

74th annual assembly held in Nagasaki

Action policy draft approved; new officers, president elected

The All-Japan Seamen's Union (JSU) held its 74th annual national assembly at the Nagasaki Brick Hall in Nagasaki. Prior to the convention, students of Nagasaki University who belong to the school's Jadori (Dragon Dance) team presented the dance, which is one of the prefecture's local traditional performance arts.

The annual national assembly began at 9:30 a.m. on November 6. At the start of the event, attendees sang the JSU song, which the union sings whenever it convenes a national assembly.

Mr. Hiroyuki Tachikawa, a member of the Central Executive Board Committee, addressed the audience to kick off the conference, before Mr. Toshihide Hamada, manager of the Kyushu-Kanmon Regional Branch, was elected to the chairman of the national assembly. Two vice-chairmen were also elected to report to the chairman. They were Mr. Tsuneo Masuda, manager of the Kanto Regional Branch, and Mr. Akito Kamogashira, manager of the Chu-Shikoku Regional Branch. Chairman Hamada also gave an address on the stage, asking the attendees to hold meaningful discussions.

During the three-day annual

national assembly, many guests delivered congratulatory speeches, including Mr. Yoshiaki Takaki of the Democratic Party of Japan (DPJ), a member of the House of Representatives and a political advisor to the JSU; Mr. Seishiro Eto of the Liberal Democratic Party (LDP), another Lower House member and chairman of Kaiji Shinko Renmei (an association of Diet members, academic experts and others promoting maritime affairs); Mr. Takashi Ishizuka, deputy governor of Nagasaki, who read a message from Governor Hodo Nakamura; Mr. Tomihisa Taue, mayor of Nagasaki; and Mr. Naohisa Sato, director-general of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT)'s Kyushu District Transport Bureau. Congratulatory telegrams were sent by Prime Minister Shinzo Abe, who is also the chairman of the LDP; Minister of Health, Labor and Welfare Norihisa Tamura; President Toshifumi Kato of Marine Technical Education Academy (MTEA); and many others.

On the first day of the annual general assembly, discussions were held on a report on the activities that the JSU carried out in its 68th business year (Aug. 1, 2012-July 31, 2013). After views were exchanged, the report was ap-



In the top photo, newly elected JSU officers lead a cheer from stage at the end of three-day 74th annual national assembly at Nagasaki. Below, the assembly audience join the cheer. In front from left to right are Mr. Toshihide Hamada, Manager Kyushu Kanmon Regional Branch; Mr. Tsuneo Masuda, Manager Kanto Regional Branch; and Mr. Akito Kamogashira, Manager Chushikoku Regional Branch.

proved by an absolute majority. A vote was conducted on a financial report for the same business year, which was also approved by an absolute majority. The first bill, which was a draft for action policies for the 69th business year (an issue to tackle immediately), was submitted for discussion. After deliberations on the bill, an amendment was presented. When the amendment was better understood through questions and answers, the JSU presented its view on it. Then, agreement was reached to allow the Resolution Committee to partly amend the bill. Consequently, there was agreement on the bill and it was approved by an absolute majority. On the final day, the results were unveiled on the elections held the second day during the meetings of the Oceangoing, Fishery and Domestic committees to fill vacancies for four, one and four new national permanent representative posts of the respective committees. The committees reported on the subjects that they respectively discussed on the previous day, which were approved by the national assembly. The fifth bill, which was a package of an overall budget and capital investment plan for the 69th year, was submitted, on

which views were exchanged. A vote was taken on the bill, and it was approved by an absolute majority. At the end of the national assembly, Mr. Norimasa Ouchi, new president of the JSU, gave a closing address. "Various issues came up during the last three days, and we will devote all of our strength to addressing them," Mr. Ouchi said. "I hope that all members will put their heads together to work soundly on every single issue. "I will close my inaugural address, determined to pray for the safety and prosperity of union members who work hard at sea." After the presidential address, attendees of the three-day conference gave three cheers, and brought it to a close.

Nagasaki University students and members of the school's Dragon Dance team perform for the assembly at the start of the JSU's three-day gathering on November 6.



