'Tis the season of joy, and most especially, of hope. For the AMOSUP family, the last two months of the year have always been celebratory. In November, we commemorate the founding anniversary of the union, and coincidentally, the birth anniversary of our beloved founder and former president, Capt Greg Oca. December comes the merry season not only for the union, but for the entire Christianity as well, in remembering the birth of our Saviour the Lord Jesus Christ.

But as we mark these glorious occasions for the union and the general membership, our hearts go to the millions of victims and affected families in Central Philippines who survived the destructive force of Typhoon Yolanda. They, who suffered from the most powerful storm to ever hit land in recorded history last 08 November, urgently need our help even as the Filipino nation weeps for thousands of deaths from this disaster. We do not only think of them in our prayers and the holy masses that were offered for the survivors' recovery. More importantly, we have also come together as a community to join the rest of the world in the relief and rehabilitation efforts for the Yolanda (International code-name: Haiyan) typhoon victims.

It is worthwhile to mention that the union’s training ship, the Kapitan Felix Oca (KFO), had been commissioned to transport relief goods to Tacloban City and Coron in Palawan, a week after the typhoon hit. Laden with hundreds of tonnes of goods, drinking water and medicines sent by the Norwegian Shipowners’ Association, the 5,028gt training ship shuttled from Manila to Tacloban, then to Coron and back to Manila. It then made several return trips to the badly hit islands to load and unload cargoes for humanitarian aid.

The union also committed its own contingents that included our medical teams from Manila and Cebu and our MAAP cadets for rehabilitation efforts. On board the KFO, we’ve brought with them both relief goods and construction materials. Witnessing the widespread destruction in those areas, we realized it would take some time for the survivors to recover and rehabilitate their typhoon-ravaged communities. But the bayanihan spirit and the resilience of the Filipino have always enabled our people to bring out the best in themselves and rise above the ruins.

Despite the despair and destruction, the nation has to move on to rebuild what has been destructed and move ahead for much needed changes. As AMOSUP entered its 53rd founding anniversary, we likewise continue to seek changes and to provide better services for our members. To this, I am proud to cite the union’s recent agreement with the Manila city government in providing full scholarships at the Maritime Academy of Asia and the Pacific to a number of the city’s poor but deserving high school graduates beginning in the next school year. This is not the first time that we’re doing it, when it comes to the pursuit of maritime education. Similar grants to tertiary students of other LGUs have been duplicated at the union-run school. Similarly in terms of services, the Seamen’s Hospital is continuing to upgrade its medical facilities. Union members and their dependents are bound to benefit from the hospital’s recent acquisition of its new multi-detector CT scan, ambulance vehicle, among others.

As we continue to strive with our goals for the betterment of our organisation and its members, I believe that the season of joy and hope will stay with us throughout the years.

May we have a blessed Christmas and a prosperous New Year!

Happy Sailing Forward!

Dr. Conrado F. Oca

Sailing Forward
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The AMOSUP Seamen’s Hospital has launched its newly acquired multi-detector CT scanner as part of improving medical services to union members and their qualified dependents.

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24 MAAP to grant scholarships to Manila students
The academy and the city government subscribe to mutual goal and cooperation that will provide their screened cadets the needed competency enhancement for chosen degree courses in most suitable environment.

25 Forum tackles new standard
AMOSUP and the three Norwegian maritime unions recently hosted the Fi-Nor Maritima Forum at the Manila-based AMOSUP Convention Hall.

26 Industry marks national seafarers’ day

29 Vital key to union’s services
The AMOSUP ID card is the member’s passport to accessing and availing themselves of services the union provides for the cardholder’s benefits while in active service.

30 Seamen’s Hospital speeds up ID release
As one of the union’s major services being rendered to members and their qualified dependents, the AMOSUP Seamen’s Hospital has made lead improvement in its ID card system.

31 IBF enters new round of negotiations
The International Bargaining Forum (IBF) has commenced a new round of negotiations, marking the 10th year of industrial relations between the Forum’s members.

32 ITF launches guide to fighting violence against women
The ITF is launching a guide on how to combat violence against women as part of its support for the UN Day for the Elimination of Violence against Women.

34 Union marks foundation day
AMOSUP marked its founding anniversary in simple ceremonies at its convention hall in Intramuros last November.

About the cover:
Children play in Daanbantayan amid destruction of the place by super typhoon Yolanda in central Philippines (Photo courtesy of Seamen’s Hospital Cebu). Inset CFO leads the distribution of relief goods and medical mission in Doong Island, Bantayan, Cebu (Photo by Jun Danao).
Seamen’s Village: An exclusive community with global vision

A community built exclusively for seafarers and their families has evolved into a self-sustaining one with its own school, fitness facilities, recreation hall and soon a cultural centre.
Development never stops at Seamen’s Village, AMOSUP’s shelter program in Dasmarinas, Cavite, with new units and another batch of union members and their dependents are about to move into their new homes by the end of 2013.

The AMOSUP Community Development, which manages the program, says the latest batch of 16 single detached and 24 duplex housing units have been turned over to new member-homeowners. Prior to the latest turnovers, another 16 single detached units and 30 duplex ones were awarded in February 2013.

There are two new batches of houses: Captain’s Court for single detached and Chief’s Court for the duplex units.

Houses in Chief’s Court type have two bedrooms and a lot area of 90 to 110 sqm. Priced at half the cost of units in Captain’s Court, the Chief’s Court nonetheless were built with the same quality standards.

Living independently and freely

Seamen’s Village is a first of its kind in the world—a community built exclusively for seafarers and their families. Started 20 years ago on 19 hectares of wild land purchased by Captain Gregorio Oca, the village has evolved into a self-sustaining community with its own school, fitness facilities, recreation hall, and soon, a cultural center—another first in Cavite.

Some families have taken to gardening and growing their own vegetables and ornamental plants; some are members of Craftstruck Club, a seafarers’ wives’ initiative that designs and produces lifestyle items (wallets, hand bags, cell phone/tablet holders, placemats, clutch bags, body bags, accessories) out of recycled foil wrappers.

