CHAMPION OF SEAFARERS’ RIGHTS
Welcome to this issue of Sailing Forward. This issue comes at the dawn of a new era in global maritime history, when a new seafarers' bill of rights – the ILO's Maritime Labour Convention 2006 – that ensures protection for the world's thousands of mariners and fair competition for shipowners is now in force! For the dynamic maritime industry the Convention is part of a continuous process that requires the industry to shape up and be committed to change.

For the union, MLC 2006's ratification and entry into force is a milestone that is close to the heart of the AMOSUP family. Our founder and former president Capt Gregorio S. Oca was foremost in advancing seafarers' rights and a key figure in the ratification of MLC, 2006.

I'm extending my heartfelt thanks to our partners in the industry for paying tribute and giving recognition to a man who had worked hard in advancing the cause of the maritime labour movement. I am sure that if Capt Oca were with us today, he would say that this acknowledgement of his efforts is for all the seafarers of the world.

It was the difficult plight of seafarers that he experienced and lived in his career as a mariner that inspired him to work hard for the crafting, adoption and the eventual ratification of MLC 2006 by the Philippines.

I recall having accompanied Capt. Oca in a number of meetings dealing with Maritime Labour Standards in various international venues, including the ILO. This exposure enabled me to understand clearly his intentions and advocacies for the seafarers. His utmost concern was how best to protect the social, legal and moral rights of Filipino seafarers.

His overriding aim was to secure and provide the workers with socialised welfare programmes and benefit schemes in the fields of healthcare delivery, affordable shelter, adequate education and training, career development and advancement, and better working conditions through a united organisation with clear, definite, will-full and deliberate objectives, with the co-operation of and assistance of the social partners.

As he would exclaim later at the 2006 International Labour Conference of the ILO: "It has been a tremendous honour to have personally participated in this intensive tripartite consultations and negotiation process during the last four years, beginning with the High Level Tripartite Working Group and culminating in this conference." Capt. Oca also underscored the complex challenges to overcome in order to arrive at a consensus among the social partners.

The challenges in the implementation of MLC provisions are huge – the requirements of compliance and enforcement are numerous, detailed and difficult to observe and therefore deserve close attention by the government as all responsibilities should be regularly undertaken by the competent authority.

I am confident and certain that the Department of Labor and Employment, as the lead implementing agency and competent authority, will do its best to undertake to give complete effect to its provisions in order to secure the rights of all seafarers to decent work and employment.

With the strict enforcement of decent working conditions for seafarers, including cadets on board vessels, the instrument should be able to promote a more socially responsible shipping the world over as well as improve applicable quality standards practiced by domestic shipping.

May I state that the seafarers' sector is very mindful and hopeful that this new MLC regime will result to substantial changes in the maritime industry so that stakeholders' responsibilities are recognised and accepted and seafarers' rights always respected, their dignity upheld and their jobs secured and protected.

Happy Sailing Forward!

Dr. Conrado F. Oca
Sailing Forward is an in-house publication of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP).

SEPTEMBER 2013

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The ITF has been requested to act regarding Panama’s move to exclude merchant navy cadets from the provisions of the Maritime Labour Convention, 2006.

25 ITF lauds MLC detentions
The ITF has applauded port state control in Canada and Denmark for their action in detaining two vessels under the Maritime Labour Convention 2006 (MLC) – and pointed out how the detentions prove the new convention’s potential to stop the abuse and breach of the rights of seafarers.

26-28 Sailing Forward launch marks seafarer’s day
The 20th of June has always been marked as a special day by the global shipping community since IMO declared that date each year as “the day of the seafarer”.

29 Complaint on board
The Department of Labor and Employment (DOLE) issued an order that will address conciliation-mediation of disputes in the ship manning sector in an apparent response to legitimate complaints that lead to dispute between labour and management.

19 MLC, 2006: Significance of crewing agent
In order to give some control or leverage to those administrations the Convention officially recognised those involved in sending seafarers as an entity known as RPS (Recruitment and Placement Services). It is now for the administration to exercise their jurisdiction and select the trusted agencies so that their seafarers are not cheated or deprived or stranded abroad.

20-21 Women seafarers have place in union’s flats
There are very few of them working in the male-dominated profession of seafarers. But despite their low number women seafarers always deserve a place at AMOSUP’s new Sailor’s Home.

22-23 Seamen’s Hospital wins best research poster award

On the cover:
AMOSUP founder and former president, Capt Gregorio S. Oca
Museo Marino exalts courage, dignity in seafaring

Some major cities in the world host maritime museums which showcase objects relating to ships or their replicas and their historical significance.
Of the few maritime museums in the world, there is only one that displays not only ships, but the works and mementos of a maritime union whose members sail and work in the world’s merchant fleets.

Owned and run by AMOSUP in partnership with the All Japan Seamen’s Union (JSU), the Museo Marino fosters a vibrant connection between seafarers and the Union, thereby creating a commitment to the welfare of the union members and their families.

Through its interactive exhibits and displays on Union history and activities, Museo Marino also strives to involve visitors of all ages from every cultural and economic background in learning to understand and appreciate the courage, dignity and capacity for hard work of the Filipino seafarer.

Set up more than a year ago, the Museo has logged-in large numbers of visitors of different ages and from various parts of the country.

Apart from orienting visitors on the success of the union’s CBA with maritime employers and their contribution to world trade, a visit to Museo Marino can inspire students to pursue the seafaring profession. Its exhibits that stress mariner’s courage, discipline and fortitude form the foundation of AMOSUP and JSU’s common desire in exalting the dignity of the seafaring profession.

The Museo is also highly appreciated by union members and their families. They get to realize the impact of union programs on their lives and even on their communities. These programs continue to nurture Filipino seafarers to achieve their optimum potential.

“Kids have this sort of stigma with absentee fathers due to the nature of seafarers’ work which they prefer not to talk about among their peers. But once they are re-oriented about what their fathers do, they become proud of them for choosing the maritime profession.”

Of course, the Museo also honors the memory of Capt. Gregorio S. Oca, the visionary founding president of AMOSUP. Capt Oca had anticipated the imperative to network with other unions in forging partnerships with brothers in the profession like JSU. He negotiated with shipowners and took an unwavering position to protect the interests of seafarers.

AMOSUP’s partnership with JSU as early as 1972 initially made impact.

What the maritime museum showcases

Upon entry, there are five monitors showing:
1. AMOSUP – history, mission, vision, works, projects, activities,
2. MAAP - Maritime Academy of Asia and the Pacific
3. Seamen’s Village - Community development
4. Seafaring Ancestry - The reason for the Filipino’s exceptional seamanship is the 5000 year history of sea-faring by the peoples of the archipelago we now know as the Philippines.
5. JSU – All Japan Seamen’s Union, works, projects, activities.

