AMOSUP begins to expand Seamen’s Hospital facilities
Dr. Conrado F. Oca
achieved and look forward to what
we need to finish next. In terms of
achieving things, we can fairly say
that AMOSUP closes the year 2014
on a positive note.

It might be a complete reversal from
last year’s gloom when we got
busied ourselves to call for help from
our social partners as part of our
efforts in aiding affected families in
Eastern and Central Visayas who
survived from the most powerful
typhoon that ever hit land. As many
did respond to our call, the union’s
training ship Kapitan Felix Oca
became our best asset in transporting
hundreds of tonnes of relief goods
to hard hit areas such as Tacloban
City, Coron in Palawan and northern
Cebu.

We’ve smoothly sailed throughout
2014 and will be ending it on a
happy note, with the launch of a
number of projects of benefits to
Filipino seafarers. Foremost of

We’ve come to that part of
the year when we have to
assess what we have

MNACSS, a computerised assessment
facility of MARINA to be implemented
with AMOSUP assistance, and the
start-up to construct the extension
building of our Seamen’s Hospital.

The establishment of the National
Assessment and Certification
Standards System, which is housed
at our own Professional Career De-
velopment Centre, will be of great
help to accelerate and streamline
the licensing process in various
ranks of the marine profession. On
the other hand, the soon-to-rise
three-storey hospital building will
provide our members and depend-
ents with bigger facilities for their
health and medical care. By the end
of 2015 we expect a new South
Wing Building that will mark another
milestone in the provision of medical
welfare to our seafarers.

The busy months of November and
December have also pushed us to
the negotiation and renewal of col-
lective bargaining agreements with
various employers. Some of these
collective accords include are those
with the Dutch, Norwegian, and
Japanese shipowners.  Our CBA
with various shipowners continues
to provide union members adequate
protection, enhance social benefits
and reasonable wages for Filipino
officers and ratings on board ships
under various flags. Provident and
training funds and other changes in
some Articles of the CBA have pro-
vided further improvements in social
and economic benefits.

Having a set of benefits being
enjoyed by the members is the
hallmark of organised labour. And
our move to sign up for additional
medical insurance cover has been
one of the considerations that has
benefited members. The idea of this
recent supplementary assistance is
to lighten the hospitalisation
expenses of the seafarers and their
dependents by providing a
maximum cost of coverage for each
family.

A Blessed Christmas to one and all!

The President’s Message
Dr. Conrado F. Oca

achieved and look forward to what we need to finish next. In terms of achieving things, we can fairly say that AMOSUP closes the year 2014 on a positive note.

It might be a complete reversal from last year’s gloom when we got busied ourselves to call for help from our social partners as part of our efforts in aiding affected families in Eastern and Central Visayas who survived from the most powerful typhoon that ever hit land. As many did respond to our call, the union’s training ship Kapitan Felix Oca became our best asset in transporting hundreds of tonnes of relief goods to hard hit areas such as Tacloban City, Coron in Palawan and northern Cebu.

We’ve smoothly sailed throughout 2014 and will be ending it on a happy note, with the launch of a number of projects of benefits to Filipino seafarers. Foremost of MNACSS, a computerised assessment facility of MARINA to be implemented with AMOSUP assistance, and the start-up to construct the extension building of our Seamen’s Hospital.

The establishment of the National Assessment and Certification Standards System, which is housed at our own Professional Career Development Centre, will be of great help to accelerate and streamline the licensing process in various ranks of the marine profession. On the other hand, the soon-to-rise three-storey hospital building will provide our members and dependents with bigger facilities for their health and medical care. By the end of 2015 we expect a new South Wing Building that will mark another milestone in the provision of medical welfare to our seafarers.

The busy months of November and December have also pushed us to the negotiation and renewal of collective bargaining agreements with various employers. Some of these collective accords include are those with the Dutch, Norwegian, and Japanese shipowners. Our CBA with various shipowners continues to provide union members adequate protection, enhance social benefits and reasonable wages for Filipino officers and ratings on board ships under various flags. Provident and training funds and other changes in some Articles of the CBA have provided further improvements in social and economic benefits.

Having a set of benefits being enjoyed by the members is the hallmark of organised labour. And our move to sign up for additional medical insurance cover has been one of the considerations that has benefited members. The idea of this recent supplementary assistance is to lighten the hospitalisation expenses of the seafarers and their dependents by providing a maximum cost of coverage for each family.

A Blessed Christmas to one and all!

Dr. Conrado F. Oca

Sailing Forward
AMOSUP celebrates its 54th founding anniversary last 11 November in simple ceremonies at the Union’s Convention Hall in Intramuros, but it seems it’s been looking ahead to what it’s going to be like at 60.

Vowing to top what it has accomplished over the years, the Union also sees the next six years as a source of inspiration to achieve more in terms of welfare and benefits for its seafaring members.

AMOSUP Community Development director Marissa Oca noted that the Union is like a state where it runs and maintains its own village, hospitals, schools and other facilities in various parts of the country for thousands of its members and their dependents.

And in keeping up with its avowed commitment to serve the members, she challenged Union officers, members and employees to look ahead to what the union needs to achieve more when it celebrates its 60th year or even up to its centenary.

“Imagine yourselves... when we (the Union) turn 60 or even 100 years,” Marissa told the AMOSUP family, as she inspired members and employees in celebration of its founding anniversary.

She also recalled how the founder...
and former president Capt Greg Oca started the organisation in a small office at the Pier area in Manila South Harbour 54 years ago, whilst she was “eating dirty ice cream downstairs.”

That small office at the Pier (where AMOSUP held office) is now just a pantry of its current tenant, Marissa said, as she looked back at how the Union progressed from its beginnings to where it is now. She vowed for more changes, saying there will be a review of “effective policies that are of benefits (to members).”

Likewise, executive VP Eduardo Ma R Santos enjoined officers and employees to make their utmost efforts in helping the seafarers, whose contracts he noted are getting shorter. From more than a year to two months, he said, “our seafarers’ employment is not getting any better due to changes in the shipping industry.”

The EVP thanked Union officers and employees for their dedication to their jobs which have been contributing to various achievements the organisation continues to reap. AMOSUP’s hitting a record of more than 100,000 in membership recently marked a new milestone.

It is now one of the few maritime unions in the ITF family that has ever attained such membership numbers among the seafaring affiliates of the global union.

AMOSUP president Dr Conrado F Oca said he was proud of this success, extending his heartfelt thanks to members attending the celebration that was held with the traditional thanksgiving mass. Such feat would not have been possible without our members who are sacrificing to work away from their families, he said.

“This is how we show our confidence to our social partners...which makes us more focused on providing further welfare and benefit to our members,” explained Dr Oca.

Such welfare and benefit concerns include the expansion of Seamen’s Hospital Manila, new facilities in southern Luzon and the expansion of the activity centre in Iloilo.
Union signs up for added medical members benefits

The supplementary assistance covers a maximum cost intended to lessen the patient’s hospitalisation expenses.

A MOSUP has provided additional medical insurance benefit to its members to lighten hospitalisation expenses of the seafarers and their dependents who are not covered by the union’s family medical and dental plan (FMDP) programme.

Entered into a policy called ‘Cost Plus Arrangement’ with Insular Life Assurance Company under its Group Hospitalisation Plan, the Union’s supplementary benefit offers members and their dependents a maximum cost of cover of PhP20,000 for each family.

The idea of the programme is to alleviate the medical expenses shouldered by the patients who are not covered by the FMDP.