Up-cycling, Craftstruck members say, is one way of putting to good use wrappers from instant coffee, juice drinks, shampoo sachets, and other similar packaging materials. It’s also one way to earn a little extra, showcase and share their skills among themselves and other seafarer’s wives, and provide an informal support system among their kind.

The up-cycled products are now exported to countries like Singapore, Hongkong, US and Canada.

Coming soon: 8 Anchors

The next major development in Seamen’s Village is its cultural or events center. To be christened 8 Anchors, after the symbolic eight anchors representing the AMOSUP core programs, the center comprises of a 500-seat multi-purpose auditorium-cum-ballroom, an exhibit hall, two function or conference rooms, administration offices, and spaces dedicated to wives, children, seafarers’ families and organizations.

8 Anchors will link the covered basketball court, the swimming pool, and the picnic grounds via a covered walkway.
Seamens’s Hospital launches new CT scan

The AMOSUP Seamen’s Hospital has launched its newly acquired multi-detector CT scanner as part of improving medical services to union members and their qualified dependents.

The 160-slice configuration computerised axial tomography scanner is said to be the latest generation standard introduced to the healthcare market by its Japanese manufacturer Toshiba. The machine was inaugurated last 31 October.

CT scan is performed to analyse the internal structures of the body that can verify presence or absence of tumours, infection, abnormal anatomy, or changes caused by trauma. It is also used for the detection, diagnosis and treatment of a number of vascular diseases, which may ultimately lead to stroke, kidney failure or blood clots in the lungs.

The hospital’s new scanner provides clinical images of maximum quality with a minimal rate of radiation for those who need to perform a wide variety of routine clinical examinations, says Dr. Abigail J. Lopez, CT-MRI section head of the AMOSUP Seamen’s Hospital.

With its possession of the machine, the hospital becomes one of the few facilities in the Philippines that provide high quality images for all patient examinations by a clinical scanner. Most of its patients are AMOSUP members and their qualified dependents.

“IT is a significant modality for us because we can see all the disease states which is a great improvement compared with the old one,” Lopez points out. The new CT scanner also upgrades the hospital’s other machine of 64 slice configuration.

The new equipment can perform high-speed reconstruction of up to 50 images in parallel to high-speed scanning, allowing images to be instantly available for review before the patient is leaving the scan room. Lopez stressed that this will also enables them to carry out higher throughputs across a wider range and variety of disease states.

Department of Labour and Employment secretary Rosalinda Dimapilis-Baldoz graced the inauguration of the new medical equipment. International Transport Workers Federation (ITF) acting general secretary Stephen Cotton, International Maritime Employers Committee (IMEC) CEO Giles Heimann and Danish Shipowners’ Association (DSA) EVP Pia Voss and other friends in the shipping industry also attended the event.
Father Santos blesses the new clinical machine and the entire CT Scan/MRI section (bottom photo).

Dr. Abigail Lopez: “This is a significant modality for us because we can see all the disease...”
Union, Dutch owners extend collective bargaining accord

AMOSUP and the Dutch maritime union Nautilus International have renewed their collective bargaining agreement with the Dutch Shipowners Association, which is a grouping of three organisations of shipowners and employers.

The unions CBA with Sociaal Maritiem Werkgeververbond (SMW), Vereniging Van Werkgevers in de Handelvaart (VMH) and Netherlands Maritime Employers Association (NEMEA) have also secured a modest increase in take home pay of their officers and ratings effective January to December 2014.

The agreement, signed last October, was an extension of the 2010 deal between the owners and the union for Filipino officers and ratings serving on Netherlands national flag vessels.

Since 1992, and yearly thereafter, AMOSUP has negotiated with the Dutch shipowners to provide the union members adequate protection, enhance social benefits and reasonable wages.

Prior to the renewed collective agreement, wage increases had been negotiated through a working group that had been formed with representatives from all parties.

Dutch shipowners and union officials in Manila for a round of CBA negotiations
Voluntary arbitration cases spike

Submissions to voluntary arbitration of maritime cases have increased over the years, resulting in higher disposition of seafarers cases.

From only three cases filed in 2002, when the voluntary arbitration began to settle cases of Filipino seafarers, maritime cases gradually surged at an average rate of 49% to 78 cases filed in 2012, according to the National Conciliation Mediation Board.

The disposition rate was marked at 81%, with monetary benefits amounting to PhP857,774 million that have benefited some 332 seafarers.

Claims for disability benefits comprised 88% of the total submission. Other issues are claims for death benefits, illegal dismissals and a few issues on provident funds.

Of the cases elevated to the Court of Appeals, the NCMB says 47% have been affirmed while only 8% were reversed. The others were settled amicably, pending appeal accounts at a rate of 21%, modified (4%), withdrawn (20%) and pending (9%).

On appeal to the Supreme Court, 87.5% of the cases elevated were affirmed and 12.5% were reversed.

As of June 2013, NCMB has 44 retooled maritime voluntary arbitration and claims submitted by Filipino seafarers to voluntary arbitration.

NCMB has been mandated to promote conciliation and mediation of labour disputes through preventive mediation, conciliation and voluntary arbitration. Voluntary arbitration promotes co-operative and non-adversarial modes of labour disputes settlement.

By virtue of a memorandum of agreement entered into by and between NCMB and the Philippine Overseas Employment Administration, the NCMB opened its voluntary arbitration programme to Filipino seafarers in 2002.

Summary of maritime voluntary arbitration cases, by year
Philippines: 2002-June 2013

<table>
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<tr>
<th>Year</th>
<th>Pending, Beginning</th>
<th>Filed</th>
<th>Handled</th>
<th>Decided</th>
<th>Settled</th>
<th>Withdrawn/Dropped</th>
<th>Total Disposed</th>
<th>Disposition Rate</th>
<th>Pending, End</th>
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<td>57</td>
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<td>252</td>
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Training ship delivers union’s rehab mission

AMOSUP sends own contingent in delivering humanitarian aid using its major floating asset to typhoon devastated parts of central Philippines. Sailing Forward editor Andy Dalisay joins on board

ABOARD TS KAPITAN FELIX OCA (KFO) – This could be one of the busiest vessels around after super typhoon Yolanda/Haiyan struck central Philippines last 08 November. Ferrying relief goods and medical workers, the 5,028gt training ship had been making several sorties to do humanitarian relief work to devastated parts of the Visayas, latest of which was led by the AMOSUP president himself, Dr. Conrado F. Oca. The union’s social partner from Norway through the Norwegian Shipowners Association was the first to use the ship for relief operations, shuttling between Manila-Tacloban and Coron, a week after the strongest storm hit land.

