



Asia Maritime Center opens

JSU, distinguished guests from Japan, the Philippines fete opening in Manila

On Nov. 8, 2012, an opening ceremony was held in Manila for the Asia Maritime Center.

Present at the ceremony on behalf of the All Japan Seamen's Union (JSU) were Vice-President Yasumi Morita, Director Takayuki Ura of the International Affairs Bureau's Ocean-going Seafarers Department, former Director Hiroyuki Watanabe of the Oceangoing Seafarers Department and Manager Masahiro Kondo of the Manila Branch. Among the more than 200 guests were officials of the governments of Japan and the Philippines, including Minister and Deputy Chief of Mission Keizo Takewaka, who is also

consul general of the Japanese Embassy in the Philippines. Heavyweights in the nations' maritime affairs industries were also invited, including Chairman Tsutomu Iizuka of the International Mariners Management Association of Japan (IMMAJ), President Conrado Oca of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) and President Eduardo U. Manese of the Philippine-Japan Manning Consultative Council (PJMCC).

Prior to the ceremony, a similar event was held to celebrate the opening of an Electronic Chart Display and Information System (ECDIS) training and education facility, which had been devel-



Cutting the ribbon at the opening ceremony for the Asia Maritime Center are, from left, Dr. Conrad Oca, President, AMOSUP; Yasumi Morita, Vice-President, JSU; Keizo Takewaka, Minister and Deputy Chief of Mission/Consul General, Embassy of Japan, Philippines; Tsutomu Iizuka, Chairman, IMMAJ; and Eduardo U. Manese, President, PJMCC.

oped as the first project of the Asia Maritime Center initiative. After a ribbon cutting for the facility, the opening ceremony for the Asia Maritime Center was held at the annex of the JSU-AMOSUP Mariners' Home.

Mr. Oca and other guests congratulated the JSU on the inauguration of the Asia Mari-

time Center and to honor the achievements the JSU has made and is making in the Philippines. Representing the JSU, Mr. Morita touted the significance and purpose of opening the Asia Maritime Center. He said the JSU will continue to strive to improve the welfare of Filipino seafarers.

At the end of the opening ceremony for the Asia Maritime Center, Mr. Takewaka delivered a speech to honor the activities of the JSU in the Philippines and hoped that the union will play a more important role in the nation's future. After Mr. Takewaka's address, the ceremony successfully came to an end.

IMO announces winners of 2012 Int'l Seafarers' Welfare Awards

The winners of the 2012 International Seafarers' Welfare Awards were announced last night during a high profile ceremony hosted by Secretary General of the International Maritime Organization, Mr Koji Sekimizu at the International Maritime Organization in London.

The winners are,

Shipping Company of the Year: *Shell Shipping*

Port of the Year: *Port of Kandla, India*

Seafarer Center of the Year: *Seafarers' House, Port Everglades, USA*

Drop-In Center of the Year: *International Drop-In Centre for Seafarers, Keppel Terminal, Port of Singapore*

Welfare Personality of the Year: *Fr Giacomo Martino, Apostleship of the Sea, Italy and Rev Denis Claughton, Flying Angel*

Club, Fremantle, Australia

"Tonight has been a real celebration of not just the winners but all those who are committed to the welfare of seafarers," Roger Harris, ICSW Executive Director, said on the evening.

"This time of year is a time when we reflect but when we also look ahead to what's in store. Next year will mark a watershed in the welfare of seafarers. In August the Maritime Labour Convention will come into force and with it will come measures to encourage the introduction of national welfare boards, port welfare committees, and welfare facilities in ports for seafarers.

"This is the third year of these awards and our alumni of previous winners and shortlisted finalists provide a valuable catalogue of best practice for the sector to look towards as it continues to raise the bar on seafarers' welfare services."

This year's judges were Mr. Masamichi Moroka, president of the International Shipping Federation and International Chamber of Shipping, Mr. David Cockcroft, general secretary of the International Transport Workers' Federation and Mr. Douglas Stevenson, Chairman of the International Christian Maritime Association.

