



JSU President Yoji Fujisawa (third from left) joins special guests in cutting the ribbon at the opening of the JSU-AMOSUP Maritime Museum and Sports Complex on April 16, 2012 in Manila.

JSU, AMOSUP open new museum, sports complex

Over 220 guests from mostly Japan and the Philippines, including government officials and labor leaders of their respective seafaring communities, celebrated the opening on April 16, 2012 of the JSU-AMOSUP Maritime Museum and Sports Complex, which was built to support the welfare activities of non-domiciled special members.

The opening of the facility heralded a new chapter toward strengthening ties and furthering growth between the Japanese and Filipino seafarer communities.

The All Japan Seamen's Union (JSU) sent President Yoji Fujisawa, General Director Yasumi Morita of the International Affairs Bureau, Director Hiroyuki Watanabe of the International Transport Workers' Federation (ITF) Policy Section and Manager Masahiro Kondo of the Ma-

nila Branch. Special guests of the two governments included the Consul General of Japan and from the Philippines, Vice-President Jejomar C. Binay, the secretary of labor and employment and others from Malacangang. Also present at the ceremony were executives of the International Mariners Management Association of Japan (IMMAJ) and major shipping companies, employees of Philippine-Japan Manning Consultative Council (PJMCC)-affiliated carriers and local seafarers.

Prior to the opening ceremony, Mass was held to pray for the smooth operation of the Maritime Museum and Sports Complex. Members of the JSU, the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), the IMMAJ, the PJMCC and the JSU-AMOSUP Mariners' Home, a welfare facility developed jointly by the JSU and the AMOSUP, all attended the ser-

vice.

To start off the celebration, JSU President Fujisawa and AMOSUP President Conrad Oca each gave an opening speech emphasizing that the purpose of the Maritime Museum was to inform visitors of the history of friendship between the Japanese and Filipino seafarer communities. They were confident that the new facility would be used by many people and contribute to improving the welfare of local mariners. Both speakers expressed their hope that the partnership and cooperation between Japan and the Philippines would continue to strengthen.

Vice-President Binay stressed the important role that Filipino seafarers play in the Philippine economy. He said that Manila would continue to provide as much support as possible to secure their high level, including the provision of seafarer training.

Organizers called the open-

ing ceremony a success.

The JSU-AMOSUP Maritime Museum and Sports Complex houses a museum to introduce visitors to the history of friendship between the Japanese and Filipino seafarer communities, and a swimming pool and a gymnasium, sporting facilities that are available for use by seafarers and their families.

The Maritime Museum, which occupies all of the second floor, has on display historical documents that were instrumental in strengthening the ties between the Japanese and Filipino seafarer communities as well as models of bulk carriers and containerships operated by Japanese shipping companies. A statue of the late AMOSUP President Gregorio S. Oca, his favorite chair and other personal belongings are also on display to laud the achievements of the man who helped build the friendship between Japan and the Philippines.

PSC to crack down on ships' fire safety

Port state control agencies in 43 countries are to crack down on ships' compliance with international fire safety requirements. Countries covered by the Paris and Tokyo MOUs are to launch a joint Concentrated Inspection Campaign (CIC) with the purpose of ensuring compliance with SOLAS Chapter II-2/ Construction — fire protection, fire detection and fire extinction arrangements on board ships.

The inspection campaign will be held for three months, from Sept. 1, 2012 through Nov. 30, 2012.

The CIC will mean that, during a regular port state control inspection under regional ship selection criteria, fire safety arrangements, maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarization.

PSCOs will use a questionnaire listing the items to be covered during the concentrated inspection. When deficiencies are found, actions may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

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

The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO. Other MOUs may also carry out a CIC on the same topic during this period.

The inspectors will ask, among other questions:

- Does the Fire Control Plan meet the requirements?
- Do the fire fighters' outfits including personal equipment comply with the requirements?
- Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?
- Are the portable extinguishers ready for use in locations as per the fire plan?
- Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?

RP agrees to sea pollution convention

The Philippines has formally acceded to the 1996 Protocol to the 1972 Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, otherwise known as the London Convention.