This time AMOSUP took the opportunity to do a full steam participation by its officers and personnel, which included allied services from its hospital in Manila and Cebu and maritime school cadets in Mariveles.

On early morning of 08 December, KFO sailed from Manila laden not only tonnes of relief goods, but construction materials as well. A raise in the level of aid commitment, the shelter materials had galvanised iron sheets, roof sealants, cement, hammers and nails and shovels. Select islands in Cebu, where there are many union members, are recipients of the rehabilitation effort.

KFO master Capt George Dela Cruz (standing, second from left) maps out plans for the relief and medical mission on board the ship (left page) together with AMOSUP executives (from left) Jose Raul Lamug, Dr Conrado Oca, Dr Miguel Mendoza and Johnny Oca. Mariners (photo top) are also sorted out in the process.
Dr. Oca, who also led the medical team, said the union chose some of the islands in Cebu since they have not yet received any help from government or private entities since the typhoon ravaged the areas. He said the island communities were also devastated, but most of them had been forgotten by relief workers. “There seems to be no one with them at this time of sadness and grief, so this endeavour will be our own little way to help them,” Dr. Oca said, referring to relief and rehabilitation efforts.

**Logistics challenge**

Twelve doctors and 14 nurses left the confines of their clinical duties at Seamen’s Hospital Manila to render free medical work. At the same time, 46 cadets from the AMOSUP-owned and operated school Maritime Academy of Asia and the Pacific (MAAP) timely spent actual training on board the KFO as part of the contingents. The union’s Seamen’s Hospital Cebu five doctors, 10 nurses and back up personnel joined the ship when the KFO reached the waters of the “queen city” of the south. A number of volunteers from affiliates of the International Transport Workers Federation (ITF), the AMOSUP mother union, namely the Japan Railways East Union (JREU), Bukuran at Kawane ng Manggagawa ng Pilipine National Railways (BKMPNR) and the United Transport Workers Organisation (UTWO) also joined the contingent.

It was a smooth sailing to Cebu as KFO reached its target point, dropping anchor on Doong, Bantayan Island at about 0630H on Monday, 09 December. Initially, unloading the ship’s break bulk cargoes posed a challenge for the crew due to absence of suitable barges that would ferry the materials ashore. Some of the cargoes needed to be discharged were about 12,000 GI sheets, 800 sacks of cement and hundreds of boxes of roof seals and umbrella nails.

Thanks to foreign shipowners and local firms, individual donors and the union, who contributed for the construction materials for the storm-victims’ ravaged homes. There were also 100 set of hammers, hand saws and shovels. Same with the packs of relief goods that the ship delivered in past relief sorties, cadets on board had also repacked handy items such as nails for distribution to affected families.
Lipayran and Doong Islands in Bantayan, northern Cebu were among the hard hit areas by the typhoon. Houses for instance of some 1,000 families in Doong were either flattened or damaged by Yolanda/Haiyan. Most of the residents depend on fishing as the main source of livelihood. And it was their fishing boats and pump boats which provided the means to transport the construction materials from ship to shore. Aside from fishing boats—some of which were big enough to accommodate GI sheets and sacks of cement—KFO’s lifeboats provided the apparent logistics backup to transport the goods, medical personnel and support staff from KFO to the islands. MAAP cadets mainly served the utility backbone onboard—from re-packing to unloading and delivery of relief goods.

**Simultaneous with relief, medical mission**

Simultaneous with cargo unloading, KFO lifeboats and pump boats deployed the medical and relief teams to their respective duties ashore. The relief goods packed in grocery bags consisted of rice, sardines, noodles and bottled water. Toiletries separately distributed over in covered pails, each contained bath and laundry soaps, shampoo in sachets, and toothbrushes, among others. There were also toys for children and boxes of clothes. Hundreds of them were handed over to residents who patiently lined up during the distribution.

Likewise, the medical team closely attended to the illnesses of patients who mostly have not seen a doctor or visited a clinic in many years to be treated. Residents also received boxes of vitamins and medicines. There were patients who went under the knife for immediate minor surgery at the time. Dr. Miguel Mendoza, the union hospital’s expert on minimally invasive surgery, had to perform cyst operations in a makeshift “O.R. (operating room)” with only the tree’s canopy to shield them from the noonday sun. Another patient was also operated on his knee for a cyst removal.

Goods distribution and free medical forays were also done in other islands on the next day of 11 December, when KFO sailed toward the northern tip of Cebu to access other target islands. This time the ship was anchored off Chocolate Island near Daan Bantayan and Malapascua, which were also pummeled by the wrath of Yolanda. Daan Bantayan, which consists of 20 barangays or villages, had houses blown off or damaged by the storm. At its regular speed of 13 to 15 knots, the vessel dropped anchor at the nearest point called Chocolate Island.

**Boats swarmed**

As news of the ship arrival spread to the community, fisher folks in their boats soon appeared beside KFO asking for relief goods. There were at least 60 boats. Capt. George De la Cruz, the KFO master, had to take added responsibility of maintaining order through a megaphone as the boatmen tried to ease each other out in order to approach the gangway for the relief goods. Despite what they’ve been through from such a disaster, the fisher folks observed patience, waiting for their turns to receive. And as they began queuing orderly, aid distribution afloat ran pretty well. Children on the boats also received toys. It was a fulfilling experience for the entire AMOSUP contingents in delivering such part of a rehabilitation programme. Finally, as the relief and medical teams completed their mission from the islands and returned to the ship, KFO proceeded to sail back to Manila on the night of 11 December. The mission left behind not only humanitarian aid on the part of the recipients, but the sortie also served a well cherished experience among participants in rehabilitation efforts.
DONORS LIST

AMOSUP wishes to thank the following companies, organisations and individuals who have contributed financial and material supports to the recent relief and rehabilitation mission for the victims/survivors of Yolanda/Haiyan in central Philippines:

