

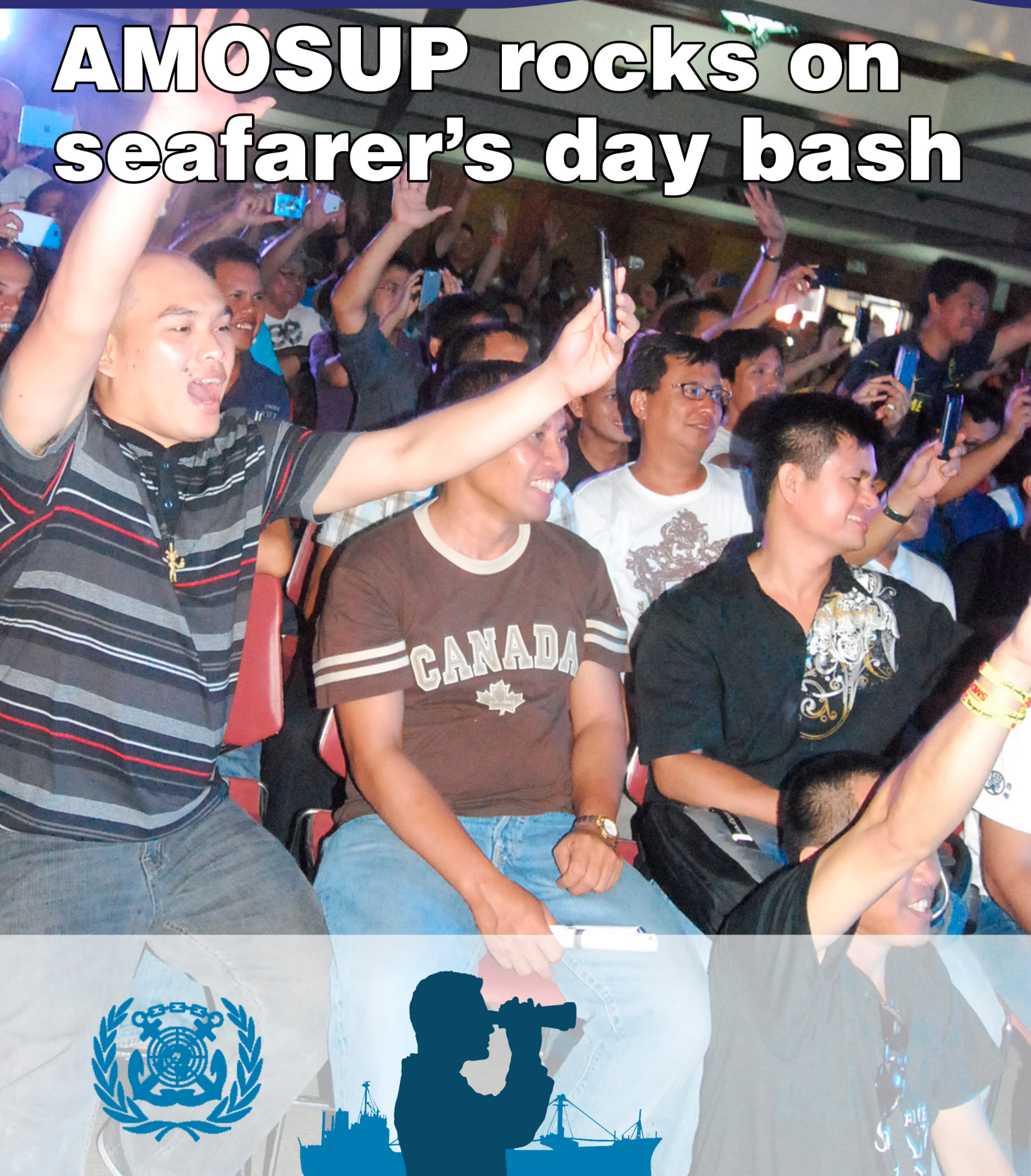


SAILING FORWARD

The Official Publication of the Associated Marine Officers' and Seamen's Union of the Philippines

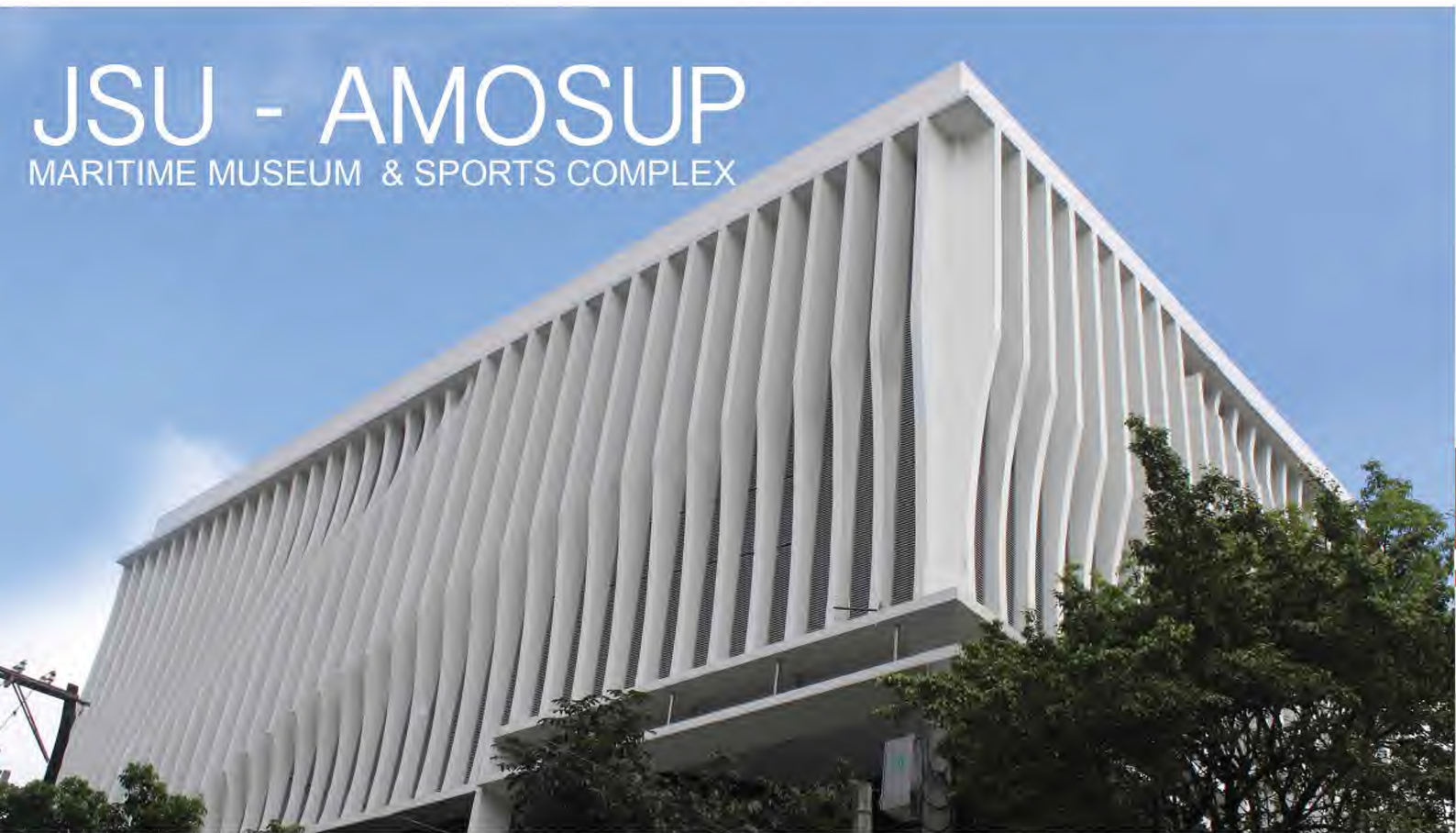


AMOSUP rocks on seafarer's day bash



JSU - AMOSUP

MARITIME MUSEUM & SPORTS COMPLEX



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"AMOSUP's hosting of the 31st Asian Seafarers' Summit has renewed the union's ties with our brothers in Asia in the spirit of international solidarity among other organized labor groups in the region."

The President's Message

This issue of Sailing Forward marks the first year anniversary launch of the AMOSUP publication.

As a silent witness to various events, the news organ has been coming out regularly over the last four quarters. And with this consistency, I am proud to say that the magazine has succeeded in its driven purpose to cascade information on union developments from the leadership down to its membership base and to various partners in the industry. Also, our website has begun to come alive with Forward's updates.

