The true face of seafaring
Dr. Conrado F. Oca

The international nature of the shipping industry always finds its prime movers – the seafarers – at work with other crewmembers of other nationalities on board many ocean going ships. Seafarers of all races working harmoniously on board, is essential to the efficient operation of the vessel, while employers and unions similarly establish the same degree of rapport and cooperation for their common good.

Because in this context not only the safety of the ship and its cargo is at stake, but the human resources that run and operate the fleet are also equally exposed to many perils at sea. As a union, AMOSUP’s stake has always been to strive to attain its primordial concerns in the international arena with the involvement of the shipowners and shipmanagers. Likewise we hold the same degree of importance in our friendship and cooperation with fellow unions in various parts of the globe. The Asia Pacific, for instance, is a case in point. It is where the growth of jobs will come in the next many years and where trade unionism will thrive to play a vital role in achieving the balance of economic welfare for labour in the transport sector.

Our recent hosting of the ITF Asia Pacific Seafarers’ Regional Committee (APSRC) and Asia Pacific Regional Committee (APRC) meetings last February manifests our sincere commitment to the goal of the ITF leadership to unite unions in the region for better work places and better welfare of workers in the transport sector. Needless to say, we were proud to host such important international meetings for they will have wide ranging impact on the transport sector of our region – especially during these exciting times when there is a geographical shift of the world economy to Asia Pacific.

The three-day meetings, where nearly 100 delegates from 24 seafaring and transport unions in 18 countries attended, were successfully completed with productive and enriching discussions on the future strategies of the Asia Pacific region for our dear, hard working maritime workers. As participant and venue provider for this worthwhile event, the AMOSUP provided delegates and secretariat their needs in the best way it could to make the event successful and meaningful.

At the same time, part of our endeavours is honouring the seafarers through art as we opened a photo exhibition of the “true faces of seafaring”, which we staged at the JSU-AMOSUP maritime museum. Through the kind indulgence of Stefan F Lindberg, a former Swedish seafarer and master photographer, the exhibit paid tribute to the life of seafarers --- their sadness and joys, and their struggles and triumphs while on board ships far away from home. Our sincerest thanks also go to the All Japan Seamen’s Union for their valuable cooperation and participation which ensured the success of this activity.

The touching and moving scenes depicted by the photographs on exhibit found us delighted in viewing works about seafarers who have left their families and made the seas their second home in search for a better life. After all, as they say, art simply nourishes the soul to sustain, comfort and inspire.
The President’s Message

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AMOSUP’s series of seminar-workshops address a number of members’ concerns aimed at strengthening relationships between seafarers and family members.

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The new location is more convenient and more comfortable for hundreds of seafarers lining up to have their seaman’s book processed.

AMOSUP recently paid tribute to All Japan Seamen’s Union (JSU) president Yasumi Morita with a dinner tendered in his honour at the New World Manila Bay Hotel.

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The commencement exercises also bear witness to the historical graduation of the first batch of the academy’s graduate studies programme.

Danish shipowners have committed to sponsoring the education and training of a number of Filipino cadets at the AMOSUP-run Maritime Academy of Asia and the Pacific.

Stefan F Lindberg had to join on board some 20 ships for a year to capture most of the scenes to present the real image of the marine profession which has produced his recent exhibition in Manila.

The service is provided free at the point of use, 24-hour multi-lingual telephone answering that responds to calls from seafarers and their families.

The exhibition at the JSU-AMOSUP maritime museum showcases unpretentious and natural photography that captures and reveals the other side of the marine profession.

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PHOTO: STEFAN F LINDBERG
AMOSUP’s series of seminar-workshops address a number of members concerns aimed at strengthening relationships between seafarers and family members.

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Learning from Union’s Alaga project

AMOSUP’s series of seminar-workshops address a number of members concerns aimed at strengthening relationships between seafarers and family members.

AMOSUP members and their dependents who participated in the Union’s series of seafarers’ family-strengthening workshops hailed the programme as having added values to their skills and improved attitude towards life.

The seminar-workshops dubbed as ‘Alagang AMOSUP: Pang-Pamilyang Marino Project’, which was carried out over a six-month period last year, provided slices of learning and appreciation among participants in the conduct of their daily lives. They include improvement in attitude and perspective in life, better understanding of parenting, strengthening family ties, better quality of marriage, and better skills of handling finances.

Alagang AMOSUP succeeded to address the concern of seafarers, such as responsible parenting, issues of loneliness, financial well-being, and dealing with a long-distance relationship. The launch of the seminar-workshops emerged from the desire of the Union president Dr Conrado F. Oca to provide family-centred welfare and benefit programmes to members to strengthen relationships between seafarers and their family members.

The project’s programme, which started April 2014 and ended October 2014, covered four modules that include the following topics:

WER NA U? D2 NA ME: Pangangalaga sa Relasyong Mag-asawa. This module is for individuals whose partners/spouses are seafarers. It provides knowledge, attitudes and skills on how to sustain and further strengthen the relationship, thus keeping the love and passion alive. Understanding the marital relationship is discussed, together with basic communication skills that is helpful in enhancing the relationship.

Remittance Ko, Alagaan Mo: Pagpapatuloy ng Kabuhayan. This module is about helping family members of seafarers to gain appropriate knowledge, skills and attitudes on how to handle the remittances from their family breadwinner. They are provided the necessary tools to increase their financial IQ in order to preserve their income and ensure a comfortable lifestyle for the future.

Yakap Mo, Namimiss Ko: Ibsan ang Kalungkutan sa Pagkakatao. This session provides skills on how to cope with the daily struggles of being away from a loved one. It also includes a discussion on the definition, nature, causes and effects of loneliness on those who are left behind as well as those who leave their loved ones to work abroad.

Ama, Ina, Anak, Atbp: Sama-samang Pag-aaruga sa Pamilyang Pinoy. Topics include basic communication, training and disciplining children as well as handling the challenges that parents face because of the electronic age.
In its post-evaluation of the workshops, the participants were invited to provide feedback on three specific questions. Some of the comments and feedback received are summarised as follows:

**Improving one’s attitude and perspective in life**

A number of participants emphasised that improving one’s attitude and perspective in life is one of their most valuable learning from the seminar. This is evidenced by comments like, “Be happy and optimistic,” “To conquer anxiety and loneliness when I’m in my work,” “Life is a matter of choice and perspective. We create our lives,” and “How to handle sensitive problem and solve it in a nice way.”