Alabang Ladies International Group, American Wire & Cable, Amosup, Ann Petilla/Friends of Leyte, BF Resort Village Homeowners Association, Brent International School, BW, Capt. Romulo Lucero, Clifford Certeza, Convoy Marketing, Danilo D. Ampuan/Mission Tabang, Department of Energy, Department of Health, Department of Tourism, Department of Social Works and Development, Dr. Margarita Cojuangco, Dr. Margarita Cojuangco/TV 5, Fam Hanell, Ingeborg Steinholt, G Travel, George Frange, Grieg, HFS, Jo Ann Cason, Jotun Phils, Katy Kua, Klaveness, Knutsen, Land Rover Club, Maersk Global, Marine Benefits, Mary Ann Zipagan-OSM, Mastech Inc., Mc Kinley Dental Prosthetics, Mr. Rico Severino/Mr. Jojo Lee, Ms. Raquel Ner, Naham Pelisigas, Napoleon Ty, NTCM, One Mega Group, OSM, Poseidon, PTC, PTC Angkla, Red Cross, Red Cross/Kabaka Foundations Inc., Rotary Club of Paranaque, Royal Norwegian Embassy, Singa Ship Management, SN Abotiz Group, SN Power Phils, SOS Children’s Village, Supreme Court, TSM, TV 5, Unica Hijabayo, Wallem, Waya Wijangco of RCS, Wilhelmsen, Yara Fertilizer.
Unions, owners take action to help disaster survivors

Requiring protracted and sustained support of all who have the capability to extend assistance in relief efforts, AMOSUP’s social partners joined hands to contribute to humanitarian aid.

Shipping industry social partners have joined hands to contribute to relief and rehabilitation efforts in the Visayas which had been hit by massive destruction and extensive devastation to life and property caused by super typhoon Yolanda (Haiyan).

The AMOSUP, which has been carrying out its own humanitarian relief work, lined up a series of sorties to be undertaken by its training ship in order to deliver relief goods and construction materials to areas requiring more aid.

AMOSUP president, Dr. Conrado Oca, said the relief efforts would require the protracted and sustained support of all who have the capability to extend assistance, stressing that social partners have joined hands to contribute to humanitarian aid. Donations from union members, personnel and concerned organisations were also received by the union.

Dr. Oca specially cited efforts made by the Norwegian social partners, especially the Norwegian Shipowners Association through the Royal Norwegian Embassy in Manila, for their initiative to deliver a substantial amount of relief goods to affected areas in Leyte Province using the union’s training ship.

Even the member unions of the Philippine ITF Coordinating Committee when it met recently, expressed their interest to support relief efforts in their own little way.

In related efforts, JSU and AMOSUP have donated substantial amounts to the government through the Department of Labour and Employment. Pledges of cash donations from maritime industry foreign social partners have been communicated to the union and part of such donations, when received will be turned over to government.

The Danish group of Norden AVS has donated a substantial amount to be used specifically for the union’s relief operations. Also, the psycho-social counselling program funded by the JSU and implemented through DOLE-OWWA, will be refocused to cater to the needs of families and individuals badly affected and requiring the service.

Dr. Oca added that seafarers’ welfare organisations have expressed interest to provide assistance in the relief operations and the recovery process.

Central Philippines (the Visayas) was hit by two successive natural calamities – the magnitude 7.2 (in
Groud zero: A devastated Tacloban City (Foto by NTCM)
the Richter Scale) earthquake in October and the super typhoon (category 5) Yolanda/Haiyan last 08 November, the strongest typhoon ever recorded in the world with winds of over 300 kph.

In the aftermath of the earthquake, a lot of infrastructure was damaged, economic activities were stalled while thousands of people were rendered homeless and displaced and the loss of many lives also recorded. Similarly, after the deadly typhoon and its accompanying storm surge carrying 6.5 meter-high of sea water, the amount of damage is seen to be unquantifiable and of unimaginable magnitude, to say the least.

Vast areas, direct and adjacent, to its path were cleared to the ground - leaving most trees uprooted, light structures blown away, heavier structures like office buildings and schools were water-damaged, many roads and bridges rendered impassable, hospitals and healthcare facilities also badly damaged with dwindling or absence of medical supplies, utilities such as electricity, water and communications were knocked out of service, while airports and sea ports have limited capability or have become inoperable. Worst of all thousands lost their lives, estimated to be in the region of 5,000.

AMOSUP Cebu aid members, non members

Other areas badly damaged by the typhoon are Bantayan Island and vast areas in northern Cebu, and several provinces in Panay Island.

Medical practitioners at the AMOSUP Seamen’s Hospital-Cebu and Seamen’s Hospital- Iloilo have been tasked by the union to assist and provide professional support and offer available medical supplies to the medical missions being undertaken by various concerned agencies and organisations in the affected areas that support the efforts of local government units. The union hospitals have also organised groups to directly deliver relief goods in their respective areas of coverage.

The AMOSUP Cebu, which organised two teams to serve the Yolanda victims, covered the northern part and the Island of Bantayan by providing medical help and relief goods.

The first team, which included doctors, nurses and other union employees, covered the town of Madridejos, Bantayan Proper and Barangay Sillon of Santa Fe. The other group, which had almost the same composite team, covered the mainland – Daan Bantayan and Medellin.
Travel to Bantayan Island is a 2.5 hour drive from the city and 1.5 hours by ferry. Trip to Daan Bantayan takes about four-hour drive from the city.

It was a heart wrenching scene. As people lined up the National Highway showing placards asking for help, the group had to stop on the highway and distribute bread, biscuits and water to the affected families nearby.

The relief team able to serve 400 patients, including 40 union members and their dependents at Madridejos town.

In Bantayan proper, 300 patients received medical aids and ‘family packs.’ Each relief pack consists of a tarpaulin for building a makeshift tent, blanket, rice, canned goods, flashlights, candles, matches, mosquito killer, undergarments and drinking water. Members with their dependents and non-members received relief packs.