Maritime body elects new 40-member council at meet

The Assembly of the International Maritime Organization (IMO) has elected the following States to be Members of its Council for the 2014-2015 biennium:

Category (a) 10 States with the largest interest in providing international shipping services:

China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

Category (b) 10 States with the largest interest in international

seaborne trade:

Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.

Category (c) 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world:

Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Indonesia, Jamaica, Kenya, Liberia,

Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand, Turkey.

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except that of making recommendations to Governments on maritime safety and pollution prevention.

The newly elected Council met, following the conclusion of

the 28th Assembly, for its 111th session (on December 5) and was to elect its Chairman and Vice-Chairman for the next biennium.

Background

The 28th session of the IMO Assembly was held at IMO Headquarters, London, from November 25 to December 4, 2013. The Assembly is IMO's highest governing body. All 170 Member States and three Associ-

ate Members were entitled to attend, as were the intergovernmental organizations with which agreements of cooperation have been concluded, and nongovernmental organizations in consultative status with IMO. The Assembly normally meets once every two years in regular session. It is responsible for approving the work program, voting the budget and determining the financial arrangements of the Organization. It also elects the Council. (Source: IMO)

ICS launches MLC tool

In Manila, the International Chamber of Shipping (ICS) is launching a new Web-based information resource to assist shipping companies to implement the International Labor Organization (ILO) Maritime Labor Convention (MLC).

The ILO MLC entered into force worldwide in August although, in practice for many ships, full certification including the preparation of Documents of Maritime Labor Compliance on board individual vessels is not required until August next year. ICS, operating as the International Shipping Federation (ISF), negotiated the text of the MLC on behalf of maritime employers, with unions and governments, when the Convention was adopted in 2006.

Speaking at the Manning and Training Conference in Manila, ICS Director Employment Affairs, Natalie Shaw, said: "This new ICS resource should help to answer many of the questions that employers still have with respect to MLC implementation and will hopefully serve as a kind of 'one stop shop', in combination with guidance we have already produced and that of individual flag states."

The new Web resource contains responses to Frequently Asked Questions (FAQs), the differing ratification status of flag states, various guidance materials that have been produced by the ILO, as well as the existing free guidance on Port State Control which ICS published free of charge this summer. It also includes very recent material such as draft ILO guidance for the training of ship's cooks which was only developed last month.

The new Web area also provides information about the comprehensive ISF Guidelines on the Application of the ILO MLC, which were published last year, and the widely used ISF Watchkeeper software for maintaining individual seafarers' rest hours in accordance with MLC requirements.

Speaking in Manila, Ms. Shaw remarked: "Although the ILO work hour record requirements have been around for some time, the entry into force of the MLC means they should now begin to bite and ships will need to produce very detailed records if they wish to avoid falling foul of port state control." (Source: *Shiptalk*)

New seafarers' bill of rights beginning to bite

The new provisions of the Maritime Labor Convention 2006 (MLC) – the seafarers "bill of rights" – have been beginning to bite since they came into effect in August.

The International Seafarers Welfare and Assistance Network (ISWAN) reports that eight ships were detained for breaches of the MLC during its first month of enforcement – three in Canada (the first state to detain a vessel for breaching the MLC), three in

Spain, and one each in Denmark and the Russian Federation. Two of the detained ships were flagged in Cyprus, two in Panama, and one each in Liberia, Marshall Islands, Netherlands and Tanzania.

However, a recent case in Great Britain shows the need for close scrutiny of implementation of the convention. A port state control inspection of the Greek-owned, Marshall Islands-flagged George in Ellesmere Port, England found

that, although it had MLC certification, it was in a "filthy" condition with 12 deficiencies. The ship was served with a prohibition order because of rotten food, out-of-date provisions and a cockroach infestation of the galley, as well as the crew accommodation. Port health officers said the poor conditions could lead to "an imminent risk of injury of health to the crew on board due to the significant risk of food contamination posed". The prohibition order was

lifted following cleaning and fumigation work.