Walls of seafarer stories – This is a changing exhibit built from the life stories of AMOSUP seafarers.

AMOSUP Timeline – AMOSUP is extremely proud of its track record as a maritime union that can successfully negotiate Collective Bargaining Agreements with shipping companies. On the glass wall are the highlights of CBA through the last half century.

Bust of Captain Oca – Master Mariner - The man behind the vision of AMOSUP is Captain Gregorio Oca. A short documentary on his life, his work and his passion for organizing workers and seeking a better life for the common man is shown here.

JSU Video Kiosk – This kiosk shows the partnership of JSU and AMOSUP through the years.
in the area of maritime education and training for seafarers. The “Common Heritage of the Sea” reveals what is most unique in the partnership of JSU and AMOSUP. The tie-up would also provide for a steady expansion of welfare and benefits to union members and their immediate families.

Museum curator Lilbeth Cordova-laOV says that the museum exhibits have not only inspired the visiting sons and daughters of many seafarers, but also made them feel prouder of their parents after visiting and learning a lot about the job of their fathers.

“Kids have this sort of stigma with absentee fathers due to the nature of seafarers’ work which they prefer not to talk about among their peers. But once they are re-oriented about what their fathers do,” explains Cordova-laO, “they become proud of them for choosing the maritime profession.”

She says many children of seafarers have mixed emotions about their father’s occupation. Some are happy because of the gifts they received, but majority are sad because of the father’s absence during special occasions like birthdays, graduations and others. Because of this, the museum also prefers to carry out programs and activities for children such as inviting mariners to become volunteer guides and conducting the ‘Dear Dad/Mom’ programme.

The volunteer guide activity provides a platform where a ship officer can share experiences with students who visit the museum. The ‘dear dad/mom’ portion gives visiting students the chance to write how they feel about their parent’s seafaring job without being confrontational as these letters will not be sent to their parents, but rather become part of an exhibit in the Museo.

The Museo also initiates programmes and activities for the seafarers themselves with talks on wellness, financial literacy, and introductory lectures/workshops on sketching, photography, recycled art and yoga.

In the future, it has plans to put up display areas for women seafarers that will solely narrate stories about their experiences at sea.

At the same time, a ship navigational simulator game with console box will also be installed to cater to teenage visitors. This will give them a virtual experience on the challenges that a ship captain faces while at sea.

**Museo Marino is located at:**
814 J. Nakpil corner Pilar Hidalgo
Limb Sts., Malate, Manila
Tel No: (02) 353-81-80
Email: museomarino@yahoo.com

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**AMOSUP Video Kiosk** – Here one can view the audio-visual presentation on how AMOSUP persists with its mission of providing the world’s merchant marine with able officers, continuing the Philippines seafaring heritage.

**Wall Map** – This map gives an accurate count of the numbers of Filipino seafarers working in the world’s ocean at the recent time.

**Floor Map** – This map gives an accurate picture of the parts of the Philippines which has provided the most seafarers to the world.

**Model Ships** – These are four highly-detailed model ships which are mini-versions of some of the sophisticated vessels Filipino seafarers work in. These are gifts from JSU to the museum.

**Portholes Wall** – These are windows into the past, giving a glimpse of the history of seafaring in the Philippines.

**View Deck** – This section allows us to view the whole museum, and to also experience the part of the bridge of big ships with its cabinetry for maps.

**Wall of Vitrines** – Some samples of the kinds of equipment seafarers live with on a daily basis, in different decades of the last half century.
MAAP begins graduate studies for new batch

The second batch of senior deck and engine officers enrolled in the graduate studies program of the AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) began their classes at the Center for Advanced Maritime Studies (CAMS) in Mariveles, Bataan. The MAAP convocation held last July marked the start of the 2013/2014 academic program which includes CAMS offering for MS in Marine Transportation and MS in Marine Engineering.

The second batch of CAMS students consists of 16 new enrollees for the two-year master’s degree courses, which are directly aligned with the four-year undergraduate courses in B.S. in Marine Transportation and B.S. in Marine Engineering. The first batch was composed of 12 shipping executives who are about to graduate this year.

MAAP’s graduate degree courses are the first “vertically articulated maritime postgraduate” programs in the Philippines which the Commission on Higher Education has recognized. Graduates are equipped to pursue an academic career as well as gain the qualification and competence in marine or technical superintendents. The academic programme has been approved based on standards certified by the Norwegian class society DNV.

The growing office and academic demands brought about by complexities in both technical and managerial developments in ship operations have prompted MAAP to launch the graduate degree courses. The academy aims to raise the academic status of Filipinomerchant marine office executives and maritime educators that will prepare them to become effective ship superintendents and professors.

The subjects of chartering and cargo carriage, including control of operation and nautical equipment are the exceptional focus for those in maritime transportation, while candidates in marine engineering dwell more on hull, machinery and maintenance, and technical equipment including control system.

Under MAAP admission requirements, management level officers are the ideal candidates for the courses so they can better understand the company’s marine or technical group activities about their ships. Such improved understanding in ship operations could lead to a healthier working relationship between the ship’s crew and the ship management office.

MAAP president Vice Admiral Eduardo Ma R. Santos AFP, (Retired), says that today’s tightening regulations in shipping encourage the need for maritime executives to be more adept in knowledge and experience in ship management and operations. This reality makes the master curriculum and the students’ stint with the graduate programme more applicable in tackling problems, he says.

In the past, shipping companies rely on the experience alone of their ship superintendents. But now advanced studies are pushing the quality of ship managers, especially on the technical side, to the next higher level.

As regulations get to be more stringent especially in the area of marine environment, safety and security, Santos stressed that the graduate studies program provides the candidates with the skills and knowledge to be more hands-on, effective shipping executives. The operations of CAMS is being supported by the Seafarers’ Promotion Fund under the JSU/IBF CBA.
Academy among PH

The Maritime Academy of Asia and the Pacific (MAAP) has landed in the list as one of the best performing academic institutions in the country based on their web impact, according to a Spanish research firm.

The Spanish National Research Council’s Webometrics Ranking of World Universities ranked MAAP at 11th place on the list which was topped by the University of the Philippines (UP) Manila, Dillman and Los Baños campuses, as the first, second and third best performing academic institutions respectively based on-stated online impact.