In a report to the Department of Foreign Affairs (DFA), the Philippine Embassy in London deposited with the International Maritime Organization (IMO) the original Instrument of Accession signed by President Benigno S. Aquino III in a simple ceremony held recently at the organization's headquarters in London.

The 1996 Protocol shall be binding on the Philippines effective on June 8, 2012, or 30 days after the deposit of the Instrument of Accession with the IMO.

"With its accession to the 1996 Protocol, the Philippines will now be able to cast its vote in the ongoing discussions in the IMO concerning ocean fertilization and carbon dioxide sequestration in the seabed," Philippine Ambassador to the

United Kingdom Enrique Manalo said.

"These two novel developments have consequential impact on the marine environment and we are thoroughly studying the effect these will have on our marine resources," Manalo added.

The London Convention, one of the first international conventions for the protection of the marine environment from human activities, came into force on August 30, 1975. Since 1977, it has been administered by the IMO.

The London Convention contributes to the international control and prevention of marine pollution by prohibiting the dumping of certain hazardous materials. In addition, a special permit is required prior to dumping of a number of other identified materials and a general permit for other wastes or matter.

"Dumping" has been defined as the deliberate disposal at sea of wastes or other matter from vessels, aircraft, platforms or other man-made structures, as

well as the deliberate disposal of these vessels or platforms themselves.

Amendments adopted in 1993 (which entered into force in 1994) banned the dumping into sea of low-level radioactive wastes. In addition, the amendments phased out the dumping of industrial wastes by Dec. 31, 1995 and banned the incineration at sea of industrial wastes.

In 1996, Parties adopted a Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (known as the London Protocol) which entered into force in 2006.

The Protocol, which is meant to eventually replace the 1972 Convention, represents a major change of approach to the question of how to regulate the use of the sea as a depository for waste materials. Rather than stating which materials may not be dumped, it prohibits all dumping, except for possibly acceptable wastes. (Source: *Shiptalk*)

Ocean garbage impacting sea life

An increase in plastic debris floating in a zone between Hawaii and California is changing the environment of at least one marine critter, scientists reported.

Over the past four decades, the amount of broken-down plastic has grown significantly in a region dubbed the "Great Pacific Garbage Patch". Most of the plastic pieces are the size of a fingernail.

During a seagoing expedition, researchers from the Scripps Institution of Oceanography found that a marine insect that skims the ocean surface is laying its eggs on top of plastic bits instead of natural flotsam like wood and seashells.

Though plastic debris is giving the insects places to lay eggs, scientists are concerned about the manmade material establishing a role in their habitat. (Source: *ABC News*)

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- Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?
- Is there a maintenance plan onboard to show that fire protection systems and fire-fighting systems and appliances (as appropriate) have been properly tested and inspected?
- Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?
- Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?
- Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?
- Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?
- Is the Emergency Fire pump, capable of producing at least two jets of water?
- Was the ship detained as a result of the CIC? (Source: *MarineLog*)

Concerns raised over Guardcon effectiveness

Following comments at the Tradewinds Marine Risk Forum, held in London on May 9-10, 2012, *Lloyd's List* has reported industry concern that Clause 12 of Bimco's much-discussed standard contract Guardcon "doesn't work".

The clause sets out the insurance requirements for private maritime security companies but also stipulates that the use of fire-arms or security equipment while on board must not invalidate that insurance.

Panel members at the event were asked how insurers can be expected to cover what could be perceived as an unlawful act in certain jurisdictions and circumstances.

Ince partner Stephen Askins said the problem had been the "elephant in the room" while Guardcon was being written

in consultation with several liability underwriters and said that it had been recognised as a difficulty.

"This may be something we have to discuss further. Until it is tested we can't be sure," Askins said.

Sources in the insurance industry have also warned that shipowners are potentially being exposed to significant losses if PMSCs fail to secure adequate insurance provision in the first place. According to some insurers, many PMSCs still have fragmented insurance cover that does not comply with Guardcon.

Guardcon launched in March, partly to counter previously inadequate insurance arrangements.

Clause 12 states that PMSCs need

employer's liability, third-party cover for personal injury and death with a limit of \$5m, property damage and other loss, professional indemnity insurance and personal accident insurance for each armed guard in a sum not less than US\$250,000 per person.

