



# **SAILING FORWARD**

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

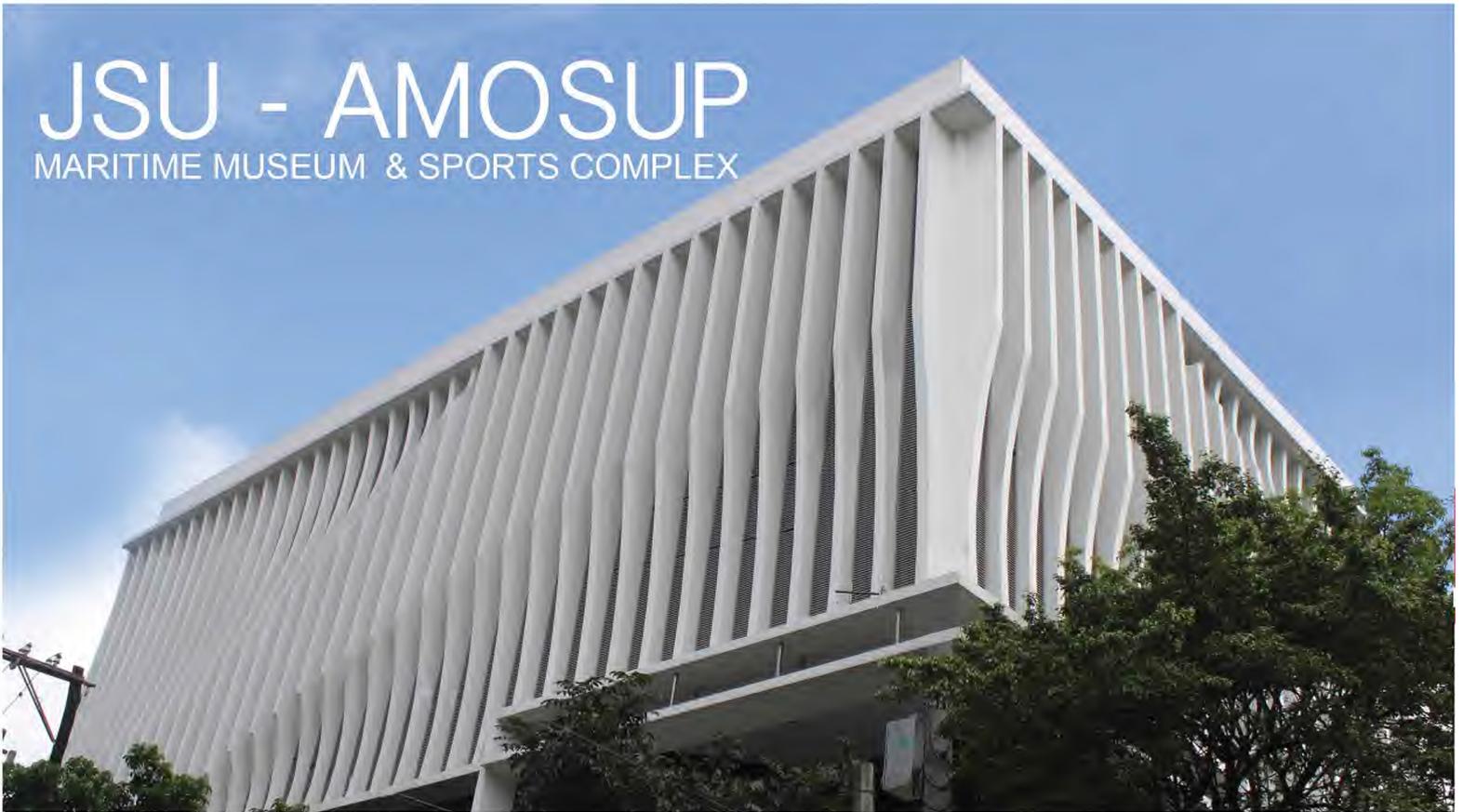


## **AMOSUP opens own event centre**



# JSU - AMOSUP

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"Such support and commitment (from shipowners and shipmanagers) enable us in the union to continue implementing the welfare and benefit system for our members and their dependents."

## The President's Message

Welcome to this issue of Sailing Forward. The impending outcome of the European Commission's assessment over Philippines compliance with international seafaring standards remains as hot an issue as this searing summer heat. But whatever the result may be, AMOSUP still maintains its firm belief in the capability of the Filipino seafarer, who continues to be the choice of foreign shipowners for their ships, many of whom are based in EU member states.

For instance, many Norwegian, German and Dutch shipowners, whose ships maintain collective agreements with our union, have acknowledged the sterling performance and work satisfaction of Filipino officers and ratings on board. For this, AMOSUP has been thankful to our management counterpart - the shipowners and shipmanagers - who have continuously shown their unwavering support and commitment to the employment and welfare for our Filipino seafarers.

Consequently, such support and commitment enable us in the union to continue implementing the welfare and benefit system for our members and their dependents. The recent launching of the JSU-AMOSUP Activity Centre in Davao last February and the opening of the Seamen's Village Eight Anchors cultural centre and the Eco Hub Development Centre, both in Dasmariñas City, are new facilities that have been built for members to enjoy and avail themselves of. The Eco Hub project, on the other hand, makes a per-

fect venue for family activities having to do with nurturing healthy relationships between the environment and its people.

The activity centre in Davao, which we jointly run with the All Japan Seamen's Union, intends to serve as a recreation and a leisure hub for seafarers' families of AMOSUP and JSU members. Prior to the completion of the two-storey complex, the union last year opened a similar facility in Cebu that is now being enjoyed by members and their families in that city.

Our emphasis on the family characterise many of the union's welfare initiative that also boosts community development program. Whether these are healthcare delivery, world class education or living standards, the union emphasises and values the role of the family in relation to its members' welfare. The newly opened Eight Anchors Cultural Centre, which is named after the union's eight core services, is expected to be a suitable venue for activities of home grown organisations

within that seafaring community in Cavite.

Overall, these recent developments represent the union's continuing thrust in providing the seafarers with socialised welfare programs with benefit schemes. And all of these could not have been achieved without our collective agreements with shipowners and shipmanagers, who have been supportive and committed to the employment of Filipino seafarers.

Speaking of support and commitment, we also would like to thank the European shipowners who contributed financial and material supports to survivors of Typhoon Yolanda/Haiyan in the Visayas.

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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Exhibits that tackle the history of seafaring profession in the Philippines have been refurbished, resulting in more attractive silhouettes of ships and figures

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A mural depicting the Filipino seafarer and his family on a lobby wall of Eight Anchors Cultural Centre, AMOSUP and honoured guests from government (inset) inaugurated last 15 March 2014

# Union clinches Norwegian collective accord

**Parties okay 3% wage increase for officers and ratings**



AMOSUP and the Norwegian shipowners and their maritime unions have concluded a number of pacts in the collective bargaining accord being enforced on ships flying the NIS flag and Model agreement vessels.

A three percent wage increase for officers and ratings for Filipino officers and ratings had also been granted beginning 01 January 2014 to 31 December 2015 for both NIS and Model agreements.

As one of the biggest operators of the world fleet, Norwegian shipowners - through the Norwegian Shipowners' Association - have been providing a major source of employment for Filipino seafarers.

The three Oslo-based unions that signed the collective agreement with AMOSUP and NSA were the Norwegian Maritime Officers Association (NMOA), the Norwegian Union of Marine Engineers (NUME), and the Norwegian Seafarers Union (NSU).

At the same time, the NIS and Model-agreement amended the provision on Article 4, pertaining to cadet onboard, by allowing them to "be engaged for a longer period but less than 12 months in order to comply with the prequalification scheme for maritime education."