The awards are generously funded by the ITF Seafarers' Trust. The awards are also supported and endorsed by the International Maritime Organization (IMO), the International Labor Organization (ILO), the International Transport Workers Federation (ITF), International Shipping Federation (ISF), the International Christian Maritime Association (ICMA), and Seafarer Help. International Shipping Federation (ISF) is sponsoring the Welfare Personality of the Year Award and Inter-manager is sponsoring Shipping Company of the Year Award. (Source: ICSW)

Climate change threatens Baltic marine environment

Climate Change Threatens Marine Environment in the Baltic Sea

At the end of the 21st century, the temperature in the Baltic Sea will be higher and the salt content lower than at any time since 1850. If no action is taken, there may be major consequences for the marine environment.

This is the first time anyone has taken a detailed look at how climate models and individual factors combine to affect a specific region," says Jonathan Havenhand, researcher at the University of Gothenburg, Sweden.

A large number of researchers from countries around the Baltic Sea have been collaborating on an interdisciplinary project to study the effects of global climate change on the environment in the Baltic Sea. They have combined today's best climate models with models of additional factors that affect the environment in the Baltic Sea.

"There are plenty of studies showing the environmental impact of individual factors, or models showing global changes in the climate, but this is the first time that anyone has taken a

detailed look at how these factors combine to affect a specific region. This makes this project unique," says Jonathan Havenhand from the Department of Biological and Environmental Sciences at the University of Gothenburg.

Researchers have studied how well the models work by entering data from 1850 until 2006, and then comparing the models' predictions with what actually happened during that period.

The models proved to be reasonably accurate, and were therefore used to predict what will happen in the Baltic Sea between now and 2098. The models show that the salt content in the Baltic Sea will fall and that the temperature will rise as a consequence of increases in air temperature and precipitation.

The increase in temperature will cause the oxygen content of the water to fall, making the effects of eutrophication more pronounced. The change in salt content may result in species that are currently at the edge of their dispersion area disappearing, leading to a decline in the diversity of species.

Continued on Page 2

ClassNK certifies PSSI's ECDIS training course

Leading classification society ClassNK announced that it has certified the type specific ECDIS (Electronic Chart Display and Information System) training course provided by Philippine Standard Shipmanagement Inc. (PSSI), an affiliate of Japanese ship management company NS United Marine Corp., a part of NS United Kaiun Group.

In recognition of the achievement, ClassNK Executive Vice

President Koichi Fujiwara presented the certificate to Yasukazu Sakata, President of NS United Marine Corp., at a special ceremony held at ClassNK's head office on November 21, 2012.

While new amendments to STCW convention require Generic ECDIS Training for masters and deck officers onboard ships with ECDIS systems, in accordance with the ISM code, some oil majors and Port State Control (PSC) authorities

now request evidence of Type-Specific ECDIS training during vetting and PSC inspections. As oil majors, PSC authorities, and many flag states are now requiring Type Specific ECDIS training, proper ECDIS training is an increasingly important issue for shipowners and operators.

In order to address these new requirements, NS United Marine Corp. with cooperation of ECDIS system manufacturer

Tokyo Keiki Inc. to establish a new ECDIS training center at Manila-based PSSI, and turned to ClassNK to ensure that the new training could be carried out the high level required by the maritime industry. ClassNK's certification confirms that the training centre's ECDIS training is carried out in accordance with ClassNK's independently developed rules and maritime education standards. (Source: ClassNK)

CLIMATE CHANGE

Continued from Page 1

"One such example is the blue mussel, which cannot survive if the salt content is lower than it is at present in the Northern Baltic Sea. It feeds on algae and purifies large volumes of water. This makes it an important species. We can also expect cod stocks to fall, even if we restrict fishing, as the oxygen content, temperature and salt content will change so much that reproduction will become difficult," says Jonathan Havenhand.

In their study, the researchers showed that despite these changes it may be possible to counteract the effects of global climate change on the environment in the Baltic Sea, for example by reducing the run-off of nutrients from land. One special feature of the study is that it quantifies the effects of such measures.

