

# Baldoz lauds AMOSUP, JSU for assistance to Filipino seafarers

Labor and Employment Secretary Rosalinda D. Baldoz underscored the efforts by the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) and All Japan Seamen's Union (JSU) in promoting and protecting the welfare of Filipino seafarers who continue to be the biggest group in the world's crew fleet.

In a message at the groundbreaking and time capsule-laying rites for the seven-story, 330-bed JSU-AMOSUP Mariners' Home Annex II building on Leon Guinto, Malate, on July 10, 2014, she said the leadership of Dr. Conrad F. Oca, AMOSUP chairman-president, and Yasumi Morita, JSU acting president, have yielded good results in terms of work benefits and social welfare for AMOSUP members. "These include shelter for AMOSUP members during their stay in Manila while waiting for their ship embarkation."

The construction of the building will find completion in 10 months from July, according to AMOSUP administrative officer Anna Ibarra.

About one-third of 1.5 million seafarers in the world or close to 500,000 are Filipinos who have an annual average remittance of close to US\$5 billion to Philippine coffers.

Chairman Oca, for his part,

said that Filipino seafarers are among the most in demand and lucky members of the world's crew fleet, as they are protected by the International Labor Organization (ILO)'s Maritime Labor Convention (MLC) of 2006, which came into force on Aug. 20, 2013. "It is actually the seafarers' bill of rights. It ensures protection for seafarers and free competition among shipowners in the global shipping industry."

Morita expressed strong confidence on the skills, competence and work habit of Filipino seafarers who could also adjust comfortably with the cultures of their foreign counterparts.

The JSU is also a major partner of AMOSUP on maritime education through the Maritime Academy of Asia and the Pacific (MAAP) under the leadership of its president Vice Admiral Eduardo Ma. R. Santos AFP (retired).

The state-of-the-art MAAP located on 103-hectare land in Kamaya Point, Alas-asin, Mariveles, Bataan is currently the leading maritime institution in the country and Asia-Pacific. Established in January 1998 by AMOSUP founder Capt. Gregorio S. Oca, MAAP has so far graduated more than 2,000 seafarers, a big number of whom are now professional deck officers and marine engineers.

(Source: Manila Bulletin)



Labor and Employment Secretary Rosalinda Dimapilis-Baldoz shovels soil to a time capsule during the groundbreaking ceremony of the Mariner's Home Annex II in Malate, Manila. Joining the Secretary are AMOSUP President Dr. Conrado Oca; All Japan Seaman Union (JSU) acting President Yasumi Morita; International Mariners Management Association of Japan (IMMAJ) Chairman Masami Sasaki; Philippine-Japan Manning Consultative Council, Inc., Chairman Eduardo Manese and other officials. (Photo courtesy of Manila Bulletin)



JSU-AMOSUP Mariners' Home (above) –  
Address: 1765 Vasquez corner Julio Nakpil Sts. Malate, Manila, Philippines 1004  
Tel. Nos. 400-0461; 400-0463 to 64

JSU-AMOSUP Mariners' Home Annex (left) –  
Address: All Japan Seamen's Union-AMOSUP Mariners' Home Annex Building, 1970-1980 Pilar Hidalgo Lim Street, Malate  
Tel: 63(0)2-708-6589



# ICS calls for harmonized PSC per SECAs

The International Chamber of Shipping (ICS) is encouraging the Paris Memorandum of Understanding on Port State Control to ensure that a harmonized approach to PSC inspections has been developed in advance of the January 1, 2015 deadline with respect to the implementation of the 0.1% Sulfur Emission Control Areas (ECAs), established in accordance with MARPOL Annex VI.

ICS has underlined the shipping industry's commitment to full compliance with the IMO sulfur ECA requirements from January 2015. However, ICS is concerned that information collected by its member national ship owners' associations suggests that many governments are not yet prepared to implement the requirements in a uniform manner, in order to ensure the prevention of a potentially serious market distortion.

ICS secretary-general, Peter Hinchliffe explained: "The shipping industry is investing billions of dollars in order to ensure compliance with this major regulatory change, and the huge costs involved could have a profound impact on the future structure of the entire shipping industry. We therefore think it is vital that governments get the details of any PSC intervention right as we enter a new world in which fuel costs for many ships will increase

overnight by 50% or more."

He added: "There is only six months to go and it is vital that the Paris MOU and its Member States – in coordination, as may be appropriate, with the United States and the European Commission – clarify all of the details of ECA implementation with respect to PSC inspection as soon as possible. ICS believes it is important for the maintenance of fair competition that implementation occurs throughout the Paris

MOU region in a consistent and harmonised manner."