ITF inspector Tommy Molloy said it was difficult to understand why the vessel had recently been audited and passed for MLC compliance "when the deficiencies were so apparent". He also pointed to problems with the contracts of employment for the Egyptian and Syrian seafarers on board, which should also have been picked up during MLC certification. (Source: *ITF Seafarers*)

Seafarers spend too much time on paper work, study finds

Seafarers feel they spend too much time on tasks they consider to be an administrative burden according to the findings of a study by the Danish Maritime Authority, supported by InterManager, the international trade association for ship and crew managers.

A comprehensive survey of international seafarers revealed that a third of all nationalities are annoyed or frustrated by administrative burdens in the maritime sector. These burdens stem from what the seafarers consider to be unnecessary repetition of tasks and demands for too much paperwork and documentation to be handled.

The study also concludes that there is a "significant potential to relocate time to more fruitful tasks" to increase efficiency and quality.

The study, which surveyed almost 2,000 anonymous seafarers from 59 different nationalities, asked 55 questions to understand the characteristics and perceptions of administrative burden and the different types of work-related activities perceived as administrative burdens among seafarers.

The survey concentrated on

seven main areas of work: preparation of and participation in Port State Control, Flag State Control or Class inspections; vetting inspections; handling of International Vessel and Port Facility Security requirements (including paperwork and mandatory deck watch duties); planning and executing exercises and drills; using and maintaining internal management systems (QSM, ISM etc.); completion of journals (garbage, oil, deviation etc.); and the completion of port and pre-arrival documents (such as crew and passenger lists, vessel stores, port calls, health declarations etc.).

At least 50% of those responding – and sometimes as many as 79% – felt the tasks were repeated too often and required too much documentation and paperwork. The report concluded that "a lot of paperwork and documentation that is being produced on the job contributes little value to the work of the seafarers".

Port and pre-arrival documentation proved particularly problematic with many seafarers feeling a lot of the paperwork was

superfluous. The report advised: "The qualitative comments from the seafarers give the general impression that the amount of necessary paperwork has exploded in recent years and in some cases taken time away from more urgent and meaningful tasks in terms of guaranteeing ship safety. Seafarers suggest easing the rigid control slightly and instead putting more focus on culture and competencies in order to effectively and meaningfully improve efficiency and safety on vessels."

The report states that "many seafarers are frustrated because they feel that the time usages are disproportionate to the gains of many of the tasks" and advises there is "a large potential to rationalise and/or digitalise at least some of the processes".

In addition, the report underlines the fact that "seafarers and shipowners" understand the rationale underlying most procedures and requirements even though these may lead to administrative burdens. They acknowledge that such procedures are not implemented with the aim of being a

burden but that they in principle serve higher-end objectives like personal safety and environmental protection."

It points out there is scope for developing "work smart, easy-to-use" digital solutions to reduce paperwork and time consuming manual workflows, particularly in relation to port and pre-arrival procedures. In addition the report recommends a revived focus on seamanship and safety culture with a view to reducing the number of procedures and burdens and advises of a potential for increased co-operation and dialogue between stakeholders in all areas of the maritime sector.

InterManager Secretary General, Capt. Kuba Szymanski, said: "InterManager members and their crews were happy to take part in this important survey. The amount of time seafarers report they are spending on administrative tasks is eye-opening and we welcome the report's suggestion for further investigation into how these requirements can be better complied with to enable smarter working." (Source: *Shiptalk*)

AMOSUP marks 53rd year, shows concern for Visayan region

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) led by its Chairman-President Dr. Conrado F. Oca and executive vice president V/Adm. Eduardo Ma. R. Santos AFP (ret.) together with other union brass, celebrated its 53rd founding anniversary on Nov. 11, 2013 at the AMOSUP Seamen's Center in simple rites, giving due recognition to

seafarer members, union employees, with a show of united concern to help victims of super typhoon (ST) Yolanda and earthquakes in Central and Eastern Visayas.

The Visayan regions produce the highest number of seafarers in the country – notably Bohol, Cebu and Panay provinces.