At Brgy. Sillion of Santa Fe, about 600 relief goods and pack of medicines were distributed. The medicines included Paracetamol, Mefenamic Acid, cough and cold preparations. In Daan Bantayan 300 individuals were served including AMOSUP members; 250 people were also given medical assistance in the town of Medellin.
Most of the disease survivors were suffering from respiratory infections, hypertension and diarrhea. Tetanus toxoids were also provided to trauma cases including wound dressing.

Kind hearted people from all walks of life regardless of age, sex, religion, nationality, financial and social position have put aside differences to join hands to give hope and help to those affected by the calamity. It was one of our finest hours as a united people.

**Norwegian aid**

Apart from Cebu, another hard hit area is Tacloban where the union owned and operated training ship, Kapitan Felix Oca, started to first call and unload hundreds of tonnes of cargoes destined for survivors in the typhoon-ravaged city.

The relief goods were sent by the Norwegian community such as from members of the Norwegian Shipowners’ Association, Philippine Norwegian Business Council, Royal Norwegian Embassy, non-govern ment organisations, business owners and government agencies.

From Manila, the 5,028gt ship laden with foods, drinking water and medicines sailed to Tacloban and Coron, more than a week after super typhoon Yolanda hit the country last 08 November. The vessel was also ferrying doctors and nurses from AMOSUP Seamen’s Hospital to do volunteer work for the survivors.

Except from the navy and coastguard ships, the KFO was one of the first private operated ships to call at Tacloban port after Yolanda struck. As the port was not ready yet to do business at the time due to damage to infrastructure and port equipment, KFO made its effort to dock safely and discharge its relief cargoes which the typhoon survivors badly needed.

The shipment included 20 tonnes of rice, 40 tonnes or 3,306 cases of bottled water, 15 tonnes of noodles, canned goods, toiletries, assorted goods, clothes, medicines, and some 3,000 “family packs” each with 5 kilograms of rice, sardines, 5 litres of water, and corned beef.

As the ship was underway, the 170 maritime cadets onboard KFO that undergo training with the Norwegian Training Centre (NTC) in Manila at the time, packed additional family packages. The Filipino cadets prepared around 10,000 to 12,000 family packs ready for distribution onboard.

The relief operations were well co-ordinated, with the first call for donations a week after the typhoon struck the country. The NTC offices in Taguig served as drop off point for donations. NTC managing director Erik Freberg Blom said: “Time was of the essence, giving 24-hour continuous loading to KFO had helped a lot to meet its (first) departure schedule.”

The KFO is scheduled to sail further in the Visayas to continue transporting relief goods whilst performing its mission in the training of marine cadets.
ITF affiliates relief efforts

Likewise, the International Transport Workers Federation and its affiliated unions have also been taking action to help those affected by Typhoon Yolanda. The ITF is supporting this effort financially.

The ITF Seafarers’ Trust – the charity arm of the federation – has authorised two grants totalling GBP100,000 to aid Filipino seafarers and their families affected by typhoon Yolanda/Haiyan.

The grants, for GBP50,000 each are being awarded to AMOSUP and Philippine Seafarers Union (PSU) to help them deliver emergency relief for seafarers and their families.

ITF Seafarers’ Trust chair Dave Heindel commented: “Around 300,000 of the world’s seafarers are from the Philippines, many of them from the worst hit areas. These two grants will allow us to provide targeted help to them.

The Seafarers Trust is trying to alleviate at least some of the awful effects of the tragedy that hit the Philippines, a country which is fundamental to the maritime world. With this aid the Trust is hoping to help many seafarers to get back on their feet, and to support them at this difficult time.”

PSU has been making efforts to distribute food and drink in Cebu Province. As local government functions collapsed in the initial weeks as a result of the devastation, PSU was one of the few functioning organisations in the area. Staff had turned up for work even though their own family members had been killed.

PSU members are in Cebu and Tacloban in Leyte. The island of Leyte was at first unreachable other than by a few military transports. There was no phone communication. The union collected emergency supplies that were also shipped to Leyte. Its office in Tacloban has been destroyed and uses a sub-office in Ormoc as its base to distribute goods. The ITF has made an initial donation to cover a few days of this work and other targeted donations will follow.

Alongside shipowners and welfare groups such as the Sailors Society and Mission to Seafarers, the ITF is also working with ISWAN (the International Seafarers’ Welfare and Assistance Network) on practical measures to assist Filipino seafarers who are desperate to find out what has happened to their families.

More details of ISWAN’s valuable work – along with ways that it can be supported – can be found here: www.seafarerswelfare.org/news-and-media/latest-news/maritime-industry-responds-to-typhoon-in-the-philippines

‘Sympathy to victims’ families’

ITF president Paddy Crumlin stated: “Our sympathy is with all the victims of this awful event, and our thoughts are with them and all those in the country and around the world who are trying to help them.

“Unions have taken up the challenge of providing the emergency aid that is needed following this disaster. We in the wider ITF family are supporting them all the way. We commend their inspiring example, and that of all the organisations, agencies, individuals and governments who are working tirelessly to help those affected by this awful tragedy.”

He continued: “Outside the country itself, one of the affected groups is Filipino seafarers who, like many of their countrymen and countrywomen, work abroad. For all of them communication with home is vital. We call on all shipping companies to assist with this burning need, and to identify those who have been directly affected by this tragedy. We ask them to help those who have lost family members with the provision of emergency compassionate leave, a guarantee that their jobs will not be put at risk if they need to return to their families, and to provide help with repatriation.”

He continued: “Filipinos work worldwide, in many sectors, and we hope that in all of them they will receive the support and understanding they need, from employers, embassies and governments.”

The ITF is meeting with its members, other bodies and shipowners’ organisations on further joint aid for those affected.
Volunteers from Japan Railway East Union thank President Conrad Oca for the opportunity to sail with AMOSUP during the mission.

Fishermen aim for the stuff to get the stuff as soon as the goods are unloaded on a pump boat to the target island.

MAAP cadets unload the goods.

The Captain briefs the cadets on board for operations afloat and ashore.

Sailing Forward
MAAP to grant scholarships to Manila students

The academy and the city government subscribe to mutual goal and cooperation that will provide their screened cadets the needed competency enhancement for chosen degree courses in most suitable environment.

The AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) is to provide full scholarships to select students from Manila for a four-year marine course at the Mariveles-based campus.