The parties also agreed to consider proposal from AMOSUP regarding a new Appendix for cadets to be implemented into the CBA. An evaluation meeting is to be held to implement the proposal.

The NIS collective agreement, which began in 1988, has undergone various amendments to be more reflective of workers' needs and Philippine government rules. As of December 2013, the agreement covered over 9,000 officers and members of the union.

**"The NIS and Model-agreement amended the provision on Article 4, pertaining to cadet onboard, by allowing them to be engaged for a longer period but less than 12 months in order to comply with the prequalification scheme for maritime education."**



# Davao Activity Centre

AMOSUP and the All Japan Seamen's Union inaugurated their own Davao Activity Centre last 27 February. Davao City mayor Rodrigo Duterte and ITF acting general secretary Stephen Cotton were in attendance as guests of honour in the inaugural rites of the two-storey complex. The Davao Activity Centre provides recreation facilities for members and their families like swimming pool, gym, kids' room and a multi-purpose hall that can accommodate 180 persons.



Davao City Mayor Rodrigo Duterte (second from left) and ITF acting general secretary Stephen Cotton lead the inauguration of the AMOSUP-JSU activity centre in Davao. Also in photo are Dr. Conrado Oca and Yasumi Morita of JSU



The Centre's swimming pool



G.O.R. Seamen's Hospital Davao Director Ricky Pecson and CFO show Mayor Duterte the way to the inaugural site



Yasumi Morita of JSU, AMOSUP President Conrad Oca, and ITF Acting General Secretary Stephen Cotton



ITF's Stephen Cotton (middle) with AMOSUP officers (from left) Atty. Jesus Sale Jr., Felix Oca, Johnny Oca and Dr. Teodoro Alcantara



One of the facilities in the activity centre

KFO discharges GI sheets onto a pump boat as part of relief distributions



## Union, social partners carry out more relief mission

*(Following report highlights the sorties in different areas accessed by the teams mobilised for the relief operations and medical missions in the Visayas. Relevant facts and figures of operations are also presented at the end of the report –Ed.)*

AMOSUP-PTGWO-ITF conducted relief operations and medical missions for Typhoon Yolanda (Haiyan) survivors from 16 November through 23 December 2013, five other ITF affiliates participated in or coordinated with the union in the conduct of the sorties, as follows: AWU/PWUP, BKM-PNR, UTWO, JREU and JSU together with social partners, employers and shipowners.

A total of 18 local government units (LGU) were visited, with approximately 250,000 residents or about 50,000 families, of which at least 1,000 were members' families. The union coordinated with the Seamen's Hospitals in Cebu to mobilise ground teams to reach areas accessible by land. The union's head office, on the other hand, mobilised its training ship to service other LGU in the islands with a composite from the said hospitals, the academy and the union office.

The union received cash donations amounting to PhP6.9 million and goods worth PhP1.50 million from over 20 donor organisations and individuals. Such donations were well utilised for the operations conducted for the people of Coron in Palawan, Eastern Panay and Northern Cebu. The areas covered were in the direct path of the tropical storm and significantly suffered from its rage. The union also purchased PhP15 million worth of relief goods, pharmaceuticals, medical supplies and construction materials and implements.

The goods distributed and consumed included food and hygiene packs, school supplies, toys medicine and vitamin packs, medical and surgical supplies, prescribed and dispensed medications and construction supplies and implements for the rebuilding process. Medications and supplies not dispensed or consumed were left

with the municipal and health officials.

### Tacloban, Leyte (NSA)

The training ship TS Kapitan Felix Oca (KFO) was mobilised recently to deliver relief goods to the badly devastated areas in Tacloban, Leyte and Coron Island. Both areas were directly hit by tropical storm Yolanda (Haiyan), said to be one of the world's strongest cyclones that developed. The ship sailed for Tacloban, Leyte on 13 November 2013 for its first sortie. The first trip of the training ship, an initiative of the Norwegian Shipowners' Association and the Norwegian social partners through the Royal Norwegian Embassy in Manila, brought, brought millions of pesos worth of relief goods to the people of the province of Leyte. Its payload included rice, assorted canned goods, bottled water, medical supplies, hygiene products, tents, used clothing and

generator sets. NSA cadets from Cebu were on the ship then. The Norwegians were among the first responders that provided relief assistance to the people of the province.

**Coron, Palawan and Tacloban, Leyte (NSA, AMOSUP)**

The second sortie left Manila on 20 November, jointly undertaken by the NSA and AMOSUP, sailed for Coron and Palawan and then after returning to Manila proceeded once more to Leyte on 24 November for its third sortie. Many civic-spirited individuals and social partners continued to donate a good amount of similar relief goods for this second trip of the training ship – the outpouring of assistance and help from civil society was indeed overwhelming. TS KFO was once again fully loaded with tons of donated relief goods for the needy population.

The union also acquired medications from pharmaceutical suppliers and received donations from various groups from distributions

to the said provinces – all of which were turned over to the respective local government units as well as to government agencies in-charge of relief operations. The recipient instrumentalities were previously contacted to coordinate the orderly unloading and distribution of relief goods. From the start, the ITF affiliate generator sets. NSA cadets from Cebu were on the ship then. The Norwegians were among the first responders that provided relief assistance to the people of the province.

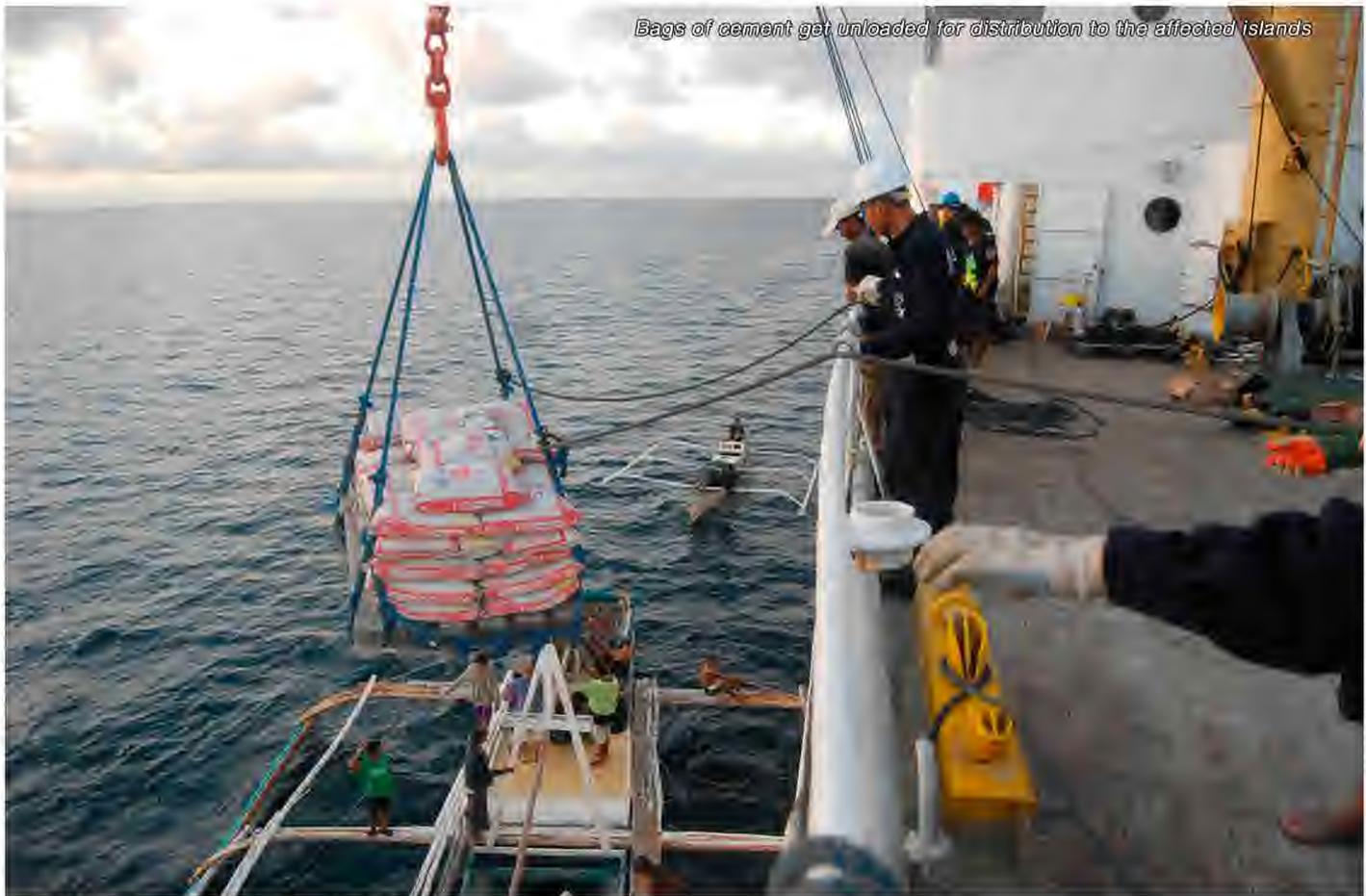
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*Boxes of medicines (below and above photos) are sorted out onboard TS KFO prior to the relief mission*