ICS has just written to the Paris MOU in order to draw attention to the global shipping industry's serious concern with respect to the sulphur ECA implementation. With the exception of the United States, all of those coastal nations that are located within the IMO sulphur ECAs (in North America, the North Sea and the Baltic) are party to the Paris MOU. (Source: *Safety4sea*)

## Drewry: officer corps seafarers shortage to worsen

The current shortage of officer corps seafarers is forecast to worsen and risks impacting carrier profitability, according to Drewry's recent Manning 2014 Annual Report.

Owners and managers need seafarers – and they want experience, expertise and quality. However, they do not have the resources to fund substantial rises in remuneration, the Drewry report said.

The report noted that in recent

years owners and managers have been heavily cost-focused as weak freight rate earnings have yielded poor returns.

Manning has become the natural target for cost-cutting, being the single largest element in ship operating costs, with officer recruitment being directed towards the lowest cost source.

Drewry estimates the current officer supply to be 610,000, representing a shortfall of 19,000

personnel.

This shortfall is forecast to rise to 21,700 by 2018 given that there will be a requirement for an additional 38,500 officers by this time, the report said.

"While ratings remuneration packages tend to follow International Transport Workers Federation (ITF) standard terms, officer earnings are more market driven," Drewry's managing director Nigel Gardiner explained.

"Manning costs look set to come under renewed upward pressure, putting a further squeeze on profitability unless owners are able to push freight rates higher," Gardiner said.

However, there is less supply pressure with ratings and this will have a moderating influence on wage negotiations currently underway between the ITF and International Bargaining Forum, which represents employers, Drewry said.

wry said.

"The other factor in owners' favor is that most seafarers are paid in U.S. dollars. When converted to domestic currency, seafarer earnings tend to compare well with other occupations."

"But the shortage of officers remains, especially among senior engineering ranks and for specialist ships such as LNG carriers," Gardiner warned. (MB-Edu Lopez)

## Many seafarers still lack access to communications

A recent survey shows that up to half of seafarers lack reasonable access to communications to keep in touch with their family and friends. The 2014 Crew communications survey (by Futureautics Research in association with Inter-Manager, ISWAN, PTC, BIMCO and CrewToo) found that while access to communications has been improving, it is far poorer in some sectors – where up to 30 percent of crew have no access to a telephone.

The survey, which involved almost 3,000 respondents from more than 30 countries, found that only 56 percent of seafarers had access to communications always or most of the time. The authors point out that the Maritime Labor Convention 2006 (MLC), now ratified by 61 countries, stipulates that seafarers should have "reasonable" access to communications at "reasonable" cost.

It found huge variation in the provision of communications, with the poorest levels in the container, bulk and general cargo sectors – it says that many of the 6 percent of crew who never have access to communications work here.

While an average of 76 percent of seafarers had access to a telephone, in general cargo over 30 percent of respondents still had no access to one. (Source: *ITF Seafarers*)

## ITF pushes for cash payback in 'Donald Duckling' dispute

Leading seafarer's union is hoping to recover unpaid wages and repatriation costs from the sale of the abandoned bulker *Donald Duckling*. But European waste regulations could prevent demolition in Asia

The International Transport Workers' Federation (ITF) is battling through the courts to recover close to £100,000 (US\$170,000) in abandoned seafarer's outstanding wages, repatriation and legal costs from the sale of the 43,866-dwt bulker (built 1997).

The ship was arrested by port state control (PSC) at the Port of

Tyne in the UK eight months ago and is now being sold by main creditor European Metal Recycling (EMR) through the courts.

Creditors also include the ship agents and the Port of Tyne Authority, which among other services, provided emergency bunkers so the "abandoned" crew could survive on the vessel. The crew received food donations and support from local seafarer charities.

The *Donald Duckling* is controlled by bankrupt owner Today Makes Tomorrow but is not included in the company's ongoing U.S. bankruptcy filing.

Local ITF representative Tommy Molloy says he is optimistic about recovering the funds after an initial opening court hearing.

The ITF originally paid for 11 of the ship's Filipino crew to return home in January. Although the men were paid for October and November, they are still owed two months' wages, the ITF claims. A further seven Romanian crew made their own way home.

The vessel was highlighted as an example of how last year's entry into force of the Maritime Labor Convention (MLC) 2006 — intended to safeguard seafarer's welfare — is

failing. A recent updating of the convention has made it clear that owners must have financial provisions in place to repatriate crews in case of abandonment.