"We aren't making any judgement about what should be done, we're simply providing a tool to allow decision-makers to assess what needs to be done in order to achieve a given desired effect," says Jonathan Havenhand.

But according to a questionnaire-based survey conducted among decision-makers in the countries around the Baltic Sea, those in power would prefer to wait. The results showed that while they might view climate change as a problem, it is perceived to be something relatively remote in terms of time.

This led researchers to the conclusion that more information is needed about the importance and urgency of measures to counteract the effects of climate change.

The results of the study will contribute to the Helsinki Commission's proposed action plan for the Baltic Sea. (Source: Science Daily)

ITF to launch close review of welfare fund spending

The International Transport Workers' Federation (ITF) is to put at times controversial spending by its Seafarers' Trust under a year-long review to bring it up to date and ease the concerns of shipowners and affiliated unions.

The move comes amid longstanding suspicion over spending by shipowners who contribute to the ITF Welfare Fund, which finances the Seafarers' Trust as part of collective wage agreements. There has also been concern voiced by ITF-affiliated unions over spending. The Welfare Fund has spent some BP140 million (US\$222 million) over the 30 years it has been in operation.

The changing nature of the shipping business has also meant that some of the seafarer centers that much of the money has

been spent on have become defunct or dated.

It also comes as recession hits the value of capital and equity investments intended to grow the Welfare Fund.

The review marks the first major reform of the ITF by Steve Cotton, recently appointed as acting secretary-general of the ITF. He will take full command from David Cockcroft in May next year.

Cotton stresses that seafarers should remain the beneficiary of the fund but he admits some of the way the Seafarers' Trust spends its money needs to be brought up to date. He adds that spending in 2013 will be reduced while the review takes place. Ongoing projects will not be affected.

Cotton points out that while

the Seafarer's Trust could fund new seafarer centres, it cannot contribute to their financial upkeep, forcing some to close.

Only this week, speaking at a conference at the Vatican City on seafarer issues, Cockcroft said the shorter time spent at port by crews means that providing Wi-Fi at ports is becoming increasingly an important issue for seafarers.

Cotton also points to suspicions that have been held by many shipowners over how the money is spent, as well as the union affiliates' concerns that it is fairly and effectively distributed. The review intends to improve transparency as to the beneficiaries and contributors to the fund.

"We must ask ourselves what the Welfare Fund will look like in

five years' time if we don't do something now," Cotton said.

The temporary spending cut also comes as the Welfare Fund's capital investments, which finance initiatives including the Seafarers' Trust, are shrinking. The ITF's last annual report showed that the fund had shrunk to BP27 million (US\$42.9 million) at the end of 2011, as compared with BP31.4 million at the end of 2010.

The Welfare Fund has financed projects worth over BP140 million over the past 30 years.

Cotton says he is keen to bring in outside partners into the Seafarers' Trust, pointing to the work the ITF has done with the Teekay Foundation in jointly funding the Maritime Piracy Human Response Programme. (Source: TRADEWINDS)

Sri Lanka flexes anti-piracy muscle with arms-loaded tug

A floating armory has been set up aboard a tug/supply ship off Galle Island by Sri Lanka as part of anti-pirate efforts.

Ships deploying onboard security teams to provide protection against pirates will use the 1,356-gt quartermaster tug *Mahanuwara*, said the Department of Defense, which went ahead with a October 15 deadline to shift arms stored in Galle to the tug.

Diplomatic talks on the tug concept have been going on between the U.K. and Lankan governments since private maritime security companies using Galle for guard transfers challenged the tug concept, fearing higher costs and delays in delivery of security teams, especially during bad weather.

Sri Lanka's defense ministry (MoD) had earlier sought assurances from London about the bona fides of the security companies and accountability for their weapons.

Sri Lanka has maintained strict rules for weapon use with those companies, requiring them to provide serial numbers of weapons and log ammunition spending.

The tug, owned by Sri Lanka Shipping, is fitted with reefer boxes to ensure proper storage of arms and ammunition.