*Bags of cement get unloaded for distribution to the affected islands*

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**Bantayan Island, Medellin and Daan Bantayan (AMOSUP Seamen’s Hospital Cebu)**

While the training ship was conducting its sorties to other Visayan provinces, the Seamen’s Hospital Cebu, in coordination with the union’s organised teams travelled to Bantayan Island and daan Bantayan in northern Cebu to

carry out relief operations and medical missions during the period 16-17, 23-26 and 30 November.

The identified areas are literally known as the territory or home ground of Cebuano seafarers. In fact, many AMOSUP union members and their families live there. The first team of doctors, nurses and support personnel, travelled to Bantayan Island and visited the towns of Madrideojos and Bantayan proper (three hours by land plus 1.5 hours by ferry boat). The second team, which had the same composition and purpose, went to the towns of Medellin and Daan Bantayan proper (four hours by land). Both teams conducted medical consultations and distributed relief goods which included: rice, canned, undergarments, tarpaulin for tenting, blankers, flashlights, candles and matches and mosquito repellants. Packs of medications containing analgesics, pain relievers, cough and cold preparations were also distributed to the families. More than 1,000 families in the said towns benefited from this initiative of the hospital, which included families

of both union members and non-members. The Cebu team also did the preparations from the planned sortie of the training ship

**Concepcion, Sara, Balasa, San Rafael, Carles and Estancia Towns in Panay Island (AMOSUP Seamen’s Hospital Iloilo)**

The Iloilo initiative covered six towns in Panay Island that were also hit by the tropical storm. Relief operations were successfully conducted in the identified areas from 17 through 23 November, distributing food items and used clothing. Separate medical missions were organised for Malagabang and Pan de Asucar Islands off the town of Concepcion. On 6 December, another medical team also proceeded to the village of Ancop in the town of Carles, the northernmost tip of eastern Panay Island. The Iloilo purposely visited areas that have not been adequately serviced by other relief operations. On 23 December, a gift giving sortie was conducted for the children of Estancia. Over a thousand families benefited from the Iloilo operations.



Construction materials like galvanized iron sheets and other relief goods (below photos) like toiletries, canned goods, toys and medicines are handed over to Haiyan typhoon victims in the Visayas





# AMOSUP RELIEF OPERATIONS and MEDICAL MISSIONS

T/S KFO, Seamen's Hospital Cebu and Iloilo, Affiliates and Social Partners

## General Information

Period Covered:  
November 16 - December 23, 2013

Affiliates Involved: 6  
(AWU/PWUP, BKM-PNR, JSU, JREU, UTWO, AMOSUP)

Local Government Units Visited: 18  
(Eastern Panay & Northern Cebu sans Tacloban City)

Population of LGU:: 250,000 or 50,000 Families

## Goods Purchased

Relief Goods (Food & other items): 2.5 million pesos

Pharmaceuticals & Medical Supplies: 6.7 million pesos

Construction Materials: 5.9 million pesos

Other Donors: 2 (Individuals)

Donations Received (Cash)

**6.87 Million Pesos**

Donations Received (Goods)

**1.50 Million Pesos**

### Food Relief Packs

5,000 Bags



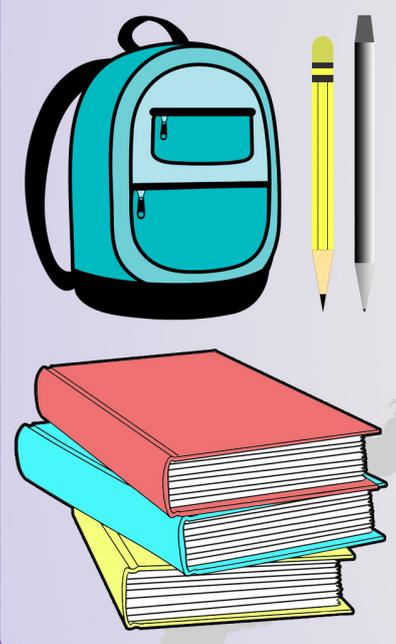
### Hygiene Relief Packs

1,000 Bags



### Education Supplies Packs

2,000 Bags



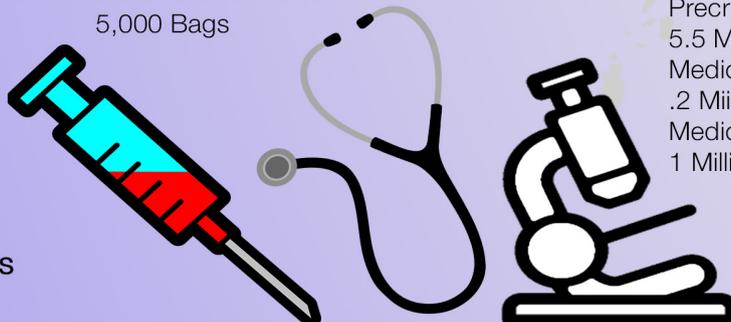
### Medicine Relief Packs

5,000 Bags



### Medicine and Vitamin Packs

2,000 Bags



Prescribed Medications: 5.5 Million Pesos  
Medical & Surgical Supply .2 Million Pesos  
Medications Turned-over 1 Million Pesos

## Donor Organizations:

Norden, PAROLA, AIER, POMI, SOS, AWU/PWUP, JSU, ALPHA, Barko, True North, Maine, Marinem MMS, MAAP, YAM, PRI, PTC/AP, Audiophile, CSM-DC, PAO, FAME



### Personel Complement

Union Officials:	12
MAAP Cadet & Personnel:	50
Doctors:	17
Nurses:	24
Paramedic:	10
Ship's Crew:	35

### Construction Materials

- 12,000 G.I. sheets
- 900 Cement Bags
- 800 Packs of Roof Sealants
- 100 Sets of Construction Tools
- 200 kgs. of roof nails





# AMOSUP Seamen's Village opens its cultural centre

A cultural or events centre at AMOSUP Seamen's Village in Dasmariñas City has opened for performances and other functions after its well attended inaugural rites last 15 March.