Eligible to the Union’s inpatient benefit plan are seafarers with at least 18 years old but have not attained the age of 65, who are onboard and off-board up to six months after disembarkation who are bonafide members and policyholder.

**Dependents**

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Married employees</td>
<td>Legal spouse who has not attained his/her 65th birth anniversary.</td>
</tr>
<tr>
<td>Single employees (w/ no children)</td>
<td>Children who are 0 day old and have not attained their 18th birth anniversary.</td>
</tr>
<tr>
<td>Single employees (w/ children)</td>
<td>Parents who have not attained his/her 65th birth anniversary; not gainfully employed and are wholly dependent upon the insured individual for support.</td>
</tr>
<tr>
<td></td>
<td>Children who are 0 day old and have not attained their 18th birth anniversary.</td>
</tr>
</tbody>
</table>
The plan allows reimbursement to each insured mariner and to his/her insured dependents for the following type of medical expenses and subject to the following limitations:

<table>
<thead>
<tr>
<th>Item</th>
<th>Annual Benefit Limit for entire policy year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum benefit limit</td>
<td>PhP20,000 per family unit.</td>
</tr>
<tr>
<td>Room and Board</td>
<td>PhP700 per day, maximum of 12 days.</td>
</tr>
<tr>
<td>Special Hospital Service</td>
<td>100% of the actual necessary, reasonable customary charges.</td>
</tr>
<tr>
<td>Surgical Fee</td>
<td>In accordance with the schedule of operations.</td>
</tr>
<tr>
<td>Anaesthesiologist’s Fee</td>
<td>30% of the eligible surgical fee.</td>
</tr>
<tr>
<td>Doctor’s Calls</td>
<td>As charged, maximum of 31 days.</td>
</tr>
</tbody>
</table>

Under the programme, an initial fund of PhP3 million is to be deposited by the insurer, from which all the claims will be deducted. A replenishment request is to be sent to AMOSUP each time the fund reaches PhP500,000, such that the fund is replenished up to the initial deposit level.

Coverage is subject to review at the end of the policy year, and balance at the end of the policy year, if any, will be treated as reserve for the union’s account.

AMOSUP has the right to audit the fund disbursement and claim settlement as they deem it necessary.

Applications
Seafarers have been required to submit enrolment cards upon eligibility. The card would indicate the information on eligible dependents. Should there be additional eligible dependents for the seaman, his employer must submit to Insular Life a change report. The insurer reserves the right to require additional information (documents for the dependents).

Seafarer/dependents are required to submit a fully accomplished claim form together with all the official receipts and doctor’s prescription for proper validation.

When claiming for in-patient benefit, the employee must submit to Insular Life the completed claim form properly approved by AMOSUP’s authorised representative together with the original copies of the following documents: Accomplished Insular Life’s Statement of Claim, doctor’s official receipt, prescription of medicines, official receipts for medicines, official receipts for recommended laboratory and other diagnostic procedures, official receipts for optical and dental benefits.

All claims received with complete documents are assessed and settled by Insular Life within seven working days.
Rehab Medicine: Mission to provide quality healthcare to union members

This department in the AMOSUP Seamen’s Hospital handles common conditions such as low back pain, frozen shoulder, arthritis, sports-related injuries, neurologic conditions such as stroke and traumatic brain injury.

Physical therapy helps people to alleviate pain, regain strength and movement in parts of their body and prevent secondary complications after an injury.

The Rehabilitation Medicine Department of the AMOSUP Seamen’s Hospital is the department that mainly delivers physical therapy services with the mission to provide the best available quality healthcare to AMOSUP members and their dependents.

Established in 1987, it now handles an average of 30-40 patients a day that can be treated in the facility that includes out-patient and in-patient. An estimated 33% of the union membership is cared for, whilst the rest covers members qualified dependents in physical therapy services annually.

It was in 2006 when the concept of wellness gave rise to promote an alternative to lessen the intake of medications, resulting in the establishment of Weight Management Unit. The section promotes programme for cardio-respiratory training, weight loss and weight gain.

Another unit was established in June 2007 located at the ground floor of the Annex building, the Electromyography-Nerve Conduction Velocity and Electroencephalogram Laboratory Unit at Neuropsychology Laboratory Area. This is a diagnostic area for neuromuscular and neurological conditions.

Common conditions handled in the department include musculoskeletal cases such as MPS (myofascial pain syndrome), low back pain, frozen shoulder, arthritis, sports-related injuries such as ankle sprain, ACL (anterior cruciate ligament) reconstruction, patella femoral pain syndrome, neurologic conditions such as stroke, traumatic brain injury, pediatric conditions such as cerebral palsy, nerve injuries such as carpal tunnel syndrome, sciatica, post-operative conditions such as fracture, joint replacement, arthroscopic debridement.

Treatment procedure for common
musculoskeletal cases handled in Rehabilitation Medicine Department includes hot moist pack, transcutaneous electrical nerve stimulation, and therapeutic ultrasound for pain management. They also carry out strengthening exercises of weak muscles and stretching of tight soft tissues to improve flexibility.

Neurologic cases such as stroke are prescribed with electrical stimulation of the affected muscle groups to promote muscle contraction, range of motion exercises to encourage movement of the weak side. Functional exercises are also practiced such as bed mobility, sit-to-stand, balance and coordination, and walking to assist in patient’s independence in performing activities daily living.

It is important to remember that complete recovery through physical therapy is a combination of diligence, compliance, and dedication, and that requires continued interaction between the patient and the physical therapist.
The groundbreaking ceremony in November Manila gives a glimpse of the soon-to-rise South Wing building with bigger facilities for AMOSUP members and their dependents.

AMOSUP is marking another milestone in the provision of medical welfare to its seafaring members and dependents, with the expansion of Seamen’s Hospital Manila.

Soon to rise on a 786 sq m property next to its main facilities in Intramuros will be a three-storey hospital building that will cater to the health and medical care of the Union’s growing membership.

The new Seamen’s Hospital Manila South Wing building is to provide its members with bigger surgery rooms, dialysis and intensive care units, and clinical laboratory to serve their needs.

Holding its groundbreaking ceremony last 28 November, which was attended by ITF secretary general Stephen Cotton, maritime coordinator Jacqui Smith, IMEC chairman Rajesh Tandon, IMEC CEO Giles Heimann, shipowners, crew managers and other social partners in the industry, the occasion also commemorated the 88th birthday of AMOSUP founder and former president Capt Gregorio Oca.

President Dr Conrad Oca noted that it was a “dream come true” as it took many years to realise the expansion plan of the hospital since his father planned to acquire the property years ago. Construction of the hospital is expected to finish after a year.

AMOSUP vision of health care programme for Filipino seafarers traces back from its humble beginnings in the Port Area in 1974, to the Roberto S Oca Workers’ Clinic in 1980 and finally the Seamen’s Hospital Manila in 1986. To date medical and dental services for the members have greatly improved.

Dr George Pile, the Seamen’s Hospital Manila medical director, noted that the union’s hospital has grown through the years to be a well equipped and professionally manned tertiary medical facility.

“Our consultant doctors who were trained here and abroad in their different specialties, hospital residents, nursing and allied medical staff, who give their best to provide the best medical care for our AMOSUP members and their dependents are the backbone of what the hospital is now,” Dr Pile stressed in his opening remarks at the groundbreaking ceremony.

Thanks to the visionary leaders of AMOSUP and their industry partners, other Seamen’s Hospitals have been established in Cebu in 1997, Iloilo in 2005 and Davao in 2008. In addition, an AMOSUP satellite clinic was also started in 2013 to serve union members in the northern part of Luzon.