"We have chartered our tug *Mahanuwara* with the approval of the MoD," managing director Mohamed Reza told Fairplay.

Sri Lanka's navy provides protection for the tug and supervises

weapon and sea marshal transfers. The MoD is understood to be amenable to allowing the tug to tie up at Galle or its outer anchorage during monsoons.

The Ceylon Association of Shipping Agents, representing shipping lines, also protested the scheme, fearing the business of members providing sea marshal services could be affected.

CASA officials said Sri Lankan authorities responded by citing "national security" reasons for the move; the country's long civil war ended just a few years ago.

"The authorities found some of the [security companies] were using weapons not legally bought and imported," one source familiar with the issue told Fairplay.

"And the number of weapons

stored in the shore armory increased. So the MoD felt it was risky and wanted to move to a floating armory."

More protests arose when Rakna Arakshaka Lanka, which supplies the arms, chose Avant Garde Maritime Services, a private security company run by ex-servicemen, to run the tug operation.

Avant Garde has said it plans to set up a network of floating armories and arms storage bases in high-risk zone transited by merchant ships.

Sinbad, a vessel the firm uses as a floating armory, was briefly detained off Fujairah in early October after it inadvertently strayed into UAE waters during a refueling stop. (Source: Fairplay)

World's only N-run boxship headed for scrapyard

The world's only nuclear-powered containership, the Murmansk-based *Sevmorput* is considered to have no commercial future.

The vessel, which has been lying idle in the Atomflot base outside Murmansk for years, was on July 31 this year taken out of the Russian Ship Register. The unique ship will end up as scrap metal, experts in Murmansk confirmed.

Sevmorput, which in the 1990s experienced major problems in international shipping following port restrictions, was used mainly on the route between Murmansk and Dudinka, the main port on the Yenisey River. In a bid to get the ship back in active service, the Murmansk Shipping Company in 2007 proposed to rebuild it into an oil drilling vessel. That initiative, however, stranded as the federal nuclear power company Rosatom took over the responsibility of the icebreaker fleet in 2008.

The vessel, built at the Zaliv yard in Kerch, Ukraine, was a unique contribution to the Soviet fleet of civilian nuclear vessels when entering service in 1988. Until then, the world had seen only three other nuclear powered civilian merchant ships, all of which ended up as failed experimental vessels. (Source: Barents Observer)

Philippines asks EU to protect 91,000 seafarer jobs

Philippines President Benigno Aquino III sought assurances from leaders of the European Union for the protection of overseas Filipino workers as he hobnobbed with his counterparts at the 9th Asia Europe Meeting.

During the president's meeting with European Union officials at the recent gathering, there was a "general acknowledgement" of the high-value contribution of Filipino seafarers to the Europe-

an economy, according to Secretary Herminio Coloma of the Presidential Communications Operations Office.

President Aquino said he had asked the European officials for assistance in protecting the 91,000 Filipino seafarers serving on European vessels. Filipino seafarers make up about a third of the manpower on these vessels.

Coloma said that in Europe, there was a higher degree of

interest in the quality of Filipino seafaring, and the Philippines has committed to raise the standards of maritime security.

The EU and Norway have assured the Philippines of support in its bid to keep its good standing in the International Maritime Organization's "white list", he added. Norway has a training center in the Philippines for mariners.

"We are on the white list,

which means we are compliant. But it was pointed out to us what we need to do to increase the standards of our maritime safety," he said.

"Some procedural improvements can be made in order to create better opportunities for the highly qualified Filipino workers, particularly in the healthcare industry in Norway," Secretary Coloma told reporters. (Source: Inquirer Global Nation)



Season's Greetings from JSU President Yoji Fujisawa

*Merry Christmas and
Happy New Year!*

All members of All Japan Seamen's Union (JSU) must have spent Christmas and New Year's Day with so many differ-

ent hopes and thoughts from one another. I pray that each and everyone of you and your families will remain happy and healthy throughout the new year.