CFO leads a tree planting ceremony with guests, namely (from left) Capt. Jaime Quinones, Marina administrator Dr. Max Mejia Jr, Angkla Partylist Rep Jesulito Manalo and Damarinas City Rep. Elpidio Barzaga Jr



*Launching and blessing of the village's Eco Hub Development Centre*



*AMOSUP VP Atty. Jesus Sale Jr. (left), Rev. Honest Ongtioco and Dr. Valentina Mansueto lead the ceremonial ribbon cutting for the launching of the Village's Eco Hub Development Centre*

The Eight Anchors Cultural Centre (EACC) is a 500-seat multi-purpose auditorium-cum-ballroom that also offers facilities for exhibit hall, conference rooms, and spaces dedicated to activities of union members and their children or wives and industry partners.

Named after the symbolic eight anchors representing the AMOSUP core programs, EACC promises to be an excellent venue for various indoor events like cultural shows, trade exhibits, community fairs, season performances, conferences and the like.

AMOSUP president Dr. Conrado Oca, who led the inauguration of the centre, said "it is exceedingly suitable and perfect for the numerous activities of your very active home-grown organisations and the grand events of union and social partners".

Referring to the various activity groups that Seamen's Village now harbours, Dr. Oca stressed that these home-grown organisations have kept the community alive and vibrant. They included the advocacy groups, namely: Craftstruck Club, GASFI or Gig and the Amazing Sampaguita Foundation, Children of Seafarers in Action (COSA), Marino Kids Club, Echoes of the Sea, and Enclavesmarts. These organisations have played vital key role in community development of the village.

Through AMOSUP Community Development, which manages the union's shelter programme led by Marissa Oca Robles, the village administration is not just concerned with total community development. Dr Oca said initiating programs for the youth, the spouses, the aged and other worthwhile initiatives, sufficient recreational facilities, educational and spiritual needs have always been the focus of their activities.

The union emphasises and values the role of the family, being the basic unit of society. Thus, many of the union's programs are family-centred, most especially, the Community Development Program.

Simultaneous with the inauguration and blessing of the cultural centre were also the launching of the Seamen's Village Eco Development Centre and the Filipino Food Arts Development Centre. A tree planting ceremony and awarding of winners of essay writing contest with the theme: "The Seafarer, My Parent" was also held at the EACC.

Dr. Oca sees the new cultural centre to have a "useful purpose of promoting camaraderie, nurturing solidarity and encouraging cooperation among the community members of the Seamen's Village – very much the same as what the union advocates among the social partners of the maritime industry."



*From left: Partylist Rep. Jesulito Manalo, Dr. Oca, VAdm Santos, and Marissa Oca*

*What the Seamen's Village administration has achieved over the years is truly remarkable*



## Union hopes to replicate programs in other cities

As the union's seafaring community in Dasmariñas City continues to expand, the need to develop another successful shelter program in other parts of the country may have come sooner for AMOSUP.

The Union president Dr. Conrado F. Oca has said: "By God's grace, the union will try its best to develop project of this kind in other parts of the country, if its resources will permit," referring to its Seamen's Village, a community built exclusively for seafarers and their families.

Speaking before the inauguration of the village cultural centre, Dr. Oca said that as the union continues to replicate other welfare facilities and programs in various parts of the country, "we will do the same for the shelter program because we believe that community development is an important ingredient to nation building".

Apart from the planned housing in other areas, AMOSUP had already duplicated other welfare facilities for union members and their dependents like recreations and hospitals in Manila, Cebu, Iloilo and Davao, including a satellite clinic in Dagupan City.

Workers' funds will be allocated to

carry on with the big plans of the union to expand its continuing welfare programs, said Dr. Oca.

Workers' funds will be allocated to carry on with the big plans of the union to expand its continuing welfare programs, said Dr. Oca.

The plan to develop a new seamen's village goes with the union's vision for the current mariners' village in Dasmariñas to develop and expand the community further to a "2020 house and lot packages by the year 2020." He explained that the package development is anchored on "more complete, responsive, modern community facilities and programs that will nurture and breed useful, productive and God-fearing citizens – the future Filipino seafarers".

What the Seamen's Village administration has achieved over the years is truly remarkable. The new facilities including the new houses, certainly are well-designed and on a par with or better than commercial developments. Types of dwellings like the

Captain's Court and Chief's Court are new development sites, under a different scheme within the village that further leads to the realisation of 2020 vision.

The union's shelter program allowed seafarers to venture into a major undertaking, owning a house and lot, without fear of high financing costs, in contrast to renting a unit just to provide ample shelter for the family. The manner of payment is through annual cost reimbursement.

The reimbursement scheme allows pre-qualified beneficiaries to reimburse the union at cost, with no down payment required, zero interest rate and 15 years to pay.

The success of the union's shelter program is a realisation of the dreams and vision of its founder and former president, Capt. Greg Oca. The captain and his team conceived the plan in 1991, whilst the first units were completed and awarded in 1994, through an innovative reimbursement scheme that the union had implemented.

## ILO body hikes minimum monthly wage for seafarers

A subcommittee of the Joint Maritime Commission (JMC) of the International Labour Organization (ILO) has agreed on a resolution raising the minimum monthly basic wage figure for able seafarers from \$585 to \$592, as of 1 January 2015 and US\$614, as of 1 January 2016.

The mechanism for setting the minimum monthly wage for able seafarers is the only one in the ILO for setting the basic wage for any industry.

The minimum monthly basic wage figure for able seafarers has most recently been included in the ILO's Maritime Labour Convention, 2006 (MLC, 2006).

The Convention, known as the "seafarers' bill of rights", entered into force on 20 August 2013, and has been ratified by 56 ILO member States representing over 80 per cent of world shipping tonnage.

The JMC is the only permanent bipartite standing body of the ILO. It dates back to 1920, and is composed of ship-owner and seafarer representatives from across the globe.

Maritime employer representatives,

coordinated by the International Shipping Federation (ISF), met with International Transport Workers' Federation (ITF) counterparts at the ILO reviewed its recommended minimum wage for the Able Seafarer.

ISF spokesperson Arthur Bowring led the Shipowner Group in the discussions held on February 26 and 27, 2014 in Geneva.

In his opening statement, Bowring reflected that the current figure of \$585 came into effect on December 31, 2013 and noted that the purpose of the meeting was to ensure the maintenance of a safety net for seafarers particularly from developing countries. He also referred to publications from UN bodies such as UNCTAD that underlined uncertainty in the global economy and challenges facing world trade and particularly over supply of tonnage in the shipping industry.

Bowring commented: "We believe the decision taken is an appropriate one that gives shipowners adequate notice to be prepared for the impact of agreed changes going forward to 2016."

This follows what was effectively a four year deal agreed by the ILO JMC in 2011, through which ISF sought to provide employers with the stability required during the very difficult economic circumstances currently being experienced.

ISF remains strongly committed to the principle of the ILO Minimum Wage which is now referenced in the ILO MLC. While it is only recommendatory, and is not directly relevant to other seafarer grades, it has a strong moral authority and is particularly important for employers in developing countries.

### *Industrial relations collective*

## **IBF concludes 2nd round of talks for 2015 framework agreement**

Both sides make little progress on key issue of pay increase as ITF and JNG setting out their assessments of the shipping market going forward.