In a memorandum of agreement signed between MAAP and the city government of Manila, 10 “poor but deserving and qualified residents of Manila” will have the chance to get full scholarship yearly beginning the upcoming school year.

MAAP president VAdm Eduardo Ma. R. Santos, AFP (Ret.) and Manila mayor Joseph E. Estrada signed the agreement last October. The move is in line with the academy and the city government commitment to improve the quality of life of deserving and qualified students and their families.

Both parties believe that a key component to reaching that goal is mutual and beneficial cooperation that will provide students opportunities to develop the competencies in their chosen baccalaureate degree and apply learning in the most suitable environment, readily available and provided by the parties.

This will also provide new knowledge both in and out of the classroom and from academic and non-academic activities and ensure gainful employment that will redound to the benefit of the students and their families, the memo of agreement says.

Under the agreement the city government will provide the basic information about MAAP by facilitating maximum awareness to the graduates of the City’s public secondary and tertiary schools and other aspiring students regarding the opportunities offered by MAAP.

Manila has to provide venue within its area of jurisdiction as testing centre during the conduct of MAAP entrance examination being held annually.

It will also accommodate and assist MAAP representatives in the conduct of information drives during application periods and prior schedule to the entrance examination. At the same time, it will also endorse qualified nominees to MAAP for admission or scholarship.

MAAP, on the other hand, will prioritise the processing of applicants duly endorsed by Manila city government.

The academy will also waive the Entrance Examination fee for the top 1 and 2 graduates or graduating students duly endorsed by the other party.

MAAP vows to pay the incidental expenses incurred in the utilisation of city government facilities during the conduct of entrance examinations.

It will also provide a team of MAAP representatives who will conduct the information drive prior to the conduct of entrance examination, focusing on career guidance as well as the opportunities offered by the academy.
Forum tackles new ‘standards, challenges...’

AMOSUP and the three Norwegian maritime unions recently hosted the Fil-Nor Maritime Forum at the Manila-based AMOSUP Convention Hall. The Norwegian unions are the Norwegian Maritime Officers Association, Norwegian Seafarers Union, and the Norwegian Union of Marine Engineers. Focusing on “new standards, new challenges and new opportunities,” the forum provided updates on the standard employment contract and the Philippine compliance with the newly enforced ILO’s Maritime Labour Convention, 2006 by the POEA. Marina singled out updates on the Philippines implementation of the STCW Convention. Other issues discussed in the forum included criminalisation of seafarers, which centred on risks of the profession and presentations on the newly launched humanitarian response programme to piracy attacks. After the forum, AMOSUP president Dr. Conrado F. Oca awarded plaques of appreciation to the Norwegian Shipowners Association, the three Norwegian unions – NMOA, NSU and NUME - and the Royal Norwegian Embassy, in recognition of their contributions to humanitarian aid that were sent to victims of super typhoon yolanda/Haiyan.

From left: AMOSUP president Dr. Conrado F. Oca (CFO) Labour and Employment secretary Rosalinda Dimapilis-Baldoz and Norwegian ambassador Knut Solem

VAdm Eduardo Ma. R. Santos (ERM), Pal Tangen, Jorgen Vatne and CFO

ERM, Atty. Hilde Gunn Avloyer, CFO and Capt Hans Sande

Atty. Hilde Gunn Avloyer, Roy Paul, Rancho Villavicencio, Capt Hans Sande, and Kjell Hjartnes

Capt Hans, Ambassador Solem and CFO

POEA commissioner Hans Cacdac Hans Leo J. Cacdac provided updates on the standard employment contract relative to Philippine compliance with MLC, 2006
Industry marks national seafarers’ day

The country’s maritime industry celebrated the National Seafarers’ Day last September, holding out a number of significant activities at various locations in Manila. The celebration, the 18th year being held in the crewing capital, performed a number of commemorative actions namely, the Baywalk Mass, Seafarers’ Congress, boodle fight, parade assembly, handing out awards to maritime students and other activities. The Baywalk Mass, which provided the kick-off pursuit led by AMOSUP at the Seafarers’ Memorial on Roxas Boulevard, Malate, prayed for the safety and remembered the sacrifices and contributions of Filipino seafarers sailing the seven seas. The Seafarers’ Congress at the Luneta Park, carried out by the United Filipino Seafarers, tackled current issues confronting the crewing sector. A boodle fight by the Luneta Seafarers Welfare Foundation attracted more than 3,000 seafarers who registered to participate in the event.
Mass presided by his Eminence Antonio G. Cardinal Tagle at the Ninoy Aquino Stadium

The top 10 maritime students of the year awards are from Maritime Academy of Asia and the Pacific, Philippine Merchant Marine Academy, John B. Lacson Maritime University and Mariners' Polytechnic.

Photo Editor Jun Denero with first prize photo contest winner.

MAAP director Dr. Angelica Baylon (third from left) receives the special award in the photo contest for MAAP cadets.

Second prize winner.
Vital key to union’s services

The union’s ID card has truly become a significant document to members, not just simply for one’s identity or for the organisation in keeping track of its membership.

It may just be a card – a plastic one at that -- that simply bears a photograph that also gives data such as name, age, employment or organisational membership of a person.

But for a maritime union like AMOSUP, its members’ identification (ID) cards are just as vital as any other documents they possess when they need it most.

The AMOSUP ID card is the member’s passport to accessing and availing themselves of services the union provides for the cardholder’s benefits while in active service.

These services and benefits include medical and hospitalisation, transient accommodation before boarding or upon signing off the ship, crew’s supplies and recreations. It also serves as a ticket to transacting in-house vital working documents, housing loan, training requirements and insurance and retirement benefits.

The union’s ID card has truly become a significant document to members, not just simply for one’s identity or for the organisation in keeping track of its membership.

As one of the biggest and longest running maritime unions in the industry, AMOSUP ID cards system has gone into various changes to adapt with the flow of the times.

It started fixing its permanent ID system sometime in 1982 with the plain, plastic laminated type that displays the member’s picture on the back of the card. At this point, it also began issuing one ID number per member.

Having a contracted manufacturer of the ID cards, its issuance lasted up to August 1990 when the union shifted to a new issuer.