**Better Understanding of Parenting**

Another essential realisation is learning and re-learning how to rear a child properly or good parenting. As some participants put it, “This is a good concept in regards of the family and good technique in how to discipline children in a correct way.” Other comments include, “Huwag natin itali ang sanii sa paraan ng pagdi-disiplina ng mga magulang natin noon,” (don’t tie ourselves to our parents’ traditional ways of how to discipline a child), “Ang pakikinan ng maiyos sa anak” (to carefully listen to our children), “Ang pagpapahalaga sa edukasyon at kinabukasan ng mga bata” (to value the education and future of the children), and “What kind of parenting we should use.”

**Acquiring better skills in Strengthening family ties**

Furthermore, the participants also realised the value of strengthening family ties and essential family values as evidenced by the comments, “Proper communication with the family members is important,” “I learned how to make value with my child’s time. I learned how to properly interact with my family,” and “I learned how to handle one’s family when a seaman is away, specially the children.”

**Developing better skills for better quality of marriage**

Improving husband-wife relationships is also considered as a valuable learning by the participants of the session. Some realised that faithfulness/loyalty is vital. As one participant puts it, “Be faithful to your partner, trust, give time to your partner and always put God first as the centre of the relationship.” Being open to each other is one vital point as one participant emphasised in his comment, “Maging open sa isa’t isa at pag-usapan ang mga problema nang maahalin” (be open to each other and properly communicate all problems discreetly and calmly). Other comments included, “Magkaroon ng time para sa bonding ng mag-asawa” (have bonding time for couples) and “Mabuti pagkaunawaan at pagbiyayan ng mag-asawa” (Compromising and understanding among couples).

**Better skills in handling finances**

Lastly, one of the most valuable learning from the attendees is on financial wellness. Some commented that they learned the fundamentals of managing a business, managing remittances, budgeting and financial planning, having a retirement plan, and obtaining an effective saving program.

**Appreciation to the facilitators**

Different participants commented on different aspects of the session. Majority agreed that the speakers did an excellent job. Overall, they were impressed with the calibre of the speakers and appreciated the fact that they are experts in their own fields. Also, the participants emphasised their enjoyment and appreciation of the topics offered.

**Time and scheduling of the sessions**

Some people suggested for the sessions to be longer and be held regularly. (Include “longer session for more topic,” “Sana laging may ganitong session para sa Marinos,” I wish that there would be more sessions for the Marinos), “Conduct the session regularly”). A number mentioned that it would be better if the session would be scheduled on a Saturday and that the schedules to be posted in advance, if possible, through e-mails as well.

The facilitators agree with the participants’ recommendations that there should be enough time to inform the participants about the seminars and that there should be a more systematic promotion of the sessions in order to encourage more participants. Advertisement should be done way before the session dates.

**Venue**

A number of participants remarked that it was difficult to hear the discussion in their group as they were disturbed.
Most of the participants are very satisfied with the sessions. Comments include, “Excellent session,” “I’m very satisfied with their valuable session.”

The facilitators strongly reiterate the recommendations of the participants that family members be included in the sessions (spouses, adult extended family members) in case the Alagang AMOSUP Project be extended to the provinces.

Workshop content

Most of the participants are very satisfied with the sessions. Comments include, “Excellent session,” “I’m very satisfied with their valuable session”. However, a number feel the need for the participants to be engaged in active participation and not just passive listening, so that the discussions can be lively and not too boring.

It also received a wide variety of topic suggestions from the participants. The broad categories in which those topics could be divided include: family planning, preparing for a wedding and a marriage, learning how to invest or start a new business, retirement planning, and insurance, investing even with a small amount of income, HIV/AIDS, family relations.

by the noise from people doing other business. People felt it would have been better to have a separate, but accessible room/venue for each session. As some participants wrote, “It might be better to separate people talking inside the seminar.” “Dapat ay sa lugar na tahimik at walang lakad ngang lakad” (the venue should be in place that is quiet and away from distractions).

As such, the facilitators highly recommend that the sessions be conducted inside venues that are away from unnecessary noise and distractions. The venue plays a vital role in the learning and participation of the attendees.

The participants also suggested for the seminars to be conducted not just inside Metro Manila, but to be extended to other provinces (Comment: “Nais ko sana i-rekomenda na sana magkaroon ng mga session na katulad nito sa mga urban na lugar” (I would like to recommend for the sessions to be done in urban areas). “Hoping provinces like Cebu be extended”). The facilitators also recommend that the sessions to be brought to the provinces. A one-day “AMOSUP Day” may be arranged.

Participation

Participants suggested that the relatives (i.e., spouses, older children, and extended family members) should also be invited for future sessions. One participant mentioned, “Sana po malaman naming mga misis ng mga seafarer ‘pag may mga ganitong seminars” (Hopefully, the spouses be aware of these kind of seminars). “Mag-imbala ng pamilya to attend the seminar” (Invite members of the family to attend the seminars).

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<thead>
<tr>
<th>Categories</th>
<th>Average Score</th>
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<tbody>
<tr>
<td>1. The session met my expectations.</td>
<td>4.27</td>
</tr>
<tr>
<td>Ang sesyon na ito ay tumugon sa aking inaahan.</td>
<td></td>
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<tr>
<td>2. The session was active and participatory.</td>
<td>4.11</td>
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<tr>
<td>Lahat ay nakikilahok at aktibo.</td>
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<td>3. The resource speakers answered the questions adequately.</td>
<td>4.35</td>
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<td>Ang mga tagapag-salita ay tumugon sa lahat ng mga katanungan.</td>
<td></td>
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<tr>
<td>4. The resource speakers delivered their subject matters effectively and clearly.</td>
<td>4.42</td>
</tr>
<tr>
<td>Ang mga paksay mga magagamit ko sa aking propesyonal o pribadong buhay.</td>
<td></td>
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<tr>
<td>5. The topics discussed were relevant to my professional or personal life.</td>
<td>4.44</td>
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<tr>
<td>Ang mga paksay mga magagamit ko sa aking propesyonal o pribadong buhay.</td>
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<tr>
<td><strong>OVERALL AVERAGE</strong></td>
<td><strong>4.32</strong></td>
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The DOH accreditation is tied to the hospital’s goal to provide dependents with care that sets the stage for a healthy life for infants.

The Seamen’s Hospital received the DOH accreditation following the application process where a DOH team observed and stayed in the hospital in 18-22 July 2014 to inspect and assess its facilities and interview patients as well as health workers.

The facilities are now officially the 16th accredited baby-friendly hospital in Metro Manila. The accreditation is tied to Seamen’s Hospital’s goal to provide its seafarers’ dependents patients with care that sets the stage for a healthy life for infants. Some of these healthy practices are skin-to-skin contact immediately after birth, breastfeeding exclusively whenever possible and rooming-in for mother and child.

Readily available are facilities like the breast feeding room and tools such as breast pump for lactating mothers, which can be used by everyone in the hospital including in-patients, employees, and even out-patients waiting for their check up. They can also enjoy the convenience of a fully air-conditioned facility, watch a television feature about breastfeeding and its benefits.