There is perhaps no other means that is more useful and effective as this tool to communicate our activities geared towards our mission of providing welfare and benefits to union members. For instance, the series of events and other stories covered by this edition is proof positive of the heightened concern and dynamism over issues faced by the union in several fronts.

From the union stake in regional conference to global maritime concerns such as the just concluded Asian seafarers' summit in Manila and the International Bargaining Forum (IBF) in Indonesia, respectively, confirm our unwavering commitment to work with colleagues and engage our social partners. AMOSUP's hosting of the 31st Asian Seafarers' Summit has renewed the union's ties with our brothers in Asia in the spirit of international solidarity among other organized labor groups in the region.

Likewise, the IBF meeting which ended rounds of negotiations last 2nd - 3rd June has produced mutually agreed framework agreement as both employers and unions acknowledged the need to maintain sustainable and fair employment, apart from the need to support shipping market growth. This agreement consisted of a salary increase over the next three years of 1% in 2015, 2% in 2016 and 3.5% in 2017, including other benefits like contractual clauses and enhanced welfare support for seafarers.

Welfare benefits at work may not always come at hand. However, the assessment of the first year in operation of our Sailor's Home Annex demonstrates the union's support to members in accommodating seafarers in need of place to stay, especially those from various parts of the countryside. Since its opening in January 2013, Sailor's Home Annex has accommodated more than 13,000 ship officers and

ratings whilst in transit to their next ships or after signing off from work to be on their way home.

Incidentally, the lack of financial security in case of abandonment of seafarers and to ensure compensation for contractual claims relating to death or disability, have to end. Thanks to the overwhelming vote of the International Labour Conference which approved the amendments to the Maritime Labour Convention, 2006. We know that abandoned seafarers are working and living on board ships without pay, often for several months, and lack food and water supplies, medical care or means to return home. These recent amendments will better protect abandoned seafarers and provide financial security for compensation to their families in cases of a seafarer's death or long term disability.

Happy Sailing Forward!



Dr. Conrado F. Oca

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



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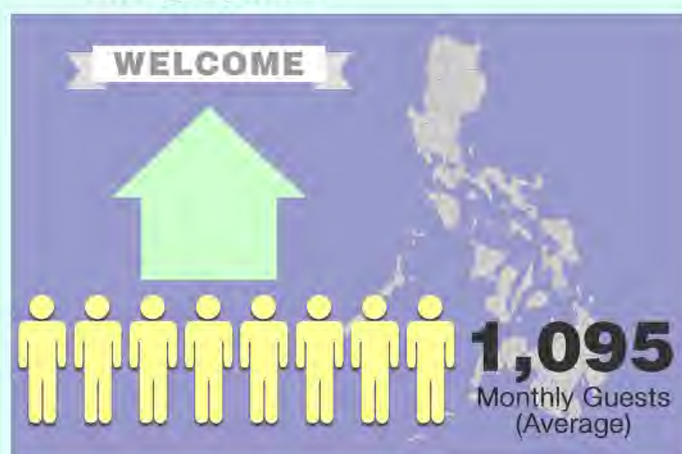
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Hundreds of AMOSUP members enjoy a free concert at the union's Convention Hall to celebrate the 'Day of Seafarer' last 25 June 2014

Sailor's Home: Sheltering seafarers in transit



The union's dwelling pads have consistently put into its maximum occupancy by AMOSUP members in need of place to stay

It's a home committed to accommodate target dwellers as an alternative lodgings to seafarers in line with the benefits being obtained in the practise of their marine profession.

More than a year since it began operation, Sailor's Home Annex has always been fully occupied by Filipino ship officers and ratings while in transit to their next ships or may have just signed off after finishing contracts on board.

From January to December 2013, the AMOSUP-run residential building has sheltered a total of 13,151 transient guests of its seafaring clients or a monthly average of 1,095 ship officers and ratings during the period.

Seafarers who checked-in at Sailor's Home last year consisted of 46% mariners who hail from various parts of Mindanao, 30% from Luzon and 22% from the Visayas. Most of them were embarking and disembarking

crewmen. Others were undergoing training for upgrading courses or reviewing for the next professional exam in line with seamanship requirements.

Instead of having to scout for costlier dwelling pads whilst in Manila, AMOSUP's about 400-capacity residence hall in Intramuros has secured to accommodate those who are readying for departure and those who have just arrived on their way home to their families in the province.



Sailor's Home Annex has always been fully occupied by Filipino officers and ratings



Bunk beds and library (below photo)



In 2013, the month of October registered the highest rate of occupancy at 1,265 seafarers, with 411 officers and 854 ratings. February was the lowest in occupancy at 787 seafarers, with 291 officers and 547 ratings. The period from April to November consistently marked a 90% to 100% in accommodations.

Made available to union members since January 2013, Sailor's Home provides comfortable bunk beds, including facilities for library, recreation room, mini-gym, dining hall and an open-air pocket garden. Ample luggage storage

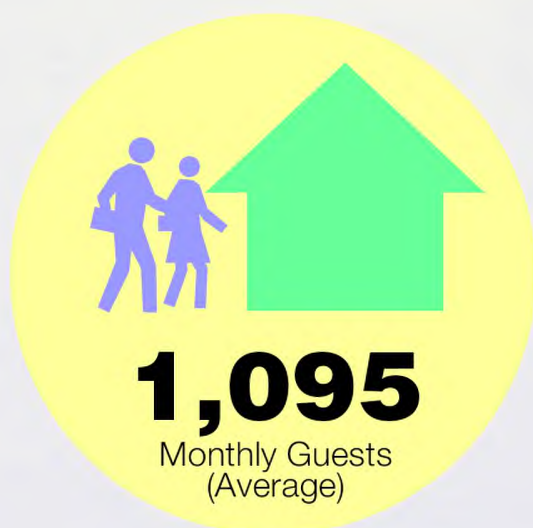
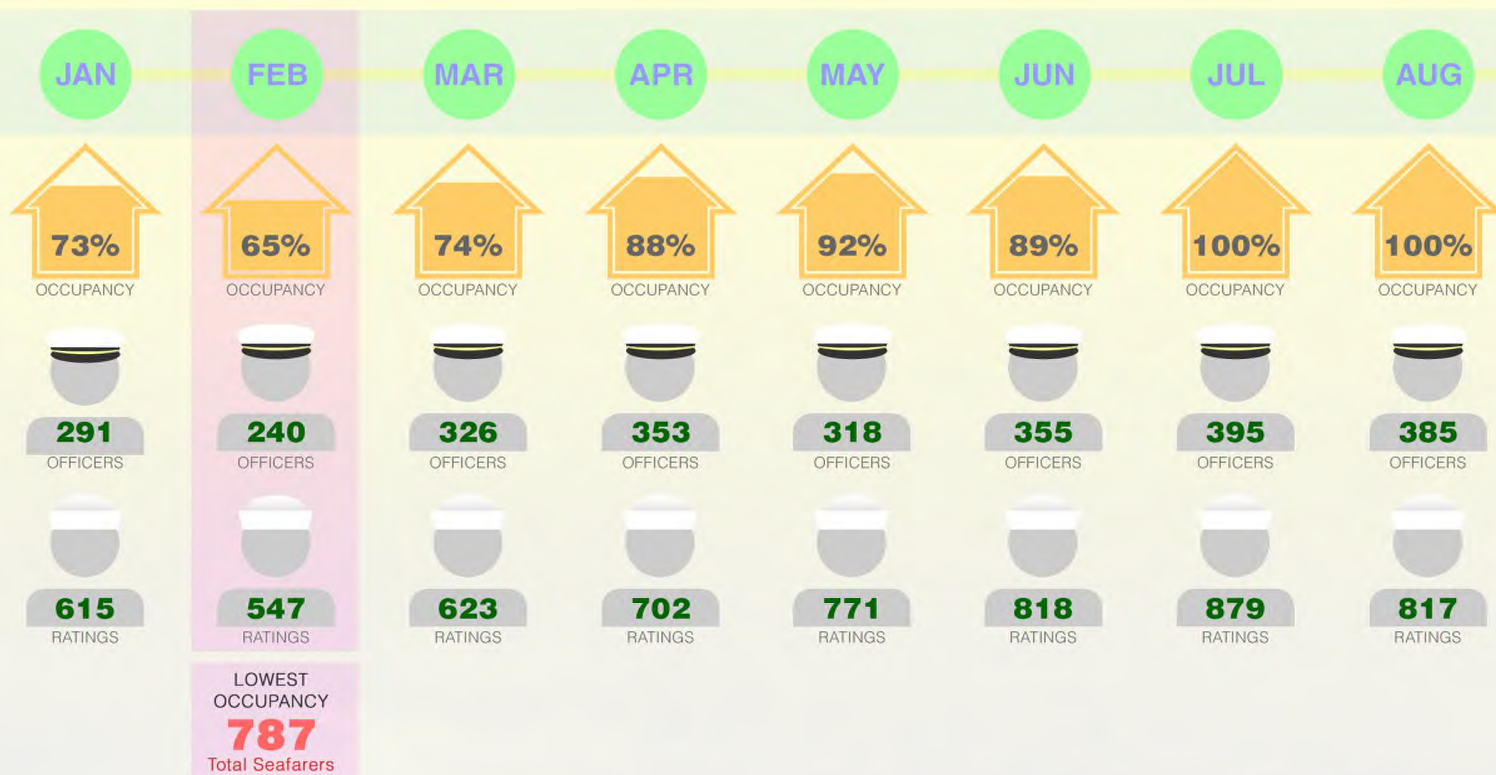
AMOSUP's about 400-capacity residence hall in Intramuros accommodates those who are readying for their next ships and those who have just arrived on their way home to their families