New facilities for the Seamen’s Hospital Southwing Building
Seamen’s Hospital Manila begins expansion

The groundbreaking ceremony in November gives a glimpse of the soon-to-rise South Wing building with bigger facilities for AMOSUP members and their dependents.

AMOSUP is marking another milestone in the provision of medical welfare to its seafaring members and dependents, with the expansion of Seamen's Hospital Manila.

Soon to rise on a 786 sq m property next to its main facilities in Intramuros will be a three-storey hospital building that will cater to the health and medical care of the Union’s growing membership.

The new Seamen’s Hospital Manila South Wing building is to provide its members with bigger surgery rooms, dialysis and intensive care units, and clinical laboratory to serve their needs.

Holding its groundbreaking ceremony last 28 November, which was attended by ITF secretary general Stephen Cotton, maritime coordinator Jacqui Smith, IMEC chairman Rajesh Tandon, IMEC CEO Giles Heimann, shipowners, crew managers and other social partners in the industry, the occasion also commemorated the 88th birthday of AMOSUP founder and former president Capt Gregorio Oca.

President Dr Conrad Oca noted that it was a “dream come true” as it took many years to realise the expansion plan of the hospital since his father planned to acquire the property years ago. Construction of the hospital is expected to finish after a year.

AMOSUP vision of health care programme for Filipino seafarers traces back from its humble beginnings in the Port Area in 1974, to the Roberto S Oca Workers’ Clinic in 1980 and finally the Seamen’s Hospital Manila in 1986.

To date medical and dental services for the members have greatly improved.

Dr George Pile, the Seamen’s Hospital Manila medical director, noted that the union’s hospital has grown through the years to be a well-equipped and professionally manned tertiary medical facility.

“Our consultant doctors who were trained here and abroad in their different specialties, hospital residents, nursing and allied medical staff, who give their best to provide the best medical care for our AMOSUP members and their dependents are the backbone of what the hospital is now,” Dr Pile stressed in his opening remarks at the groundbreaking ceremony.

Thanks to the visionary leaders of AMOSUP and their industry partners, other Seamen’s Hospitals have been established in Cebu in 1997, Iloilo in 2005 and Davao in 2008. In addition, an AMOSUP satellite clinic was also started in 2013 to serve union members in the northern part of Luzon.
The AMOSUP Seamen’s Hospital Manila has enhanced its queuing system by installing large TV monitors at waiting areas of the hospital.

The monitors, installed in strategic parts of the hospital, let patients inform of their turns to be served at the various medical departments concerned.

The departments include Medical Records, Out Patient Department, OB-Gyn Department, Radiology (X-ray) Dept, Pathology (Laboratory) Dept, Dental Dept, EENT, Consultation Room (by attending physicians).

With this set up, congestion in the waiting areas will also be addressed as patients need not wait specifically in front of the doctor’s clinic, but have options in any of the hospital’s waiting area as they can monitor the queue numbers being posted in various departments.

At the same time, patients can still proceed with other matters of concern within the hospital while waiting for their turns to be served.
A register for missing seafarers

An international register of missing seafarers, including fishermen, is to be developed by a London-based human rights organisation.

Seafarers UK announced that it is providing for a grant to Human Rights at Sea (HRAS), a non-profit resource for the international maritime community, to kick-start the major new project. HRAS was founded by barrister David Hammond, a leading voice and author for the ongoing international development and codification of ‘Human Rights at Sea’.

Despite its being a very young organisation, Hammond said he was humbled by the overwhelming positive reaction to the proposal and the financial support provided by donors in response to their request for start-up funding for the unique global programme.

"With the funding lead taken by Seafarers UK, and consequently, HRAS is now in a firm position to make this project a reality on behalf of the international seafaring community. We hope that this vanguard initiative will subsequently prove to be an attractive, cost-effective and strategically important human rights based platform worthy of on-going international engagement and support," Hammond added.

Seafarers UK’s Director of Grants Dennis Treleaven explained: "I am delighted that we have been able to support this request to establish an international database of seafarers who have gone missing whilst at sea. The need for this is long overdue and it is great that we are able to work in partnership with HRAS to build an essential comprehensive resource."

The global scale of the issue is unknown and the new database will seek to quantify the issue, by providing evidence of missing seafarers to inform international maritime bodies, governments and the UN.

Seafarers UK provides grants to specialist maritime charities and organisations, often small local ones, that are working to help serving and ex-serving seafarers and their families who are experiencing hardship. Its key aim is to provide sustainable funding and improve the quality of life for those in greatest need.

In 2013, it awarded 98 grants to 84 organisations across the UK and Commonwealth for a total of £2.5 million. The charities the organisation supported provide services that have a direct and positive impact on the lives and well-being of individuals, their families and their local communities.

Notably, it is the only grant-making charity that assesses the welfare need across the whole of the maritime sector. This enables us to target our funding efficiently and effectively to those in greatest need.
PCDC houses state seafarers assessment, certification facility

MARINA’s examination and licensing system at the Union’s place intends to accelerate and streamline the licensing process for various levels in the marine profession.

A computerised competency assessment facility that will speed up the examination and licensing system for seafarers has been set up at the AMOSUP-MAAP Professional Career Development Centre (PCDC) in Intramuros, Manila.

The establishment of the National Assessment and Certification Standard System (NACSS) of the Maritime Industry Authority (MARINA) will enable the state shipping body to carry out more frequent licensure examinations which the industry requires in manning various types of merchant ships in accordance with the STCW Convention.

The MARINA-implemented project, with assistance from the union, intends to accelerate and streamline the licensing process for various marine professions that the agency regulates.

Most efficient system

The facility can accommodate 150 candidates for two sessions or 300 examinees a day, which was a great leap from the old system, according to Dr Mejia Jr, the MARINA administrator.

“With the system, we are providing our seafarers with the most efficient assessment and certification by enabling us to conduct examinations on a daily basis,” Dr Mejia announced during inauguration of the facility last 28 November. He said it was due to shipowners and shipmanagers’ commitment to service, not only for the benefit of Filipino seafarers but for the world’s shipping as well.

Setting up the NACSS was made possible through a grant from the International Maritime Training Trust (IMTT), a grant giving body established in 1998 by the International Maritime Employers Council (IMEC). The IMTT Board is composed of representatives from organisations of workers and employers and other professionals.

The facility consists of working stations of 44 computer units that are linked by two servers in accessing the assessment of seafarers’ competence. It will soon be replicated in other regions especially in the Visayas and Mindanao.
PCDC houses state seafarers assessment, certification facility. MARINA's examination and licensing system at the Union's place intends to accelerate and streamline the licensing process for various levels in the marine profession.

A computerised competency assessment facility that will speed up the examination and licensing system for seafarers has been set up at the AMOSUP-Professional Career Development Centre (PCDC) in Intramuros, Manila.

The establishment of the National Assessment and Certification Standard System (NACSS) of the Maritime Industry Authority (MARINA) will enable the state shipping body to carry out more frequent licensure examinations which the industry requires in manning various types of merchant ships in accordance with the STCW Convention.

The MARINA-implemented project, with assistance from the union, intends to accelerate and streamline through the effort of AMOSUP and its social partners.

Dr Mejia stressed the integrity of the system, saying: “Let there be no doubt that this efficiency means no compromise since it has undergone stringent review under STCW rules.”

Through the system MARINA can track down each and every competency of seafarers required under the STCW Convention.

MOA

Setting up the MNACSS comes in the midst of a necessity from MARINA to adopt and implement a computer-based type of examination system and an application module system from its mandate under a new law as the single maritime
administration for the implementation of the STCW Convention.