The hospital always gives all mothers the information, confidence and skills necessary to successfully initiate and continue breastfeeding their babies or utilising infant formula safely.

Mom and baby are roommates during their stay at Seamen’s Hospital to maximise opportunities for skin-to-skin contact and convenient breastfeeding. AMOSUP made in 2011 a commitment to DOH in support of the mother-baby friendly hospital initiative by implementing the 10 steps to successful breastfeeding and having its own breastfeeding room.

The Baby-Friendly Hospital Initiative (BFHI) promotes, protects and supports breastfeeding through the following 10 steps:

- Have a written breastfeeding policy that is routinely communicated to all health care staff;
- Train all health care staff in skills necessary to implement this policy;
- Inform all pregnant women about the benefits and management of breastfeeding;
- Help mothers initiate breastfeeding within one hour of birth;
- Show mothers how to breastfeed and how to maintain lactation even if they are separated from their infants;
- Give newborn infants no food or drink other than breast milk, unless medically indicated;
- Practice “rooming in,” allow mother and infants to remain together 24 hours a day;
- Encourage breastfeeding on demand;
- Give no pacifiers or artificial nipples to breastfeeding infants;
- Foster the establishment of breastfeeding support groups and refer mothers to them on discharge from the hospital or clinic.

Supporters of the BFHI point to the fact that human milk fed through the mothers breast is the normal way for infants to be nourished. Moreover, there is an abundance of scientific evidence that indicates lower risks for certain diseases and improved health for mothers and babies who breastfeed.

Studies complied by the International Breastfeeding Centre show that mothers and babies should be together, skin to skin, with the baby naked and not wrapped in a blanket, especially immediately after birth. Benefits include a happier baby more likely to have a stable and normal health temperature.

Skin-to-skin babies are more likely to have normal heart rates and better blood sugar levels. Also skin to skin contact after birth allows the baby to be colonised by the same bacteria as the mother. That bacteria colonisation and breastfeeding are taught to be important in the prevention of allergic diseases.

Skin-to-skin and breastfeeding practices work in another way, too. Babies who are kept skin to skin with their mothers immediately after birth for at least an hour are more likely to latch on without any help, and they are more likely to latch on well, according to the International Breastfeeding Centre. Breastfeed babies gain additional protections against ear infections, asthma, obesity and sudden infant death syndrome.
Seaman’s book centre opens at SM Manila

The new location is more convenient and more comfortable for hundreds of seafarers lining up to have their “seaman’s book” processed.

The Maritime Industry Authority has opened its own processing offices for Seafarers Identity Record Book (SIRB) at the SM City Manila.

Apart from new application and renewal of SIRB, the agency’s SM City offices will also process application for Domestic-Certificate of Competency.

SIRB is a document issued for the purpose of providing the holder with identity papers for travel to or from an assigned vessel. SIRB also provides the holder with a continuous record of his/her sea service and contains the Special Qualification Certificates, which specify the particular category or rating which the holder is qualified to serve.

MARINA administrator Dr Maximo Mejia Jr said the government agency issued about 109,000 SIRB documents at its main office in Manila and 200,000 in regional offices in 2014. The move will not only provide greater ease of transaction in a relaxed environment, but will also expect efficiency and speedy in the delivery of service.

“That is why we are thankful for the accommodation of having this new processing centre in partnership with SM City Mall,” Dr Mejia said during the launch ceremony last 12 January.

Its location, which is at the 5th level of SM Manila, is more convenient and comfortable for the thousands of seafarers wanting to apply for or renew their SIRB.

Angkla Party-list Representative Jesulito Manalo also graced the processing centre opening with his presence, praising the new initiative as a “true partnership between the private sector and government” to serve the Filipino seafarers.

Also, Transport and Communications secretary Joseph Abaya said the popularity of “malling phenomenon” has put the malls as “strategic and convenient locations” bringing not only commercial services but public services as well.

“The DOTC experience with providing front-line services in malls has been positive,” said Mr Abaya, citing the sister agency of MARINA, the Land Transport Office, had also done the same some years ago. LTO also partnered with SM and other shopping mall operators to open driver’s license renewal offices in malls.

Dr Mejia and Rep Manalo led the ceremonial releasing of SIRB, in which the two government officials took turns in calling the names of several SIRB applicants and handing over their newly processed seaman’s books.
AMOSUP recently paid tribute to All Japan Seamen’s Union (JSU) president Yasumi Morita with a dinner tendered in his honour at the New World Manila Bay Hotel.

AMOSUP president Dr Conrado F Oca said Mr Morita has truly served the maritime workers, most especially Filipino seafarers. He has been instrumental in the successful undertaking of worthwhile projects in the Philippines between JSU and AMOSUP, apart from assisting seafarers in seeking employment on Japanese-owned and controlled vessels.

Mr Morita is currently a member of the International Transport Workers Federation (ITF) Executive Board, chairman of the ITF Asia Pacific and chairman of the Asian Seafarers Summit. In November 2014, Mr Morita was elected as the President of JSU at its 75th Congress.

In appreciation of the honour, Mr Morita said he was grateful for the cooperation and understanding being accorded by AMOSUP in a number of JSU’s undertakings in the Philippines.

He said over 75% of foreign seafarers employed on board Japanese merchant ships are Filipino seafarers. And they are very important for Japan. “We should keep our good relationship to improve the working conditions, welfare, education and training of Filipino seafarers.”
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Delegate to the International Transport Workers Federation’s (ITF) Asia/Pacific Seafarers Regional Committee (APSRC) led by its chairman Mr Yasumi Morita, president of the All Japan Seamen’s Union, recently disembarked in Manila for a conference which the Philippine affiliate AMOSUP hosted.

The APSRC meeting was held back-to-back with the annual meeting of the Asia Pacific Regional Committee (APRC) that includes dockers, civil aviation, railways, road and urban transport, inland navigation and other transport sections of the ITF in both events. Nearly more than 100 delegates buckled down to work in tackling union issues and challenges at the AMOSUP Seamen’s Centre Convention Hall in Intramuros last 10-12 February.

Officers of the host union, AMOSUP, led by President Conrado F Oca welcomed the delegates of 24 seafaring and transport unions from 18 countries in Asia-Pacific region.

“We are very happy to host such an international meeting like this that will have an impact on the transport sector of our region – especially that it happens in these exciting times when we are witnessing a geographical shift of attention of the world economy to Asia-Pacific,” Dr Oca told the delegates.

It was not the first time AMOSUP hosted the ITF APRC Meeting, as he thanked the ITF “for giving us the opportunity to be of service” to the global union.