and individual lockers have also been made available for their stay.

In the first year of the Home's existence, nearly half of its clients had been repeaters who had used the facilities thrice or more before. However, checking-in first timers registered the biggest number of entrants at 28%, whilst 12% came in for a second round of stay last year.

The Sailor's Home also has made facilities more comfortable to union members, with design incorporating the 'green building' technology such as water-cooled air-conditioning, natural air ventilation ducts and heat-insulated roofing and rain-water collection and recycling system.

2013 Sailor's Home Occupancy



Reason for Stay



Embarking 30%



Disembarking 22%



Reviewing 1%



Training 46%



Others 1%



400
BED CAPACITY



SHELTERED
13,151
SEAFARERS
JAN-DEC 2013

SEP

98%

OCCUPANCY



366

OFFICERS



873

RATINGS

OCT

100%

OCCUPANCY



411

OFFICERS



854

RATINGS

HIGHEST
OCCUPANCY
1,265
Total Seafarers

NOV

100%

OCCUPANCY



402

OFFICERS



821

RATINGS

DEC

75%

OCCUPANCY



337

OFFICERS



652

RATINGS

Transient Home to

Luzon Seafarers

30%

Visayas Seafarers

24%

Mindanao Seafarers

46%



Health &
Fitness
Facilities



Rain-Water
Collection
System



**Green
Building
Technology**



Recycling
System



Voluntary arbitrators: Glimpse

Public and private VAs in the maritime sector join a seminar aboard KFO to take first-hand experience of the crew's duties and safety concerns at sea

Voluntary arbitration plays a vital role in settling maritime disputes. And as one of the alternative modes of dispute resolution to cases outside the courts, parties to a labour-management dispute refer the matter to arbitrators whose decisions by agreement of the parties shall be binding on them.

Officials of the National Conciliation and Mediation Board (NCMB), which promotes maritime voluntary arbitration, recently

joined a one-day familiarisation cum seminar on board AMOSUP's training ship, the Kapitán Felix Oca. They were briefed on the fundamentals of the various sections and parts of an ocean-going vessel while experiencing first-hand the operations on board.

The seminar was attended by members of the Philippine Maritime Voluntary Arbitration Association (PMVAA) led by its president, Atty. Jesus Sito. NCMB

participants were deputy executive director Shirley N. Pascual, NCMB NCR director Edgar Aquino, NCMB-Regional Board IV-B Jay Jasper Javines and selected conciliators of the Board.

Over the last 25 years NCMB has facilitated about 380 voluntary arbitration cases involving seafarers. And the accredited maritime voluntary arbitrators of the NCMB recorded some 30 cases, mostly from the national capital region.

Participant arbitrators: Experiencing actual operations on board





of seafarers life on board ship

At first, the participants were ferried by a boat from the Manila Yacht Club to KFO, which was anchored at the Manila Bay. KFO master Capt Jorge dela Cruz, who welcomed the marine arbiters onboard, introduced the origin and specifics of the training ship since it was acquired by AMOSUP to train cadets of the union-owned school, the Maritime Academy of Asia and the Pacific.

The captain also explained to the participants the safety aspects and life saving features of the ship.

Relative to employment, POEA director Hernando Reyes tackled the standard terms and conditions governing the overseas employment of Filipino seafarers on board oceangoing ships which took effect on 12 November 2010. It defines terms that include beneficiary, pre-existing illness of seafarer and cadet as well, which describes the start and end of the worker's contract. It also included disability, compensation, benefits and other claims on repatriation of seafarers to their country of origin.

Touring the different sections of the ship, Engr. Nico Tolentino

showed participants the saloon, the navigational bridge, training bridge, forecastle deck, engine room, control room and the mess hall. He also explained the various job positions of the crew, with the captain as the most accountable, whilst safety of life is the most primordial duty of all crewmembers.

Capt Leonardo Saulog lectured on the most common life-threatening accidents on board ship such as man overboard, enclosed space accidents, electrical shock accidents, machinery explosion, measuring operations, falling from



Participants are lectured on the most common life-threatening accidents onboard ship

heights, piracy attacks, lifeboat testing accidents, hot work accidents and gangway fall.

Atty. Emmanuel Partido, AMOSUP chief legal counsel, discussed with the participants the features of the CBA that covers AMOSUP members. He said there are different CBAs depending on the flag state from which the ship is registered.

ITF agreements are signed by a maritime union and shipping company, which is either the beneficial owner or operator or manager of the ship. The union must be affiliated with the ITF. The signatory union is normally from

The marine arbiters learned the duties and the various job positions of the crew, with the captain as the most accountable, whilst safety of life is the most primordial duty of all crewmembers.

the country where the beneficial company of the ship is based. Occasionally, the ITF will sign an agreement directly with the shipowner if the vessel is covered by an ITF covered agreement.

Maritime voluntary arbitrator Orlalyn Suarez, who delivered the last lecture onboard, shared the highlights of some recent decisions relative to disability claims. Example of which was non-work related lung carcinoma implications for failure to refer to a third doctor, or definition of disability on the incapacity to perform customary work.

Participants tour various sections of the ship



Members of the Philippine Voluntary Arbitration Association and officials of the National Conciliation and Mediation Board at the KFO's conference room



Summer of fun at Museo Marino



The summer months have been fun times at Museo Marino where children of seafarers and Mariner's Home employees attended several art and recycling workshops. It was also a special day for the children from the nearby baranggay.

The participating children learned how to make usable and decorative art from old cardboard and magazine pages. They created their own picture frames and door hangers, whilst some of them also learned to make their own dream catchers.

Summer was also memorable for Museo Marino as it was able to train seven Museum Junior Guides, aged five to 11 years old, and eight

teenagers from the National Teachers College.

After a month of training, both the children and the teens enjoyed their time at the Museo.

A culmination of the Junior Museum Guide Training was the Breakfast and Museum Tour held last May 26, 2014. This was a joint event together with Seafarer Asia Magazine.

All junior guides were at their best in their uniforms, ready to give a tour of the Museum to the more than 100 guests at the event.

One of the guests, Capt Andrew Malpass, was very impressed with

the museum and the junior guides that he planned on coming back and bringing his staff and his family one of these days.

Another guest, retired Capt Benjamin Mata, who came together with his family, also took time to go around the museum and reminisce his seafaring days. They too were pleasantly surprised with the museum junior guides and enjoyed the entire tour.

Museo Marino is open Monday to Saturday from 9:00 am to 5:00 pm. For more information or for group tours pls. call (02) 353-8180. Our address: 814 Julio Nakpil corner Pilar Hidalgo Lim Sts. Malate, Manila. Admission is free.



More than 50 delegates from 16 maritime trade unions in 12 Asian countries participate in the two-day seafarers' summit



AMOSUP hosts Asia

With round of activities prepared for delegates from the region's various maritime trade unions, the host union leads the way into making the 2014 conference a success

Delegates to the 31st Asian Seafarers Summit Meeting were treated to a variety of activities after coming in for a two-day conference in Manila last 12-13 June.

Host union AMOSUP, through its president Dr Conrado F Oca, warmly welcomed the contingents from various parts of Asia,

renewing ties in the spirit of brotherhood and solidarity among maritime unions in the region.