MAAP is the only non-university in the top 20. Three other institutions appeared on the top six, the De La Salle University (DLSU) ranked fourth while Bukidnon State University landed in the fifth place in terms of presence, impact, openness and excellence” as expressed on their online impact.

Ateneo de Manila University’s overall web-based performance is sixth in the Philippines, followed again by the University of the Philippines System at number seven. University of Santo Tomas, University of the Assumption and Aquinas University, respectively, complete the top ten slots in the nationwide web presence assessment.

The ranking conducted since 2004 was made from publicly available web data, using specially designed “composite indicators” such as visibility and activity to develop the global study, the research organization said on its website.

"The objective is not to evaluate websites, their design or usability or the popularity of their contents according to the number of visits or visitors. Web indicators are considered as proxies in the correct, comprehensive, deep evaluation of the university global performance, taking into account its activities and outputs and their relevance and impact," it added.

In explaining its methodology, the Spanish agency said that it also used link analysis for quality evaluation “as it is a far more powerful than citation analysis or global surveys.”

The council also recommends that if a school’s rank falls below its expected position, its officials can reconsider improving or adjusting their online policies and increase their electronic publications.

In Asia, the National University of Singapore bested all other higher education institutions, followed by Tsinghua University in China and the University of Tokyo.

No Philippine university, however, made it to the top 400 in Asia, as UP Manila fell at 403rd place and UP Dillman ranked 425th in the region.

Harvard University, the Massachusetts Institute of Technology and Stanford University, respectively, are the world’s top three in the list.
### Philippines

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Warm welcome greets labour convention

AMOSUP warmly welcomed the coming into force of the Maritime Labour Convention, 2006 on August 20, 2013, believing that it could provide changes in the overall working condition of seafarers.

MLC, 2006: All seafarers should be able to enjoy comprehensive protection of their fundamental rights, and ensure good employment practice across the industry.

Photo by Wig Tysmans
The union asserts that the new ILO legislation has the potential to make a genuine difference to the lives of mariners, especially those experiencing unfair treatment in applying for employment and placement as crew members on board.

Among the advantages MLC, 2006 offers are the potential to stop blacklisting and charging for jobs by some manning agents. It also recognises all crew – including hospitality crew on cruise ships – as seafarers, who will now all get the same protections.

MLC, 2006 provides the advantage of enhanced checks by port state control, including of pay problems such as double bookkeeping and the establishment of welfare facilities in ports, and safety measures on board.

AMOSUP president, Dr. Conrado F. Oca, who is also chairman of the Asia-Pacific Seafarers Regional Committee of the International Transport Workers' Federation (ITF) and ITF Executive Board member explains: “After the MLC was adopted in 2006, it became highly important for member states in the Asia Pacific region to ratify the Convention and ensure its immediate entry into force considering the hundreds of thousands of seafarers from the region and extent of Asia-Pacific maritime activities.

“We are particularly proud of the fact that the Philippines’ ratification in August 2012, triggered the entry into force of the MLC one year later. Beyond achieving a universal bill of rights for seafarers, MLC 2006 creates a more viable environment that should enhance the quality of global maritime employment,” Dr. Oca says.

With the strict enforcement of decent working conditions for seafarers, including maritime cadets undergoing training, he says that the MLC will be able to promote a more socially responsible shipping industry all over the region where many of the busiest sea lanes and sea ports can be found.

“We anticipate that in creating a level playing field through enforcement of MLC 2006, sub-standard shipping will be marginalised with substantial improvement in the quality of domestic shipping, particularly in the areas of maritime safety, security and protection of the marine environment.”

AMOSUP is an affiliate of the ITF. Its president, Paddy Crumlin, commented: “The MLC represents a significant leap forward in the global trade union campaign to improve the labour rights and labour standards of seafarers.

He says “it is a true watershed in international shipping, which adds the pillar of workers’ rights to existing standards of safety, security and crew standards.”

ITF acting general secretary Steve Cotton looks at why the entry into force of the MLC, 2006 is so important for seafarers.

Cotton says the MLC has the minimum rights of a seafarer and promotes good employment practices across the shipping industry. It incorporates and builds on 68 existing maritime labour conventions and recommendations to ensure decent working and living conditions.

What MLC is about

The MLC is regarded as the fourth pillar of shipping regulation, alongside, SOLAS, MARPOL and the STCW (Standards of Training, Certification and Watchkeeping), and is intended to be strictly enforced by flag states and port state control. It should provide a 'one stop shop' for labour standards. This will mean that all seafarers should be able to enjoy comprehensive protection of their fundamental rights, and ensure good employment practice across the industry.

The convention addresses a range of matters, including the obligations of shipping companies with respect to seafarers’ contractual arrangements, the responsibilities of manning agencies, working hours, health and safety, existing ILO maritime standards and accepted good employment practice. Under it, every ship over 500 gross tonnage operating in international waters or between ports of different countries will have to have a Maritime Labour Certificate issued by its flag administration following an inspection. There will also be a requirement for ships to complete and maintain on board a Declaration of Maritime Labour Compliance.

For seafarers, the convention sets out the minimum rights that they should expect (although many states that ratify it may have higher standards), and incorporates and builds on 68 existing maritime labour conventions and recommendations, as well as other fundamental principles, to ensure decent working and living conditions.

The MLC establishes the responsibilities of flag states in respect of the certification and implementation process, and forces the involvement of shipowners’ and seafarers’ organizations in the legislative process to incorporate the MLC in national maritime legislation.

It also covers the recruitment process and lays out fundamental information to be inserted in employment contracts and provisions to establish health, social and security. In addition, it encourages the establishment of port welfare facilities, regulates working and rest hours, training, medical care and the prevention of accidents.

The convention will provide seafarers with options on how to report breaches of its regulations. It also seeks to strengthen the port state control system and establish a more balance maritime industry.

The ITF is supporting the MLC’s launch with a range of advice and materials designed to help seafarers understand and apply it. These include a dedicated web area at www.itfseafarers.org/MLC and the guide, A Seafarer’s Bill of Rights, available at www.itfglobal.org/content/pubs.cfm/detail/23566. The ILO website on the MLC can be seen at www.ilo.org/global/standards/maritime-labour-convention.
Government sets guidelines to enforce MLC, 2006

The Philippine government has issued several guidelines as part of its effort to comply with and implement the various provisions of the Maritime Labour Convention, 2006.

The Department of Labour and Employment’s Advisory No. 4, or the “Requirements on Medical Certificates, Certificates on Catering Services, and Certificate of Inspection of Crew Accommodation Pursuant to the Maritime Labor Convention, 2006 and the Philippine Maritime Occupational Safety and Health Guidelines” takes effect immediately.