Such necessity led AMOSUP, which has an existing modern career development facility, to offer its place as an “alternative or additional testing venue” for NACSS examinees.

Under a memo of agreement signed between the two parties, MARINA will conduct the NACSS for operational and management levels for both navigational and engineering watches as its professional licensure examination for maritime officers.

The maritime agency has provided the Union technical specifications, requirements and needed information and communications technology resources necessary for MARINA to extremely administer and conduct the NACSS efficiently and effectively.

Moreover, AMOSUP carried out the preparatory works to make available its existing modern career development facility as the alternative or additional venue for NACSS.
A MOSUP and the Dutch maritime union Nautilus International have pushed for a three-year collective bargaining agreement with the Dutch Shipowners Association.

The accord covers Filipino and Dutch seafarers working onboard Netherlands-flagged national vessels and marine engineering support vessels (MESV) from 01 January 2015 to 31 December 2017.

The MESV fleets are ships that are "engaged in the international trade of marine engineering support" and are not intended for those in the exploration and/or exploitation processes of oil and gas fields.

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 for Filipino officers and ratings on board Dutch flagged fleet.

Despite global depression in shipping the unions were able to negotiate for slight improvement in wages for officers and ratings. Moreover, the parties agreed that should the Sub Committee on Wages of Seafarers of the Joint Maritime Commission in 2016 decide to increase ILO minimum basic wage for able seafarer by more than $7 as of 01 January 2017, this increase shall be added to AB basic wages.

The parties also agreed to adopt the proposals to some Articles of the CBA such as payment of wages on embarkation from Manila to the ship and repatriation. They also agreed on the proposed changes to the composition of the panel of arbitrators to include NCMB accredited maritime voluntary arbitrators.
Stephen Cotton: ‘Doing the best for Filipino seafarers means improvement of maritime industry’

NEWLY installed ITF general secretary Stephen “Steve” Cotton has graced a number of AMOSUP major projects. He has previously flown to Manila as guest of honour for the inaugural opening of the AMOSUP-AJSU’s Davao Activity Centre in February this year, and for the launching of a newly acquired CT scanner at the Seamen’s Hospital Manila in October 2013.

His latest visit last November saw Steve as one of the main guests to witness the twin event in the launching of another AMOSUP initiative – the opening of seafarers assessment facility which is next to the union’s headquarters and the groundbreaking ceremony of the Seamen’s Hospital expansion. This latest call was his first since his appointment as general secretary of the International Transport Workers Federation, the association of more than 700 trade unions representing over 4.5 million transport workers from 150 countries around the globe. For that achievement, its Manila affiliate tendered a dinner in Steve's honour.

As one of the ITF’s long-time partner, many in the AMOSUP family have witnessed Steve’s career growth in the international union ever since he got along well with its mission in the flags-of-convenience campaign which is critical to the health and welfare of seafarers. He first joined its Special Seafarers Department in 1993 when he was tasked to review the history of ITF cases for collecting unpaid wages going back from many years. They were plenty of cases as he became engaged, then embroiled in the controversy. Since then he has been promoted to the position of Assistant Secretary Special Seafarers’ Department.

He thanked AMOSUP through its president Dr Conrado F Oca for the union’s support over the last 20 years. The friendship and support between the two unions traced back from the leadership of AMOSUP founding president Capt Gregorio S. Oca.

Conrad recalls how Capt Greg instructed him to “please take good care of Steve because he will take care of you.”

AMOSUP, which recently hit a record of more than 100,000 seafarers in membership, is now one of the few maritime unions in the ITF family that has ever attained such membership count among the seafaring affiliates of the global union. Steve need not say more how distinct his relationship has been with the AMOSUP family whilst delivering his piece, saying that the occasion was an “enormous privilege and very touching, I might cry on stage.”

Facilitating, mediating and negotiating at meetings with shipowners and shipmanagers in the interest of ITF

Steve Cotton on AOTOS award: “This award goes to everyone in the worldwide community that is the ITF. Every one of us defends the rights and safety of seafarers. That is our priority, bolstered by the international solidarity of trade unions and their members worldwide, by cooperation with all who recognise that aim, and now by the opportunities offered by the MLC 2006.”
Stephen Cotton: ‘Doing the best for Filipino seafarers means improvement of maritime industry’

An AMOSUP dinner reception in honour of the newly appointed ITF general secretary traces a long friendship and support between the two trade unions, writes Andy Dalisay.

NEWLY installed ITF general secretary Stephen “Steve” Cotton has graced a number of AMOSUP major projects. He has previously flown to Manila as guest of honour for the inaugural opening of the AMOSUP-AJSU’s Davao Activity Centre in February this year, and for the launching of a newly acquired CT scanner at the Seamen’s Hospital Manila in October 2013.

His latest visit last November saw Steve as one of the main guests to witness the twin event in the launching of another AMOSUP initiative – the opening of seafarers assessment facility which is next to the union’s headquarters and the groundbreaking ceremony of the Seamen’s Hospital expansion. This latest call was his first since his appointment as general secretary of the International Transport Workers Federation, the association of more than 700 trade unions representing over 4.5 million transport workers from 150 countries around the globe. For that achievement, its Manila affiliate tendered a dinner in Steve’s honour.

As one of the ITF’s long-time partner, many in the AMOSUP family have witnessed Steve’s career growth in the international union ever since he got along well with its mission in the flags-of-convenience campaign which is critical to the health and welfare of seafarers. He first joined its Special Seafarers Department in 1993 when he was tasked to review the history of ITF cases for collecting unpaid wages going back from many years. They were plenty of cases as he became engaged, then embroiled in the controversy. Since then he has been promoted to the position of Assistant Secretary Special Seafarers’ Department, Maritime Coordinator, and in November 2012 he was appointed Acting General Secretary by the Executive Board.

Unanimously elected

His election as general secretary last August 2014 at the ITF Congress in Sofia, Bulgaria was unanimous. ITF aims to promote respect for trade unions and human rights worldwide, work for peace based on social justice and economic progress, help its affiliated unions to defend the interests of their members, provide research and information services to its affiliates, and provide general assistance to transport workers in difficulty.

“Your confidence in me teaches us (in the ITF) to do the best we could for Filipino seafarers,” Steve told AMOSUP officers and guests, consisting of shipowners and crew managers, during the dinner reception at the Rigodon Ballroom of the Manila Hotel. He emphasised the long years of friendship with the AMOSUP family, saying: “We’ve been in a long journey together to do the best we could. And doing the best for Filipino seafarers means an improvement of the maritime industry.”

He thanked AMOSUP through its president Dr Conrado F Oca for the union’s support over the last 20 years. The friendship and support between the two unions traced back from the leadership of AMOSUP founding president Capt Gregorio S. Oca. Conrad recalls how Capt Greg instructed him to “please take good care of Steve because he will take care of you.”

AMOSUP, which recently hit a record of more than 100,000 seafarers in membership, is now one of the few maritime unions in the ITF family that has ever attained such membership count among the seafaring affiliates of the global union. Steve need not say more how distinct his relationship has been with the AMOSUP family whilst delivering his piece, saying that the occasion was an “enormous privilege and very touching, I might cry on stage.”

Facilitating, mediating and negotiating at meetings with shipowners and shipmanagers in the interest of ITF...
and affiliates such as AMOSUP fondly gave way for Steve to easily achieve a strong bond with the local union over those years. And who knows, “I might still be around for the next 20 years,” Steve jokingly said. But he stressed that he’s going to need a lot of support in other areas of ITF for the Philippines and other affiliates as well in the transport industry.