In attendance to the summit included the top officers of AMOSUP, All Japan Seamen's Union (JSU), Bangladesh Seamen's Association (BSA), Federation of Korean Seafarers Union (FKSU), Hong Kong

Seamen's Union (HKSU), Kesatuan Pelaut Indonesia (KPI), Merchant Navy Officers' Guild-Hong Kong, National Chinese Seamen's Union (NCSU), National Union of Seafarers of India (NUSI), The Maritime Union of India, Pakistan Seamen's Union, Philippine Seafarers' Union (PSU), Singapore Maritime Officers' Union (SMOU), Seamen



n seafarers' summit

Singapore Organisation of Seamen (SOS), Seafarers Union of Russia, and Vinalines Workers' Union (Vietnam).

From Manila Hotel, where the delegates were billeted, their working schedule for the summit began on a trip to AMOSUP Seamen's Village in Dasmariñas City in Cavite.

The opening of the summit was made more significant since it coincided with the celebration of

the 116th Philippine Independence Day.

But the occasion never left out the nearly 30 foreign delegates joining the tour in observing the freedom day celebration. With the tour guide's lecture aboard they had the chance to listen and absorb some of the basic facts about the history of the host country's independence whilst on their one-and-half hour travel to the village.

Village activities

It's a pleasant trip to the target destination for the foreign unions' delegation outside the metropolis, the AMOSUP Seamen's Village, where delegates saw a community exclusively built for the seafarers and their families.

To the beating of tribal drums and dances the delegates proceeded to the village's Eco Hub which was the venue for the day's activities which included the tree

planting ceremony and dedication writings on bricks.

For the tree planting activity, each union head had the chance to plant their own newly-grown Avocado tree, whilst all other delegates inscribed their messages on freshly mixed terracotta clay bricks. The bricks would then be baked to harden as the village administration intended to preserve them with all the inscriptions serving part of memorabilia for the occasion adorning the Eco Hub.

A brief tour of the village afforded the guests the opportunity to learn and gain first-hand experience about the success of the housing programme that AMOSUP members have availed themselves from the union. Some of the foreign delegates even had the chance to talk and exchange pleasantries with members of the seafarers' families they had chanced upon outside their homes during the tour.

The outdoor activities ended at the gate of Eight Anchors Cultural Centre, the AMOSUP Village's newly built event centre. Again, drum beats

and tribal dancing met the delegation, leading them into the cultural centre for a prepared lunch and a program of songs and dances.

Lunch and opening ceremony

In welcoming the delegates, Dr. Oca stressed the big changes at the village Eco Hub and the Eight Anchors since their inauguration in March this year.

These facilities, he said, have become a landmark of various activities being carried out by the seafarers and their families in the community, which is part of the union's recognition in providing welfare and benefits to members.

AMOSUP Community Development Programme administrator, Maria Socorro O. Robles, joined in welcoming delegates and hosted the day's lunch and activities.

The cultural program highlighted the significant role of Asian seafarers in the world's seaborne trade. Thanks to the magazine outfit Seafarer Asia for its video presentation that documents the contribution of the

region's maritime labour force in international shipping.

As guests and conference participants enjoyed a buffet lunch, a live band regaled participants to the tunes of various original Pilipino music (OPM) songs. The group from seafarers wives Craftstruck Club, which is based at the village, performed a cultural dance presentation to the delight of the audience. Likewise, the village's 'Children of Seafarers in Action Chorale' serenaded the participants with their rendition of a medley of Philippine pop songs from the 1970s and 80s.

Emergency communication

Back in Manila, the second day of the summit venue shifted to the host union's AMOSUP Convention Hall in Intramuros, where delegates buckled down to business of tackling specific issues confronting organised maritime labour in the region.

After formally opening the summit meeting, AMOSUP president Dr Conrado Oca, moved ahead and proceeded to the meeting agenda.

JSU acting president Yasumi Morita joins the panel with conference host union officers led by AMOSUP president and summit chairman Dr. Conrado F Oca, VP for internal affairs Atty Jesus Sale Jr and VP for international affairs Johnny Oca



Dr Oca guides participants from other unions during a brief tour at the AMOSUP Seamen's Village



National Chinese Seamen's union president Wang Chun Lu fixes his own tree during the tree planting activity

Singapore Maritime Officers Union emeritus general secretary Thomas Tay (right) and SMOU international relations manager Gwee Guo Duan



Kesatuan Pelaut Indonesia President Hanafi Rustandi plants his own Avocado tree, with Dr Oca and Li Chi Wai of Hong Kong Seamen's Union.

The JSU proposed “Emergency Communication” system, which is a support mechanism for maritime incidents and cases of seafarers abandonment, dominated the agenda on the floor. JSU acting president Yasumi Morita, in introducing the communication system, believes that it would be a “great support for seafarers who are working on the ocean every day.”

The secretariat of the summit’s 2nd working group, he noted, had to map out the emergency communication flow and support system in cases of accident and abandonment of seafarers. The idea is that when an incident or

abandonment happens, the maritime union who obtains immediate information is supposed to share them with other unions concerned via email promptly.

Delegates delivered their respective opinions on the usefulness and significance of the proposal, including their recent experiences related to cases of marine incidents and crew getting abandoned, including the need for possible funding for the project.

Dr Oca stressed that the system would become a “repository” of information that would benefit the unions’ concerned members. It

could be put into operations as soon as the required emergency contact lists furnished various unions have been filled up.

Working hours and overtime on board has also been a major concern for ASSM. The Federation of Korean Seafarers Union (FKSU) has sought assistance from fellow unions by way of surveying the number of working hours and overtime for both watch keeping and non-watch keeping duties enforced by respective countries in Asia.

FKSU, which will host the next Asian seafarers’ summit, accepted to lead the event at its home base in Korea in 2015, next year.





Delegates buckle down to business of tackling specific issues confronting maritime unions in the region



(From left) KPI president Habafi Rustandi, Maritime Union of India general secretary S.S. Khan, National Union of Seafarers of India (NUSI) general secretary Abdulgani Y. Serang and NUSI organiser Suresh Solanki



FKSU director Hye Kyoung Kim accepts Korean union hosting of the 2015 summit, next year



Delegates from Seafarers Union of Russia (from left), Nikolay Sukhanov, Valerii Berezinskii, and Yuri Sukhorukov, with Philippine Seafarers Union's delegate German Pascua Jr

COVER STORY

Union's 'Day of Seafarer' rocks!



Marking the occasion with the theme: Pinoy Seafarers, Proudly Moving the World

Hundreds of AMOSUP members join a rock concert to celebrate a day of their own the IMO globally declared in recognition of their unique contribution to the world's seaborne trade

It's party time for Filipino seafarers!

Seafarers across the Philippines went on a celebratory mood when they joined IMO's call in its global campaign for the 'Day of the Seafarer' on 25 June. Various activities like forums, exhibits, concerts and other programmes filled the occasion at different venues of maritime institutions, trade unions and other marine interests groups in the country.

The country's leading union AMOSUP marked the occasion with the theme: *Pinoy Seafarers: Proudly Moving the World*,

organising a free concert for its members at the union's Convention Hall in Intramuros, Manila.

"We want to share a livelier atmosphere to our seafarers while they are ashore," said AMOSUP president Dr. Conrado F Oca, stressing that such joyous time becomes part of the union's recognition for what they've contributed to the maritime industry.

Prior to the concert, service providers like finance and real estate agents made a field day in promoting their services in a forum organised and hosted by

'Yan ang Marino', orienting the mariners about various services the seafarers needed and from which they might have neglected to avail themselves and their families. The concert also gave away prizes like cell phones to lucky crewmembers.

Concert shaken

Hundreds of union members filled the second floor convention hall to the brim to join and watch the stage performance of various personalities in the local entertainment scene, headlined by the rock band "Aegis" with front act by the musical group

"Paper Dolls". The show was hosted by DZMM radio personality Maresciel Yao and co-hosted by DJ Chacha with exciting presence of sexy actress Ellen Adarna.

Paper Dolls rendered their selected pop songs, while DJ Chacha and Adarna shared the stage in entertaining the crowd of vacationing ship officers and ratings to a dating game segment with Adarna. The three "Searchies" were of course handsome crewmen who fought their way in to answer queries that DJ Chacha fielded to give the three marine candidates the chance to impress the 'Pantasya ng Bayan.'

But the highlight of the show was the series of songs performed by "Aegis", whose music roused the concert hall with their blasting rendition of their popular pieces

like Luha, Ang Halik Mo, Basang-basa sa Ulan, Mary Jane, and other major hits.