The ITF (International Transport Workers' Federation) and JNG (Joint Negotiating Group) met in Tokyo between 19-20 February 2014 to continue discussions aimed at a new IBF Framework TCC (Total Crew Cost) Agreement following the first round of discussions held in St Petersburg in October 2013 on the occasion of the 10th anniversary of the International Bargaining Forum (IBF).

Both sides outlined their responses to each other's claims, as presented in St Petersburg, but little progress was made on the key issue of a pay increase with both ITF and the JNG setting out their assessments of the shipping market going forward. The talks ended in 20 February with a commitment to return in April in London for further discussions.

Commenting on the two days of intense negotiation, Dave Heindel, chair of the ITF Seafarers' Section, who chaired the talks said: "We have made some progress but clearly there is some way to go - the key sticking point is the industry's ability to afford a pay increase for our members who have suffered the brunt of the financial collapse and its impact on world trade. We have differing views about that but the past two days have helped greatly to clarify the rationale behind many of the items that make up the JNG's claim."

Speaking at the IBF meeting in Tokyo, JNG chairman Mr. Tsutomu Iizuka said: "The JNG has commenced the 2014 negotiation process and has engaged in open dialogue with the ITF.

There is certainly some common understanding that shipowners have suffered financially over the past few years, but both parties will actively engage to find a joint approach over the coming months."

The IBF next meets in London on 14-16 April 2014. The final round of negotiations are scheduled for 3-5 June.

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

From left: MARINA administrator Dr. Max Mejia Jr, Partylist Rep. Jesusito Manalo, President Benigno S. Aquino III and Transport & Communications Secretary Joseph Emilio Abaya



## EMSA to Ph: 'No decision yet, but areas still have to be addressed'

An audit team's draft report makes no decisions or recommendations, but notes the areas of concern needed to be improved by training schools such as quality standards, programme and course approval, and training evaluation

The European Maritime Safety Agency (EMSA) audit team has underscored the "change in the structure of the (Philippines) maritime administration" which it noted as "an ongoing process," thereby identifying several areas of concern still have to be addressed.

In its draft report on the inspection of the country's maritime education, training and certification system, EMSA neither stated if the Philippines "passed" nor "failed" in the audit it carried out last October. The document is a draft audit report that contains only findings and observations, the Maritime Industry Authority (MARINA) said of the document, insisting it "contains no recommendations or decisions."

The country's maritime administration has come under scrutiny from EMSA due to flaws in the Philippine training and certification system of its seafarers. This EMSA's ultimatum over the required corrective measures has put to risk the employment of some 80,000 Filipino seafarers on board ship flying EU-flagged members.

The draft report has noted the areas of concern needed to be improved by private training institutions such as quality standards system (QSS), programme and course approval, and monitoring & evaluation of training and assessment.

Though MARINA managed a NQSS (national quality standards system) while the different agencies implemented a QSS that was required to be aligned with NQSS, the EMSA report stressed that "numerous areas still need to be addressed before full implementation is accomplished." In the two EMSA audits (April and October 2013) MARINA *(continued to next page)*

## Gov't defends reform initiative

In response to the EMSA audit report, MARINA submits a set of corrective actions in parrying the Europeans criticism over PH maritime education and training

The Philippine government has defended its reform initiative with the European audit team that scrutinised the country's maritime education, training and certification system in compliance with international seafaring standards.

The Maritime Industry Authority said it has provided the EMSA (European Maritime Safety Agency) audit team with "updates of the corrective actions taken by the different government agencies engaged in STCW" (Standards of Training Certification and Watchkeeping) Convention functions.

MARINA said it also provided EMSA, which carried out follow up inspections last October, the list of "documentary evidence" related to its audit findings, factual corrections and corresponding corrective actions in several areas of concern. These areas include the private training institutions quality standards system (QSS), programme and course approval, and monitoring & evaluation of training and assessment.

### Commitment to quality standards

MARINA administrator Dr. Maximo Mejia Jr said the Philippines wishes to use this summary of corrective actions to "underscore its commitment to continued compliance with its obligations under the STCW Convention."

The general observation in the EMSA draft report was that "full implementation of NQSS (national quality standard system) has not been accomplished," and in October of last year was just "in the middle of early but continuing process of implementation."

*(continued to next page)*

was able to show a functioning NQSS, though it was just beginning to be developed.

The other major concern pertains to training schools' programme and course approval that "could not be ensured", which the audit team specifically mention in the "implementation of the management level courses."

MARINA was said to have presented two provisional curricula (one each for deck and engine departments) while explaining that final versions were still being developed. It is understood that the final version was ready to be presented for adoption in the MARINA board meeting last February, with a circular to be furnished EMSA.

When it comes to monitoring and evaluation of training and assessments, the audit team observed that in their conduct of monitoring and evaluation of maritime education and training institutions, the audit team noted: "MARINA and the Commission on Higher Education could not demonstrate that monitoring activities which have been fully implemented and conducted in a uniform way" and "auditors in different teams rated the same non-conformity differently."



MARINA said both agencies had observed the situation in advance of the last October audit. They reported this to EMSA team during the audit, saying that "calibration workshops" were already scheduled to help address the issue. Two calibration workshops had been carried out since the October audit, it said.

Apart from the three areas, the draft report also includes observations made by the audit team from their visits to 18 maritime education and training institutions across the country. The defects ranged from implementation of quality system and monitoring of syllabi delivery to high student-to-facility ratios and less-than-challenging examination questions.

EMSA has emphasised the need to underscore the true nature and significance of the draft report – that it is a technical audit report, which presents facts gathered by the audit team and their observations of the status of the Philippine STCW implementation system based on the team's inspection last October 2013.

The EMSA audit team, which will finalise their report in March for submission to the European Commission, will most likely refer its report to the EC's Committee on Safe Seas for deliberation and decision in the coming months.

To this observation, Dr Mejia said: "What we are going through is the dismantling and replacement of an unwieldy system that required the coordination of no less than nine government agencies by the (defunct) Maritime Training Council." The system, which was in place for almost two decades, was only replaced in 2012 through an executive order, which it turned over to the Department of Transportation and Communications (through the MARINA) the 'oversight and supervisory functions relating to STCW.'

### Single maritime admin law

Last March 15, President Benigno S. Aquino III signed Republic Act No. 10635, "An Act Establishing the MARINA as the Single Maritime Administration and Enforcement of International Convention on STCW for Seafarers, as amended, and international agreements and covenants related thereto".

Under this new law, referred to also as the Manalo Law in honour of its principal sponsor Angkla Party list Rep. Jesu-slito Manalo), the MARINA assumes "all powers and functions of the PRC, CHED, TESDA, DOH and NTC, relative to the issuance, validation, verification, correction, revocation or cancellation of certificates of competency, endorsement or cancellation of certificates of competency, endorsement, proficiency and documentary evidence required of all seafarers and all such other matters pertaining to the implementation of the oversight in the implementation of the STCW Convention 1978, as amended."

This transfer of STCW functions from MTC to MARINA in April 2012 would obviously require time for implementation, Dr. Mejia said, noting that it involved the development of a new NQSS that needed to be put into place and operation under the oversight of the shipping body.

### Program and course approval

When it comes to program and course approval, a point of comparison between the newly approved curricula for Maritime Labour Convention (Deck Department) totals 425 hours compared to 256 hours in the old curricula. While the new MLC (Engine) carries 571 hours compared to 316 hours in the old curricula.

To address the gap in MLC instruction for ship officers that had already taken the provisional MLC curricula, was able to show a functioning NQSS, though it was just beginning to be developed.