And as most offices and employers decided to improve the material quality of their ID cards, so was AMOSUP.

It then proceeded to implement the sturdy-type card issued by a specialty firm called Kardco Marketing. Kardco’s service in the production of the union’s membership ID cards lasted for at least nine years.

As the union adopted a more efficient system in the issuance of IDs, it had to end its service contract with the company in August 2010.

The new system, which began during the 50th anniversary of AMOSUP in November 2010 as part of its commemoration, had done away with processing of photographs outside, which normally took longer before a card’s released, depending on the number of applicants.

To date the union uses card design software in the issuance of the members IDs. The software called the Atellia Card Design makes a card database and printing system in one, which is designed to be used with plastic ID card printers.

Filipino seafarers on board a vessel enrolled under AMOSUP collective agreement are bona fide member, and must acquire an AMOSUP identification card.

Members FAQ about ID card

What is an AMOSUP identification card?

The AMOSUP identification card is used when availing themselves of the services of the union’s establishments such as hospitals, sailor’s home, maritime library, slop chest, recreation hall, seaman’s centre, seamen’s village, training centre and provident fund.

Where can I get an AMOSUP ID card?

Active member can apply for AMOSUP ID card at Records Department, 3rd floor, Seamen’s Centre Building, Intramuros, Manila or at AMOSUP Seamen’s Hospital Davao, and AMOSUP Seamen’s Hospital Cebu.

How to get an AMOSUP ID card?

Member must be active (within six months from the date of disembarkation from an AMOSUP member vessel) in order to apply for an ID card.

Submit any of the following requirements:

- Seaman’s record book, latest pay slip/allotment slip and a valid ID,
- Certificate of sea service from the manning agency and a valid ID, last contract of employment and a valid ID;

For lost AMOSUP ID card, secure an affidavit of loss; Fill up the application/updating form; A fee of PhP10 for new AMOSUP ID and PhP50 for re-issuance of lost ID card.

Verifying and validating records of member?

For members and dependents who need to use hospital benefits with no dependent or inactive member, proceed to AMOSUP Records Dept for verification. Please bring any of the following:

- Latest employment contract, certification from manning agency, latest allotment/pay slip, any valid ID of dependent and member.
Seamen’s Hospital speeds up ID release

The union hospital’s new system makes them easier to verify the patients or dependents requirements by the hospital staff.

As one of the union’s major services being rendered to members and their qualified dependents, the AMOSUP Seamen’s Hospital has made lead improvement in its ID card system.

The hospital’s conversion from its manual processing and issuance of ID cards to computerised system has speeded up the process. From the usual five days before the applicants’ vital documents can be processed, they can now be done within the same day.

The hospital has added a new feature to its database from which a scanning machine scans the applicant’s details and will then be encoded to the system to print the paper type copy of the ID. Computerisation also led to a shift from hard to soft copy laminated ID cards.

The introduction of the system also makes them easier to verify the patients or dependents requirements by the hospital staff.

The hospital’s Medical Records Department says the computerised system has processed more than 5,300 applicants for the issuance of IDs to members’ dependents since October 2010, when it shifted to the new system.

Two units of the scanners have been functioning in the processing of the IDs.

At the same time, work for the new system has more than tripled as the Seamen’s Hospital also made issuance of the IDs on an individual dependent basis instead of only one ID card per family.

The policy of one ID card per dependent for a family makes it easier for the hospital to verify its holder once the applicant needs to avail of the service.

Additionally, separate registration lanes for members and dependents have been formed. It has also begun issuing refill booklet for those patients who need their maintenance medicine for various illnesses from the hospital’s pharmacy.

Refill booklets have been issued for fast and easy dispensing of medicine in bulk number and to avoid long waiting time in seeking prescriptions from the doctors.

Seamen’s Hospital’s patients are issued number of prescriptions for use on a monthly consumption.

Requirements for hospital’s ID application for each category:

For single seafarer

NSO copy of birth certificate, NSO copy of marriage contract of parents, NSO copy of birth certificate of single brothers/sisters who are 17 years old and below, latest allotment slip, member’s data record of seafarer from Philhealth, and no-

"From the usual five days before the applicants’ vital documents can be processed, they can now be done within the same day."

For married seafarer

NSO copy of marriage contract, NSO copy of birth certificate of single children who are 17 years old below, latest allotment slip, member’s data record of seafarer from Philhealth, and senior citizen ID card (for parent over 60 years old).

For single parent seafarer

NSO copy of birth certificate of single children below 17 years old below, NSO copy of certificate of no marriage, notarised original document of legal separation, latest allotment slip, member’s data record of seafarer from Philhealth, and senior citizen ID (for seafarer over 60 years old).

For widowed seafarer

NSO copy of birth certificate of single children 17 years old below, NSO death certificate (for deceased spouse), latest allotment slip, member’s data record from Philhealth, and Senior citizen ID (for seafarer over 60 years old).
The International Bargaining Forum (IBF) has commenced a new round of negotiations, marking the 10th year of industrial relations between the Forum’s members.

The IBF was formed in 2003 as a mechanism for collective bargaining between maritime employers and maritime unions over the wages and conditions of employment for seafarers serving on foreign flag ships covered by ITF Special Agreements.

Maritime employers are represented by the International Maritime Employers’ Council (IMEC), the International Shipping Employers’ Group (ISEG) which incorporates the International Maritime Managers’ Association of Japan (IMMAJ) and the Taiwanese company Evergreen, and the Korean Shipowners’ Association.

Together they form the Joint Negotiating Group (JNG) which allows maritime employers to present to the ITF a coordinated view of employers from across the world.

The International Transport Workers’ Federation (ITF) represents maritime affiliates throughout the world.

The IBF negotiations include both central negotiations and local negotiations which allow for development of core principles which can then be incorporated into specific local arrangements. This unique approach to pay negotiations is the only example of international collective bargaining.

Speaking at the IBF meetings in St. Petersburg, Russia, the JNG Chairman Mr. Tsutomu Izuka said:

"The recent financial climate has put tremendous pressure on ship owners and managers to minimise costs and remain viable employers, and on maritime unions to protect the wages and conditions of employment of their members.

