and asks the messman to line up 10 shots of whiskey. Immediately, the seaman tears into all 10 shots of whiskey back-to-back.

Crewmembers cheer as the captain sits in amazement. The captain gives the able-bodied seaman the \$500 and says, "If you don't mind me asking, where did you go for that 30 minutes?"

The able-bodied seaman replies, "Oh, I had to go to my cabin to see if I could do it first."

Submitted by Hero

It is thus, if there is any rule, that we ought to die – neither as a victim nor as a fanatic, but as the seafarer who can greet with an equal eye the deep that he is entering, and the shore that he must leave.

– E.M. Forster –

EPA proposes rule to control emissions

To outlaw production, sale of marine fuel with sulfur content over 0.1% in U.S. ECA after 2014

The U.S. Environmental Protection Agency (EPA) recently issued its proposed rule to control emissions off U.S. shores, raising new questions on the potential use of scrubbers.

The EPA has proposed outlawing production and sale of marine fuel with sulfur content over 0.1 percent for use in the U.S. Emission Control Area (ECA) after 2014.

Restrictions would cover both domestically produced fuel and imports, mandating that "fuel used in the ECA, including fuel purchased in another country but used with the U.S. ECA, meet the 0.1 percent sulfur limit."

The EPA rule specifically provides for the use of exhaust scrubbers as an alternative to low-sulfur fuel. However, a shipping source

speaking to *Fairplay* warned that scrubber use in the United States could be unfeasible due to the EPA's fuel restrictions. He noted that if fuel with over 0.1 percent sulfur cannot be sold for use within the U.S. ECA, this defeats the purpose of purchasing a scrubber.

Another controversial aspect of the proposed rule is the threat of unilateral action if America's joint

ECA proposal with Canada runs into delays at the International Maritime Organisation (IMO).

"If the proposed amendment is not adopted in a timely manner, we intend to take supplemental action to control harmful emissions from vessels that affect U.S. air quality," the EPA said regarding the proposal. (Source: *Fairplay*)

India advises naval escort off Somali coast

The Indian Shipping Ministry warned of terrorist-related pirate attacks in the Gulf of Aden and along the Somali coast, advising Indian ships not to transit threatened areas without naval escort.

The ministry issued a security advisory for Indian-flagged vessels, crews, all shipowners and agents in the wake of reports that Indian vessels and seafarers could be susceptible to attacks by terrorist groups such as al-Qaeda.

"All Indian ships and ships with Indian crewmembers are not to transit the piracy affected areas without the Indian navy escort services," the ministry said. The ministry specifically called on India-flagged vessels to seek convoy protection while transiting through the region.

The Gulf of Aden is a crucial shipping channel for merchant vessels passing to and from the Suez Canal. An increasing number of pirate attacks in recent months have prompted several countries to deploy naval forces around the pirate-infested areas.

Many major carriers, including the state-owned Shipping Corp. of India, earlier imposed an emergency surcharge, ranging between US\$25 and \$50 per TEU, on shipments moving through the Gulf, in a bid to cover increased insurance premiums and other costs. (Source: *Journal Of Commerce*)



Program offers discounts, incentives for ships that cause less atmospheric pollution.

Ports of LA, LB to further reward 'greener' vessels

The Port of Los Angeles began further rewarding ships that cause less atmospheric pollution from the start of this month.

Under the program, there is a 30 percent discount on the first day's port dues for vessels steaming at a maximum of 12 knots within 40 nautical miles (about 74 kilometers) of the shore. There is

already a 15 percent reduction for vessels slow steaming within 20 miles of the shore.

Long Beach's port is also encouraging clean air. It offers a 15 percent discount for entire vessel stays in the port for slow steaming within 20 miles of the port and a 20 percent reduction for slowing down within a 40-mile radius.

These ports report that speed reductions have reduced nitrogen oxide (NOx) and diesel soot emissions by at least 10 percent.

It is expected that the Los Angeles offer will be especially attractive to container-ship operators, whose vessels rarely spend more than 24 hours in port. (Source: *Fairplay*)

Greek master gets 10-month prison term on pollution charges

The master of the bulk carrier *Theotokos* was sentenced to 10 months in prison for obstruction of justice and pollution charges by a U.S. court in October.

Six months of the sentence will be served in jail, followed by four months at a community confinement facility, according to the ruling. And after release, Panagiotis Lekkas will be banned from U.S. waters for three years.

Theotokos was inspected in New Orleans last year and was found to have fuel leaks into its ballast tanks and ballast water leaks into its rudder stem, which the crew and the owner, Polembros Shipping, were said to have been aware of.

Polembros Shipping pleaded guilty in September, and under the terms of the company's plea bargain could face a US\$2.7 million fine and a three-year ban for its 20 ships from U.S. waters.

"This sentence, including the three year ban from U.S. territorial water, sends the message to ship crewmembers and captains that violating environmental and ship safety laws will have consequences," said John Cruden of the U.S. Justice Department. "We are serious and we will continue to prosecute these cases and seek sentences that appropriately punish the crime." (Source: *Maritime Global Net*)

Indian ministry proposes keeping rust-bucket ships out of its ports

But 35 percent of ships calling would fail criteria

Ships more than 25 years old should not be allowed to enter Indian ports unless otherwise approved by relevant authorities, according to a proposal by a committee formed by India's Shipping Ministry.

At the same time, the committee raised concerns that an estimated 35 percent of ships calling at Indian ports were more than 25 years old.

Recent accidents, including the sinking of *Black Rose* off Paradip port with a cargo of iron ore, have involved older vessels. The

committee also highlighted problems linked to the documentation of ships and cargoes, another issue that was brought into focus by the sinking of *Black Rose*.

The committee favored pre-loading and post-loading inspections of cargoes and ships to ensure safety. However, the initial findings from the committee were not final recommendations.

The committee members included the chairman of Visakhapatnam Port Trust, the chairman of New Mangalore Port Trust, chairman of National Shipping Board and the deputy chairman of Paradip Port Trust. (Source: *Shiptalk*)

Norway's heavy oil carriage plan clarified

Norway's plan to extend its sulfur emissions control area will minimize – not prohibit – the use of heavy fuel oil despite comments made by a government official.

"Carriage of heavy oil will still be allowed," Nora Sorensen, representing the Trade & Industry Ministry, told *Fairplay* from Oslo.

Her clarification that heavy oil will be reduced rather than barred altogether followed comments made by Secretary of State for Trade Rikke Lind, who proposed that the emissions area be extended in reaction to the Full City oil spill off Norway's coast.

Sorensen added that Norway would also look at measures to phase out the use of heavy fuel oil in the Arctic and would push for "enhanced focus" on "better and more specific" requirements for fuel oil quality. (Source: *NewsLink*)

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