“This latest issuance by the DOLE on the MLC, 2006 will serve the primary goal of protecting Filipino seafarers’ welfare and interest and our way of complying with the provisions of the Convention,” said DOLE secretary Rosalinda Dimapil-Baldoz.

“We are pleased to report to our people that there are now concrete procedures enforcing the various provisions of the MLC, 2006. Ship owners, seafarers, and law enforcers alike will now have a standard way of conforming to what the Convention requires. This will ensure smooth implementation of the MLC, 2006,” she added.

The issuances listed in the labor advisory are the Department of Health (DOH) Circular No. 2013-0276, or the “Reiteration on the Use of the New Pre-Employment Medical Examination (PEME) Certificate for Service at Sea” which the DOH issued in compliance with the MLC, 2006;

Technical Education and Skills Development Administration (TESDA) Circular No. 08, Series of 2013, or the “Implementing Guidelines for the Newly-Promulgated Training Regulations in Compliance with the MLC, 2006 Requirements”; List of Recognized Organizations Authorized to Issue Certificate of Inspection of Crew Accommodation for Ships Engages in International Voyages”; and the DOLE’s Department Order No. 132, Series of 2013, or the “Guidelines on Maritime Occupational Safety and Health.”

Under the DOH circular, seafarers currently on board vessels and are in possession of the old DOH Medical Examination Report format may be re-issued a Medical Certificate in the new DOH MLC, 2006-compliant medical certificate provided that the seafarer was issued a “Fit for Duty Medical Certificate.”

The date of its validity should start on 01 April 2013 and up to the termination of employment of the seafarer. Any medical certificate utilizing the new form issued before 01 April 2013 is not valid anymore.

Accordingly, ship owners and/or manning agencies are advised to facilitate the re-issuance of medical certificate compliant with the requirements of the MLC, 2006 on behalf of their seafarers currently onboard ships.

On the other hand, TESDA’s circular aims to ensure that personnel employed to provide catering services to ships are equipped with the competencies and skills aligned with the national standards by providing training regulations for messmen, ships' cooks, and chief stewards.

Effective 20 August 2013, all seafarers to be engaged and employed, and those working onboard ships as catering staff, are required to be trained and/or certified pursuant to the TESDA Training Regulations contained in TESDA Resolution No. 2013-03 issued on 17 May 2013. Those who intend to work as a messman should obtain Ship Catering Services NC I; Ship Catering Services NC II for Ships’ Cook, and Ship Catering Services NC III for Chief Steward.

However, the DOLE, as competent authority, can grant exemption to seafarers currently onboard ships and are employed as catering staff prior to the effectivity of the MLC, 2006, as long as they possess Certificates of Competency as Messman, Cook, or Steward subject to its validity date; Certificate of Training issued by a technical-vocational institutions (TVI) with TESDA-registered program.
on Messman, Cook, or Steward; or a documented attestation from the ship owner or representative of the ship owner that the seafarer engaged, or employed, has seagoing experience as ship's messman, cook, or steward of at least two years and was trained onboard, qualified, and found competent for the position.

Guaranteeing that the MLC, 2006 provisions on crew accommodation, recreational facilities, and food and catering are properly complied with, the DOLE has authorized nine Recognized Organizations (ROs) to conduct inspection of Philippine-registered ships engaged in international voyages.

These nine authorized ROs are Bureau Veritas, Det Norske Veritas, Germanischer Lloyd, Korean Register of Shipping, Lloyd's Register Group Limited, Registro Italiano Navale Services S.p.A., American Bureau of Shipping, and Hellenic Register of Shipping.

Lastly, the Philippine Maritime Occupational Safety and Health (MOSH) Guidelines issued by the DOLE on 8 August 2013, provides for the implementation of the occupational safety and health (OSH) policies and programs on ships; establishment of Safety and Health Committee; and the designation of a Safety and Health Officer trained in first aid and medical care and possesses a Basic Occupational Safety and Health (BOSH) Certificate.

The department order also requires all seafarers onboard ships and those who are designated as Safety and Health Officers who do not have a BOSH Certificate and training on first aid and medical care to secure the necessary training and certification within one year after the effectivity of the said guidelines.

Baldoz said the DOLE, through its various agencies, will continually monitor compliance with these rules and regulations to ensure compliance by ship owners, ship manning agencies, and seafarers with the various provisions of the MLC, 2006.

**Cadet shipboard training now part of trade**

Cadet training on board does form part of all merchant marine ships engaged in overseas trade.

By adopting the ‘standard cadet training agreement on ships engaged in international voyages’, the Philippine Overseas Employment Administration and stakeholders in the shipping industry have specifically developed a programme that would safeguard the rights and provide social protection of marine cadets while undergoing the mandatory shipboard training.

The move was in compliance with the Maritime Labour Convention, 2006, which came into force last 20 August, which the ILO branded as a new era for seafarers and fair competition for shipowners in the global shipping industry.

Aware of the impending shortage of officers and crew, shipowners have provided spaces on board ships for marine cadets while undergoing mandatory shipboard training. Article II (f) of the MLC2006 states that marine cadets are included in the definition of a "seafarer" as any person who is employed or engaged or works in any capacity on board a ship to which the Convention applies, the POEA Governing Board says in a resolution.

At the same time Republic Act 8544, known as an Act Regulating the Practice of Merchant Marine Profession in the Philippines, as implemented by the Professional Regulation Commission, requires students of maritime education to obtain a Bachelor of Science in Marine Transportation or Bachelor of Science in Marine Engineering degree to qualify for a licensure exam for the practice of the maritime profession.

Likewise, marine cadets are required to undergo mandatory shipboard training to complete the academic requirement for a degree pursuant to memo circular no. 02, series of 2012 of the Commission on Higher Education.

The international shipping industry has been concerned about the anticipated shortage of qualified marine and technical personnel to effectively operate ocean-going ships.

Being the largest crew providers to the world’s merchant marine fleet, the government recognises the need to maintain the competencies of Filipino seafarers.

*Marine cadets are included in the definition of a "seafarer" under MLC, 2006*
A tribute to the man who ч

The Philippines maritime sector has paid tribute to AMOSUP founder and former president Capt Gregorio S. Oca in recognition of his works and achievements relative to the adoption and recent entry into force of the ILO’s Maritime Labour Convention, 2006.

Department of Labor and Employment secretary Rosalinda Dimapilis-Baldoz, who led the recognition as it also marked the entry into force of MLC 2006, said that Capt Greg was “one of the best people to represent our seafarers because he started as one before he became a recognised shipping and maritime trade union leader.” The DOLE secretary says most of the protection and benefits our seafarers reap today sprang from his vision.