The sale of the vessel is likely to depend on whether a buyer is ready to pay for it to be brought up to standard to trade. The other option is for the bulker to be bought with the intention to demolish it in Southeast Asia.

Online valuation platform VesselsValue.com estimates the ship to be worth \$6.1 million for sale for further trading and \$3.6 million for scrap. (Source: *Tradewinds*)

## IMO urged to safeguard early acting owners on ballast water

ICS argues that 'first generation' ballast-water management systems will provide performance data that will help the development of more effective equipment — and so fines should only be imposed for deliberate non-compliance with the convention during a trial period

Shipping organizations have banded together to ask the International Maritime Organization (IMO) for changes to the Ballast-Water Management (BWM) Convention that will safeguard early adopters who fitted systems before port-state control (PSC) inspection standards were developed.

The International Chamber of

Shipping (ICS) is leading an effort to ensure vessels fitted with "first-generation" BWM systems are not penalised by PSC testing criteria that exceeds the ability of equipment designed to meet guidelines set when the convention was approved in 2004.

A draft resolution has been drawn up for discussion at the IMO Marine Environment Protection Committee (MEPC) meeting in October 2014 in an attempt to implement palliative measures in-principle before the convention is adopted. It is hoped this will help clear obstacles delaying its ratification.

"The ICS is particularly concerned that port-state sanctions could impact unfairly on owners

who, in good faith, have fitted type-approved equipment, only to be told subsequently that it falls short of the required standard," the paper stated.

The organization adds that it "fears that unless these problems are resolved immediately at the IMO there is a considerable risk that the regime will not be fit for purpose".

The proposed resolution calls for "a new category of 'gross non-compliance' to be defined for application to these systems in order to allow for some small variation in treatment efficacy during normal operation".

The paper argues that first-generation BWM systems will pro-

vide performance data that will help the development of more effective equipment — and so fines should only be imposed for deliberate non-compliance with the convention during a trial period.

Owners will be required to invest more than \$100 billion on BWM systems when the convention enters force, the ICS claims.

Uncertainty about whether expensive systems will meet the more onerous requirements developed recently by port states has been a factor in slowing adoption of the convention. In-principle adoption of the changes would allow them to be implemented quickly after ratification. (Source: *Tradewinds*)



VOICES *from* SEAFARERS



**Capt. Anthony A. Abella & Crew of  
MV ASIAN INFINITY**

There is a strong desire of acquiring an internet on board because we need better communication in connecting with our families. May we suggest the JSU to negotiate with ship-owners to provide us with internet broadband connection.



**Capt. Ray Pilapil Capalaran & Crew of  
MV POSITIVE LEADER**

We've learned that the IBF negotiating table had succeeded in securing seafarers' wage increase for the next 3 years. Though the negotiation was a tiresome activity, it is indeed a pleasure for us to learn of this positive result.



**Capt. Apolo Retamar Jalocon & Crew of  
MV CASSIOPEIA LEADER**

Being with the prestigious shipping company, all supplies and provisions had to undergo thorough accounting. We had found the present food allowance is insufficient to our numbers. So we strongly appeal on JSU to re-negotiate an increase in our food allowance.



**Capt. Romeo Matondo Belleza & Crew of  
MV ANSAC CHRISTINE NANCY**

Our heartfelt thanks for the ship visitation of the JSU Staff in the port of Kawasaki. We are grateful for the souvenirs given and wish to express our appreciation of the disseminated information on welfare services of seafarers. Get hold of our solid support in reaching your goals.



**2AE Adrian Ducalang Inalisan & Crew of  
MV ATLAS LEADER**

It is remarkable to know that the latest informations about IBF wage increase had reached another round of 3 years covering 2015, 2016 & 2017. This shows that the members are assured of continuous employment and a brighter future in their careers.



**Capt. Roses Guzman Rosete & Crew of  
MV JAMES RIVER BRIDGE**

When of ordering provisions in port, we always notice costly prices. The present food allowance of the ship does not match the present prices and it makes the volume of our orders to shrink, thus it goes to minimizing the crew consumption. We call on the JSU to do something to increase the food allowance onboard.



**Capt. Bevis Emilio Tolentino Casco & Crew of  
MV HANJIN MARUGAME**

We will appreciate any means of ship communication provided it has the capability of wireless internet. Our beloved Union should push harder in negotiating for this crew welfare as it is already the trend in communication.