‘Admiral of the Ocean Sea’

Prior to his latest Manila tour, Steve received the prestigious ‘Admiral of the Ocean Sea (AOTOS) 2014 Award’ that was presented by the United Seamen’s Service (USS) last 07 November. USS confers the award each year upon individuals who have made significant contributions to maritime trade.

The citation for Steve noted that under his leadership, the ITF’s maritime sections had made important achievements, including the expansion of the ITF inspectorate from 35 to 124 inspectors and 26 other contacts, with a total of 9,503 vessel inspections across 52 countries in 2013, and $38.430 million of owed wages.

“If you have confidence in me, we (in the ITF) can do the best we could for Filipino seafarers”

At the inauguration of CT scanner at Sentrafe Hospital, Steve with (from left): D&A CEO Fau Yose, Labour Secretary Rosalina Entilpia Baldoz, ITF Ombudsman Helenam and D&A Executive VP Fau Yose.
recovered for seafarers. The number of collective agreements covering seafarers on board vessels had also increased from less than 2,000 to more than 12,000.” Steve’s role in the International Bargaining Forum to improve seafarers’ pay and conditions was also cited, as well as his work in the creation, ratification and implementation of the Maritime Labour Convention 2006 (MLC) – the ‘seafarers’ bill of rights.’

Describing him as an “Unlikely Admiral of the Ocean Sea,” the awarding body cited Steve for making his mark in the industry “without benefits of fortune, connections or extensive education.” His only link to the prospect of future career in international trade unionism was his paralegal work: whilst working at a firm when he moved over to the litigation side. He was then 21, and the firm’s client was fortuitously the ITF, where he became interested in dealing with defence litigation involving FOC issues, as well as policy development.

“A change in leadership in ITF was pivotal – they gave me an offer I couldn’t refuse and I moved over to the client side,” Steve told an USS staff during its pre-event reception. However, that milestone in his career stalled his aim to pursue a dream in the legal profession. “So I never became a lawyer, but I never looked back either,” he said.

Steve’s main strengths in leadership come from his ability to motivate, include and provide opportunities for staff to develop, whilst expecting a high standard of delivery. He is motivated by international trade union principles, and work entirely around a political world, where “I have found the best way to get results within this environment is to be as inclusive as possible.”

“The occasion was an enormous privilege and very touching, I might cry on stage.”

Smith takes over as new ITF maritime coordinator

Jacqueline Smith, the former president of the Norwegian Seafarers’ Union (NSU), has been appointed to the post of Maritime Coordinator of the ITF based in London.

Jacqui had been in the elected leadership of NSU over the last 12 years, the first four years as ‘Secretary and eight as the President. She began her career as a crouper on board the Norwegian ferry company Color Line, where after around eight years she was offered a position for NSU in their service office in Miami.

Jacqui was the first ever female president and the youngest to ever get elected. She is also the first ever female to take on the role as Maritime Coordinator for the ITF.
Gaining high disposition rate in VA

Maritime issues submitted for voluntary arbitration before an arbitrator or a panel of voluntary arbitrators are disability benefits, sickness allowance, medical allowance and other damages per collective bargaining agreement.

Executive director Reynaldo Ubaldo said the 37.5% increase was a significant figure, which meant to show a positive acceptance of voluntary arbitration in the maritime industry.

Among the maritime issues submitted for voluntary arbitration before an arbitrator or a panel of voluntary arbitrators are disability benefits, sickness allowance, medical allowance and other damages per collective bargaining agreement.

To date the NCR branch is closely monitoring the disposition of two remaining pending cases for 2012 and seven for 2013 as against 150 decided cases out of its total load of 159 cases submitted for voluntary arbitration on those years.

The remarkable 94% disposition rate on the previous year cases submitted before voluntary arbitrators is “giving hope to our less fortunate seafarers in this industry,” Ubaldo said.

The voluntary arbitration programme of the National Conciliation Mediation Board is continuously gaining trust in the National Capital Region, with increasing cases in the maritime industry submitted for voluntary arbitration.

The remarkable 94% disposition rate on the previous year cases submitted before voluntary arbitrators is “giving hope to our less fortunate seafarers in this industry.”

As of September 2014 the Board had received 88 cases compared to 64 in the same period last year that were submitted for arbitration.

As of September 2014 the Board had received 88 cases compared to 64 in the same period last year that were submitted for arbitration.
Seafarers’ centre opens at King’s Lynn port

As well as access the Internet to communicate with friends and families after months at sea

The Apostleship of the Sea (AoS) has opened a new seafarers’ centre at King’s Lynn port in East Anglia in the UK. Bishop Alan Hopes opened the facility last November, which was the brainchild of Felixtowe, Harwich & Ipswich port chaplain Sr Marian Davey.

With the launch, crew arriving at King’s Lynn port, owned by Associated British Port’s (ABP), now have a place to call their own. Initiated by AoS and largely funded by the Merchant Navy Welfare Board (MNWB), the facility offers visiting seafarers a dedicated space to relax and communicate with their families back home.

Sr Marian Davey said: “It is the first time in the port’s recent history that a space has been set aside specifically for seafarers to use.”

With ships usually docking for no more than 24 hours, crews are often unable to leave the port. This facility will provide much needed respite and act as a base for AoS teams to support crew members in any way required, such as:

- Providing seafarers with the opportunity to contact friends and family,
- Looking after seafarers who are abandoned in port, those who are sick or injured, and;
- Helping seafarers attend church services or praying with a crew following a fatality, if requested by the seafarers themselves.

Alastair McFarlane, Port Manager East Anglia said: “We owe a great deal of gratitude to the brave men and women who operate the vessels that keep this nation supplied. So we are really proud to be part of delivering this vital service to crew visiting the port of King’s Lynn.

He noted that seafarers spend a lot of time on board their ships and with this service “we can offer them a home away from home.”

Sr Marian added that she was grateful to ABP – the owner and operator of King’s Lynn port - for offering AoS a prime site at a very good location in the port for the seafarers’ centre.

“The location is excellent and works well for seafarers coming off ships. Everyone at ABP, from management and staff to the shipping agents, has been encouraging and supportive, and measures are in place to ensure that seafarers coming ashore have all the information they need about the AoS centre,” she said.

The centre was formally opened by Bishop Alan Hopes, Bishop of East Anglia and Bob Jones, chairman of the MNWB.

Source: http://www.apostleshipofthesea.org.uk/new-seafarers-centre-kings-lynn
Maritime Week kick-off ceremonies

AMOSUP officers, members and employees participated in the recent Maritime Week celebration in September with the traditional holy mass as a kick-off ceremony at the Seafarers’ Monument on Roxas Boulevard in Malate, Manila. The celebration also consisted of wreath-laying to the Monument which was followed by a fluvial parade simultaneous with the offering of flowers on Manila Bay.
Maritime Week kick-off ceremonies

AMOSUP officers, members and employees participated in the recent Maritime Week celebration in September with the traditional holy mass as a kick-off ceremony at the Seafarers’ Monument on Roxas Boulevard in Malate, Manila. The celebration also consisted of wreath-laying to the Monument which was followed by a fluvial parade simultaneous with the offering of flowers on Manila Bay.
US ports maintain shore leave denial to foreign seafarers without visas

This year’s survey is the first SCI carried out after the Maritime Labour Convention 2006 came into force.

The United States continues to exercise a “no shore leave” policy for crew members without their US visas on board ships calling at most of US ports.

According to a survey the Seamen’s Church Institute’s (SCI) Centre for Seafarer’s Rights has carried out, an overwhelming majority (86%) of these seafarers in 27 US ports had been denied shore leave because they did not have visas.