In 2013, the JSU will continue to take great steps in labor movements internationally. In partnership with labor unions in other nations in the Asia-Pacific

region and other members of the International Transport Workers' Federation (ITF), we will promote activities to protect the dignity of seafarers and their labor.

I would like you to work with us so that seafarers will have a bright future 100 years from now.

VOICES from SEAFARERS



**Capt. Yoshiki Abe and Crew of
M/V GLOBAL ENDEAVOR**

With this Yuletide Season, we wish our fellow members would come up to the spirit of Christmas with sharing and cooperation. Merry Christmas and a Happy New Year to all !!



**Capt. Vadivelu Kaneendran and Crew of
M/V MOL MANEUVER**

Having gone on a timely negotiations and uptight activities for its members' welfare, JSU had fulfilled its role in safeguarding seafarers' rights. With this yuletide season, we wish the spirit of gratitude of Christmas reach the entire leadership of the JSU.

of their activities. They had shown their sympathy in taking care of our welfare. On this season of sharing "We wish you A Merry Christmas and A Happy New Year".



**Capt. Francisco S. Satumba and Crew of
M/V DOUBLE FORTUNE**

Thank you very much for visiting again in our vessel. JSU made our lives onboard much easier to work, knowing that you're on our side in times of trouble and not only that, this Christmas Holiday is full of gifts coming from this union. Merry Christmas and a Happy New Year.



**South Korean I/E Yoon Dong-Keun
and Myanmar Crew of
M/V SHIN SURUGA**

As I'm a Christian as well as some of my fellow crew from Myanmar, we would like to celebrate a joyful Christmas during this annual day of celebration. We wish all seafarers a Merry Christmas and Prosperous New Year.



**C/E Rodolfo B. Bacud and Crew of
M/V BLUE BAIE**

We are grateful to our company for providing us a Wi-Fi internet connection while we are in ports of Japan and hope that a broadband internet will be implemented soon. Merry Christmas to all.



**Capt. Jovencio P. Meneses and Crew of
M/V CAPE ACACIA**

We express our heartfelt gratitude to the JSU staff for visiting our ship and for bringing us the latest news and information onboard. Wishing you a Merry Christmas and Happy New Year.



**Capt. Ricardo L. Lagarde Jr. and Crew of
M/V BANSUI**

We wish the JSU to continue giving support and providing welfare to the seafarers. "MERRY CHRISTMAS AND A HAPPY NEW YEAR".



**Capt. Casey R. Briones and Crew of
M/V SHOEI PROSPERITY**

2013 is fast approaching and several groups of JSU staff had already called on our ship disseminating information



**Capt. Josefino J. Rosario and Crew of
M/V RAMADA QUEEN**

A brand new year is approaching, we have known JSU had been through never ending services for its members' welfares. On this occasion, we hope JSU would be graced with more strength and dedications in its commitments.

Keep exact record of overtime hours

By B.A. JABOLI

Recently, JSU ITF Inspector Toshihiro Ame had observed that overtime records of many JSU non-domiciled members are not done properly. Many of these cases are records of work done on Saturdays, Sundays and/or holidays but were not considered as overtime. In some cases, overtime never exceeds the limit of the guaranteed overtime because the head of the department does not record some of the overtime work performed in order for the company not to pay excess overtime.

Various agreements of the JSU provides for a guaranteed overtime for ships' ratings while for officers is a fixed overtime. Ratings who perform overtime beyond the guaranteed overtime is compensated in an hourly rate provided by the agreement. The Master or the head of the department should record the overtime of a crewmember and hand over to the said crewmember every

month for approval.

This guaranteed overtime differs depending on the agreement covering your ship. If you are onboard vessels under the various JSU's ITF (IBF) approved agreements including Advance agreements for Japanese flagged vessels, one hundred three (103) hours is the guaranteed overtime. JSU agreements for vessels under Japanese flag (not under Advance agreements) have a guaranteed overtime of 86 hours for ratings.