Labour and Employment secretary Rosalinda Dimapilis-Baldoz hands over the plaque of appreciation to the family of Capt Oca led by Mrs. Mercedes Oca, together with son Dr Conrado Oca and daughter Ma. Socorro Oca.
Below is the testimony Secretary Baldoz read on the occasion of MLC 2006 entry into force held at the AMOSUP Convention Hall last 27 August:

As we mark the MLC 2006 coming into force today, it is but fitting that we give tribute to the people who have been instrumental in realizing this milestone. Foremost in advancing seafarers’ rights is Capt. Gregorio S. Oca, a key figure in the ratification of the MLC, 2006.

I am one of those who have personally known him. I recall the time when we worked together for the passage of the Convention. I was then the POEA administrator. He was part of the Philippine contingent to Geneva, ensuring that the seafarers’ voices could be heard.

He was one of the best people to represent our seafarers because he started as one before he became a recognized shipping and maritime trade union leader.

Capt. Oca was the founding chairperson of the Associated Marine Officers’ and Seamen’s Union of the Philippines or AMOSUP. In the last half century, he had become a byword in the seafarers’ world and AMOSUP has grown to become the world’s largest seafarers association with close 90,000 members now.

He had initiated a number of programs in seafarer training, health, and welfare. Under his stewardship, coupled with the support of its members, AMOSUP has established hospitals, housing and billeting facilities, and training centers and schools. He also founded the Maritime Academy of Asia and the Pacific, a world-class maritime training institution which guides, educates, and nurtures seafarers and maritime leaders.

As a recognized expert in the maritime industry, he served as a presidential consultant on maritime affairs from 1999 to 2001. The Department of Labor and Employment also benefitted from his wise counsel when he represented the sea-based sector in the Governing Board of the POEA and in the boards of trustees of the OWWA, NMP, and the MTC.

An untiring leader, he also served as president of the Bagong Bayani Foundation, Inc., a private foundation that recognizes the excellence of overseas Filipino workers around the world, and the Philippine Maritime Education and Training Foundation, Inc.

In 2010, he was awarded the order of Lakandula with the rank of Bayani, the highest distinction given by the Philippine government to a civilian. He was also conferred the Papal Award Pro Ecclesia et Pontifice in recognition of his support and services to the Catholic Church. His alma mater, the College of San Beda, inducted him as a hall of famer in shipping for his achievements.

The International transport workers federation (ITF) posthumously accorded him an honour of international category in 2011. These accomplishments serve as testament to his leadership and unaltering dedication to the plight of the Filipino seafarers. I consider him not only as a maritime leader but also a reliable social partner of the DOLE and the government who laboured hard in promoting seafarers’ welfare and interest.

Even while battling a long-time disease and until his demise, Capt. Oca championed the protection of Filipino seafarers against the proliferation of piracy in international waters which has become a menace to global seafarers.

One of his last contributions was in developing the standard employment contract which contains provisions for seafarer protections including those on social security benefits.

He was indeed a man of vision, honour, and integrity. He had a dream for Filipino marine officers and crew members to be on a par or even more competitive with seafarers from other countries. He championed seafarers’ rights even at the time when there was no structured organization yet for Filipino seafarers. Most of the protection and benefits our seafarers reap today sprang from his vision.

Truly, Capt. Oca was the ultimate master mariner and the entry into force of MLC, 2006 today heralds an era of quality shipping and strengthened protection of our seafarers.

Again, congratulations to all of us. Maraming salamat kay Capt. Oca at Mabuhay tayong lahat."
Plaque of Appreciation presented to the family of Capt Gregorio S. Oca reads:

For his hard work and life-long devotion to the seafarers’ cause.
A man of vision, honour and integrity.
A tireless and reliable partner of the DOLE who never waned in his advocacy to advance the seafarers welfare and interest.
The ratification of the MLC, 2006 is one of his many legacies.
MLC, 2006: Crewing agent’s significance
By F. R. Chowdhury

In 1995 the shipping world witnessed two significant changes. The word “company” was introduced in the STCW-78 convention and ISM Code of the SOLAS-74 where the term referred to the entity responsible for safe operation of the ship and protection of the marine environment. Safe manning was a part of the safety management that means to say that it was a responsibility of the company. Whether the company handled the matter themselves or engaged a separate crewing agency was their own business. There was no entity recognised as crewing agent or recruitment and placement services (RPS).

It is the Third World countries that supply bulk of the seafarers. The rich shipowners are from Norway, Denmark, United States, United Kingdom, Germany and Sweden, but for the sake of convenience their ships are registered in a number of open registers like Liberia, Panama, Bahamas and Marshall Islands. These ships are managed by companies located in London, Glasgow, Hong Kong, Singapore, Hamburg and Cyprus. The administrations in the Philippines, Indonesia, Bangladesh, Myanmar and Vietnam had no role in the employment of their seafarers except for their training and certification. Quite often seafarers were deprived of their wages and other benefits and in some cases even stranded in far corners of the world. The seafarers’ national administrations in most cases remained helpless as the ships, their owners and managers were beyond their jurisdiction.

While adopting MLC 2006 the delegates realised this important fact that the ISM companies were recruiting the seafarers from the labour/crew supplying countries through their agents in those countries and that their national administrations hardly have any say on the matter. In order to give some control or leverage to those administrations the Convention officially recognized those involved in sending seafarers as an entity known as RPS (Recruitment and Placement Services). It is now for the administration to exercise their jurisdiction and select the trusted agencies so that their seafarers are not cheated or deprived or stranded abroad. The national administrations of the seafarers must avail of this opportunity to use their discretion to impose such terms and conditions for issue of certificate/licence to operate as RPS so that the relevant RPS remain at least partially answerable to the administration for the fate of the seafarers employed through them. This something is definitely better than nothing.

As with many other conventions the Party States may authorise the classification societies to conduct the survey and certification under MLC 2006. However, Party States must understand that RPS certification is not mere survey and certification or even quality control. It is far more than that. It is a matter of national policy to protect national interest and as such certification or licensing of RPS must be dealt directly by the Administration. All survey, audit and verification process (especially those relating to ISM companies) must ensure that only RPS certified by national authorities is employed. This will to a large extent call for responsible behaviour on the part of the RPS and the ship-management companies.

Labour supplying countries must not wait and see what the developed countries are doing. The developed countries will have no interest in RPS matter. They have no seafarers to go and work on foreign flag vessels. The USA, Canada, Norway, Germany, Australia and UK may not at all try to control or regulate RPS. In fact there may be none. It does not bother them. Same applies to oil-rich countries like Saudi Arabia, Kuwait or Qatar.