Dr Oca underscored the efforts and acknowledged the full support of the
ITF head office and the regional office secretariats in helping the meeting achieve its goals.

Being the region with the largest in membership among affiliates, Asia Pacific provides one of the biggest turnouts in many of the ITF’s meetings such as the one in the Philippine capital.

A number of issues that dominated the agenda included developments in the ILO such as amendments to the Maritime Labour Convention 2006, the review of the ITF inspectorate, and many more. "We are witnessing a geographical shift of attention of the world economy to Asia-Pacific"
“The body dwelled on more relevant issues such as the effectiveness of the seafarers’ employment contract, travel visas, medical certificate and social security.”

and the Flag of Convenience pilot programme in the region, among others.

The MLC 2006, for instance, had been viewed differently with a view of having delegates tackling the relevance of the convention in the Asia Pacific region as a “tool, unique instrument in the maritime industry.” Affiliates noted the need to devote attention and care to achieve its relevance for the shipping industry.

The body dwelled on more relevant issues such as the effectiveness of the seafarers’ employment contract, travel visas, medical certificate and social security.

The region’s seafarers committee also identified a number of projects that it will prioritise based on projects in how these will help the ITF family. They include fisheries, the offshore industry and relationship building with China.

However, it’s been noted that other projects that’s been previously identified would have to be dropped out in the ITF programme of actions.
Delegates to the APSRC and APRC meetings came from the following ITF affiliates:

AMOSUP
Maritime Union of Australia
Australian Maritime Officers Union
AUS
Bangladesh Seamen’s Association
BNSF
HKSTLA (Hong Kong)
Merchant Navy Officers’ Guild-Hong Kong
AIEG (India)
National Union of Seafarers of India (India)
Transport and Dock Workers’ Union (India)
AIRF (India)
The Maritime Union of India
Kesatuan Pelaut Indonesia
Service Rengo (Japan)
JCTWU (Japan)
All Japan Seamen’s Union
AJFTWU (Japan)
Federation of Korean Seafarers Union

KFTWU (Korea)
NYMS (Nepal)
MUNZ (New Zealand)
NZMSGII (New Zealand)
NZEI (New Zealand)
Pakistan Seamen’s Union
 Philippine Seafarers’ Union
Singapore Organisation of Seamen
Singapore Maritime Officers’ Union
SLNSS (Sri Lanka)
NUSS (Sri Lanka)
TTLU (Taiwan)
National Chinese Seamen’s Union (Taiwan)
BMTA-SWU (Thailand)
TG (Thailand)
VNWU (Vanuatu)
The engine room of world economy: Asia-Pacific

ITF chief Paddy Crumlin hammers down the need of various unions to act together to build better work places for a better world

Asia Pacific is where the jobs are. This is where the growth of trade unionism is going to embed itself into the future for generations to come in the protection of men and women in this course of work where we need to act together. If we can’t act together, then there is no room for obfuscation. There is no room for putting things off, no room to continue to repeat the foul use of the past. There’s only room for us to identify our successes and build on them. Our resources are bigger. There is a room against workers and there is a room against trade unionism going on in the world, where union busting is again the priority of many corporations and many of the political instrumentalities that seat behind that great wealth, where hundred people that control the same wealth for 3.7 billion do not want to see strong trade unions in the workplaces, don’t want to see strong trade unions on the cruise ships, don’t want to see fisheries vessels, don’t want to see their containerships or LNG vessels, on their tugs. They don’t want to have the supply chain dominated by people that understand intrinsically their industrial power.

We are very powerful as demonstrated by the flag of convenience campaign. Who would have thought it that this phenomenon that was put in place to do nothing else, but side step responsibilities to pay tax for livelier regulations, for safety could translate into this phenomenal worldwide trade union experience that the ITF is today. I mean it’s an extraordinary achievement in itself in national industry where we can’t get into and where we can’t in organised workers. We are locked out at the gate to be able to challenge what is regulatory tax avoidance, and regulatory avoidance mechanism in places like Panama or Liberia. Liberia for goodness sake only has, rather than the world tonnage, is a bowl of waters.

This is a manifestation of what the bleakness of the future holds for us if we can’t continue to consolidate our power. And it’s hard to hold on to our power because we’ve been identified as the enemy. We are the enemy in the war of workers, we are the enemy.
of this power and wealth. And it is
directed at us because they’ve got
scared of trade unionists. They’ve
gone for the weakening of strong
trade unionism. They go for the ILWU
(International Longshore and Warehouse
Union), they go for the MUA (Maritime
Union of Australia). They go to the
Japan Seamen’s Union. They go to
those areas that have power and
strength. That’s the confidence they
have. Because in breaking or severing
our power or strength sends the
tremendous signal to workers all
around the world.

“The Asia Pacific
is the centre of
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and will remain
so for hundreds of
years to come”
Manufacturing centre for years

The Asia Pacific is the centre of manufacturing and will remain so for hundreds of years to come. And as China comes in to the consumers and internalise Asians to their economy and world growth, that will increasingly move to India. That will follow ultimately the gravity of opportunism, and call for opportunism is to forego those areas where there is low unit labour cost. You can exploit labour and avoid regulation exactly the same as the flag of convenience campaign set up to do after the Second World War.

If we don’t go and organise in those areas, if we are not successful in engaging with China, as China is interesting. It is extraordinarily important that we have conversation. They had the G-20 meeting in Australia this year. And it was a dud, a fizzle. It didn’t happen. There was no real talk or social dialogue. There was no engagement with the tremendous problem facing the world. There was no real job on an environment that is shattering around us. Hear of us we’ll be underwater within the next 40 or 50 years. And they care about is they are negotiating with the fair giant that they can get some land that’s sufficiently high above water that they can continue to preserve indigenous rights above the waterline. And yet we have the G-20 in Australia that continues to reinforce elitism and power. The G-20 in 2016 is in China.

China has the largest trade union movement in the world. I think the figures of trade union movement in China are approximately 270 million people. They are not free trade unions or democratic trade unions that we have identified I guess as in multi-party system where most of us live in. They are part of a single party state. But they are independent. They’re seeing incorporation go in. They’re seeing exploitation and union busting. They’re seeing Wal-Mart, they’re seeing Apple Corp. They’re seeing enormous corporations doing exactly the same thing in a single party state socialist utopia, with the taking from the many to give to the few. And inevitably because of the trade union is in China it will evolve and develop. As a call in the harmonisation process is a bear-empowering people.

So again, sisters and brothers, what you’re considering here is the view of flag of convenience campaign. We know the world economy isn’t going back into international frameworks. They will continue to exploit labour in manufacturing wherever they can. That will transform their goods and tranship them to markets all over the world. Now continue to dig coal and uranium and hydrocarbons wherever it is critical to that, critical to the preservation of the world as we know it will be you and your ships and your tugs. And if we’re not networking, stood out, line-in that exciting congress.