In his message, Dr. Oca, son of AMOSUP founder and visionary

Capt. Gregorio S. Oca, paid tribute and thanked AMOSUP members for their invaluable contributions, and continued trust and confidence in the union leadership.

AMOSUP has now close to 100,000 members worldwide, retaining its status as the world's largest union of mariners-officers and ratings. For and in behalf of the union board, Oca accorded rec-

ognition awards to AMOSUP personnel who have served the union for 10, 20 and 30 years of service, as Admiral Santos pointed out that besides from being largest union of seafarers in the world, AMOSUP shapes up its members for high responsibility for their job and their families, as well as to becoming leaders in their profession. (Source: *Manila Bulletin*)

VOICES *from* SEAFARERS



**Capt. Nick V. Alcala and Crew of
MV METIS LEADER**

JSU's continued support to non-domiciled special members had shown to us their sympathy for taking care of our welfare and benefits. Wishing you a Merry Christmas and a Happy New Year.



**Capt. Floro V. Lora Jr. and Crew of
M/V GREAT PERSEUS**

Our heartfelt gratitude to the JSU staff for supporting and uplifting members' lives onboard. We wish the JSU could do more to improve the welfare and benefits of its members. Have a Merry Christmas and a Prosperous New Year.



**Capt. Anecito A. Toraja and Crew of
M/V MIKAWA**

On behalf of my officers and crew, we are extending our gratitude to the JSU for its support in uplifting members' lives and welfare. With this yuletide season, we wish the spirit of Christmas reach the entire leadership of this union. Merry Christmas and a Happy New Year to all.



**C/E Diosdado R. Muego and Crew of
M/V HARU VERDY**

May the spirit of the yuletide season reach each and everyone with joy and prosperity. We wish JSU and members would enhance their support and cooperation for one another with long lasting welfare for the world seafarers. Merry Christmas and Happy New Year!



**Capt. Henry D. Wagas and Crew of
M/V KEN KON**

We are grateful to the JSU staff for visiting our ship at the Port of Tokyo. Through their brief explanations, we learned that this union is sincere in letting its members understand JSU activities and policies. Mabuhay and Merry Christmas.



**Capt. Harold L. Nisnisan and Crew of
M/V GRACE II**

To the seafarers who celebrate this yuletide season away from home, may you have a joyful Christmas and a wonderful New Year on board. Thank you JSU for all the support you rendered to us. God bless and more power.



**C/E Virgilio M. Pelayo and Crew of
M/V ASIAN NAGA**

Now that the MLC 2006 came into force, we are expecting that the JSU will strongly support the implementation of broadband Wi-Fi internet connection for the next CBA. More power to all staff of this union and Merry Christmas!



**Capt. Eduardo C. Sawal and Crew of
M/V GOLDEN ISLAND**

We are very thankful that the JSU is doing its best to give us time and effort to visit our ship at Zennoh Silo, Kobe. We are hoping that we can work hand in hand in improving the welfare of seafarers onboard thru MLC. Merry Christmas!



**C/O Lorenzo B. Onday and Crew of
M/V SUNNY NAPIER II**

We appreciate the visit made by the JSU staff on our vessel in Tokyo. With the consecutive tragic events that happened to our country, the Philippines, communication between seafarers and their families become an issue of utmost importance. We wish that internet connection be negotiated by the JSU and the ITF with all shipowners so that in disasters, seafarers can easily contact their families.



**Capt. Rodolfo B. Orais and Crew of
M/V GLOBAL DAWN**

With this divine season, we wish to uphold the safety and success of our fellow seafarers and members in the field of their career. Gladly to say, wishing you all the best on Christmas and New Year.



**Capt. Leonilo T. Moralde and Crew of
MV APOLLO STELLA**

JSU's regular ship visits to its members shows that our rights and welfare as seafarers are being protected by this union. We wish that the JSU will continue its dedication by improving the lives of members. Merry Christmas and a Prosperous New Year.



**Capt. Michael H. Tiberio and Crew of
M/V DIVINE ACE**

We express our gratitude to the JSU for their untiring support and services rendered to us. Because of this, we believe that this union could continue demanding better working and living conditions with the implementation of MLC. Merry Christmas and Happy New Year to all.