Insurers are concerned that despite the introduction of Guardcon, discussions with clients and insurers reveal that many PMSCs still have major gaps in their insurance policies.

Adequate insurance provision is now a key component in contract negotiations between shipowners and prospective security suppliers. As the industry evolves, more PMSCs will begin to fail audits, struggle to win business, or face lawsuits for under-insurance. (Source: *Shiptalk*)

Philippine lawmaker paves way for Filipino seafarers' 'bill of rights'

A Philippine politician has filed a "Magna Carta for Filipino Seafarers", the document includes, among other lofty provisions, a comprehensive definition of their employment and economic rights and mandates 15 government agencies to actively promote, professionalize and prepare the seafarers for the 21st century maritime industry.

The "Angara bill" lists 17 items on the rights of seafarers alone, seeks best business practices acts from foreign ship owners recruiting Filipino merchant marine officers and urges all stakeholders to adopt all the international conventions and standards on seafarers' welfare, especially those on compensation and wages.

The bill also seeks to rein in the fees and the cumbersome procedures that merchant marine officers face when seeking employment or re-deployment, mostly from government agencies and local placement companies.

The context for filing the Magna Carta, Angara said, are two realities: The huge economic contribution of the seafarers on one hand and the glaring failure of the existing labor laws and legislation to safeguards their specific, sectoral interests on the other hand. In 2009, Angara said, Filipino seamen remitted \$3.4 billion or 20 percent of total remittances for that year. Angara said labor laws and social legislation, including the Overseas

Filipinos and Migrant Workers Act, are focused on land-based workers and the merchant marine workers with specific needs are hardly recognized.

"Special laws must be crafted explicitly for the benefit of Filipino seafarers as their circumstances are unique from either the OFWs or the mainstream labor force," Angara said in the explanatory note of House Bill No. 566. Among those in the 17 items under seafarers rights are just compensation and the right to work under humane conditions. Included are the right to self-organization and collective bargaining, the right to legal representation, the right to repatriation and the right against discrimination. The right not to be charged in cases of pollution and ship accidents is also covered, as is the right to speeding processing of papers and claims.

On the role of government agencies, the Angara bill tasks the Department of Foreign Affairs (DFA) to expand its traditional role of repatriating trapped or stranded seamen and helping those in distress. The Magna Carta mandates the DFA to encourage other countries in ratifying the MLC of 2006, the international convention that provides for comprehensive protection of seafarers across the globe. The DFA, according to the bill, shall endeavor to promote uniform occupational safety and health protection

rules across countries and ensure that Filipino seafarers are paid the minimum wage or above based on accepted international standards. In cases of pay disputes, the DFA is asked to provide legal assistance to Filipino seafarers. The Department of Labor and Employment is tasked with making sure that minimum wages accepted internationally are applied on Filipinos working on board overseas ships. It is also directed to put up a data base on Filipino seafarers under an integrated documentation scheme. The Commission on Higher Education (Ched), the Tesda and the Maritime Training Council, are under the bill, in charge of maritime training and education, from upgrading the curriculum to upgrading the quality and navigational tools of maritime schools and training centers. The bill aims to develop a huge pool of 21st century seafarers fully skilled to work aboard modern-generation merchant marine ships. The Ched, in coordination with the School of Labor and Industrial Relations at UP, shall put up an interdisciplinary research and resource center on seafarers and maritime affairs. The Philippine Overseas Employment Administration (POEA) is, under the bill, tasked with processing and approving employment contracts and seeing to it that the terms are in line with the MLC of 2006 and the provisions in

the draft Magna Carta. It is also tasked with undertaking pre-employment and pre-departure orientations free of charge and prepare the programs for the effective use of the seafarers' welfare fund.

The bill limits the expenses to be shouldered by seamen-applicants to their personal documents such as passport and seaman's book and medical certifications. The other costs such as the visa requirement shall be paid by the ship principals. Illegal fees are reimbursable as are the fees and charges paid by the applicant in cases of non-deployment.

The bill seeks to remove all "duplicative documentations" that have been a great burden to seafarers seeking employment or merely renewing their legal papers. Manning agencies are tasked with informing the seafarers they recruit with the details of their contracts and work employment, while making sure that they are paid according to the MLC of 2006 and Philippine labor laws.