Work considered as overtime

Ordinary working hours under JSU agreements is eight (8) hours from Monday to Friday for a total of 40 working hours per week. Drills and emergency work for the safety of the ship, seafarers and cargo are not considered as overtime. Beyond this eight working hours is considered as overtime. Work performed on Saturdays, Sundays and holidays is considered as overtime. If a holiday falls on a Saturday or a Sunday, the following working day shall be observed as a holi-

day, hence, overtime.

Computing Overtime

According to the JSU agreements, a fraction of the first hour (of overtime) worked shall be considered as one (1) full hour. After the first hour overtime, work performed less than thirty (30) minutes is considered as half an hour; more than thirty (30) minutes is considered as one (1) full hour.

Other Considerations

All ITF approved agreements prohibit seafarers from carrying out cargo handling (and other cargo related works such as lashing and unlashings, etc.) and other work traditionally or historically done by dock workers without the consent of ITF Dockers Union concerned.

In circumstances where dock workers are not available and crewmembers volunteer to do cargo handling work or cargo related works, then crewmembers should be compensated by the payment of overtime rate as

specified in the agreement if work is performed in normal working week, in addition to the basic pay. Work performed outside the normal working week should be compensated at double the overtime rate.

Deck Boy, Engine Boy, Catering Boy and Cadets

The JSU agreements provide no guaranteed or fixed overtime for Deck Boy, Engine Boy and Catering Boy. Therefore all overtime work should be compensated with the hourly overtime rate specified in the agreement. Cadets, on the other hand, are not regular crewmembers. They are onboard as students, the reason they should not perform overtime unless for study purposes. There is no rate of overtime compensation for cadets in ITF approved agreements.

With this, we are hoping that the overtime records of JSU non-domiciled members will be recorded correctly to avoid conflict with ITF Inspectors worldwide. Bon Voyage everyone!

MRHRP hosts piracy awareness training event

The Maritime Piracy Humanitarian Response Programme (MPHRP) is a pan-industry alliance of ship owners, managers, manning agents, insurers and welfare associations working together with one aim, namely "to assist seafarers and their families with the humanitarian aspects of a traumatic incident caused by a piracy attack, armed robbery or being taken hostage."

The launch event of MPHRP's Pre-Departure Piracy Awareness Training was held at the SM Cinema, Mall of Asia, Pasay City Manila on November 12, 2012.

The Pre-Departure Piracy Awareness Training for seafarers was designed for approximately 20 participants per session and presented in the Philippines in partnership with PAM TIC and shipping and manning companies.

The aims of the course included participants analyzing the guidelines contained in the Best Management Practice (BMP), being aware of the available resources and documents which give information, guidelines and recommended actions before, during and after a piracy and armed robbery incident, understanding the most common reactions of those affected by piracy and considering what they may wish to share with their family concerning the risks of piracy.

The program was funded by the ITF Seafarers Trust, TK Foundation and the IGP&I.

At the event supported by PTC, PAMTCI and AMOSUP there was a number of speakers from international and local maritime associations and authorities and following this they showed a new film "A Hijacking", the story of a vessel which is hijacked off the coast of Somalia and the emotional story of the cook and the CEO of the company as the negotiations are carried out.

The film had been shown already at the Venice and London Film Festivals to great acclaim and will be on general worldwide release in 2013.

The film is a Danish made production with director-screenwriter Tobias Lindholm, producers René Ezra and Tomas Radoor, and starring Pilou Asbæk, Søren Malling and Dar Salim. (Source: MPHRP)

Concern over iron dumping off west coast Canada

Parties to the international treaties which regulate the dumping of wastes and other matter at sea have issued a statement of concern regarding the deliberate ocean fertilization activity that was recently reported to have been carried out in July of 2012 in waters off the west coast of Canada.

The Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention) and to the 1996 Protocol thereto (London Protocol), meeting in London from 29 October to 2 November 2012, expressed "grave concern" regarding this activity, reportedly conducted by the Haida Salmon

Restoration Corporation, and which involved the deliberate introduction into surface waters of 100 metric tons of iron sulfate.