In Sofia, Bulgaria Congress we turned the ITF around, bottom up organising not top down. Not backside in London determining that they’re going to educate people into a new change. You mobilise and educate them in workplace to reach out to contribute to build structure that confront the employer to communicate, to bring young people into the movement, to be able to talk in a language of young people, to make sure that half the people in the world where women are treated, justice that equal in one of the greatest resources humanity has. Those things will not happen automatically. That happens because we want them to happen. And when we do, we’ll continue. The flag of convenience campaign is a wonderful thing but it is just to stop if we can mobilise those 270 million in China.

We can consolidate the trade union movement even in Japan. We can build on India to make sure that freedom that democracy underpins the Indian economy. Not that China is a different type of democracy. India has free trade unions that pride and arrive at exercise real power in the interest of Indian workers. In building that, reach out throughout the workers next door in Pakistan, all the way across Asia-Pacific, reach out into Europe, to Africa this enormous opportunity with the commodities within Africa. It will be exploited and workers will be driven down and remain in poverty like they are now or it will thrive or be integrated into the world economy.

The difference is in us. And if we harness again those things that clip us together and we reach out into Asia, into aviation, into road, into model connectors we reach in to global union federations. We harness leadership like Sharan Burrow’s (the general secretary of International Trade Union Confederation) into office, and we’re able to build a genuine workers movement not predicated on ideas, not predicated on putting on papers, not predicated on national report. What I want you dig today, find together, identify the biggest things confronting you in the workplace and make the determination to go back tomorrow and do it better on behalf of those workers.

I commended to you this is the first real conference after Sofia. This is a renewal that the Sofia Congress renew down our movement in a vision that the passion, the ownership, real people, real working men. This is happening here and will continue to happen.

(Note: ITF President Paddy Crumlin’s address to delegates of the ITF Asia Pacific Regional Committee meeting in Manila at the AMOSUP Convention Hall in Intramuros on 10-12 February 2015)
The International Transport Workers Federation (ITF) is encouraging seafarers in availing themselves of the use of “Helpline” service in support of protecting seafarers’ rights and standards worldwide.

The London-based Maritime Operations of the union has been operating a 24-hour helpline service to seafarers, but it seems like some are not aware of it, it says.

The 24-hour, year-round, multi-lingual Helpline supports the work being undertaken by the ITF Maritime Operations staff. The helpline acts as an initial and single point of contact for seafarers and their families seeking assistance.

Contact details are:
Telephone +44 207 940 9280
Email help@itf.org.uk
SMS Text line +44 7950 081 459

The ITF says that in the past a seafarer may not have known the contact details of the local ITF Inspector or they may have tried contacting the ITF out of office hours and found no one was available. However, it points out that since July 2012 the ITF has operated a 24-hour Helpline service for seafarers.

Since the union launched the service varied issues that have been covered include contractual claims and work related queries such as cases of owed wages, harassment, repatriation, abandonment, breach of contract, and piracy/war zone areas.

The service, which is now run by International Seafarers Welfare and Assistance Network (ISWAN), is provided free at the point of use, multi-lingual telephone answering service that responds to calls from seafarers and their families. In addition, calls are answered promptly and courteously and then referred to ITF resource for further action. Multi-lingual supports include Russian, Spanish, Hindi, Chinese Mandarin and English.

Helpline operators interact effectively with ITF resources, including the worldwide Inspectorate, ITF Maritime Operations Department and ITF affiliate unions and external agencies such as not-for-profit seafarer welfare agencies and others with whom the ITF closely collaborates.

The Maritime Operations Department is still in the process of collating data about accomplishments of the service since its launch. But based on experience by its providers it should expect some 700-1000 calls in the first year of operation based on calls such as those needing “referral action cases”.

It says that for each new case that is received, there are four ongoing cases which generate case management activity by the Helpline operators. This suggests an average of more than 80 cases received on a monthly basis, and approximately another more than 300 cases on average awaiting resolution.
Visitors to the jointly-run JSU-AMOSUP maritime museum in Manila recently delighted in viewing the "true faces of seafaring" with the opening of a photography exhibit by the Swedish author and photo-journalist Stefan F. Lindberg.

Home Seas Home, Life in the Sea Lanes' displays at the Museo Marino Lindberg's works about seafarers who have left their families and made the seas their second home in search for a better life. The exhibition captures the loneliness of being away from home, home, the sadness of working distantly from family and friends, and the challenge of toiling out at sea not knowing what each day will bring.

AMOSUP, which opened the exhibit to the public last 26 February, is certainly aware of the seafarers' plight when at work sailing the seven seas. "But sometimes, they too have moments of enjoyment, bliss and thrill, perhaps not as much and not as good as we have it on shore," said AMOSUP president Conrado F Oca. Some 150 visitors from crew management and manning agencies including other friends in the industry attended the opening of the Home Seas Home photo exhibition.

Dr Oca extolled Lindberg's masterpieces for paying "tribute to the life of seafarers – their sadness and joys, their struggles and triumphs while on board ships on endless days and nights away from their motherland."

This display of unpretentious and natural photography also captures and reveals the other side of the seafaring profession – during the seafarers' moments of ease and rest periods on board. Dr Oca said that everyone would find the excellent photos of Lindberg, a

Museo Marino displays 'true faces of seafaring'

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Dr Oca said that everyone would find the excellent photos of Lindberg, a
former seafarer himself, to be "captivating, evocative and meaningful", as he found a parallelism with that of former AMOSUP president Capt Gregorio Oca’s "essential role in overcoming the challenges of the maritime industry in one way or another, and are genuinely concerned of the welfare of our hardworking seafarers."

The opening ceremony of the master photographer’s photo exhibit was also graced by the presence of consul general of the Swedish Consulate in Manila, Ms Carla Salinas Limcauco, as guest of honour. Ms Limcauco traced the richness of seafaring history between Sweden and the Philippines where the two countries found commonalities in highlighting the significance of Lindberg’s works.

Limcauco said that Filipinos showed even in the olden times their skills in seamanship particularly in celestial navigation as recognised by the Spaniards who eventually employed them during the Manila-Acapulco Galleon Trade in the 17th century. Whilst Sweden’s history with shipping began during the Viking Age as the

"The exhibition captures the loneliness of being away from home and the challenge of toiling out at sea not knowing what each day will bring"
Vikings expedition set off from Sweden to conquer and trade along the Baltic coast and the rivers that stretched deep into present-day Russia.