They are prohibited from altering the employment contracts approved and processed by the POEA. The bill also seeks the strengthening of the Legal Assistance Fund for distressed seafarers. It seeks the implementation of a comprehensive, adequately-funded retraining and re-integration program for unemployed seamen and those who return home for good. (Source: *Shiptalk*)

STOP maritime distress in the fog!

Many collisions occur during dense fog season from May to August

Many collision cases involving casualties occur along the Japanese coast nationwide in restricted visibility in the dense fog season from spring to summer. We analyzed the past 13 collision cases in total loss (period between 1998 to 2008, visibility of less than 1000 m, ship size of more than 199 gt) in our 3rd Region and found the following particulars common to such cases.

During dense fog season, please observe the following basic matters and traffic rules stipulated in laws & regulations for safe navigation. For safe navigation in restricted

- visibility:
1. Obtain weather information in advance and make a navigational plan with time to spare.
 2. Pay careful attention to the situation around your ship at night.
 3. Keep a proper look-out according to the situation around your ship by using RADAR, AIS, etc. Allocate additional watchmen depending on the situation.
 4. Proceed at a safe speed depending on the situation.
 5. Take appropriate actions to avoid collision until other ships

- have receded into the far distance.
6. Make sure that duty officers report to their master as the visibility gets restricted around the ship.
 7. Make use of fog information provided by Japan Coast Guard by means of VHF, MICS, etc.
- The 3rd Regional JCG HQs calls attention to ship masters and crew to prevent maritime incidents through short courses and ship visits for prevention of incidents. Fog information is also available from JCG.



For safe navigation in restricted visibility, use the proper equipment for the situation.

For inquiries: Navigation Safety Division, Maritime Traffic Department, The 3rd Regional Japan Coast Guard HQs, 5-57 Kitanaka Street, Naka Ward, Yokohama City, Kanagawa Prefecture, Japan 231-8818 Telephone No.: (045) 211-1118

VOICES from SEAFARERS



Officers, crew of CAPE ORCHID
We're glad for the long-lasting support from the JSU and hope that it will continue to negotiate for broadband connection onboard.



Officers, crew of SHIN KOHO
We support JSU's regular visit every time we're in Japan's ports and hope that they will continue in order to update us on the latest information.



C/E Samuel B. Garcia, crew of MONA LINDEN
We appreciate the JSU Filipino staff visit to our ship and will continue supporting the union in improving the welfare and benefits for all non-domiciled special members.



Capt. Marlon M. Malong, crew of BREEZE ISLAND
Thanks to the JSU staff who visited our ship and discussed union activities to all non-domiciled special members. We hope the JSU will continue providing us with the latest information and updated maritime news.



Capt. Manolo R. Arciaga, crew of BRILLIANT JUPITER
We are happy for the JSU's efforts in negotiating the implementation of broadband internet connection onboard JSU member vessels. More power to the JSU.



Capt. Josefino E. Galves, crew of TSUNOMINE
Many thanks to the JSU for the welfare goods we received. We propose that the JSU continues negotiating for the implementation of internet access onboard.



Officers, crew of M/V KOHFUKUSAN
We are pleased by the visit by Filipino JSU staff and to find out about the latest information regarding union activities for all members. Thanks for visiting us; and more power.



Capt. Geobert T. Tresico, C/E Alfredo D. Elvambuena, crew of ROYAL INNOVATION
Thank you JSU staff for visiting us, and hope the union will continue providing updated news and information regarding the shipping industry.



Capt. Henry M. Tejado, crew of PACIFIC ISLANDER II
We are very thankful for JSU's visits, during which time we can bring up all our problems and grievances. Our profound gratitude for your help.

US to implement ECA from Aug. 1

Operators are reminded that the North American Emissions Control Area (ECA) will enter into force on Aug. 1, 2012.

While the U.S. will enforce the regulation from day one, Canada has announced that they will delay its implementation. The date for Canada is anticipated to be sometime in November 2012, thanks in part to the slower

bureaucratic process required for such an implementation.