The survey, conducted last May, was the 13th being made annually. This time maritime ministries visited 416 vessels with 9,184 crew members (representing 60 nationalities).

Apart from no visas, other reasons for shore leave denials included terminal restrictions (7%), vessel operations (7%) and US Customs and Border Protection restrictions (1%).

In documenting seafarer’s shore leave during the week of 16-24 May, maritime ministries said 97 of the 416 vessels (23.3%) had at least one seafarer on board that was denied shore leave. Of the 9,184 seafarers on board the 416 ships surveyed, 1,130 seafarers (approximately 11.2%) were denied shore leave.

Increased denials

Compared to last year’s survey, the Centre for Seafarers’ Rights said this year’s data shows an increase in shore leave denials — both in the percentage of ships and percentage of crew having been denied.

In 2013, approximately 17.8% of the ships had at least one crew member denied shore leave, and 9.1% of seafarers on the surveyed ships were denied the same right. This year, ship visitors reported that 86.4% of the seafarers denied shore leave were refused because they did not have visas — compared to 91.4% last year.

In reports where ship visitors indicated seafarers’ nationalities, ship visitors reported that 894 seafarers from the following countries were detained for lack of visas: Philippines - 484, China - 148, Myanmar (Burma) - 68, Ukraine - 47, Russia - 43, India - 36, Turkey - 21, Vietnam - 10, Maldives - 10, Bangladesh - 9, Poland - 6, Egypt - 5, Sri Lanka - 4, Romania - 4, Bulgaria - 3, Mexico - 1, Greece - 1, Latvia - 1, Austria - 1.

Reports also detail that 70 seafarers (approximately 7%) were denied shore leave because of vessel operations, and 67 seafarers (approximately 7%) were denied shore leave because of terminal restrictions.
US ports maintain shore leave denial to foreign seafarers without visas

The United States continues to exercise a "no shore leave" policy for crewmembers without their US visas on board ships calling at most of US ports.

According to a survey the Seamen's Church Institute's (SCI) Centre for Seafarer's Rights has carried out, said an overwhelming majority (86%) of these seafarers in 27 US ports had been denied shore leave because they did not have visas.

The survey, conducted last May, was the 13th being made annually. This time maritime ministries visited 416 vessels with 9,184 crewmembers (representing 60 nationalities).

Apart from no visas, other reasons for shore leave denials included terminal restrictions (7%), vessel operations (7%) and US Customs and Border Protection restrictions (1%).

In reports where ship visitors indicated seafarers' nationalities, ship visitors reported that 894 seafarers from the following countries were detained for lack of visas: Philippines - 484, China - 148, Myanmar (Burma) - 58, Ukraine - 47, Russia - 43, India - 36, Turkey - 21, Vietnam - 10, Maldives - 10, Bangladesh - 9, Poland - 6, Egypt - 5, Sri Lanka - 4, Romania - 4, Bulgaria - 3, Mexico - 1, Greece - 1, Latvia - 1, Austria – 1.

Reports also detail that 70 seafarers (approximately 7%) were denied shore leave because of vessel operations, and 67 seafarers (approximately 7%) were denied shore leave because of terminal restrictions.
Mobile app for seafarers’ rights launched

Seafarers facing legal problems can now obtain immediate information concerning their rights wherever they are in the world, with the launching of a new application formally by Seafarers’ Rights International (SRI) after three months of user testing.

“Seafarers need tangible support 24/7. There are many good companies and maritime administrations that provide seafarers with assistance and support with regard to their human rights. However, where that is not the case, this app will provide a lifeline for seafarers,” said Deirdre Fitzpatrick, SRI executive director.

The app has been designed to operate offline so that seafarers can access information at all times. It is compatible with iPhone, iPad, Android and Blackberry devices.

The app has a unique ‘Find a Lawyer’ tool which gives immediate access to a database of lawyers around the world who have signed up to the SRI Charter – a statement of good practice in the provision of legal services to seafarers – and who may be able to offer assistance to seafarers facing criminal prosecution.”

“It is important that the work of SRI gets directly to seafarers. This is why this practical advice is now being made available on an app, and we are also producing on-line education materials free of charge for seafarers to raise their awareness around subjects relevant to their working lives. This education will ensure that seafarers’ rights are real and meaningful for them,” said Brian Orrell OBE, chairman of the Advisory Board of SRI.

Commenting on the development, Human Rights at Sea founder David Hammond, said: “SRI has developed a very useful on-line tool for web-enabled devices in support of seafarers’ rights working under the Maritime Labour Convention (MLC) 2006 and which should be welcomed as part of the growing education of individual labour rights in the maritime sector.”

In addition to support provided by established international welfare organisations and 24/7 telephone advice provisions from ISWAN, the App clearly enhances the toolkit of support services available to the seafarer.

“We must, however, also be aware and not forget the large numbers of seafarers and fishermen globally who do not have access to such technology and who do not fall under the MLC when conducting their daily seafaring business,” Hammond said.

He added that it is in relation to those individuals that such support, education and outreach must also be provided, including understanding the full scope of their human rights, their protections and lawful remedies for perpetrated abuses.

The Convention on Facilitation of International Maritime Traffic (FAL) prohibits countries from requiring seafarers to have a visa for shore leave. Though the United States has ratified the FAL, the CSI report said it still requires crewmembers on merchant ships to have a visa to obtain shore leave.

Ratification of the International Labour Organization’s Seafarers’ Identity Documents Convention (Revised), 2003 (ILO-185) would both enhance maritime security and increase seafarers’ shore leave opportunities in the United States. The Convention enhances maritime security by setting international standards for seafarer identification documents that provide reliable, verifiable and internationally acceptable seafarer identification, the SCI suggests.

Post MLC survey

Countries that have ratified ILO-185 are obligated to accept valid ILO-185 seafarers’ identification documents in place of visas for the purposes of shore leave. The United States could comply with ILO-185 by waiving visa requirements for seafarers who have valid ILO-185 seafarers’ identity documents. For security, the US could maintain its existing 96-hour pre-arrival crewmember vetting process and verify ILO-185 seafarers’ identity documents supplemented by the US-Visit program in American seaports.

This year’s survey was the first SCI conducted after the Maritime Labour Convention, 2006 (MLC, 2006) came into force. MLC 2006 was in force in 37 countries during the survey week. Standard A1.4 Section 5(b) of the MLC, 2006 requires shipowners to pay for seafarers’ visas. Furthermore, flag states must verify shipowners’ compliance with the MLC 2006 recruitment and placement requirements, which include Standard A1.4 Section 5(b), before issuing a Maritime Labour Certificate.

Approximately 79% of the seafarer’s denied shore leave because they did not have a visa was serving on ships registered in countries where the MLC, 2006 was in force: Antigua and Barbuda, Bahamas, Cyprus, Greece, Liberia, Malta, Marshall Islands, Panama, Philippines and Singapore.

Ship visitors reported three seafarers on one ship denied shore leave by Customs and Border Patrol. The report indicated that language barriers were the main cause of the restrictions. It also indicated that the seafarers did not understand some of the questions asked by CBP during their interview.

According to reports, 70 seafarers were not able to go ashore because of their vessels’ brief time in port coupled with operational requirements on the vessel.

Terminal access restrictions

Sixty-seven seafarers, including 19 Americans, were denied shore leave by terminal restrictions, as per ship visitors’ reports. The reported restrictions were related to terminal visitor lists.