Whilst Sweden in the 21st century has flagged out many of its beneficially owned vessels, she stressed that since 1999 AMOSUP has had collective agreements with Swedish employers. Today long established companies such as Stena and Wallenius Lines continue to employ Filipino seafarers. Against this backdrop the Swedish shipping community gives recognition to the life of the Filipino seafarer through the lenses of Lindberg as displayed by Home Seas Home.

Ms Limcauco hopes that the masterpieces would “create a greater appreciation and awareness for the hardships and triumphs of Filipino seafarers and their families” as she punctuates it with a quote from the German philosopher and cultural critic Friedrich Nietzsche: “The essence of all beautiful art, all great art, is gratitude.”

“This display of unpretentious and natural photography also captures and reveals the other side of the seafaring profession – during the seafarers’ moments of ease and rest periods on board”
COVER STORY

‘My photos are voices for people to know what true seafaring is all about’

Stefan F Lindberg had to join on board some 20 ships for a year to capture most of the scenes to present the real image of the marine profession which has produced his recent exhibition in Manila. The master of his art meets Sailing Forward editor Andy Dalisay

Swedish author and master photographer Stefan F Lindberg has captured not only images of seafarers at work, but their priceless moments on board as well that the public seldom sees as in the recent art exhibition of his works in Manila.

Stefan began in 2011 the seafaring images project, which produced many unforgettable images that were carried by the Home Seas Home, Life in the Sea Lanes exhibits at the JSU-AMOSUP’s Museo Marino. Completed in 2013, he says the reason he focused on seafarers as subject was to explain the importance of shipping and the seafaring profession to world trade.

Whilst the need for maritime transport is increasing in various parts of the world, Stefan says the merchant fleet in his home country at the time was on the decline due to government’s lack of interest in shipping. “So I have been using my pictures as I want to highlight the problem of Swedish maritime and be part of opinion making in the industry,” says Stefan.

Now he notes the government in Sweden has shown greater interest in maritime transport and the Swedish merchant marine fleet displays promising opportunities to grow due to new shipping rules that have been formulated. And as an apparent consequence to its importance, his seafaring photography project has provided a documentation of the profession whose images Stefan hopes to create an “understanding and insight into what life is like at sea.”

His mastery of photography resulted in the apparent success of the project despite the hazards associated to the jobs of his subject: the seafarers.
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“‘In my works, I strive for a combination of documentation and poetry which for me is a great pleasure as I meet people and highlight their existence that provides satisfaction in the job’”

Stefan proudly says he has not encountered major issues whilst taking shots of his subjects on board ships.

PHOTO: STEFAN F LINDBERG
Stefan proudly says he has not encountered major issues whilst taking shots of his subjects on board ships. He has been thankful for the shipping companies who supported the project in every way as they warmly accommodated him on board. The officers and crew seemed to have understood the importance of getting their profession documented, opines Stefan.

“My pictures serve as a way to be the seaman’s voice especially to those who have no knowledge of the seafaring profession and the crew’s life on board,” stressed Stefan, who had to join a total of 20 different ships for a year to capture the scenes in various sections on board. Enlisting himself as a photographer of the vessels, he had logged in an average of two weeks onboard for each ship.

A photojournalist and author of various educational books in photography in Sweden, Stefan studied photojournalism at the Stockholm University. He worked in the academe as head of the Nordic Photo School for 10 years since 1996, and also went to teach graphic design in his alma mater. He also teaches photojournalism, visual communications and aesthetics in Mid Sweden University International Programme.

Apart from his long stint in the academe, his dedications to photography of various subjects have resulted in major photo exhibitions not only in Sweden, but in other countries such as Turkey and the Philippines as well. The recent exhibition at the Museo Marino, which JSU-AMOSUP opened to the public last 26 February, was his first in an Asian country that is devoted to the marine profession.

Almost 50% of Filipino crew on board Swedish beneficially-owned ships are Filipinos, Stefan says as he observes that Swedish and Filipino seafarers work well together and enjoy a lot of things in common during their free time onboard.
As an apparent consequence to its importance, his seafaring photography project has provided a documentation of the profession whose images Stefan hopes to create an “understanding and insight into what life is like at sea.”

As a photographer, he sees himself as “a storyteller, comparable to an author of short novels.” In his works, Stefan strives for a “combination of documentation and poetry which for me is a great pleasure as I meet people and highlight their existence that provides satisfaction in the job.”

In the many years of his career in photography Stefan worked mainly on a freelance basis, which means that he is not being commissioned by a private entity for his jobs. Though, he gets himself in contact with publications such as newspapers or magazines to be published. But he insists the “idea of a story always comes from me,” Stefan adds.

For the Home Seas Home project at the Museo Marino, the master of his art exhibited more than 60 images, aside from 250-300 photos on the monitors displayed at the maritime museum. It also has produced a book, whilst the author is now working for a film about the seafaring profession.

JSU-AMOSUP maritime museum
814 J. Nakpil corner P Hidalgo Lim Sts, Malate, Manila

“Bringing this exhibition in Manila for me builds a cultural bridge between the two countries. Cultural exchange is for me the key to understanding between countries,” Stefan explains. He also dedicates the exhibition to the wives of seafarers in the Philippines and to the world as he hopes that it would also bridge them to an understanding of their husbands work and the culture on board ship.

Stefan has been a seafarer himself as he once worked on deck of a ship for a year. He would have continued in the marine profession had he not chosen to become a photographer, he says. “Being a seaman is not just a profession, it is also a lifestyle. And I

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ITF joins USCG shore leave debate

Current regulatory effort promulgates to require owners for a facility that enforces the provision of access between vessels moored at port and facility gate.

The ITF (International Transport Workers’ Federation) has submitted a deposition to the US Coast Guard’s consultation on seafarers’ access to maritime facilities – the Notice of Proposed Rule Making. The submission supports the USCG’s efforts to improve the shore leave/access situation for seafarers while upholding the nation’s security needs.

Submissions have been made from across the industry, including from the AMO (American Maritime Officers), MM&MP (International Organisation of Masters, Mates & Pilots), MEBA Marine Engineers’ Beneficial Association and SIU trade unions, the Chamber of Shipping of America and the seafarers’ welfare organisations.

In the ITF submission, ITF seafarers’ section chair and SIU (Seafarers International Union) secretary-treasurer Dave Heindel states:

“The ITF applauds the Coast Guard’s current regulatory effort in promulgating this long overdue and imperative proposed rule which will require each owner or operator of a facility regulated by the Coast Guard to implement a system that provides seafarers and other individuals with access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals. For too long, seafarers, especially non-U.S. crews, have been denied or restricted access to shore leave. Although we certainly acknowledge and fully support the need for port security, denial of unimpeded and unduly restrictive access for seafarers to maritime facilities has not only proved detrimental to the health and emotional security of the mariner and diminished their quality of life, but may have in many instances hampered continued efficient vessel operations and the maritime transportation system itself.