The rock band also brought back original Pilipino music (OPM) of Freddie Aguilar, Florante and Asin. Many of these OPMs tackled environmental issues and patriotic medleys that made the mariners merrily swayed and sung in unison to Aegis music.

The Pinoy rock band literally jolted the concert hall when the building suddenly moved by a 5.7 magnitude earthquake in the later part of the show. Thank God Phivolcs didn't trace the tremor's epicentre to the Intramuros concert venue, but 22 kilometres southwest of Calatagan Batangas at 07:52 pm. It was a few songs short that hastily ended the concert cum party for seafarers.

IMO's campaign

Seafarers, the IMO has stressed, "are the people without whom food, clothes, gifts, gadgets or even basic needs would not reach our doors.

We rely on them every day." And so it asks: Yet have you ever said thank you to a seafarer? Chances are you haven't."

For this year's campaign, the IMO launched invitation to stakeholders to complete the sentence 'Seafarers brought me.....' with a word denoting an object or something specific of one's choosing – and if possible, to supplement this with a photo, video and/or written message and post it on the platform of choice using the social media hashtag #thankyouseafarers.



DZMM radio personality Maresciel Yao and DJ Chacha, hosts and co-hosts the show with exciting presence of sexy actress Ellen Adarna



"Aegis" with their blasting rendition of their popular pieces like Luha, Ang Halik Mo, Basang-basa sa Ulan, Mary Jane, and other major hits



More food for the occasion



Seafarers selfie with Paper Dolls



A European reprieve for Filipino seafarers

DFA and its envoys campaign to seek support from host countries in Europe paves the way to earn much needed time to implement required measures for reforms

The European Commission has acted favourably on the Philippines request for more time to allow the country's maritime administration to implement structural and policy changes in meeting international seafaring standards.

It was granted on the request of the Department of Foreign Affairs (DFA) to EC's Directorate General for Mobility and Transport (DGMOVE) in the midst of a number of corrective measures being enforced by the Maritime Industry Authority (MARINA) under the STCW Convention as amended.

In a meeting in Brussels last April 23, the DGMOVE's Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) agreed to send another audit team to the Philippines from the European Maritime Safety Agency (EMSA) to look into the measures the Philippine maritime authorities will implement to ensure compliance with STCW standards.

The EMSA audit team intends to arrive after the start of the new school year in September or October to monitor the delivery of maritime education by the country's higher education and training institutions.

EMSA has been sending audit teams to the Philippines since 2006 to ensure that the 82,000 Filipino seafarers working on board European Union-flagged vessels are qualified and competent.

The last EMSA audit took place in October 2013, and its report was submitted to DGMOVE early this year. COSS was expected to render a verdict on the status of the Philippine compliance with the STCW Convention at its April 23 meeting.

Noting that the implementation by MARINA of its new structural and policy changes have not been fully completed, Foreign Affairs secretary Albert del Rosario instructed all Philippine

ambassadors posted in EU countries to launch a sustained and broad-based diplomatic offensive to stave off European withdrawal of recognition of Philippine STCW compliance certificates issued to Filipino seafarers.

The Philippine envoys were directed to earnestly seek support from their respective host governments to give the Philippines an additional period within which to fully implement Republic Act No. 10635 which consolidates all compliance responsibilities to the STCW Convention with MARINA. The new law, principally authored by Senate President Franklin Drilon in the Senate and ANGKLA Partylist Representative Jesulito Manalo in the House of Representatives, was signed by President Benigno S. Aquino III only last 13 March 2014, or after the EMSA audit last October.

Secretary Del Rosario made a similar appeal to the European

The EMSA audit team intends to arrive after the start of the new school year in September or October to monitor the delivery of maritime education by the country's higher education and training institutions.

ambassadors in Manila in a meeting, where they were informed of the focus and commitment of the Philippine government to satisfy STCW standards.

With the decision adopted by COSS on April 23 not to pass final judgment on the implementation of the STCW Convention by the Philippines, the personal efforts of Secretary Del Rosario and the country's envoys obtained the requested reprieve, which will now allow the MARINA to concentrate on its consolidation of STCW-related functions under RA 10635.

In her remarks during the Maritime Summit hosted by Congressman Manalo last April 25, European Affairs assistant secretary Maria Zeneida Angara-Collinson

stressed that the DFA takes seriously its mandate to provide support and protection to Filipino migrant workers and their families, both those working on land and at sea.

She said this is the reason why Secretary Del Rosario and the country's envoys did not hesitate to vigorously solicit support from European governments to give the Philippines the additional time it needs to implement the reforms in the country's maritime educational system.

She added that the DFA will now focus on providing support to the MARINA, as it rectifies deficiencies in the country's maritime education system before the next EMSA audit.



MARINA administrator Dr. Maximo Mejia Jr. Ensuring compliance with the STCW Convention



Industry stakeholders do some polishing to the Implementing Rules and Regulations of RA 10635, the consolidated law to all compliance responsibilities to the STCW Convention

MAAP sends out new graduate



s to their oceangoing careers



Handing senior cadets over to the world of marine professionals this year is the largest class to have marched down the academy's commencement rites thus far

The Maritime Academy of Asia and the Pacific (MAAP) recently sent off more than 400 senior cadets to embark on their careers at sea, performing their final martial drill

during the academy's graduation rites last May.

The 403 members of Class 2014 turned out the largest group of midshipmen to have marched



MAAP president VAdmiral Eduardo Ma R Santos, AFP, (ret) (second from left) and Dr Conrado F Oca hand over a plaque and memorabilia to Department of Transport and Communications secretary Emilio Joseph A Abaya as the academy's commencement rite's speaker and guest-of honour. MAAP's Commander Gerlo Elchico extends a hand for the memorabilia turnover

down MAAP's annual commencement exercises, receiving their diplomas in the fields of BS Marine Transport and BS Marine Engineering ever since the academy began to confer the degree courses 12 years ago. The graduates included 204 and 199 cadets from the deck and engine departments, respectively.

This class produced its sole magna cum laude in the person of Monteo I. Ho with a GPA of 93.88%, and 16 cum laude graduates with GPAs ranging from 89.5% to 92%.

The 17th May graduation ceremonies at the AMOSUP-run academy's campus in Mariveles, Bataan "serves as a fitting testimony to the nobility of the maritime profession and its positive contributions to the national development," said AMOSUP president Dr. Conrado F. Oca.

Contribution to maintain foothold

Underscoring the consequences of its valuable contribution to

international trade and commerce, Dr. Oca stressed the significance of maritime institutions like MAAP to "ensure the country's foothold as the manning and crewing capital of the shipping world."

For successfully surmounting the challenges in academics and shipboard training, the cadets deserved the scholarship grants bestowed on them by AMOSUP and their respective sponsored shipowners and shipmanagement companies.

"You have invested your time, dedication and effort to earn these diplomas," Dr. Oca told the graduating cadets during the conferment rites, inviting them and their parents to "relish every moment of the ceremony as you will embark on another journey to begin your professional careers."

MAAP turned the cadets over to the maritime world with the confidence that the academy has adequately equipped them with the required knowledge, competence and experience to practice the profession.

"We send you out knowing full well that we have imbued you with the values of fides, virtus et disciplina," Dr Oca stressed. Since 2003, MAAP has graduated 2,266 ship officers who now serve on board different types of oceangoing ships.

Many of the academy's graduates have easily progressed into their maritime career as some of them already obtained their masters' and chief engineers' tickets. Their achievements are quite above normal as most of the graduates had climbed up the ladder of the profession at a very young age compared with officers of other maritime schools.

Amidst EU challenge

This year's cadets' entry into the world of maritime professionals comes on the heels of a challenge the Philippines faces over recognition of certificates by the European Union.

Department of Transport and Communications secretary Joseph Emilio A. Abaya, the commencement exercises

speaker and guest-of-honour, took the opportunity to provide updates on developments the government has carried out to comply with international seafaring standards.

While the current system has certain deficiencies previously identified by EMSA – corrective measures have been made especially the passage of the Single Administration Act in 2013 and the National Quality Standards System, in view of which Abaya said: “We are naturally still in the transition phase.”

The EU has given the Philippines a year-long reprieve to implement structural and policy changes to meet regulatory standards set by the 1978 International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW Convention), as amended.

In particular, Abaya said he believes in the skills that MAAP has equipped the cadets with, including their competence and professionalism. Though there are uncertainties caused by the country's ongoing efforts to meet European industry standard, however, Abaya told the graduates that “with the quality education you have received from MAAP, you are well equipped to face today's challenges without fear.”