In one report, the gate guard claimed that the crew list was illegible and would not let seafarers leave their ship. In another report, a gate guard changed prior practice that gave access to the seafarers’ center van by requiring individual chaplains to be named on the gate list.

Because survey reports were based on restrictions observed by ship visitors during their ship visits, the numbers of seafarers being denied shore leave by terminal restrictions could be under-reported. The data does not reflect the number of seafarers detained in the terminals that chaplains did not visit ships because of lack of access to the terminal.

As part of the survey, SCI asked chaplains to record any problems they encountered with terminal access. Most of the reports stated either that there were no terminal restrictions or they did not mention any restrictions. Four ports reported restrictions at terminals in their ports.
Mobile app for seafarers’ rights launched

SRI says the new information system provides a lifeline for seafarers

Seafarers facing legal problems can now obtain immediate information concerning their rights wherever they are in the world, with the launching of a new application formally by Seafarers’ Rights International (SRI) after three months of user testing.

“Seafarers need tangible support 24/7. There are many good companies and maritime administrations that provide seafarers with assistance and support with regard to their human rights. However, where that is not the case, this app will provide a lifeline for seafarers,” said Deirdre Fitzpatrick, SRI executive director of SRI.

The app has been designed to operate offline so that seafarers can access information at all times. It is compatible with iPhone, iPad, Android and Blackberry devices.

The app has a unique ‘Find a Lawyer’ tool which gives immediate access to a database of lawyers around the world who have signed up to the SRI Charter – a statement of good practice in the provision of legal services to seafarers – and who may be able to offer assistance to seafarers facing criminal prosecution."

“It is important that the work of SRI gets directly to seafarers. This is why this practical advice is now being made available on an app, and we are also producing on-line education materials free of charge for seafarers to raise their awareness around subjects relevant to their working lives. This education will ensure that seafarers’ rights are real and meaningful for them,” said Brian Orrell OBE, chairman of the Advisory Board of SRI.

Commenting on the development, Human Rights at Sea founder David Hammond, said: “SRI has developed a very useful on-line tool for web-enabled devices in support of seafarers’ rights working under the Maritime Labour Convention (MLC) 2006 and which should be welcomed as part of the growing education of individual labour rights in the maritime sector.”

In addition to support provided by established international welfare organisations and 24/7 telephone advice provisions from ISWAN, the App clearly enhances the toolkit of support services available to the seafarer.

“We must, however, also be aware and not forget the large numbers of seafarers and fishermen globally who do not have access to such technology and who do not fall under the MLC when conducting their daily seafaring business,” Hammond said.

He added that it is in relation to those individuals that such support, education and outreach must also be provided, including understanding the full scope of their human rights, their protections and lawful remedies for perpetrated abuses.
Danish owners back MAAP cadet training system

With the Danes’ formal recognition, more companies from shipowning compatriots are expected to participate in the DIS-enforced training course.

The Danish Shipowners Association (DSA) has recognised the cadet training programme for the Danish International Ship (DIS) Register being implemented by the Maritime Academy of Asia and the Pacific (MAAP).

With the recognition, DSA can move on to line up the formalisation of the cadet programme based on the response from the Department of Shipboard Training. The DSA, through Maersk Filipinas Crewing, has explored the possibilities to establish a DIS cadet programme at the academy beginning 2015.

Apart from Maersk, the DIS class in MAAP is also supported by other Danish owners such as Torm Shipping, Norden Shipping, Nordic Tankers/Herning Shipping, Uni Tankers and J Lauritzen based on several concepts.

DSA EVP Pia E Voss, who informed AMOSUP and MAAP of the DIS launch at the academy, said the concepts include the programme’s exclusivity for cadets who signed up with Danish shipping companies, selection of cadets during March 2015 and signing up before commencing their first semester in June, and full sponsorship of the cadets during the entire programme.

Other concepts that the Danish owners cited, according to Ms Voss are the “full integration of special Danish training elements (both statutory and desirables)” in the programme that will be provided by the DSA and the sponsoring shipping companies.

To speed up the training programme, DSA aims to structure the sea phase and manage the last part that is slightly different from the usual set up.

The training will include various additional subjects and lectures, enabling the graduating cadets to obtain Danish Recognition Certificates and successfully take up positions as junior officers on Danish vessels without further generic training, Ms Voss said.
The Danish Shipowners Association (DSA) has recognised the cadet training programme for the Danish International Ship (DIS) Register being implemented by the Maritime Academy of Asia and the Pacific (MAAP).

With the recognition, DSA can move on to line up the formalisation of the cadet programme based on the response from the Department of Shipboard Training. The DSA, through Maersk Filipinas Crewing, has explored the possibilities to establish a DIS cadet programme at the academy beginning 2015.

Apart from Maersk, the DIS class in MAAP is also supported by other Danish owners such as Torm Shipping, Norden Shipping, Nordic Tankers/Herning Shipping, Uni Tankers and J Lauritzen based on several concepts.

DSA EVP Pia E Voss, who informed AMOSUP and MAAP of the DIS launch at the academy, said the concepts include the programme’s exclusivity for cadets who signed up with Danish shipping companies, selection of cadets during March 2015 and signing up before commencing their first semester in June, and full sponsorship of the cadets during the entire programme.

“On sponsors behalf, the DSA will co-ordinate and supervise the DIS cadet programme at the academy, including course fees and related training costs.

Furthermore, the DIS cadet programme is seen as an excellent opportunity to realise some of the mutual goals in the education and training project outlined between the DIS and AMOSUP collective agreements.

MAAP president VAdm Eduardo M. R Santos (AFP ret) said that with the formal DSA recognition, more Danish shipping companies would participate in the programme. He said that the recognition is in addition to other owners group such as the Japanese (IMMAJ) and those from IMEC who had credited MAAP’s training scheme for their respective fleet.

“concepts include the programme’s exclusivity for cadets who signed up with Danish shipping companies, selection of cadets during March 2015 and signing up before commencing their first semester in June, and full sponsorship of the cadets during the entire programme”
MAAP carries out free simulator training-the-trainer course

As part of AMOSUP’s corporate social responsibility and the academy’s extension services, the endeavour intends to have instructors design and plan their simulation exercises.

The AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) has been carrying out free training in simulator trainer and assessment course to various instructors nationwide at its campus in Mariveles, Bataan.

The four-day ‘Train the Simulator Trainer and Assessor Course’, otherwise known as the IMO Model Course 6.10, intends to augment the capacity of the faculty members of CHED-approved maritime higher education institutions to comply with the standards for simulator instructors and assessors.

MAAP president VAdm Eduardo M. Santos (AFP, ret) said the conduct of the IMO Model Course 6.10 is a corporate social responsibility and is ‘free of charge’ for the participants as part of the “extension services” of MAAP. Participants only pay for their board and lodging for the four-day course, which normally costs a minimum PhP15,000, VAdm Santos said.

Participants taking the course, which has a maximum intake of 16, are endorsed by the Maritime Industry Authority (MARINA) and Commission on Higher Education (CHED). The course is handled by senior management faculty members who have completed the course.

The course has also been a part of an advisory the MARINA issued last July in cooperation with CHED and the academy to conduct the “Train the simulator trainer and assessor course” (IMO Model Course 6.10) effective July 22, 2014.

Delivery of the lectures and simulations involved four captains, three chief engineers, a second engineer and a third engineer with the assistance of IT technicians during simulator exercises.

The general objective of the course is for participants to be able to design and plan a simulation exercise for training and assessment and conduct a simulation exercise.
The AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) has been carrying out free training in simulator trainer and assessment course to various instructors nationwide at its campus in Mariveles, Bataan.