On criticism that MARINA and Commission on Higher Education "could not demonstrate that the monitoring activities has been fully implemented and conducted in a uniform way" and "auditors in different teams rated the same non-conformity differently," MARINA said: "The '(calibration) workshops' have proven useful in thrashing out contentious issues coming out of the different monitoring exercises, and served as forum for harmonising the interpretation of similar non-conformities." There are more calibration workshops that have been scheduled by the agency this year (June, September and December).

*(continued to next page)*



### Monitoring education and training institutions

The Europeans' inspections of 18 maritime education and training insti

tutions across the country also noted deficiencies that ranged from the implementation of the quality system and monitoring of syllabi delivery to high student-to-facility ratio and less-than-challenging examination questions. To this assessment, an annex document to the MARINA submission report provides a summary of "corrective actions by the different MHEIs and MTIs" in response to the draft EMSA report.

"What we have witnessed in the past two years is an ongoing process of replacing the cumbersome "council" approach with an integrated systems approach to eliminate confused lines of responsibility, said Dr. Mejia,

noting that the country's maritime education, training and certification system is "in the middle of a critical but positive phase of evolution." He added that the administration is confident that the system (specifically its NQSS) will mature, in time for third party certification by the third quarter of this year.

In the meantime, he assures the international shipping community that its regulatory framework for giving full and complete effect to the STCW is functioning; that it continues to be able to identify weaknesses and deficiencies, monitor programs for corrective actions (or closure where appropriate), and guarantee the quality and competence of Filipino seafarer.



## Philippine-Japan tripartite meets in Manila

The Philippines and Japan Tripartite on Seafarers Development held its meeting in Manila at the AMOSUP Convention last 3-4 February 2014.

The meeting brought opportunities among the parties to exchange views, update information and discuss existing and proposed programs concerning seafarers' education, training, employment and welfare policies and programs for Filipino seafarers.

In attendance to the meeting included representatives from the Philippine government led by the Department of Labor and Employment and the Ministry of Land, Infrastructure, Transport and Tourism of Japan together with the social partners, namely the Associated Marine Officers and Seamen's Union of the Philippines, the All Japan Seamen's Union, the

Philippine-Japan Manning Consultative Council and the International Mariners Management Association of Japan.

The two technical committees and the executive committee held their sessions respectively during the meeting.

The technical committee on education and training discussed the following agenda items: Development of ODA seafarers' training scheme (SECOJ Training Program), development of international cooperative training program for Asian seafarers' (T/S KFO), reforms in Philippine maritime education and

training, development of Japan International Ship System (JISS), and information on Philippine Implementation of the STCW Convention.

The technical committee on seafarers' welfare tackled information on Philippine implementation of the Maritime Labour Convention, 2006 of the ILO and the project on counseling of piracy victims. Its executive director presented an agenda item concerning the proposal for the rehabilitation of the National Maritime Polytechnic in Tacloban City.

The discussions led to proposals to study further the training programs towards developing highly competent

The Philippines-Japan tripartite meeting on seafarers' development with representatives from unions, management and government



seafarers through the ODA Seafarers' Training Scheme of Japan and the International Cooperative Training Program for Asian Seafarers.

As for the project on psycho-social counseling for victims of piracy, the committee discussed the expansion of its scope and activities for seafarers and their families who have been displaced by Typhoon Yolanda. The executive committee approved the amendments to the terms of reference (TOR). The next meeting will be held in Tokyo, Japan in 2016.

Philippine representatives



Japanese representatives



# Seamen's Hospital gets further upgrades

A surgeon's 'mechanical assistant', imaging machines, obstetrics aid are some of the new medical equipment installed to better serve union members and their families

AMOSUP Seamen's Hospital continues to carry on its upgrading process, with the acquisition of more sets of medical equipment to provide the best available quality healthcare to union members and their dependents.

Apart from the newly acquired 160-slice CT multiple scan machine launched last October, a brand new cutting instrument, the Harmonic Scalpel EES generator, has been provided to each of the union's hospitals in Manila, Cebu, Iloilo and Davao.

The medical instrument is used during surgical procedures to simultaneously cut and coagulate tissue, in which the scalpel surface itself cuts through tissue. The harmonic scalpel is regarded as a surgeon's "mechanical assistant" because of its capability, making the surgeon's life easier as well, as it lessens the time spent in a surgical procedure.

As new imaging machines were purchased and installed in the Manila hospital, its Radiology Department disposed of its analog x-ray machine

by installing two new Toshiba digital radiography systems.

Using an x-ray analog type, a chest x-ray procedure takes about seven to 10 minutes. But with the digital system, only a minute or two is spent for the whole process, thereby increasing the volume of patients the department can accommodate in the given time. A total make-over was also done in the department since the reception area becomes wider and the old vinyl flooring has been replaced by granite tiles.

Likewise, Seamen's Hospital Manila acquired its ultrasound equipment for pregnant wives or mothers of union members. The Voluson P8 Extra Vision GE ultrasound possesses 3D multiple displays and an option for real time 4Dimensional view.

The machine is capable of system overview applications for studies such as in obstetrics, gynecology, abdominal, small parts, vascular, pediatrics, cardiology, urology, and musko-skeletal.

Furthermore, three new Doppler ma-

chines were purchased in the department to better aid obstetrician in monitoring the fetal heart rate during pre-natal care and spot delivery. In the Cardiovascular Department of Surgery, the hospital now offers carotid carotid duplex scan and peripheral arterial and venous duplex studies. Patients need not go to outside facilities for these procedures and pay from their own pocket. It is now being offered in Seamen's Hospital Manila.

On the other hand, the Urology Section will soon have its brand new Sonolith I-move ESWL machine, which is used in pulverizing kidney stones so that these will be excreted from the system thru urination. This is also one of the most utilised services in the hospital as many of the patients, especially for seafarers undergoing pre-employment medical examination requiring removal of kidney stones. Mariners prefer this procedure because they can go home right after the procedure and the recuperation period is shorter compared with an open surgery.

## ...appoints medical director



Dr. George C. Pile, a long-time specialist physician at the AMOSUP Seamen's Hospital, has been appointed as its new medical director. AMOSUP president Dr. Conrado F. Oca made the announcement during the commemoration of the Hospital's 27th founding anniversary last 23rd February.

Prior to his appointment, Dr. Pile chaired the ENT Department of

Seamen's Hospital, where he began to treat seafarers and their dependents since February 2001. As an active physician in his field of expertise, he is a current Diplomate of the Philippine Board of Ophthalmology.

Dr. Pile graduated from the University of the East College of Medicine (UERM) in 1991 and took his residency training at St. Lukes Medical on E. Rodriguez Avenue, where he finished training in 1998. Since then Dr. Pile's reputation as a physician grew and now also holds affiliations at Fatima Medical Center, St. Lukes



Harmonic machine

The Hospital's new imaging system (above left) and an extra vision GE ultrasound that possesses 3D multiple displays...



## Hospital Anniversary.

AMOSUP Seamen's Hospital Manila commemorated its 27th founding anniversary last 23 February 2014. A mass was held at the hospital's lobby to commemorate the occasion that was attended by union officers led by President Conrado F. Oca, hospital staff and members' dependents.



## Family med graduates.

Fourteen doctors from the AMOSUP Seamen's Hospital received their certificates after completing their residency training program at its Department of

Family Medicine. AMOSUP's family medical and dental program, which it implements through its hospitals in the country, is the union's centerpiece program in maintaining healthcare of its seafaring members and their

families. The program is of vital importance to the union hospital in keeping seafarers and their families healthy, which can be achieved through proper healthcare, with focus on illness prevention.