The North American ECA includes areas around Hawaii Islands but does not include the US Caribbean ECA, which will come into force on Jan. 1, 2014. Details on the North American ECA can be seen in IMO Circular MEPC.1/Circ.723

Operators are strongly advised to plan in advance so that ships entering, or happen to be inside,

the defined ECA waters have a fuel onboard with a sulphur content of a maximum of 1.00 percent by weight, and that they start using it as of Aug. 1, 2012.

Care should also be taken given that ships going to U.S. ports on the Great Lakes would probably be expected to use compliant ECA fuel all the way into the ECA waters, even though these might be partially Canadian waters. (*Source: Intertanko*)

‘Rena’ officers jailed over Kiwi oil spill

The Filipino captain and navigation officer of the Greek-owned *Rena*, which grounded on a reef off New Zealand on Oct. 5, 2011 causing the worst maritime environmental disaster in the country, have been jailed for seven months each for their role in the container ship’s oil spillage.

Capt. Mauro Balomaga and

navigation officer Leonil Relon were found guilty of operating a vessel in a manner likely to cause danger, and of altering ship documents.

Maritime New Zealand said the two senior officers had breached basic principles of safe navigation. A Transport Accident Investigation Commission interim report suggested that *Rena*

took several shortcuts before it hit the reef.

Rena’s owner, Greece based Diana Shipping Co., has also been charged with the discharge of harmful substances in the coastal marine area and faces a maximum fine of NZ\$600,000 and \$10,000 for every day the offense continues. (*Source: ITF Seafarers*)

Japan owners leaning toward armed guards

Japan’s shipowners are lobbying their government to lift the ban on armed guards for locally flagged ships.

Speaking at the Sea Japan conference today, Japanese Shipowners Association president Akimitsu Ashida said more of his compatriot shipowners are registering tonnage under flags of convenience that permit armed guards. “Piracy in Somalia is a problem as many ships pass through the Gulf of Aden,” he pointed out. “But the Japanese government still does not allow Japan-flagged ships to have armed guards so shipowners have to think of other ways to protect themselves. What is the point of having laws when these laws do not protect our people and our assets?”

IHS Fairplay’s Sea-Web database shows 5,795 ships registered under Japan’s flag, while there are over 3,000 Japanese-owned vessels registered under other flags, even though Japan’s tonnage tax is a mere 4%.

Ashida, a former president of Japan’s top shipping company MOL, said that Japanese shipowners are already employing armed guards on foreign-flagged vessels as they are very worried about being attacked while others have resorted to diverting to avoid sailing through pirate-infested waters.

In March 2011, JSA requested Japan’s transport ministry to allow armed guards on cargo ships on the grounds that they “will be needed when the Japanese ships are threatened when they pass the Persian Gulf.” However, the government is not keen on revising the law, claiming that Japanese are opposed to the armament of private citizens. (*Source: Fairplay*)

IMO agrees to Cruise Lines’, Philippines’ crime proposal

The IMO has agreed on proposals put forward by the US-based Cruise Lines International Association, and the Philippines to develop guidelines relating to crimes and persons missing at sea.

Building on an earlier proposal from CLIA, the UK-led a coalition of 24 delegations (including governments and industry stakeholders), all of whom supported

the proposals.

Key elements include: preservation of evidence; medical and pastoral care for victims; effective and timely reporting to governments; and cooperation between governments with regard to investigations.

UK Shipping Minister, Mike Penning said: “Taking a cruise should be a safe and enjoyable experience. However, we have

Survey: Seafarers face poor treatment when facing criminal justice systems

Seafarers who have dealings with the criminal justice system are likely to have a very poor experience, according to new research from Seafarers’ Rights International (SRI). A 12-month survey of 3,480 seafarers worldwide found that those facing criminal charges complained of unfair treatment, intimidation, and a lack of legal representation and interpretation services.

The survey, which had responses from 18 countries and 68 different nationalities of seafarers, found that eight per cent of respondents had faced criminal charges, four per cent had been witnesses in criminal prosecutions, and 33 percent knew of colleagues who had faced criminal charges. Among masters, almost 24 percent had faced criminal charges.

Those who had experience of facing criminal charges relating to the discharge of their professional duties had received very poor support – 87 percent said that they did not have legal representation, 91 percent who needed

interpretation services did not receive them, and 89 percent not have their rights explained to them.