The MLC-2006 Convention missed a big opportunity. It should have got a provision: “Member States shall ensure appropriate legal and administrative arrangements are in place so that deprived or distressed seafarers within the jurisdiction of that state can establish their rightful claim and settle the same”. This can only be achieved now as a future amendment. Until then we have to regard the provision of RPS as something better than nothing.

I hope the developing countries will now understand the significance of RPS and ensure that it is regulated in the national interest. Hopefully they shall also push forward the suggested amendment through the amendment procedure after the convention comes into force.

(F R Chowdhury is a seafarer with highest sea-going qualifications coupled with a Master’s degree from the World Maritime University. He has developed a legislative drafting skill and has undertaken IMO missions as a Consultant to many developing countries to assist them in modernising legislation and administration.)
Women seafarers have place in union’s flats
There are very few of them working in the male-dominated profession of seafarers. But despite their low number, women seafarers always deserve a place at AMOSUP’s new Sailor’s Home.

Living accommodation for women union members while waiting for their flight or undergoing training is a concern that has been taken care of by the union. And AMOSUP has considered its female occupants’ special concerns as they prepare in transit to or disembarking from their ships.

The union’s newly constructed Sailor’s Home Annex in Manila has been a place that assures the safety and security of women seafarers who are preparing to embark on their maritime career.

Opened in January 2013, the four-storey Sailor’s Home has a 20-bed capacity for the union’s women members. It was designed to enable female residents to have closer access to more useful areas like elevators and stairways.

Unlike the old sailor’s home, their new pads have also been designed to preserve exclusivity of facilities for the female members such as baths and toilets, laundry and lounge areas. Like the male members, female occupants enjoy the benefits of audio and visual systems within their lounge area.

Its house rules on conduct and behaviour stipulate that male-member occupants are barred from entering or loitering in the female sleeping quarters, toilet and shower rooms at the designated floors. The same rule applies to female occupants who are enjoined from doing the same exclusions in the male’s own domain.

Since its opening, the Sailor’s Home has been housing an average of seven women members each month. Though, there have been days when the women section is fully accommodated.

Not all of the women seafarers checking in are bound for passenger ships. There have been women officers working on cargo vessels who have stayed in Sailor’s Home as their temporary shelter.

AMOSUP is optimistic that number of women member occupants is about to spike as the union’s collective agreements involving female crew are likely to increase. They may not only include those officers and crew serving on board cruises and ferries -- from which AMOSUP maintains CBA jointly with the Norwegian and Italian unions -- but, hopefully in cargo tonnage like bulk and container ships as well.

Indeed, the Sailor’s Home caters not only to the dominant sex of the maritime profession, with the more than 300 male seafarers housed there at any one time. The union’s policy of non-discrimination between the sexes is aligned with the ITF’s aim of having a strong representation for the needs and interests of women maritime workers.

Women seafarers make up a small part of the industry’s maritime labour force. The IMO estimates that only 2% of women comprised the world’s oceangoing shipboard personnel, who are mainly assigned in the cruise and ferry fleet.

As women seafarers may end up “invisible” at sea due to their small numbers, AMOSUP has taken the initiative to make sure that the specific concerns of female members are being addressed. And it begins at home, the Sailor’s Home.

“Sailor’s Home Annex in Manila has been a place that assures the safety and security of women seafarers who are preparing to embark on their maritime career.”
Seamen’s Hospital wins best research poster award

The AMOSUP Seamen’s Hospital has won the ‘Best Research Paper Poster’ Award for its entry to the recent prestigious scientific research paper poster competition held by the Philippine Association of Laparoscopic and Endoscopic Surgeons (PALES) at the Diamond Hotel, Manila last 11-13 July 2013.

The PALES scientific committee carried out a careful scrutiny of the entries from which 10 research papers were accepted during the competition. The research paper poster competition was open to all medical institutions in the Philippines.

The poster was based on the research paper entitled “A Randomised Prospective Study Comparing Post-Operative Pain Using 10mm and 5mm Trocars in Laparoscopic Cholecystectomy Procedures”, which is authored by Dr. James Bovis and co-authored by Dr. Miguel C. Mendoza. This paper bested all others in the competition.

Laparoscopic surgery, also called minimally invasive surgery (MIS), bandaid surgery, or keyhole surgery, is a modern surgical technique in which operations in the abdomen are performed through small incisions (usually 0.5–1.5 cm) as opposed to the larger incisions needed in laparotomy.

Dr Bovis is a graduate of the AMOSUP Seamen’s Hospital Minimally Invasive Surgery Training Programme, while Dr Mendoza is its programme director.

The research was carried out among patients of the AMOSUP Seamen’s Hospital undergoing the standard four-port laparoscopic cholecystectomy, using 5mm trocar as against 10mm trocar at the epigastric area.

They conducted random controlled subjects of 76 patients of both genders, aged 21-56 who underwent laparoscopic cholecystectomy from 22 January to 10 May 2013. Excluded in the study were patients who had had complicated cholecystitis and those who had complicated cholelithiasis and those who had other incidental procedures performed.

Patients were grouped into Group 1 (5mm) and Group 2 (10mm) using draw lots randomly. All patients were given the same pain
medications. The difference in pain, its duration and relief post-operatively until the patient is discharged and seven days post-surgery were determined using the visual analogue pain scale.

The study showed that in patients who had 5mm trocars at epigastric area during laparoscopic cholecystectomy had a decrease in severity of pain, less duration of perceived pain and higher relief from post-operative pain as compared to the standard 10mm epigastric trocar port. Both Groups were satisfied with pain management after seven days, it said.

Advancement in the field of medicine is rapidly changing and less invasive surgeries are being developed, but pain, according to the study, is a major concern in post-operation both for the patients and the surgeons.

Dr. Mendoza, co-author of the study, says seafarers and their dependents being treated at the AMOSUP Seamen’s Hospital have increased over the years, without citing figures. But it has more than doubled since he started in the hospital in 2001.

Another paper entitled ‘Left Sided Gallbladder: A case Report’ also co-authored by Dr. Mendoza and Dr. John Gomez and Dr. Min Fernandez, current trainee in the hospital’s Minimally Invasive Surgery Training Program, was also presented during the PALES Convention.

Through their AMOSUP membership, Mendoza notes that seafarers and their dependents have received the same standards of treatment that are also provided by the country’s leading private hospitals in Metro Manila.