## **Added welfare, benefits to members**

# **Union embarks on strengthening family ties, financial wellness**

Due to the nature of their jobs, seafarers have long been embattled by responsible parenting concern and compounding issues of loneliness, financial wellbeing and relationship problems whilst away from their loved ones.

So as part of its mandate and aim to provide family-centred welfare and benefit programmes to members, AMOSUP has embarked on a new project that would strengthen relationships between seafarers and their family members.

The project Alagang AMOSUP, Pang-Familyang Marino also intends to provide information, skills and training on financial wellness and household income management. Through a series of lectures and seminar-workshops covering the above goals the union has contracted a team of experts on such subjects who will provide the learning sessions for union members.

### **Covered topics**

The project's programme, which started this April until October this year, covers four modules that include the topics of responsible parenting, coping with loneliness, financial wellness and strengthening relationships with partners across distance.

Responsible parenting module is for parents and extended family members, which include grandparents, uncles or aunts, who are left with the responsibility to take care of the seafarers' young children and adolescents. Its topics include basic com



*Lead consultant Dr. Ronaldo Montilla clinches an agreement with AMOSUP President Dr. Conrad Oca for a number of seminar-workshops focused on family-centred welfare programmes for union members.*

munication, training and disciplining-children, including the challenges that parents face because of the electronic age.

In coping with loneliness, the session aims to provide skills on how to deal with the daily struggles of being away from a loved one, since partners who are left behind may feel a sense of emptiness and loneliness.

Matters of financial wellness also need appropriate knowledge, skills and attitudes on how to handle its main source: remittances. Remittances are the means to preserve the family's income and ensure a comfortable lifestyle for the future. And to sustain such goal participants on the topic are also taught on how to manage their funds, save and invest.

Likewise, maintaining meaningful relationships with partners across dis

tance is a challenge nowadays. This module also provides knowledge, attitudes and skills on how to enrich the communication between partners. Its focus is on how to keep love and passion alive.

A lead consultant Dr. Ronaldo A. Montilla and his team, which AMOSUP contracted for the project, are responsible in module writing, research and evaluation/feedback for each session. A number of learning sessions have been arranged for member participants for a period of six months.

For its part, the union provides for the physical arrangements that include programme venue, which is at AMOSUP Convention Hall, audio visual presentation, snacks for the facilitators and their transport to and from the Seamen's Centre in Manila and back to Miriam College.



## MAAP: Gearing up to next level in marine education excellence

A committee from an accredited body takes their time to assess the academy and finds its operations to be readying for a new status in academic standards

The AMOSUP-run Maritime Academy of Asia and the Pacific (MAAP) is on the way towards achieving its higher stage of excellence in maritime education.

A committee from the Philippine Association of Colleges and Universities Commission on Accreditation (PACUCOA) stayed and surveyed MAAP for four days last February to determine that the institution is maintaining its academic programmes to its "excellent standards."

The PACUCOA accreditation committee consisted of five persons – all have doctorates (PhD) in their respective fields – who evaluated the academy's educational operations. PACUCOA assesses schools by competence and performance in its specific fields that warrant public and professional recognition.

The Commission on Higher Education (CHED), which implements rules in identifying centres of excellence and centres of development, also provides a "rigid set of criteria, policy and guidelines for each discipline or area of study that had been developed by its technical panels."

At the closing meeting with the accreditation committee in Kamaya Point, Mariveles campus last 27 February, the PACUCOA team intimated that "MAAP would be recommend

ed" for its initial status in achieving excellent standards.

The committee gave suggestions as well as opportunities for further improvement in order to prepare the academy for "level 2" status, which could apparently lead to the grant of autonomy from CHED in educational operations.

Benefits that are given to institutions having autonomous status include priority in grant of subsidies and other financial incentives from CHED; privilege to prescribe their curricular programs; privilege to offer new courses/programs without seeking permit/authority from CHED; privilege to establish branches or satellite campuses without seeking government authority from CHED; authority to grant Honoris Causa to deserving individuals, among others.

MAAP president VAdm Eduardo Ma. R. Santos said the committee was "impressed with our facilities and our systems and thanked us for our openness and hospitality. And this development is part of our effort to be an accredited centre of excellence by CHED not only in word," he stressed.

Likewise, the education and training committee of IMMAJ (International Mariners Management Association of Japan), whose members train and

employ MAAP cadets and graduates on board their ships, carried out inspections of the academy's facilities last February. A four-member Japanese team consisted of three ship captains and a chief engineer from IMMAJ, who stayed for three days and two nights at MAAP, also observed classroom procedures and dialogue with faculty, staff and students.

During the survey's closing ceremonies, the committee expressed appreciation and thanked the academy for the reception. The committee said that the campus was "in good condition, good classroom procedure, including the dormitory and mess halls as well."

The Japanese also noted that the "faculty was well motivated and cadets were eager to learn." Some detailed recommendations at its training facility included a requirement in the availability of "special welding masks" to replace the usual cloth masks currently in use since the latter does not filter out fumes.

They also advised to have dividers fitted in the shower area to allow some privacy and washing machines that could be used by the cadets. VAdm Santos explained that the academy bought washers and dryers in the past but the machines got easily destroyed due to improper use that also caused water wastage.

The seminar attracts a large number of attendees from chief executives and representatives of various universities across the country.



# Spearheading the use of renewable energy

The Maritime Academy of Asia and the Pacific is spearheading the use of renewable energy in universities and local government offices by hosting a seminar on the subject.

Renewable energy generally comes from resources that are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves and geothermal heat. It replaces conventional fuels in four distinct areas: electricity generation, hot water/space heating, motor fuels and rural energy services.

Being host of the 27 February seminar put the forum of high significance to the academy as the seminar attracts a large number of attendees from chief executives and representatives of various universities across the country. Authorities from the Department of Energy (DOE), Department of Science and Technology (DOST), and Governor Albert Garcia of Bataan (the host province of MAAP campus) and three provincial board members attended the semi-



VAdm Santos: Solar energy for the academy

The Tennessee Renewable Energy and Economic Council led by Mayor James Talley of Ducktown, Tennessee, USA also graced the seminar with his presence. The Tennessee and DOE are inclined to arrange grants for researches for the use of solar, wind and wave energy.

On the part of MAAP, the academy plans to start the use of solar energy

for all its external lights and will study wind turbines for the school's other requirements.

"If the outcomes are good, we can replicate this in AMOSUP buildings in Manila, the Seamen's Village in Dasmariñas, Cavite and even offer the technology to our (union) members," said MAAP president VAdm Eduardo Ma. R. Santos. The academy plans to invest for its own solar energy that will be useful for the next 25 years.

Corporate and government facilities with campuses composed of many buildings are said to be the next trends for insight power. And analysts said new technologies in renewable energy are just starting to be integrated in standardised systems with standardised financing and maintenance formats.



# The myth of West Africa's piracy problem

BY JESSICA KNIGHT

Nigeria and its coastal neighbours face a grave security problem in the form of rising maritime crime and militancy in the Gulf of Guinea – but there is no piracy in West Africa.

The word piracy has re-entered the common vernacular as vivid and convenient shorthand for anything violent, criminal, or otherwise illicit that happens at sea. But piracy is not, in fact, a catchall term for maritime crime. It has a technical definition, outlined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

Piracy consists of any of the following acts:

(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

1. on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
2. against a ship, aircraft, persons or property in a place outside the jurisdiction of any State.<sup>1</sup>

The high seas here refers to international waters, which usually begin 12 nautical miles off the coast. But most of the maritime crime in the Gulf of Guinea today occurs much closer to shore. Every incident reported by the International Maritime Bureau (IMB) in the Gulf of Guinea since 2003 occurred well within the territorial waters or exclusive economic zone of Nigeria or its neighbours. As such, many of these incidents cannot be considered piracy under UNCLOS, our primary international convention on maritime rights and responsibilities.