Noting the increase in graduates at the marine academy, which produced its first batch of 127 graduates in 2003, the transport secretary noted: “This is a testament not only to your and MAAP's commitment to academic and training excellence, but also to continuous growth of the worldwide demand for Filipino seafarers and the quality of services they render.”



Secretary Abaya: 'Congratulations'



Entry of troops

MAAP officials and guests watch the entry of class 2014, (from left) Bataan governor Albert Garcia, Transport secretary Joseph Abaya, AMOSUP president Dr Conrado Oca, MAAP president VAdm Eduardo Santos and Philippine Navy chief Rear Adm Jesus Millan



MAAP turns the cadets over to the maritime world with confidence of their adequate knowledge, competence and experience to practice the marine profession



Class 2014 Summary of Graduation Honors, Scholastic and Special Awards

GRADUATION HONORS

MSN	NAME	PROGRAM	GPA	HONORS	SPONSOR
M-2268	1. ARCILLA, PAUL AARON J.	BSMT	91.218	CUM LAUDE	IMEC/MARLOW
M-1777	2. AVENO, KERT NICO P	BSMT	90.250	CUM LAUDE	IMMAJ/MMGPHIL
M-1178	3. AVIS, JE-ART A	BSMT	89.338	CUM LAUDE	IMEC/EPSILON
M-2377	4. DE GUZMAN, MICHAEL PAUL A	BSMT	90.584	CUM LAUDE	IMEC/ANGLO EASTERN
M-1914	5. DUQUE, NICKO ANGELO B	BSMT	90.202	CUM LAUDE	IMMAJ/MATAGUMPAY
M-1933	6. FAUSTINO, JOHN PATRICK B	BSMT	92.098	CUM LAUDE	IMMAJ/BARKO
M-1935	7. FELICES, ARIS NIKKO C	BSMT	90.832	CUM LAUDE	IMMAJ/MATAGUMPAY
M-2441	8. FRIAS, AARON JAY B	BSMT	92.632	CUM LAUDE	IMEC/TRANSOCEAN
M-2474	9. HO, MONTEO I	BSMT	93.877	MAGNA CUM LAUDE	IMEC/BSM
M-2028	10. MANALO, MARK JUN M	BSMT	90.891	CUM LAUDE	IMMAJ/MATAGUMPAY
M-2563	11. NORICO, MARK JOSEPH D	BSMT	92.932	CUM LAUDE	IMAJ/BSM
M-2564	12. NUGUID, RONN JOSEPH G	BSMT	89.757	CUM LAUDE	IMEC/EPSILON
M-2115	13. RAHON, JOHN CECILIO	BSMT	91.283	CUM LAUDE	IMMAJ/D'AMICO
M-2650	14. SALES, CARL VINCENT L	BSMT	90.696	CUM LAUDE	IMEC/NORDIC
M-2315	15. BULAN, MARLON D	BSMarE	91.680	CUM LAUDE	IMMAJ/IOTC
M-2346	16. CASCLANG, JUN KEVIN T	BSMarE	91.180	CUM LAUDE	HERNING
M-2407	17. DOROIN, KELLIE MARTIN	BSMarE	89.500	CUM LAUDE	IMEC/VSHIPS

SPECIAL ACHIEVEMENT AWARD

MSN	NAME	PROGRAM	GRADE	SUBJECT	SPONSOR
M-2506	1 LOREZ, BERNABE O	BSMarE	99.17	MATH 1	IMMAJ/IOTC
M-1718	2. TABUDLONG, JOHN G	BSMarE	99.38	DRAWING	IMMAJ/BOUVET
M-1933	3. FAUSTINO, JOHN PATRICK B	BSMT	99.09	MATH 1	IMMAJ/BARKO
M-1935	4. FELICES, ARIS NIKKO C	BSMT	99.17	MATH 1	IMMAJ/MATAGUMPAY
M-1959	5. GONZALES, JOMAR	BSMT	99.65	MATH 1	IMMAJ/IOTC
M-1979	6. KIYAWAN, NESTOR B	BSMT	99.05	PHYSICS 1	IMMAJ/MMI
M-2051	7. MOLEGRO, JUN CLARK M	BSMT	99.10	PHYSICS 1	IMMAJ/HACHIUMA
M-1348	8. GAMIDO, JEBSEN REDERRI G	BSMT	99.32	SEAM 5	MAERSK
M-2441	9. FRIAS, AARON JAY B	BSMT	99.37	SEAM 5	IMEC/TRANSOCEAN
M-2485	10. JUAN, AMALEY	BSMarE	99.43	POWER P2	IMEC/TEEKAY

LEADERSHIP AWARD

MSN	NAME	PROGRAM	GPA	RANK	SPONSOR
M-2327	1. CAJUDAY, SHERWIN JAY P	BSMT	99.17	FLEET COMMANDER	IMEC/SEASPAN

SABER AWARDS

MSN	NAME	PROGRAM	GRADE	AWARD RECEIVED	SPONSOR
M-2474	1. HO, MONTERO I	BSMT	93.742	CHAIRMAN'S SABER	IMEC/BSM
M-2563	2. NORICO, MARK JOSEPH	BSMT	93.106	PRESIDENT'S SABER	IMMAJ/BSM

PROFESSIONAL SUBJECTS AWARD

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2346	1. CASACLANG, JUN KEVIN T	BSMarE	92.875	HERNING
M-2474	2. HO, MONTERO I	BSMT	93.136	IMMAJ/BSM

LANGUAGES AND SOCIAL SCIENCE AWARD

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2441	1. FRIAS, AARON JAY B	BSMT	99.17	IMEC/TEEKAY

MATH AND SCIENCE AWARD

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2474	1. HO, MONTERO I	BSMT	95.994	IMEC/BSM

NROTC AWARD

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2115	1. RAHON, JOHN CECILIO	BSMT	92.597	IMMAJ/D'AMICO

CONDUCT AWARD

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2563	1. NORICO, MARK JOSEPH	BSMT	98.833	IMMAJ/BSM

SHIPBOARD TRAINING AWARDS

MSN	NAME	PROGRAM	GENERAL AVERAGE	SPONSOR
M-2474	1. HO, MONTERO I	BSMT	93.74	IMEC/BSM
M-2315	2. BULAN, MARLON D	BSMarE	86.61	IMMAJ/IOTC

JOURNALISM AWARD

MSN	NAME	PROGRAM	SPONSOR
M-2294	1. BASIG, RAM SHIMRI T	BSMT	IMMEC/EPSILON



Forum ends round of negotiations

The ITF and JNG have concluded negotiations for the creation of the new International Bargaining Forum (IBF) Framework Agreement during a meeting in Indonesia last 2-3 June 2014.

The round of negotiations initially commenced in October 2013, when both parties met in St. Petersburg, to exchange their list of demands for the negotiation.

The negotiations were particularly challenging this year, following the depression of the global shipping market, since the last agreement was negotiated in 2011. Both parties acknowledged the need to support the growth of the market, but also acknowledged the need to maintain sustainable and fair employment for the seafarers sailing on JNG vessels worldwide.

The talks concluded today with a mutually agreed Framework Agreement, for the following 3 years. The main points of the agreement were:

- A salary increase of 1% in 2015, 2% in 2016 and 3.5% in 2017
- A 10% rebate for JNG members from the ITF Welfare Fund, with an additional 2 ½ % based on an incentive system.
- Downgrading of the Internationally Recognised Transit

Corridor to an IBF Extended Risk Zone status, whilst maintaining all other risk areas previously agreed.

- Changes to various contractual clauses.
- Enhanced welfare support for seafarers.

Commenting on the two days of intense negotiations Dave Heindel, Chair of the ITF Seafarers' Section, who chaired the talks said:

"Considerable progress has clearly been made from both parties over this round. The ITF has understood the challenges facing the JNG members in their ability to afford a pay increase, but it has been important to secure a pay increase for our members, to ensure a fair wage and conditions of employment. There have at times been differing views by both parties, but both have been able to put aside these differences to conclude the negotiations."

Speaking at the IBF meeting in Indonesia, the JNG Chairman Mr. Tsutomu Iizuka said:

"The last 8 months of IBF discussions have been tough. Both sides commenced the progress at different ends of the spectrum, wishing to best represent their respective members. There has been considerable movement from each side, which has been difficult at times and has only been possible

due to the mutual respect between the parties to the IBF, gained over the past 10 years."