As a non-governmental organization to the International Maritime Organization, the ITF fully participated in deliberations that drafted the International Ship and Port Security Code (ISPS) initiated by the United States after the unimaginable and horrific September 11, 2001 terrorist attack against American citizens on American soil. Support for the Code was overwhelming in the realization that the security of all nations was vulnerable. As a result, the 2002 Code forms the basis for the current port and vessel security system worldwide. Notwithstanding the overall security benefits of the ISPS Code, the security regime has over the years created a number of problems for the merchant mariner – one which is the subject of this proposed rule.”

The submission goes on to note that ISPS implementation has not been consistent across the US:

For example, current regulations (33 CFR 105.200(b)(9)) require facility owners to “coordinate” shore leave for vessel personnel. In our view, the use of the word “coordinate” does not accurately reflect provisions of the ISPS Code which requires facility owners and operators to “facilitate” shore leave for merchant mariners. The current phrasing changed the intent of the ISPS Code herein and created a non-conformity or loophole which permits port facilities to avoid their obligations to seafarers and vessels in a security regime. The proposed rule amends the current rule by changing the words “coordination of a system” to “implementation of a system.” The ITF recommends current 33 CFR 105.200(b)(9) be amended to reflect concise language found in the ISPS Code, i.e., facilitation of a system. Ensuring facilitation will, in our view, effectively close this significant loophole in implementing the intent of the ISPS Code.

After reviewing the recent history of shore leave post 2001, the submission goes on to say:

“This historical perspective leads the ITF to commend the Coast Guard in this current regulatory effort and notes that the proposed rule addresses many of the concerns of the national and international maritime seafaring community. The ITF has been engaged in the access to shore leave issue since 2001 and is pleased that the Coast Guard has responded favorably to the concerns of the seafarer. We are pleased to support the tenets of the proposed rule with certain clarifications and modifications. Several clarifications have been suggested hereofore in the earlier portion of these comments. With several further changes to the proposed rule, we believe that an equitable balance will be struck between maritime security and the human dignity of seafarers.”
New training requirements for seafarers in Arctic

The IMO has now agreed on training requirements for seafarers navigating Arctic and Antarctic waters. The requirements are to enhance safety of navigation in polar areas and to ensure that the crew is prepared for the special conditions after agreeing on a set of new regulations for seafarers in navigating the areas.

More specifically, this means that masters and navigating officers must complete special training in order to navigate ships in ice.

One of the requirements is that the seafarers must acquire an improved understanding of the limitations to the crew, ship and the equipment applicable when operating in cold and desolate areas, with poor or no infrastructure in case of, for example, accidents and pollution.

The requirements will be incorporated in the STCW Convention, which is the international set of rules regulating the overall education and training requirements for seafarers. They are expected to enter into force at the turn of 2018, but the countries are urged to act faster so that the regulations can become effective when the Polar Code as such enters into force in January 2017.

The training requirements distinguish between two training levels for the crew: a basic level and a more advanced level. In addition, masters and navigating officers of tankers and passenger ships engaged on voyages in ice are required to meet more comprehensive training requirements.

Agreement was reached about the proposal for the new set of regulations in February at the second session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW). It came in connection with the coming internationally binding regulations on navigation in polar waters – the so-called Polar Code – and the text will now be forwarded to the Maritime Safety Committee for approval in June 2015.
Second batch of MAAP cadets march for their graduation. The commencement exercises also bear witness to the historical graduation of the first batch of the academy's graduate studies programme. More than 90 cadets at the Maritime Academy of Asia and the Pacific (MAAP) marched during the graduation ceremonies held at its campus in Mariveles, Bataan. The graduation exercises last December of the 92 cadets, the second batch of the academy's finishers for 2014,
Second batch of MAAP cadets march for their graduation

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More than 90 cadets at the Maritime Academy of Asia and the Pacific (MAAP) marched during the graduation ceremonies held at its campus in Mariveles, Bataan.

The graduation exercises last December of the 92 cadets, the second batch of the academy’s finishers for 2014,
paved the way to their becoming ship officers after hurdling four-year courses in B S Marine Transportation and B S Marine Engineering. They were the “probationary ensigns” who succeeded to join their classmates who went ahead in marching for their diplomas last May.

Eager and ready to start their new way of life, the new seafarers are ready to face and overcome the perils of the seven seas, outside the sacred grounds of the academy which stood as their second home away from home.

In addition to the undergraduate class of 2014, the recent commencement exercises gave the AMOSUP-run school as bear witness to the historical graduation of the first batch for the academy’s graduate studies programme.

“Right now more than 35,000 Filipino seafarers working on board Japanese owned or controlled merchant ships, I will not be surprised if a significant number of these maritime professionals will be MAAP graduates”

Marine Transportation, and Chief Engr Patricio Roque, who received his Master’s in Marine Engineering, became the first holders of the respective degrees the academy has initially produced through its Centre for Advanced Maritime Studies (CAMS). Their better-half happily went on stage to assist them for the investitures.

Capt Tetsuya Hakozaki, Manila representative of International Marine Management Association of Japan (IMMAJ), who was the guest of honour of the commencement rites, said the steady supply of Filipino seafarers has helped stabilised the Japanese maritime industry.

Right now more than 35,000 Filipino seafarers working on board Japanese owned or controlled merchant ships, he said, noting that “I will not be surprised if a significant number of these maritime professionals will be MAAP graduates.” And this is the important contribution of MAAP to the maritime Industry, Hakozaki said.

“The continuing growth of MAAP graduates and their continuous employment everywhere in the world is a testimony of the academy’s quality and standard of education,” he said.

Capt Tetsuya Hakozaki receiving a memento from Dr Conrado B. Con and Vice President of MAAE, Dr Conrado B. Con and Joint Manning Group’s Mr. Eduardo Mencia.
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Danish owners to fund education of select 50 Filipino MAAP cadets

Danish shipowners have committed to sponsoring the education and training of a number of Filipino cadets at the AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP).

The sponsored companies on behalf of which the Danish Shipowners Association (DSA) is acting to fund the four-year academic education of some 50 chosen cadets include AP Møller-Maersk, Norden, TORM, Nordic Tankers and Uni-Tankers.

The companies have allocated a total of $540,000 for the 25 deck and another 25 engine cadets over the next four years beginning school-year 2015, with three years of classroom work and a year of shipboard training.

DSA’s training programme plans to be tailored for the cadets that will familiarise them with Danish shipping culture and comply with the country’s training requirements. This will also enable them to obtain Danish recognition certificates and commence service on DIS-flagged vessels without additional training.