The four-day 'Train the Simulator Trainer and Assessor Course', otherwise known as the IMO Model Course 6.10, intends to augment the capacity of the faculty members of CHED-approved maritime higher education institutions to comply with the standards for simulator instructors and assessors.

MAAP president VAdm Eduardo MaR Santos (AFP, ret) said the conduct of the IMO Model Course 6.10 is a corporate social responsibility and is 'free of charge' for the participants as part of the "extension services" of MAAP. Participants only pay for their board and lodging for the four-day course, which normally costs a minimum PhP15,000, VAdm Santos said.

Participants taking the course, which has a maximum intake of 16, are endorsed by the Maritime Industry Authority (MARINA) and Commission on Higher Education (CHED). The course is handled by senior management faculty members who have completed the course. The course has also been a part of an advisory the MARINA issued last July in cooperation with CHED and the academy to conduct the "Train the simulator trainer and assessor course" (IMO Model Course 6.10) effective July 22, 2014.

Delivery of the lectures and simulations involved four captains, three chief engineers, a second engineer and a third engineer with the assistance of IT technicians during simulator exercises.

The general objective of the course is for participants to be able to design and plan a simulation exercise for training and assessment and conduct a simulation exercise for the same, taking into account the training and assessment procedures as set forth in paragraphs 7 and 8 of Section A-I/6 of the STCW Code.

The IMO Model Course structure and contents include:

- Simulation Training – a Marine Perspective
  - Simulation Training – Scope & Importance
  - Simulator types – Designs and Configurations

- The Simulation Training Program
  - Conceptualizing and Planning a Simulation Training Program
  - Conceptualizing and Planning a Simulation Exercise

- The Simulator Instructor
  - The Instructor’s Role and Requirements
  - Conduct of simulation exercise
  - Objective Assessment techniques

- Effective Interpersonal and Communication Skills
  - Effective briefing & de-briefing

for the same, taking into account the training and assessment procedures as set forth in paragraphs 7 and 8 of Section A-I/6 of the STCW Code.
For the four-day session, topics covered are based according to the Compendium of IMO Model Course 6.10. Lectures are done on the first two days and on the last two days (which is mostly practicum) Deck and Engine trainees are divided to respective departments, i.e. Deck officers are assigned to the Bridge Simulator, while Engine officers are at the Engine Room Simulator.

Both the Full Mission Bridge and Full Mission Engine Room Simulators are utilised during simulation exercises to include play back after every exercise. Participants prepare respective simulator exercises with complete documentation and are tested.

A video playback of the exercises are done at the briefing area followed by critique by the participants to determine the errors and lessons learned in the preparation and execution to include check lists and assessments for each exercise.

During de-briefing of each exercise, discussions are held among participants and facilitators; trainees and facilitators to give their insights and comments.

“Participants prepare respective simulator exercises with complete documentation and are tested”

During de-briefing of each exercise, discussions are held among participants and facilitators; trainees and facilitators to give their insights and comments.

At the end of the course, as part of continual improvement, the trainees are required to fill out their Evaluation of the Course and Evaluation of the Instructors/Facilitators as well. With these, feedbacks and suggestions for improvement of the training are gathered from the trainees.

As of 30 October 2014, the academy has completed seven batches or a total of 120 participants coming from various MHEIs and training centres nationwide. The course is ongoing with more participants expected until its completion.
Museo's experiences seafaring, other events

The AMOSUP-run marine museum is lucky to have seafarers as special guests who shared their experiences at sea with the students.

The months of September and October were busy months for Museo Marino. For one, it received many school tours and was lucky to have seafarers as special guests during the tour to share their seafaring experiences with the students.

Capt Solidum Hermosa, Second Mate Benjamin Ladres and Engine Room OIC Jefferson Fajardo eagerly recounted some of their memorable experiences at sea and gamely answered the questions of the students during their visits. The students on the other hand, were very interested to know all about being a seafarer, storms at sea, food on board ships, among others.

Museo Marino also initiated a tour of AMOSUP’s Seamen’s Village last 27 September. A total of 40 seafarers joined the familiarisation tour to the village in Dasmarinas, Cavite. While visiting Seamen’s Village, Ms. Marissa Oca, director of Amosup’s Community Affairs, prepared some fun activities.

The seafarers had the opportunity to write their thoughts on clay tiles which would later be used for a commemorative wall in the village’s Tribute Garden. They also made paper cranes (origami) as part of the 1000 Cranes for Peace Project. After lunch the seafarers also played basketball in the village’s court.

This familiarisation tour is now a monthly programme of Museo Marino for the seafarers. This is to raise awareness about the village and its different amenities and how the AMOSUP seafarers’ members can make use of the facilities for their different events and the housing opportunities available for the members.

For the employees of Mariner’s Home and Sports Complex, last 11 October was a special day when it held the 1st JSU-AMOSUP Mariner’s Home Intercolour Sports Fest 2014, with four teams participating in different games and challenges. The Blue Team was the overall champion of the sports fest which consisted of various games such as volleyball, basketball, spider web challenge, canoe race, obstacle course relay, and swimming race.
“To speed up the training programme, DSA aims to structure the sea phase and manage the last part that is slightly different from the usual set up”

Pia E Voss, Danish Shipowners Association Executive VP On Danish owners backing of MAAP cadet training programme

“We’ve been in a long journey together doing the best we could. And doing the best for Filipino seafarers means an improvement of the maritime industry”

Steve Cotton, ITF General Secretary On partnership with AMOSUP as one of the ITF long-time affiliates

“AMOSUP is like a country where it runs and maintains its own village, hospitals, schools and other facilities in various parts for thousands of its members and their dependents”

Marissa Oca, AMOSUP Community Development Director On inspiring officers, members and employees at the Union’s 54th founding anniversary

“This is how we show our confidence to our social partners… which makes us more focused on providing further welfare and benefit to our members”

Dr Conrado Oca, AMOSUP President, As part of his message during the Union’s 54th founding anniversary as it crossed 100,000 in membership

“The union’s hospital has grown through the years to be a well equipped and professionally manned tertiary medical facility”

Dr George Pile, AMOSUP Seaman’s Hospital Manila Medical Director On his opening remarks at the hospital expansion’s groundbreaking ceremony

“With the system, we are providing our seafarers with the most efficient assessment and certification by enabling us to conduct examinations on a daily basis. And it was due to your (shipowners and shipmanagers) commitment to service, not only for the benefit of Filipino seafarers but for the world’s shipping as well”

Dr Max Mejia Jr, Maritime Industry Authority Administrator On the launching of the National Assessment and Certification System at the AMOSUP-MAAP Professional Career Development Centre
Maritime Academy of Asia and the Pacific - Kamaya Point
Associated Marine Officers’ and Seamen’s Union of the Philippines - PTGWQ-ITF

Kamaya Point, Brgy. Alas-asin, Mariveles, Bataan, Philippines
Tel No.: (02) 784-9100 Fax No.: (02) 741-1006 Mobile No.: (0817) 533-8263
URL: www.maap.edu.ph E-mail: info@maap.edu.ph

Welcome Aboard!

Courses Offered:
BSMT - Bachelor of Science in Marine Transportation
BSMarE - Bachelor of Science in Marine Engineering
BSMTE - Bachelor of Science in Marine Transportation and Engineering

CENTER FOR ADVANCED
MARITIME STUDIES

MAAP Profile
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 (AMOUSUP) founded by the late Capt. Gregorio S Oca, capitalized and developed the Academy. The new AMOUSUP 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 Employees, 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.

Our Curricula
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.