Paddy Crumlin, President of the ITF added: "The negotiations were understandably difficult given the market conditions, but notwithstanding that the successful conclusion is a reflection of the maturity of social dialogue and engagement within this aspect of the shipping industry. In a truly international industry employing seafarers from virtually every nation, reaching a single standard of employment that is enforceable and supported by the social partners is an extraordinary achievement."

Speaking on the outcome of the new IBF Framework Agreement, the JNG Spokesperson, Giles Heimann said:

"The past few years have been particularly challenging for ship-owners. Although we have seen signs of market recovery, many owners are still facing challenging times. The JNG has worked hard to get a mutually acceptable outcome, which will aid owners to financially recover, but at the same time, will recognize the welfare of the seafarers that they employ."

(Source: <http://www.itfglobal.org/pressarea/index.cfm/pressdetail/10518/regi-on/1/section/0/order/1>)



ILO supports new law to protect abandoned seafarers, secure claims for death, disability

Approval of the amendments was a major step in establishing binding international law on such issues vital to the shipping industry

Government, employer and worker delegates to the International Labour Conference (ILC), at the 103rd annual meeting of International Labour Organization (ILO), overwhelmingly voted in favour of approving amendments to the Maritime Labour Convention, 2006 (MLC, 2006) in order to better protect abandoned seafarers, and provide financial security for compensation to seafarers and their families in cases of a seafarer's death or

or long-term disability. These international legal measures are aimed at improving working and living conditions for seafarers, the most globalised of the world's workers.

The approval of these amendments was a major step in establishing binding international law on these issues which are very important for the shipping industry. The amendments were discussed in detail and adopted on close to unanimous basis

(1 abstention) vote on April 11 2014 by the 400 participants at the first meeting of the Special Tripartite Committee established under the MLC, 2006.

"The MLC, 2006 really is a milestone for the maritime sector, aside from the first time ever requiring the certification of seafarers' working and living conditions, it brought with it another innovation - the possibility for more rapid changes to the Convention to meet the needs of

the industry. It is truly a living Convention. It is designed to grow and change and respond to the needs of workers and employers" said ILO Director-General Guy Ryder.

"This vote by the ILC to support this approach is an inspiring example for other economic sectors. When they come into force, these measures will ensure the welfare of the world's seafarers and their families if the seafarers are abandoned or death or long-term disability occurs as the result of occupational injury, illness or hazard. These steps will certainly help improve the working and living conditions for seafarers, the people who are so essential to the world's economy and movement of world trade."

The amendments, which were developed over nearly a decade of discussion by a Joint Working Group established by the ILO and International Maritime Organization (IMO) in 1998, will strengthen the MLC, 2006. They establish mandatory requirements that shipowners have financial security to cover abandonment of seafarers, as well as death or long-term disability of seafarers due to occupational injury and hazard.

As of March 2014, the ILO's

Abandonment of Seafarers Database listed 159 abandoned merchant ships, some dating back to 2006 with abandonment cases still unresolved. Many abandoned seafarers are working and living onboard ships without pay, often for several months, and lack food and water supplies, medical care or means to return home.

"These requirements, which I know are supported by shipowners and seafarers and by the major marine insurers, can only help to provide relief and peace of mind to abandoned seafarers and their families wherever they may be," said Cleopatra Doumbia-Henry, Director of the ILO Labour Standards Department. "By approving these amendments to the Convention, the ILC not only strengthened the MLC, 2006 provisions that guarantee a level-playing field for quality shipping around the world, they also endorsed an important new approach to making ILO's Conventions easier to update to ensure they remain relevant to the needs of the sector concerned."

Unless there is significant disagreement when they are circulated to governments that have ratified the MLC, 2006, these new requirements will enter into force by early 2017.

When they enter into force, certificates or other documents will need to be carried on board ships to establish that financial security is in place to protect the seafarers working on board the ship. Failure to provide this protection may mean that a ship can be detained in a port.

The ILO's MLC, 2006 came into force on 20 August 2013. To date, 61 ILO Member States representing more than 80 percent of the world's global shipping tonnage have ratified the Convention.

"These requirements guarantee that seafarers are not abandoned, alone and legally adrift for months on end, without pay, adequate food and water and away home," Dr. Doumbia-Henry said. "They also clearly define the role of flag States that register ships in ensuring that adequate security exists to mitigate against the financial, legal and human cost of abandonment, and death and long-term disability due to occupational hazards."

(Source:
http://www.ilo.org/global/standards/maritime-labour-convention/WCMS_246823/lang-en/index.htm)



Director of ILO Labour Standards Department, Dr Cleopatra Doumbia-Henry: "These requirements guarantee that seafarers are not abandoned, alone and legally adrift for months on end, without pay, adequate food and water and away home" (Photos by Wyg Tysmans)



The treatment of foreign seafarers

The United States effectively treats foreign seafarers more harshly than any other group that enters the country without breaking the law, writes **Dennis L. Bryant**

The general rule is that all persons who are not U.S. nationals or permanent residents must have a visa to enter the United States.

Persons desiring to become U.S. citizens or permanent residents must obtain an immigrant visa. Most other persons desiring to enter the United States for a limited period of time must obtain a non-immigrant visa. To obtain a non-immigrant visa, one must have a valid passport and complete the Non-immigrant Visa Application, Form DS-160 and submit it and a photograph (head shot) to the relevant U.S. embassy or consulate.

The applicant must then schedule an interview, but the interview is generally required only for persons

between the ages of 14 and 79.

An application fee of \$160 must be paid prior to the interview. In many cases, there is also a visa issuance fee. But some nationalities may be eligible for more favourable treatment.

The Visa Waiver Program (VWP) allows citizens from participating countries to travel to the United States without a visa for stays of 90 days or less.

Such travellers must be eligible to use the VWP and have a valid Electronic System for Travel Authorization (ESTA) approval prior to travel. The traveller's purpose must be permitted by a Visitor (B) Visa (e.g., tourism or various business purposes). Travel must be performed on an

approved air or sea carrier and the traveller must have a round trip ticket indicating return passage to a country outside the United States that is a participant in the VWP. Currently, there are 38 participating VWP countries. These countries include all the EU and EEA members, plus Australia, Brunei, Japan, New Zealand, Singapore, South Korea and Taiwan.

Citizens of Canada and Bermuda do not require visas to enter the United States for visit, tourism and temporary business travel purposes. Also, citizens of Canada and Bermuda do not require visas to enter the United States for purposes of travel as a crewmember. Citizens and permanent residents of Mexico generally must have a



A Crewmember Visa (D-1) must be obtained by persons working on board vessels or international airlines entering the United States if the individual intends to depart the vessel or airliner (even for short periods) while it is in the United States (Photo: Courtesy of Port of Long Beach)

non-immigrant visa or a Border Crossing Card (also known as a "Laser Visa"). For ease of travel, the B-1/B-2 visa and the Border Crossing Card have been combined into one document (DSP-150).

Crewmember visa

A Crewmember Visa (D-1) must be obtained by persons working on board vessels or international airlines entering the United States if the individual intends to depart the vessel or airliner (even for short periods) while it is in the United States. The process for obtaining a Crewmember Visa includes all the requirements for obtaining a regular non-immigrant visa. In addition, the applicant for a Crewmember Visa must provide evidence of the purpose of the trip the intent to depart the United States after the trip, and the ability to pay all costs of the trip if applicable. Evidence of family ties in the applicant's home country may suffice for showing the intent to depart. The Visa Waiver

Program is not applicable to entry as a crewmember, but (as noted above) citizens of Canada and Bermuda do not require visas to enter the United States for purposes of travel as a crewmember.

Commercial airlines have scheduled routes. In addition, airline crewmembers tend to stay with the same airline for extended periods. Therefore, crewmembers on foreign airlines that call at U.S. airports know with certainty that they will need Crewmember Visas. The same cannot be said of most merchant vessels. They have no scheduled routes in most cases and sometimes change destinations en route. Many merchant mariners are employed by the same maritime employer for only one year at a time; long-term employment contracts are the exception rather than the rule on the marine sector. A merchant mariner on a foreign vessel, in most cases, has no idea whether the vessel will call in a U.S. port during the six-month

period during which a Crewmember Visa is valid. Therefore, most merchant mariners do not go through the time and expense required to obtain such a visa.

An example (from the pre-9/11 era) may illustrate the visa conundrum. A ship's officer from a visa waiver country was assigned to join his ship in a U.S. port. He received the assignment several weeks in advance and decided to visit the United States as a tourist during the period before he was to join the ship. After two weeks of touring the U.S., he joined the ship as scheduled. The U.S. immigration officer for the ship noted his arrival and promptly informed the master that a civil penalty would be assessed if this particular ship's officer went ashore for any reason.