**Capt. Emerito Y. Bonocan & Crew of  
MV SELENE LEADER**

Routine Fire and Boat Drills are important aspects for every crewmember of the ship. These would improve their skills in performing duties in the event of emergency situations. It would be helpful if JSU will lend a hand to the training programs of the members who requires an upgrade of their STCW training courses.



**Capt. Crisanto Gimando Tipon & Crew of  
MV HAYAMA STAR**

Ships without appropriate communication is just like a drifting object on sail. May we request that broadband internet be implemented onboard.



**Capt. Renato Tayag Trivilegio & Crew of  
MV TORENIA**

IMO trainings and drills were often held to prevent or minimize the risk to safety of life onboard. The JSU should draft a resolution in support of trainings programs for its members in line with the IMO model courses.



**Relieving Capt. Albano &  
Capt. Michael B. Ventura & Crew of  
MV CAPE PRIDE**

We'd like to thank the JSU for its strong support of the MLC 2006. Without such support we cannot be able to attain this significant convention. Our best regards to all.



**Capt. Celestino G. Canedo & Crew of  
MV CRYSTAL ISLAND**

Broadband internet is gaining popularity among seafarers on board because of its reliability and high speed connection. We request the JSU to upgrade our existing e-mail access into this system for the sake of upgrading our communication with the outside world.



# Global shipping bodies issue Ebola virus advice

Three global shipping organizations have jointly issued guidance to their members on the risks posed to ships' crews calling at countries affected by the Ebola virus.

The ICS (International Chamber of Shipping), IMEC (International Maritime Employers' Council), and the ITF (International Transport Workers' Federation) urgently advise that on all such vessels:

1. The Master should ensure that the crew

are aware of the risks, how the virus can be spread and how to reduce the risk.

2. The ISPS requirements on ensuring that unauthorized personnel do not board the vessel should be strictly enforced throughout the duration of the vessel being in port.

3. The Master should give careful consideration to granting any shore leave while at impacted ports.

4. The shipowner/operator should avoid making crew changes at ports of an affected

country.

5. After departure the crew should be aware of the symptoms and report any occurring symptoms immediately to the person in charge of medical care.

The advice is supplemented with information from the World Health Organization on the virus (available here [www.who.int/mediacentre/factsheets/fs103/en](http://www.who.int/mediacentre/factsheets/fs103/en)).

A spokesperson for the three organizations commented: "Everyone is deeply con-

cerned for those suffering from the Ebola epidemic and supportive of a coordinated world response to help them. We particularly applaud all those medical staff who are risking their lives to help. In the meantime we want to make sure that those in the world shipping industry play our part in ensuring the safety of crews visiting the affected countries, and minimizing the risk of the virus spreading further." (Source: *MarineLink.com*)

## Brace for ECA sulfur regulation

Singapore-headquartered bunker supplier Dynamic Oil Trading urged shipowners and operators to streamline their operations in preparation for the upcoming implementation of Emission Control Areas (ECAs) on January 1, 2015.

"There is no guarantee that all physical suppliers will be able to supply the compliant products that are needed, in the right place, and at the right time, as availability in some ports could be patchy. The only way to avoid the risk of an impact on operations or the risk of non-compliance with the 2015 ECA standards is to prepare now," said Lars Møller, CEO of Dynamic Oil Trading.

From January 1, 2015 onwards, all vessels sailing in the designated ECA zones in the Baltic Sea, the North Sea, the waters off the U.S. and Canadian coastline, and the U.S. Caribbean Sea will be required to use fuel with a maximum sulfur content of just 0.1%, a significant reduction from the current ECA limit of 1%.

With the new regulation, concerns arise among owners and operators about the availability of sufficient fuel stocks and the financial impact resulting from the requirement to buy more costly distillate products. They feel that the ECA limit will affect the profitability of operations and even doubt the viability of certain routes.

Møller, however, believed that cost saving can be achieved by having close collaboration with suppliers and said, "There is uncertainty across the entire industry over the impact of the new sulphur regulations, but this can be managed and the costs can be mitigated through a proactive approach to planning ahead and by working with fuel suppliers in order to adapt fuel procurement strategies for ECA voyages." (Source: *Sea-web*)

## Hot work – the need for effective controls

The UK MAIB has issued this year Safety Digest including lessons learned from maritime accidents. One case highlights the importance of effective controls during hot work onboard.

The precautions to be taken in the event of hot work being carried out are well established and known to all but the most inexperienced of seafarers. It is worrying that virtually none of the hot work procedures laid out in the vessel's SMS or those detailed by the contractor were complied with.