The statement refers to an agreement made in 2008 that ocean fertilization activities, other than legitimate scientific research, should not be allowed. It goes on to point out that legitimate scientific research is defined as those proposals that have been assessed and found acceptable under the 2010 "Assessment Framework for Scientific Research Involving Ocean Fertilization." This, it says, should be used to determine, with utmost caution, whether a proposed ocean fertilization activity consti-

tutes legitimate scientific research or is contrary to the aims of the Protocol or Convention. The statement also strongly emphasises the point that economic interests should not influence the design, conduct and/or outcomes of any proposed ocean fertilization activity.

In the statement, the Parties recognized the actions of the Government of Canada in investigating this incident and stressed that ocean fertilization has the potential to have widespread, long-lasting, and severe impacts on the marine environment, with implications for human health.

The full text of the statement can be found on the IMO website.

The Parties have been reviewing the issue of ocean fertilization since 2007 and have developed options that would establish a global, transparent and effective control and regulatory mechanism for ocean fertilization activities and other activities falling within the scope of the London Convention and Protocol that have the potential to cause harm to the marine environment.

A working group on ocean fertilization which met during the recent meeting of Parties (29 October to 2 November 2012) carried out more work on the various options, developing draft text for each, for further consideration at future meetings. (Source: IMO)

Nautical Institute launches new maritime security guide

The Nautical Institute has launched Maritime Security – a practical guide aimed at providing a comprehensive and practical guide to making vessels truly secure and creating a real security culture that works both onboard and ashore.

Since the International Ship and Port Facility Security (ISPS) Code came into force in 2004 there have been significant developments in the training, information and products and services available to Masters and to company and ship security officers. Security has become part of life on board ship. During the same time, the number and sophistication of the threats to security have also increased.

Author Steven Jones MSc BSc (Hons) MNI explained that there is no room for complacency. Those responsible for vessel crews, cargoes and the ships themselves must continue to

develop a security management system that actually works on board. "People are the key to security and this new guide looks to develop the ways and means of creating a security management system which has the human element at its core. It explores not simply the rules and lists of requirements but also the implications of failure and the steps to developing successful maritime security techniques."

Publication of this guide is in line with The Nautical Institute's Strategic Plan for 2011-2015, which identified maritime security as a continuing and major concern for the industry and particularly those serving at sea.

As Maritime Director of the Security Association for the Maritime Industry (SAMI), the primary focus for Steven Jones is to bring security techniques and effective management to the attention of crews of merchant vessels, office

personnel and ship operators. "Whether fighting pirates, stowaways or countering terrorism, true security begins when the Master and crew work within a system they respect, understand and appreciate," he said.

In addition to a decade of onboard experience as a navigation officer, including a pirate attack, he has advised numerous shipping companies on security planning and has worked for insurers, publishers and professional bodies.

The book examines the threats to maritime trade, and to specific ship types, before discussing in detail how the ISPS Code came into being and its underpinning principles and requirements. Subsequent chapters focus on the practicalities of security planning, shipboard procedures and equipment, and how to make security work – including the use of armed guards.

In his Foreword, Efthimios Mitropoulos Secretary General Emeritus of the International Maritime Organization, commended the "dedication and commitment" of companies and sea staff and the "tremendous efforts" made to secure port facilities across the world to meet the requirements of the ISPS Code. He pointed out that "as seafarers are in the front line of maritime security" and shoulder the burden of responsibility for maritime security onboard, it is up to those working ashore to support them.

The book was launched at the SAMI members' event in Dubai and will be followed by a suite of handbooks on specific security problems, such as piracy, stowaways and maritime crime. The Nautical Institute believes that all of these will support the development of a security culture that is based on excellence rather than just compliance. (Source: Shiptalk)

ALL JAPAN SEAMEN'S UNION
15-26, Roppongi 7-Chome,
Minato-Ku, Tokyo 106-0032

Tel.: (03) 5410-8320
Fax: (03) 5410-8336
E-mail: iss@jsu.jp
Internet: http://www.jsu.or.jp

Publisher: Hiroyuki Tachikawa

Send inquiries to the attention of
Mr. Takayuki Ura,
Director, Foreign Trades Dept.