I was attending a major shipping conference in Washington, DC shortly thereafter. During a Q&A with the Deputy Chief Counsel of the Immigration and Naturalization

Service (INS), a senior representative of the shipping company involved related the above and asked why this individual presented no threat to the United States during the two weeks that he toured the country, but was suddenly a threat when he boarded his ship. The INS representative's reply was that tourism and crewmember issues were entirely separate programs. In other words, common sense was and is not applicable.

Suspicious cargo, crewmen deemed threat

When cargo (merchandise) from outside the United States is bound for unloading in the U.S., advance notice of the particulars concerning the cargo is transmitted to the U.S. Government. Every cargo is screened. If the cargo is deemed suspicious, it undergoes scanning and possibly other individualized examination. Less than 10% of cargo coming to the United States is subjected to this enhanced examination. In other words, more than 90% of the cargo coming to the U.S. is deemed to not present a security threat and is admitted through routine processing, based largely upon the paperwork related to cargo.

The U.S. Government is also provided advance notice of all crewmembers on all ships bound for a U.S. port. The advance notice of arrival must include, for each crewmember, the individual's full name, date of birth, nationality, passport or mariner document number, position or duties on the vessel, and where the crewmember embarked. This information is then compared against an extensive database of known and suspected terrorists and similar undesirables. If the individual is determined to be a severe threat, the vessel can be barred from entry into U.S. waters while the individual remains on

board. If the threat is deemed less serious, the vessel must hire armed guards to keep the individual from departing while the vessel is in U.S. waters. Even if a crewmember presents no known threat, he or she may not depart the vessel (generally may not even come down the gangway to check draft marks or to make a telephone call from a landline) unless that individual has a U.S. Crewmember Visa. In other words, unlike with cargo where a particular piece of cargo is deemed unthreatening unless shown otherwise, a crewmember without a U.S. Crewmember Visa is deemed a threat to the security of the United States if he or she steps ashore even for a moment. A passport (even from a country that participates in the Visa Waiver Program) is insufficient. Likewise, possession of a seafarers' identity document issued in accordance with the ILO Seafarers' Identity Documents Convention will not suffice.

For all practical purposes, the United States treats foreign seafarers as threats to the security of the U.S. unless and until that seafarer has jumped through various bureaucratic hoops. Those hoops are effectively impossible for most foreign seafarers to negotiate. Thus, foreign seafarers are substantially denied the ability to take liberty or shore leave when their ships call in U.S. ports. It is ironic that the United States Government allows these same seafarers to navigate large vessels loaded with oftentimes hazardous cargoes through U.S. waterways and to call at and unlade/lade in U.S. ports. The threat potentially presented by these ships and their cargoes appears far greater than that presented by an individual crewmember without a U.S. Crewmember Visa, but I am unfortunately getting logical.

There are a variety of means by which a terrorist might enter the United States to wreak havoc. The

9/11 terrorists all obtained tourist visas and then flew to the U.S. on commercial airliners. A terrorist could join the numerous economic migrants who successfully cross the southwest border each year. Alternatively, a terrorist could walk across the unguarded border with Canada. If a terrorist opted to try to enter the United States as a foreign crewmember, the process becomes more complex and uncertain. The individual would have to undergo at least rudimentary training so as to qualify as a seafarer. Failure to have some basic skills will generally prevent one from getting hired. If hired, being unskilled will likely lead to quick dismissal. Assuming that the terrorist demonstrates the requisite skills and gets hired on an ocean-going merchant vessel, the individual must wait for the vessel to make a U.S. port call, which is certainly a long-shot within the six-to-12 month period on a particular vessel. No self-respecting terrorist or terrorist organization would select the maritime option as an efficient means of getting a malefactor into the United States.

Approximately 90% of goods imported to the United States from overseas arrives by ship and, of that, over 95% arrives on foreign-flagged ships manned by foreign crewmembers. If imported cargoes were treated like foreign crewmembers, the U.S. economy would grind to a halt. Fortunately, there is a strong lobby in Washington, DC to ensure that foreign trade is expedited. There is no such lobby in Washington for foreign seafarers.

The Author

Dennis L. Bryant is with Maritime Regulatory Consulting. First published in Maritime Reporter & Engineering News - www.marinelink.com on 14 May 2014. (Reprinted with permission)





Maritime Academy of Asia and the Pacific - Kamaya Point

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AMOSUP - 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, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

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

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

Testing Assessment Center of TESDA



Full Mission Bridge Simulator



Full Mission Engine Simulator



AMOSUP Seamen's Training Center



Full Mission Bridge Simulator on Motion Platform



Japanese Compact Ship Handling Simulator

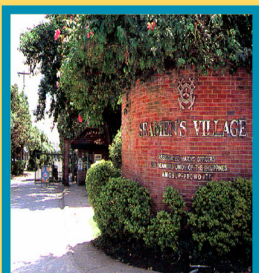
Our Curricula

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 Kapitán 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 Kapitán Felix Oca and/or a shipping company sponsorship.

Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP-PTGWO-ITF)



1987: SEAMEN'S HOSPITAL -
Manila



1993: SEAMEN'S VILLAGE -
Cavite



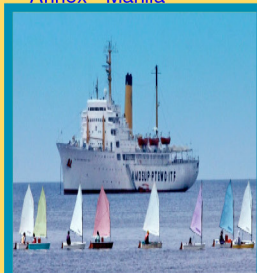
1994: SAILOR'S HOME - Manila



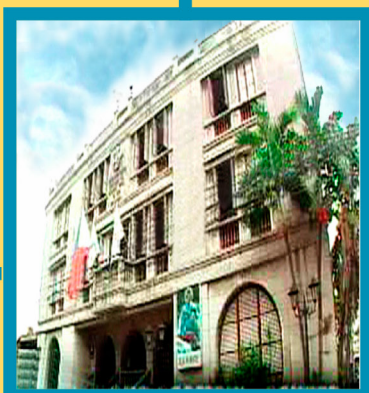
2006: SEAMEN'S HOSPITAL
Annex - Manila



1997: SEAMEN'S HOSPITAL -
Cebu



1997: T/S KAPITAN FELIX
OCA -
MAAP Pier - Bataan



1983: AMOSUP SEAMEN'S
CENTER
Hub of Operations



1998: MARITIME ACADEMY OF
ASIA
AND THE PACIFIC - Bataan



2003: SAILOR'S HOME
& SLOP CHEST - Cebu



2009: AJSU-IMMAJ CAMPUS at
MAAP Bataan



2000: SEAMEN'S TRAINING CENTER
MAAP Campus - Bataan



2005: SEAMEN'S HOSPITAL -
Iloilo



2006: PROFESSIONAL
CAREER
DEVELOPMENT CENTER
& SLOP CHEST - Manila



2008: G.O.R. SEAMEN'S
HOSPITAL
Davao



2013: SAILOR'S HOME ANNEX
- Manila

CONTACT TELEPHONE NUMBERS

AMOSUP SEAMEN'S CENTER
(+63 2) 5278491-98 / 5273535

Seamen's Hospital – Manila
(+63 2) 5278116-20

Slop Chest – Manila
(+63 2) 5272109

Seamen's Village
(+63 46) 9730370

Sailor's Home – Manila
(+63 2) 5273605
Sailor's Home Annex - Manila

Seamen's Hospital – Cebu
(+63 32) 3462598

Sailor's Home – Cebu
(+63 32) 2369928

Slop Chest – Cebu
(+63 32) 2369928

**Maritime Academy of Asia and the
Pacific**
(+63 2) 7411024 / 5272110

Seamen's Training Center
(+63 2) 7411024

Seamen's Hospital – Iloilo
(+63 33) 3213523

Professional Career Development Center
(+63 2) 5272110 / 5280954

G.O.R. Seamen's Hospital – Davao
(+63 82) 2347185

OTHER WELFARE FACILITIES IN PARTNERSHIP WITH AFFILIATED UNION

**JSU-AMOSUP MARINERS' HOME –
Manila** (+632) 5215180 / 4000461 /
4000463 / 4000464

**JSU-AMOSUP MARINERS' HOME
ANNEX**

**JSU-AMOSUP MARITIME MUSEUM &
SPORTS COMPLEX**

**AMOSUP – JSU
MULTI-PURPOSE CENTER – Davao**
(+63 82) 2347185