In a case included in latest UK

MAIB's Safety Digest (Case 14), the ambivalent approach to safety could have easily cost lives and resulted in severe damage to the vessel.

If it hadn't been for the prompt action of the chief engineer in raising the alarm and closing doors to prevent the spread of fire and smoke, the £180,000 repair costs would have been far greater.

Lessons learned

1. When considering approving hot work, make sure that safety procedures, including conducting a risk assessment as laid out in the SMS, are fully complied with.

2. Pre-operation "tool box" talks are very useful in ensuring all those involved are fully aware of the precautions to be taken, the alert procedures and the scope of work.

3. Hot work contractors will also have their own company procedures to follow; it would be helpful to cover these during the "tool box" talk.

4. Search adjacent compartments for flammable materials before the start of hot work. Remove them where there is a risk of ignition.

5. Make sure if you are a fire

sentry that you are able to communicate with the person conducting the hot work so you can alert him/her to dangers.

6. Take time to brief contractors on the action to be taken in an emergency. This should be clearly laid out in the vessel's SMS.

7. The fire alarm and public address system are very quick methods of alerting those on board to dangers or general advice. Their effectiveness depends significantly on coverage throughout the vessel. Attend to defects and "blank" spots promptly. (Source: *UK MAIB, Safety Digest 1/2014*)

## Safe navigation in Malacca, Singapore straits

Members will be aware that traversing the busy waters of the Malacca and Singapore straits can prove to be challenging, even for experienced masters and crew.

Over the years, a number of significant shipping casualties have occurred in and around this region, including matters so significant that they resulting in claims on the IG P&I pool.

### Loss prevention advice

Close attention needs to be paid to the speed of the vessel when in busy waters.

Furthermore, the following are important to ensure the safe navigation of the vessel:

- 1) A safe voyage begins with good passage planning;

- 2) effective bridge team management and communication at all times;

- 3) detailed advance discussion about plans for going through busy or otherwise challenging waters;

- 4) masters and pilots need to have good communication and jointly review plans for any passage under pilotage;

- 5) bridge teams need to be familiar with the ECDIS system actually on board the vessel

- 6) the OOW should avoid "over-reliance" on electronic aids to navigation to the exclusion of other methods; and

7) ECDIS systems need to be properly set up with respect to information layers and alarm settings

Members may also wish to further consult the 2014 safe passage pamphlet produced by the Cooperative Mechanism on Safety of Navigation and Environment Protection in the Straits of Malacca and Singapore and BIMCO. (Source: *Skuld*)

## ClassNK to collaborate with Russia's Transas Marine

Japanese classification society ClassNK and Russia-based Transas Marine signed a memorandum of understanding on July 8 to jointly develop new standards, rules, procedures and guidelines related to classification of maritime simulators.

New regulatory requirements will need fine-tuning of both traditional and special areas of training, like offshore, LNG, tug and VTS operations.

ClassNK executive vice president Koichi Fujiwara said: "My feeling is that the technology is chang-

ing. It is an accelerating change that demonstrates an increasing interest towards the safety of the environment. Transas has the special knowledge in effective tools for education, which is vital to ensure this. Meanwhile, ClassNK has a long history of certification.

I'm sure that this combination will contribute to the future of the entire maritime industry."

ClassNK has 20% of the world merchant fleet on its register, while Transas Group has a 45% market share in the marine simulation market. (Source: *Sea-web*)

## SSA chief: SE Asia piracy threat still exists

The threat of piracy still exists in Southeast Asia, albeit at a lesser degree than in Africa, the president of the Singapore Shipping Association has said.

Patrick Phoon, was commenting on July 3 during the SSA's 18th annual general meeting, which focused on the international development of the industry and its impact on Singapore.

"The SSA adopts a zero-tolerance policy towards pirate attacks against

innocent trading ships. The ongoing threat of piracy and armed robbery does not only affect the safety of our seafarers, our ships and cargoes but also increase the risk of pollution to our marine environment," Phoon said.

Meanwhile, the SSA says that any global environment regulations that have been adopted must be practical, implementable and sustainable.

These regulations must relate to the improvement of maritime

safety and be subjected to a full and proper cost-benefit analysis.

Phoon also stated that the SSA Council had identified two areas that needed to be further enhanced to strengthen Singapore as an international maritime center.

The two areas found to be lacking are in the field of ship insurance and ship financing and the committee will work closely with the industry to grow these sectors. (Source: *Sea-web*)

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