The majority of seafarers who had faced criminal charges – 80 percent – said they felt intimidated or threatened, and 81 percent did not consider that they had received fair treatment.

As well as the survey of seafarers, SRI reviewed all incidents involving criminal charges against seafarers reported in the maritime media for the 12 years 2000 to 2011. It found 415 incidents involving 1,580 seafarers, with an increase in the numbers of maritime criminal incidents and detained seafarers over this period.

Deirdre Fitzpatrick, SRI executive director, said: “We hope that the results of this survey will provide momentum for increased efforts to ensure fair treatment of seafarers, whether innocent or guilty of a criminal charge, and that from this survey, the faces and the voices of the seafarers will be seen clearly and heard loudly.” (*Source: ITF Seafarers*)

been reminded in recent years that crime exists at sea as it does on land, and we should be certain that there are effective mechanisms in place to respond to this.

“I am grateful to those at the IMO, our partners CLIA and the Philippines for their help in making such valuable progress. I would now urge all other flag states to get behind this impor-

tant proposal,” Penning said.

The technical work necessary to complete the guidelines will begin immediately and will be led by the United Kingdom working with other member states of the IMO to ensure that the development of guidelines are proportionate for different ships types and without excessive burden to the Master and crew. (*Source: Fairplay*)

Climate change making seas less salty

A change in salinity has been detected in the world’s oceans, signaling shifts and an acceleration in the global rainfall and evaporation cycle.

In a paper published in the April journal Science, Australian scientists from CSIRO and the Lawrence Livermore National Laboratory, California, reported changing patterns of salinity in the global ocean during the past 50 years, marking a clear fingerprint of climate change.

Lead author, Dr. Paul Durack, said that by looking at observed ocean salinity changes and the relationship between salinity, rainfall and evaporation in climate models, they determined the water cycle has strengthened by four percent from 1950-2000. This is twice the response projected by current generation global climate models.

“Salinity shifts in the ocean confirm climate and the global water cycle have changed.

“These changes suggest that arid regions have become drier and high rainfall regions have become wetter in response to observed global warming,” said Dr. Durack, a post-doctoral fellow at the Lawrence Livermore National Laboratory.

With a projected temperature rise of 3 degree C by the end of the century, the researchers estimate a 24 percent acceleration of the water cycle is possible.

Scientists have struggled to determine coherent estimates of water cycle changes from land-based data because surface observations of rainfall and evaporation are sparse. However, according to the team, global oceans provide a much clearer picture.

“The ocean matters to climate – it stores 97 percent of the world’s water; receives 80 percent of the all surface rainfall and; it has absorbed 90 percent of the Earth’s energy increase associated with past atmospheric warming,” said co-author, Dr Richard Matear of CSIRO’s Wealth from Oceans Flagship.

“Warming of the Earth’s surface and lower atmosphere is expected to strengthen the water cycle largely driven by the ability of warmer air to hold and redistribute more moisture.”

He said the intensification is an enhancement in the patterns of exchange between evaporation and rainfall and with oceans accounting for 71 percent of the global surface area the change is clearly represented in ocean surface salinity patterns.

In the study, the scientists combined 50-year observed global surface salinity changes with changes from global climate models and found “robust evidence of an intensified global water cycle at a rate of about eight percent per degree of surface warming.”

Dr Durack said the patterns are not uniform, with regional variations agreeing with the ‘rich get richer’ mechanism, where wet regions get wetter and dry regions drier.

He said a change in freshwater availability in response to climate change poses a more significant risk to human societies and ecosystems than warming alone.

“Changes to the global water cycle and the corresponding redistribution of rainfall will affect food availability, stability, access and utilization,” Dr Durack said. (*Source: Shiptalk*)

Christian group gets ILO training approval

The Mission to Seafarers (MtS) has become the first Christian maritime organization to have one of its chaplains successfully complete the training of trainers and maritime inspectors on the application of the ILO Maritime Labour Convention, 2006 course.

MtS is the first agency of its kind to be accredited with this qualification and is now able to offer training to flag state and port state control officials in monitoring and inspecting vessels to meet the MLC requirements. (*Source: Shiptalk*)

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