"Over the last ten years the IBF has demonstrated that frank and robust negotiations between the JNG and ITF result in mutually beneficial agreements. These agreements recognise and reflect the challenges maritime employers face and respect the interests and livelihoods of the seafarers on which the industry depends."

Mr. Dave Heindel, Chair of the ITF Seafarers’ Section commented: “The IBF continues to bear testament to the unique and successful relationship enjoyed by the ITF and JNG. Both parties understand the benefits of engaging in fully negotiated agreements between employers and unions. That relationship was sustained during a time of downturn in the industry, to which seafarers responded with moderate and pragmatic aspirations in the field of wage increases."

"We look forward to the bargaining process continuing to successfully demonstrate the ability of each party to cooperate, to work constructively, and to achieve results for all those we represent."
ITF launches guide to fighting violence against women

Global union the ITF (International Transport Workers’ Federation) is launching a guide on how to combat violence against women as part of its support for the UN Day for the Elimination of Violence Against Women.

The 50-page ITF action guide on violence against women is designed to empower trade unions to take direct action against the worldwide problem, and can be downloaded now from www.itfglobal.org/infcenre/pubs.cfm/detail/41205.

The new action guide examines the enormity of the problem, including its manifestations in the form of trafficking, workplace violence, and female genital mutilation; records ITF-affiliated union campaigns to tackle it; offers campaign tools for fighting the violence; and includes a list of available further resources.

Diana Holland, chair of the ITF’s women’s committee, explained: “Millions of women worldwide today face physical and mental aggression and brutality – domestic violence and abuse, sexual assault, sexual harassment, violence at work, economic violence and human trafficking. This is a denial of their human rights and fundamental freedoms.”

“We are proud to introduce this guide for unions who want to play their part in ending the scourge of violence against women. We hope to inspire more action by highlighting some of their successes, and by sharing fresh ideas, information and resources to support campaigning.”

ITF president Paddy Crumlin added: “Most men treat women and girls with respect. But others use contempt and violence, and it is up to the majority of men to help create a culture in which this is wholly unacceptable.”

He continued: “This guide is a tool for unions in their ongoing fight against this global problem. It shows how we can all, men and women alike, take responsibility for confronting this disgusting behaviour. Unions are at the forefront of campaigning against this violence against women and for equal rights in the workplace. That’s part of building better, stronger unions and better, healthier societies.”

MLC: ICS launches new web-based resource

The International Chamber of Shipping (ICS) is launching a new web-based information resource to assist shipping companies to implement the ILO’s Maritime Labour 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 Labour 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.”

The special area on the ICS website can be found at: www.ics-shipping.org/Are-You-Ready-for-the-MLC and is readily accessible via the ICS homepage.
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Theme:
“My Parent, The Seafarer”

THANK YOU...

For the overwhelming response.

64 entries from 29 schools all over the country...

Your stories warmed our hearts.

We will be announcing the names of the winners very soon.

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Endorsed by:
Commission on Higher Education (CHED)
Department of Education (DepEd)
Maritime Industry Authority (MARINA)
Philippine Association of Maritime Institutions (PAMI)
Union marks foundation day

AMOSUP marked its founding anniversary in simple ceremonies at its convention hall in Intramuros last November.

With a traditional thanksgiving mass offered, union officers, members and office staff gave thanks for various achievements the union has received.

The union commemorated its 53rd anniversary amidst the gloomy horizon cast over central and eastern Visayas brought about by the onslaught of typhoon Yolanda.

AMOSUP president Dr Conrado F. Oca took the opportunity in requesting union members and employees to help those affected by the super typhoon, saying that there had been members whose families and relatives who were surely affected.

“Like the Filipino seafarers who had been praised by foreign shipowners for their adaptability,” Dr. Oca, says “I believe our brothers and sisters in the Visayas will soon rise and recover from this tragedy.”

The event also provided the opportunity to recognise union officers and staff members that had stayed and served the organisation for a long time. Those who served for more than 10, 20 and 30 years received their respective certificates and plaques for their work in the union.
Maritime Academy of Asia and the Pacific - Kamaya Point
Associated Marine Officers’ and Seamen’s Union of the Philippines-PTGWO-ITF

Kamaya Point, Brgy. Alas-asin, Mariveles, Bataan, Philippines
Tel. No.: (02) 784-9100 Fax No.: (02) 741-1006 Mobile No.: (0917) 533-8263
URL: www.maap.edu.ph E-mail: info@maap.edu.ph

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Our Curricula

Courses Offered:
Master of Science in Marine Transportation
(Marine Superintendent)
Master of Science in Marine Engineering
(Technical Superintendent)

Geographic destiny has given the Filipino the innate talent to be an excellent seafarer. To enhance this natural skill, the Maritime Academy of Asia and the Pacific (MAAP) was established on January 14, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

The Associated Marine Officers’ and Seamen’s Union of the Philippines (AMOSUP) founded by the late Capt. Gregorio S. Oca, capitalized and developed the Academy. The new AMOSUP President, Dr. Conrado F. Oca, heads the Academy’s board of governors. The board is comprised of representatives from the private sector, the International Transport Workers Federation, the Filipino Association of Maritime Employers, the International Transport Workers Federation, the All Japan Seamen’s Union, the International Mariners Management Association of Japan, the Norwegian Seafarers’ Union, the International Maritime Employers’ Committee, the Danish Shipowners’ Association, the Norwegian Shipowners’ Association, and the Japanese Shipowners’ Association.

MAAP conducts shipboard training aboard T/S Kapitan Felix Oca, a 5020 DWT dedicated training ship capable of accommodating 180 midshipmen and 9 instructors in 30 air-conditioned cabins and six berths.

MAAP students are all scholars who are entitled to free tuition, board and lodging. They receive a comprehensive, up-to-date and well-rounded education that fully complies with the requirements of STCW 95 and the Commission on Higher Education (CHED). To ensure the highest standards of quality, MAAP adheres to a Quality Standards System that has been certified to comply with ISO 9001 version 2008, the Det Norske Veritas (DNV) Rules for Maritime Academies, and the Productivity and Standard Board (PSB) of Singapore.

The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMarE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE). The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year.

The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship.

The BSMarE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship.
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