The AMOSUP Seamen’s Hospital continues to provide high quality healthcare to union members and dependents through research and education as evident in its Minimally Invasive Surgery Program, which is on par with international healthcare standards.
ITF launches new guide to tackle HIV/AIDS in ports worldwide

The International Transport Workers' Federation (ITF) has released a new tool for unions fighting the negative effects of HIV/AIDS in the world's ports today. The official launch took place at the ITF dockers' section conference in Chicago, USA last July. "HIV/AIDS and port workers - a resource pack for unions", is now available on request and for immediate download from www.itfglobal.org/files/publications/39833/HIV_AIDS_portworkers.pdf.

The new publication contains practical guidance designed to benefit port workers, their families and communities. It is a direct result of a survey undertaken among docker trade unions that revealed the extent to which this sector is affected by HIV/AIDS and the eagerness of trade unions to tackle it and the stigma associated with it. (For more on the survey see www.itfglobal.org/press-area/index.cfm/pressdetail/8760).

Writing in the introduction to the report, ITF president and dockers’ section chair Paddy Crumlin stated: “The ITF is an organisation representing the best interests of transport workers around the world; it would be impossible to fulfill that role without addressing the issue of HIV/AIDS. This is a union issue. How we approach dealing with this disease must be unifying for transport workers across all sectors and also taken into account the unique elements of each workforce. We must fight stigma, we must put the dignity of transport workers living and working with HIV/AIDS at the forefront of our work and we must not try to use a one size fits all approach.”

Dr Asif Altaf, ITF HIV/AIDS co-ordinator, explained: “Ports are transport hubs that bring together a complex mix of nationalities and service providers in multiple interactions. They are likely to have a predominantly male workforce, in some places with a disposable income higher than that of many in the surrounding area – who can be drawn to the port to match the need of those passing through it for rest, recreation and entertainment. Like many transport hubs and the wider communities they serve, ports cannot escape the need to recognise the possible threat from HIV/AIDS.”

He continued: “This publication is a tool to help unions fight against the negative effects of HIV/AIDS, and the latest move in ITF unions’ continuing struggle to improve the lives of all those workers affected by it. We hope that it will also represent an increase in knowledge about the infection, and a further step in fighting its spread.”


HIV/AIDS and port workers - a resource pack for unions is 82 pages long and in its hard copy version includes the ILO (International Labour Organization) Toolkit for trade unions on HIV and AIDS on CD-Rom. The toolkit is also available for download from www.ilo.org/actrav/what/pubs/WCMS_154441/lang--en/index.htm.

Why is HIV/AIDS an issue for trade unions?

Because workers – and the families, workplaces and communities that depend on them – are bearing the brunt of the epidemic. Their rights are at risk as well as their health and jobs. As the world changes and new issues emerge, unions must also change and adapt. In the present economic and social climate unions are faced with issues of survival. Challenges range from globalisation and the economic crisis to emerging issues such as AIDS and climate change, and include attacks on working conditions and labour rights. Dealing with the challenge of AIDS by using core labour values and structures has been effective in many areas. It has also strengthened unions in ways that will help their future survival.

The AIDS epidemic threatens the capacity of trade unions:

- To organise and represent the interests of their members.
- To promote decent work.
- To protect the rights of their members.
- To maintain a cadre of experienced leaders and organisers.
- To participate in social dialogue on national issues affecting employment, the labour market and human resources.

“We are committed to working with our members to educate, involve and mobilise them to take on this challenge ... They must not sit back and wait for others to do it or for others to lead... It is, literally, a matter of life and death.”

Guy Ryder, director-general of the ILO
Lobby against Panama cadet MLC exclusion

The ITF has been requested to act regarding Panama’s move to exclude merchant navy cadets from the provisions of the Maritime Labour Convention, 2006.

Nautilus International has challenged a circular issued to shipowners by Panama Maritime Authority containing a list of personnel that the registry – the world’s largest – does not consider to be seafarers, under the terms of the MLC.

Nautilus secretary general Mark Dickinson said they have requested the ITF to raise this matter with the International Labour Organisation. The ITF has worked alongside shipping organisations, the ILO and governments for over a decade to jointly create and shape the MLC, and is committed to monitoring and assisting its implementation.

In the Panama exclusion list are navy cadets, superintendents, armed guards, specialist offshore technicians and ‘any other persons as indicated by the Administration’. The MLC – known as the seafarers’ bill of rights – defines seafarer as ‘any person, including the master, who is employed or engaged or works in any capacity onboard a ship’.

“We don’t accept that cadets should be excluded from the MLC and we are appalled that Panama is seeking to argue that they are not considered seafarers,” Mr. Dickinson said.

“The convention was drawn up with the specific intention of ensuring that anyone working at sea is covered by the protection it provides – and the definition of seafarer was agreed on the clear basis of including hotel staff, entertainers and riding gangs – indeed, anyone working onboard for any significant period.

‘It is very disappointing that the world’s biggest ship registry is already seeking to undermine the agreed aims and ambition of the MLC and we are actively challenging Panama’s interpretation,’ Mr. Dickinson added.

Source: https://www.nautiusint.org/News-and-Events/Pages/article

ITF applauds MLC detentions

The ITF has applauded port state control in Canada and Denmark for their action in detaining two vessels under the Maritime Labour Convention 2006 (MLC) – and pointed out how the detentions prove the new convention’s potential.

In Canada the Lia M was detained, and in Denmark the Atlantic Carrier (oooc www.maritimatedenmark.dk/?id=17137) was held. Both were stopped over lack of employment contracts.

In the case of the Lia M crew complaints included unpaid wages, a ‘collective bargaining agreement’ that lacked the vessel name, a date or a wage scale; crew with no money, no shampoo, toothpaste or other items; a crew member who had twice been refused access to a doctor; and crew members having been forced to sign blank contracts. Following the intervention of PSC and the ITF both vessels are now MLC compliant.

ITF seafarers’ section chair Dave Heindel commented: “It’s great to see the MLC in action. These were serious infringements and remedial action has been swiftly taken. These detentions should be a wake up call to shipowners who are not complying with the MLC, and a further reminder to those countries who haven’t yet ratified of why they need to.”

The ITF is supporting the MLC with a range of advice and material designed to help seafarers understand and apply it. These include a dedicated web area complete with advice and Q&As at www.itfmlc.org

Report from: http://www.maritimatedenmark.dk/?id=17137
The 25th of June has always been marked as a special day by the global shipping community since IMO declared that date each year as “the day of the seafarer.”

But for AMOSUP, this year’s commemoration marked a twin celebration when it also launched and released its first ever publication, the union’s very own Sailing Forward.