Aussie report focuses on safety

The Australian Transport Safety Bureau (ATSB) has issued its Annual Report for 2012-2013 where outlines performance and identifies safety priorities for the coming year.

2012-2013 was a year in which ATSB developed as an organization, moving beyond the consolidation of business systems and governance arrangements, and devoting more of its attention to enhancing its systems and capabilities. By improving and expanding these resources, the ATSB is able to bring a better perspective to bear, both on transport safety in Australia and can now identify safety trends sooner, gauge the implications more thoroughly, and share its insights with the transport community more quickly and more directly.

According to the Chief Commissioner's review, in the marine industry the Marine Investigation team completed 11 investigations

during the year, two of which were particularly significant for safe work in and around ships. The first concerned the grounding of the general cargo ship *Tycoon* at Flying Fish Cove on Christmas Island (MO-2012-001). ATSB findings on that accident have delivered important safety messages to the managers of the port. Following this incident, the port operator commenced a program of inspections, replaced important equipment and developed a handbook and safety training.

The second accident reinforced the ATSB's ongoing concern about the safety of stevedores and crew members on board cargo ships, an issue tragically exemplified by the death of a stevedore who was crushed by aluminium ingots on board *Weaver Arrow* (MO-2012-010). The accident has resulted in safety actions intended to address the handling of such cargo as well as the issue of

stevedore fatigue.

ATSB issued a highly significant report which made important recommendations about the safety of coastal pilotage in Queensland coastal waters (M1-2010-011). This is particularly topical as Australia sees the development of port facilities and the increasing transit of shipping carrying coal and gas along these sensitive regions, including the Great Barrier Reef.

Last year, for the first time, the Commission identified eight safety priorities for the coming year. These represent major risk areas that need ongoing and heightened attention from the Australian transport community. Regarding the marine work practices, the ATSB has investigated several incidents involving unsafe working practices in the maritime industry. These incidents resulted in serious injury of death following falls from heights, crush, and equipment that exploded.

Upon release of report (MI-2010-011) into Queensland coastal pilotage in October 2012, ATSB added this as a further risk area. In order to publicise our concerns, and educate stakeholders about what they can do to improve their own safety, ATSB developed a communications initiative, SafetyWatch. SafetyWatch is featured on the ATSB website and forms the focus for our industry and stakeholder engagement.

Mr Martin Dolan, CEO of ATSB concluded his review of past year that ATSB continues to remain alert and prepared to handle a major accident in aviation, marine or rail and recognise the exceptional effort that would be required to respond. To ensure that ATSB remains alert and responsive, staff members continue to participate in planning and exercises and we continue to learn from overseas counterparts. (Source: SAFETY4SEA)

ICS Website launched

The principal international trade association for shipowners, the International Chamber of Shipping (ICS), has launched a new website (www.ics-shipping.org).

The updated ICS website has been designed to work on tablets and on other mobile devices.

In addition to news about ICS's ongoing representational work with regulators on behalf of the global shipping industry, the website contains a large number of useful resources for ship operators that can be downloaded and printed off by shipping companies and seafarers, free of charge.

The site also contains information about the many best practice publications which ICS produces on behalf of shipowners, detailed information about ICS and its membership of national shipowners' associations, plus generic information about international careers at sea, including videos. (Source: *Shiptalk*)

Documentary pirate movie impresses critics

A chilling exploration of the Somali Pirate phenomenon has been released for direct-to-consumer purchase world-wide at www.stolenseas.com.

Written by Mark Monroe (Academy Award winner "The Cove", Grammy nominated *Amazing Journey: The Story of The Who*) the film combines found footage, audio recordings and exclusive interviews with real pirates, hostages, ship owners and pirate negotiators with astonishing footage shot on digital cameras provided by the production... this is the inside, true story of the hijacking and ultimately the safe

return of the Danish merchant ship *CEC Future* and her crew, in the Gulf of Aden.