Under an agreement signed between MAAP and DSA, the sponsoring company is to donate the monthly amount of $300 for each cadet to the academy over the next three years and at monthly intervals thereafter until completion of the four-year academic education.

The monthly scholarship cost for the 25 deck and 25 engine cadets will have to be adjusted, if from the time the actual number of students in the DIS classes is less than 25.

On the shipboard training of the cadets, it is understood that the sponsoring companies will follow and comply with the quality standards being implemented by the academy and the Commission on Higher Education.

Under the agreement, the sponsor will also “shoulder any and all costs and expenses of additional training and education as maybe prescribed by the STCW Convention and related instruments which are not covered or within the scope of the academy’s curriculum for the applicable degree programmes of the cadet-students concerned.” Likewise, the sponsor has the right to decide which training centre or course the cadets must attend to.

In return, MAAP will exert its best efforts to educate and train the cadets to achieve the highest possible standards required under their respective degree programmes.

Member companies on behalf of which the Danish Shipowners’ Association is acting as sponsor, intended allocation of cadets and total donation

<table>
<thead>
<tr>
<th>Company</th>
<th>Deck Cadets</th>
<th>Engine Cadets</th>
<th>Annual/Total in US$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uni-Tankers</td>
<td>1</td>
<td>1</td>
<td>7,200/21,600</td>
</tr>
<tr>
<td>Norden</td>
<td>4</td>
<td>6</td>
<td>36,000/108,000</td>
</tr>
<tr>
<td>TORM</td>
<td>5</td>
<td>5</td>
<td>36,000/108,000</td>
</tr>
<tr>
<td>Nordic Tankers</td>
<td>6</td>
<td>4</td>
<td>36,000/108,000</td>
</tr>
<tr>
<td>AP Møller-Maersk</td>
<td>9</td>
<td>9</td>
<td>64,000/194,000</td>
</tr>
<tr>
<td>Total</td>
<td>25</td>
<td>25</td>
<td>180,000/540,000</td>
</tr>
</tbody>
</table>
Danish owners to fund education of select 50 Filipino MAAP cadets

The academy expects to exert its best efforts to educate and train the students to achieve the highest possible standards required under their respective degree programmes.

Danish shipowners have committed to sponsoring the education and training of a number of Filipino cadets at the AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP).

The sponsored companies on behalf of which the Danish Shipowners Association (DSA) is acting to fund the four-year academic education of some 50 chosen cadets include AP Moller-Maersk, Norden, TORM, Nordic Tankers and Uni-Tankers.

The companies have allocated a total of $540,000 for the 25 deck and another 25 engine cadets over the next four years beginning school-year 2015, with three years of classroom work and a year of shipboard training.

DSA's training programme plans to be tailored for the cadets that will familiarise them with Danish shipping culture and comply with the country's training requirements. This will also enable them to obtain Danish recognition certificates and commence service on DIS-flagged vessels without additional training.

Under an agreement signed between MAAP and DSA, the sponsoring company is to donate the monthly amount of $300 for each cadet to the academy over the next three years and at monthly intervals thereafter until completion of the four-year academic education.

The monthly scholarship cost for the 25 deck and 25 engine cadets will have to be adjusted, if from the time the actual number of students in the DIS classes is less than 25.

On the shipboard training of the cadets, it is understood that the sponsoring companies will follow and comply with the quality standards being implemented by the academy and the Commission on Higher Education.

Under the agreement, the sponsor will also “shoulder any and all costs and expenses of additional training and education as maybe prescribed by the STCW Convention and related instruments which are not covered or within the scope of the academy’s curriculum for the applicable degree programmes of the cadet-students concerned.” Likewise, the sponsor has the right to decide which training centre or course the cadets must attend to.

In return, MAAP will exert its best efforts to educate and train the cadets to achieve the highest possible standards required under their respective degree programmes. The sponsors have the right to visit the academy to examine or review all reports, grade sheets or any academic records that will assist in assessing the performance of the company-sponsored cadets.

The ITF Helpline

As you are aware the ITF and its affiliated unions work together to fight for the rights and standards for all seafarers from around the world. To support seafarers the ITF has a global network of inspectors who are on the spot to go on board and deal with any problems that seafarers may have. For those areas of the world where we do not have inspectors available the Maritime Operations team (MOPs), based in the ITF office in London, will deal with the seafarers problems.

In the past a seafarer may not have known the contact details of the local ITF inspector or they may have tried contacting the ITF out of office hours and found no one was available. However, since July 2012 the ITF has operated a 24-hour Helpline service for seafarers, but it seems that some seafarers are not aware of it.

When you contact the Helpline the operators will ask you a number of questions including your contact details, the ship’s IMO number, name, type, and the flag it is registered under. They will ask about your location where the ship is going, your nationality and they will need a brief explanation as to what the problem or problems you have.

The Helpline Operators will then either refer your case directly to an inspector or to the MOPs team and they will contact you back as quickly as they can.

The ITF Inspectors, MOPs team and the ITF Helpline are all here to help protect seafarers’ rights and standards worldwide, please feel free to contact them whenever you need to.
“If we can’t act together here in Asia Pacific then we will continue to experience what we’ve had over the last 20 years. The reality is that this region is the engine room of the world economy.”

Mr Paddy Cramin, International Transport Workers Federation president
Addressing the delegates of the ITF Asia Pacific Seafarers’ Regional Committee and Asia Pacific Regional Committee

“The continuing growth of MAAP graduates and their continuous employment everywhere in the world is a testimony of the academy’s quality and standard of education”

Capt Tetsuya Hakozaki, International Marine Management Association of Japan (IMMAJ) Manila representative
On his remark as guest of honour at the MAAP’s graduation exercises (second batch, 2014)

“We are thankful for the accommodation of having this new (Seafarers Identity Record Book) processing centre in partnership with SM City Mall”

Dr Maximo Mejia Jr, Maritime Industry Authority administrator
On the convenience afforded in a mall with the launch of new offices for the application and issuance of seaman’s book

“My pictures serve as a way to be the seaman’s voice especially to those who have no knowledge of the seafaring profession and the crew’s life on board”

Stefan Lindberg, author and master photographer
On his photograph exhibition that showcases the images of the marine profession

“It is my hope that these will create a greater appreciation and awareness for the hardships and triumphs of Filipino seafarers and their families”

Ms Carla Salinas Limcaoco, Swedish Consulate Manila consul general
As part of her remark at the opening of the Home Seas Home photo exhibit
Maritime Academy of Asia and the Pacific - Kamaya Point
Associated Marine Officers’ and Seamen’s Union of the Philippines - PTGWO-ITF

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

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, 1996. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

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

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

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.