The day’s celebration and the news organ’s launching began with a holy mass at the newly constructed Sailor’s Home Annex to thank for the blessings and safety at work that the good Lord bestowed on thousands of Filipino seafarers and for AMOSUP members working on ships that trade in various parts of the world.

Union president Dr. Conrado F. Oca led the occasion in extolling the contributions of Filipino seafarers, not only to the local economy, but in keeping the operations of the world’s merchant marine fleet being performed by the shipboard personnel.

He stressed that it was just right and proper that the IMO had dedicated a day’s affair for the seafarers so that everyone could ponder on the significance and contributions of “our officers and ratings in our lives.” The hundreds of faces of AMOSUP crewmen that had been posted on the huge tarp served as a testament to the contributions of thousands of shipboard personnel serving on various foreign-flagged vessels.

This year’s ‘Day of the Seafarer’ comes with the theme ‘Faces of the Sea’, which the UN body urges all supply chain partners, including those beyond the maritime industry, to help highlight the sheer diversity and scale of products used in everyday life that travel by sea and to recognize the importance of the people that deliver them, the more than 1.5 million seafarers.
“The publication is part of the union’s services to members in maintaining and continuing the duties of exploring and executing projects that are of great benefit to union members.”
(continued from page 26)

In marking the occasion, a huge tarpaulin with pictures of hundreds of faces of AMOSUP members adorned the stage of the jam-packed Administration’s hall of the new Sailor’s Home Annex. Sailing Forward, told union members and shore-based employees that the magazine would serve as a link between the leadership and its membership base in communicating developments within the organisation.

The traditional holy mass was followed by the launching of the union’s first ever “official publication”. Union vice president for internal affairs Jesus Sale, Jr., who presented the maiden issue of the publication is part of the union’s services to members in maintaining and continuing the duties of exploring and executing projects that are of great benefit to union members. It will provide news and information not only developments within the union but with the whole shipping industry as well.

Members and employees enjoyed the sumptuous lunch served for the twin occasion, followed by ten rounds of Bingo games exclusively for the members present. Winners went home with cash and cell phone units in prizes.
One-stop center for migrants

AMOSUP vice president, Capt Felix Rebustes (pictured below) joins in the board members of the Overseas Workers Welfare Administration during an inspection of the one-stop processing centre (OSPC) in Zamboanga City for returning Filipino migrants from Sabah following a crackdown of undocumented migrants in the Malaysian state.

As a sea-based representative in the OWWA board, Capt Rebustes and other board members enabled to get first hand information about the OSPC project in Taganak, Tawi-tawi as part of its assistance under an order from OWWA’s mother unit, the Department of Labour and Employment.

New lines opened for on board complaints

Seafarers working on board oceangoing ships have now been given the chance to communicate on board complaints to Philippine authorities.

The Department of Labor and Employment (DOLE) issued an order that will address conciliation-mediation of disputes in the ship manning sector in an apparent response to legitimate complaints that lead to dispute between labour and management.

Department Order 127-13 says that a seafarer can communicate an on-board complaint to onboardconc@poea.gov.ph. The POEA will provide the crew with “impartial advice on the complaint and otherwise assist the seafarer in following the complaint procedure available to him/her.” Postal mail is also available through The Administrator, POEA, Blas F. Ople Building, corner EDSA and Ortigas Avenue, Mandaluyong City, Philippines 1501.

Likewise, seafarers may seek advice or counsel regarding their complaint through any of the following telephone numbers: +632 8336992, +632 5516641, +632 5511560, +63 917 8986992.

Any dispute arising after the crew has signed off from the ship will be submitted by the aggrieved party to the POEA for mandatory conciliation-mediation pursuant to Republic Act 10396 and the DOLE regulations governing the Single Entry Approach System, says DOLE secretary Rosalinda Baldoz in the order.

The order is seen to be consistent with section 16 of the POEA standard employment contract regarding the grievance machinery procedure and complies with the requirements of the Maritime Labor Convention 2006 for on board complaint procedures.

Baldoz stressed that any onboard complaint submissions made by the seafarer through email, postal mail or telephone would be kept in strict confidence and will be evaluated in accordance with existing rules and regulations governing the employment of seafarers and the POEA standard employment contract.
JSU-AMOSUP basketball and volleyball awards

The fourth season of the JSU-AMOSUP Basketball and Volleyball Invitational Tournament recently ended, with the awarding of trophies along with cash prizes to champion teams and runner-ups.

In basketball, Naess Shipping Phils team bagged the championship trophy followed by Magsaysay Cooperative and Mariners' Home, at second and third respectively. In volleyball, the Seamen's Hospital Nurse team was the champion, while the Seamen's Hospital Administration team and Mariners' Home came at second and third, respectively. The two union officials led by JSU general director for international affairs Yasumi Morita and AMOSUP president Dr. Conrado Oca graced the awarding ceremonies and handed over prizes to the winning teams. Trophies were also awarded to basketball’s ‘mythical five’, MVP, and three-point shootout, including the ‘mythical six’ and MVP for volleyball.
14th National Maritime Week (NMW)
The Associated Marine Officers’ and Seamen’s Union of the Philippines (AMOSUP)
and The National Seafarers’ Day (NSD) Committee

 Invite you to the celebration of the

18th National Seafarers’ Day
Marinong Pilipino: Patuloy ang Pag-unlad!
September 29, 2013, 09:00am - Ninoy Aquino Stadium

September 22, 2013: Sunday
AMOSUP Kick-off activities as Seafarer’s Memorial
07:00am - Roxas Bldy., Malate Manila

NMW - NSD Activities
September 23-27, 2013: LUSWELF
3rd Photo Contest Exhibit

September 26, 2013: Thursday
5th On-the-spot Art Contest
09:00am at Western Union Support Center

9th Oratorical Contest
01:00pm at AMOSUP Convention Hall

Awarding of the NSD Oratorical, On-the-spot Art, and Photo Contest Winners

September 27, 2013: LUSWELF
Karaoke Challenge
03:00pm at NSD Entertainment Raffle

September 29, 2013: Sunday
Grand Parade Assembly
06:30am at Plaza Rajah Sulayman Malate, Manila

Ecumenical Memorial Rite at Sea
07:00am PCG Compound

18th NSD Mass
09:00am at Ninoy Aquino Stadium
Presided by His Eminence,
Antontio Luis G. Cardinal Tagle

Key note speech - 10:00am
Honorable Vice-President Jejomar Binay
of the Republic of the Philippines

Awarding of Western Union’s
10 Outstanding Maritime Students of the Year 2013