Timed to coincide with the global Sony Pictures release of "Captain Phillips", directed by Academy Award nominee Paul Greengrass and starring Academy Award winner Tom Hanks – "Stolen Seas" is the perfect companion piece to that drama and provides audiences with the chance to hear directly from those who perpetrate and benefit from the world's most frightening multibillion dollar industry.

Theatrically released earlier in 2013 and having won the presti-

gious Boccacino D'Oro at Locarno 2012 and the John Schlesinger Award at Palm Beach International Film Festival 2012, the film has impressed artistically and critically:

"Riveting...sometimes dangerous...daring...Payne manages to construct what could have been a mere talking-head doc into something visceral, immediate and in many ways illicit... "Stolen Seas" gathers an impressive array of articulate experts on such subjects, cramming everything from Somali history to ethical introspection — everyone who buys imported fish and

goods is implicated — into a head-spinning, pulse-pounding thriller." Variety

"Whether it's the Westlake mall attack in Kenya or the Somali pirates in Tom Hank's "Captain Phillips" film, the message is clear, the problems in Somalia effect the larger world. Many people ask me if my film is really about Piracy. I always answer that "Stolen Seas" is about what happens when the world forgets a country. Piracy is just one manifestation of that neglect. Radicalism is the other." noted Director Thymaya Payne. (Source: *Shiptalk*)

EU project to safeguard icy Baltic water navigation

The vessel traffic plying the Baltic Sea accounts for some 15% of the world's maritime transportation business, according to the European Commission (EC), but every year harsh winter conditions pose a significant hazard to safe navigation.

The Winter Navigation Motorways of the Sea project (WINMOS) is aiming to further develop efficient maritime transport during winter when sea ice covers large parts of the EU's northernmost waters. The WINMOS will tackle these challenges head-on and develop a "winter navigation system" that will reduce the risks vessels are exposed to. A meeting marking the official start of the two-year €138M project took place in Helsinki, Finland earlier this week. (Source: SAFETY4SEA)

STCW calls security training mandatory for seafarers

The Manila amendments to the Standards of Training, Certification and Watchkeeping for Seafarers Code (the STCW Code) came into force on 1 January, 2012. The revised Code (known as STCW 2010) introduced new minimum rest hours with immediate effect and a timetable of implementation dates for training and certification arrangements. *Lloyd's Register* has issued the following Statutory Alert to remind shipowners that from January 2014, security training will be mandatory for all seafarers

Seafarers who commenced

approved seagoing service before 1 January, 2012, shall meet the requirements for security awareness training detailed in paragraph 2 or designated security duties as detailed in paragraph 3, provided they have a minimum of six months approved seagoing service in the previous three years and have performed the required security duties, or have passed an approved test or successfully completed approved training.

From 1 January, 2014, seafarers who do not meet the requirements must receive appropriate training before being employed on a seagoing ship.

The key implementation dates are as follows:

1 July, 2013: New entrants commencing training are required to do so according to the standards laid out in STCW 2010.

1 January, 2014: Mandatory security training for seafarers in accordance with STCW 2010 is required.

1, January, 2017: STCW 2010 certification is required for all seafarers

There are three levels of security-related training required.

1. All people employed or

engaged on a seagoing ship must receive security-related familiarization training conducted by the ship security officer or other equally qualified person.

2. All seafarers must receive approved security awareness training or instruction that can be conducted on board ship or ashore. This is not ship-specific and only has to be completed once.

3. Any seafarer who has designated security duties shall undertake approved security training meeting the requirements of Table A-VI/6-2 of the STCW Code. (Source: SAFETY4SEA)

Piracy, robbery cases in Asia down first 9 mos of 2013

Piracy and armed robbery cases in Asia, mostly evident in the Straits of Malacca and Singapore, declined for the first three quarters of the year, said ReCAAP ISC.

From January-September 2013, a total of 90 incidents were reported: 80 armed robberies, four attempted robberies and six acts of piracy, according to figures from

the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia.

This compares to 96 piracy

incidents in the same period a year ago. Of the 96 cases in the three quarters last year, 91 were carried through, while five were attempted. (Source: *Fairplay*)

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