But who cares about terminology? This is all semantics, right? Wrong. In the Nigerian case, here are three reasons why our words really do matter.

1. **“Nigerian piracy” suggests false links with piracy in other locations, namely Somalia.**

The resurgence of modern piracy in the last decade has centered on Somalia and the Gulf of Aden. From 2005-2010, Somalia alone witnessed

669 reported piracy attacks, with over 3200 taken hostage and nearly 50 casualties. This surge in the number and frequency of attacks included several high-profile incidents, such as the 2009 hijacking of the US-flagged MV Maersk Alabama. As a result, the piracy problem in Somalia captured significant public attention in international business, media, government – and even Hollywood.

Enter Nigeria. Attacks on vessels off the Nigerian coast increased 250% between 2006-2007 and continued to destabilize the region in the years that followed.<sup>2</sup> Many observers viewed this rise of maritime crime in the Gulf of Guinea through the lens of recent experience in the Gulf of Aden. This heuristic proved more misleading than useful, and people failed to distinguish the two profoundly different phenomena. Piracy in the public lexicon became almost synonymous with Somali piracy – so much so that, on a few egregious occasions, the press reported activities of “Somali pirates in Nigeria,” seem-

ingly unaware that the two countries lie on opposite coasts of a massive continent.

Analysts usually fall into subtler errors. The news is full of reports on the “shift” in piracy from East to West Africa, even from reputable outlets such as TIME and Foreign Policy. But the tempting language of trends, spreads, and shifts betrays a false assumption that pirate-like activities in East and West Africa are connected. True, piracy off the Somali coast declined sharply around the same time that certain types of maritime crime in the Gulf of Guinea began to rise – but nothing shifted from east to west. Piracy did not spread. Those developments have nothing in common, except both are happening in Africa and pertain to crime at sea.

Some great analysis has been done on this issue recently. Even so, the overwhelming tendency is still to speak as though Somalia and Nigeria are fighting a big pan-African piracy crisis, which simply does not exist.

## 2. “Nigerian piracy” confuses our thinking about possible responses.

The IMB just released statistics on Somali piracy in 2013, and they reveal a startling drop in activity: only 15 reported incidents last year, compared to 75 in 2012, and 237 in 2011. We can attribute this to a combination of increased shipboard countermeasures, to include wide-scale implementation of armed private security teams onboard vessels; a heavy international military response, including three multinational task forces policing the Gulf of Aden; and multiple UN Security Council Resolutions.

Such concerted international effort is not possible in Nigeria. All countries share responsibility for fighting piracy on the high seas, according to UNCLOS Article 100. But because most of the Nigerian attacks do not fit the UNCLOS definition of piracy, international law does not apply. The UN has no jurisdiction to send in a task force. Combatting violence in the Gulf of Guinea remains the legal responsibility of the coastal states, which have yet to demonstrate the capacity for effective response.

Even tactical counter-piracy measures largely depend on jurisdiction. In addition to hardening targets (e.g. using barbed wire on board ships), many shipping companies have begun to employ armed private security teams on vessels transiting high-risk waters. This has proven highly successful in the Gulf of Aden. However, Nigerian law forbids foreign armed security within its territory. Companies that wish to use armed security teams that have been vetted with international work histories must remain outside Nigerian waters. The alternative is to trust local navies and coast guards to provide protection, or to employ local Nigerian security teams with perhaps unknown work history, training, and standards.

There is no one-size-fits-all solution to the problem of piracy and maritime crime. We must recognize this in order to focus productively on addressing the dangers in the Gulf of Guinea.

## 3. “Nigerian piracy” obscures the real links between illicit activity on- and offshore.

Talking about Nigerian piracy not only builds false links to piracy elsewhere, but it also obscures the very real links to what happens onshore. Nigerian piracy does not occur in isolation. It is part of a system of illicit activity that spans the entire Niger Delta region and the Gulf of Guinea.

You see the same mix of actors on and offshore: impoverished youth with no legal employment opportunities, local criminal networks for bunkering and refining, organized militant groups with grievances against the government and international oil companies, corrupt officials stealing oil on an industrial scale. They engage in the same types of actions, with tactical adjustments for the maritime environment: violent attacks, infrastructure sabotage, kidnap and ransom, theft, bunkering. These dynamics do not change whether you look on land or at sea. The only meaningful difference between “Nigerian piracy” and “crime and militancy in the Niger Delta” is that one happens on the water.

Context is everything, especially

when looking at complex problems. When we talk about piracy as though it is fundamentally different than illicit activity on land, we rip it out of context. We draw a great seam in our analysis right down the coastline, which leads to misinterpretation, information gaps, and flawed conclusions.

However, when one identifies piracy as part of a broader, systemic problem, new avenues for insight emerge. Suddenly, instead of an inexplicable rash of hijackings and kidnappings in the Gulf of Guinea, we see the extension of a deeply rooted, complex and ongoing conflict. The roots of the conflict are onshore. The effects are spilling over into the Gulf. When we situate piracy within this context, new trends and patterns appear, and the big picture becomes a little clearer.

What does this mean?

Despite these real concerns, the phrase Nigerian piracy is unlikely to vanish from public use. Nor should it! Maritime crime and militancy in the Gulf of Guinea may be more accurate, but it is certainly not more practical.

While we do not need to obsess over terminology, we need to remember that the words we use to discuss something can unconsciously shape our thinking about it – and not always for the better. Nigerian piracy is useful shorthand, but only if we all know what we’re really talking about.

### About the Author

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1 UNCLOS elaborates on this definition in Articles 100, 102-107.

2 The 250% figure is according to self-reported IMB data, which must be taken as a conservative estimate. The actual rate of piracy is likely much higher.



# Museo shows more maritime attractions

Exhibits that tackle the history of seafaring profession in the Philippines have been refurbished, resulting in more attractive silhouettes of ships and figures

Museo Marino, the AMOSUP and the All Japan Seamen's Union jointly-run museum, is turning two years old this April. To date it has received close to 5,000 visitors, majority of them seamen and their families.

Since its inauguration in April 2012, many new exhibits and activities have been developed that resulted in a more interesting and enjoyable visit for the seafarer, his family and also for the students who come and visit the museum.

One of these new exhibits is the International Flag of Communications Exhibit. The flags hanging from the ceiling of the museum have been mistaken by many visitors as flags of different countries, when they are actually flags used for communications in the maritime industry. The museum has devoted a whole section on this topic and here one can even spell their names using the different flags. For the students, learning about these flags has become interesting and fun because they can use the flags as signals and also to spell words.

Another exhibit that has attracted a lot of attention, especially among the younger visitors, is the kids' area or "Gig's Corner" named after the

grandson of AMOSUP founder and former president Capt. Greg Oca. Here one can read books written especially for children of seafarers. There are also game boards and knot boards that children can play with and learn, and how to tie knots at the same time. The children can also put on the Ship's Captain outfit and pose for souvenir photos.

Last 25 January 2014, the museum presented an interactive story telling activity for the children of seafarers and the employees of the Mariner's Home and Annex. Two junior storytellers aged 11 and 12 read and acted out four stories about the marine environment, which the children and their parents enjoyed very much.

Another exhibit "Portholes into Time" have also been refurbished resulting in more attractive silhouettes of ships and figures. This exhibit is all about the history of seafaring in the Philippines.

A regular bi-monthly program "Life Skills Program" has been developed by the museum from which lectures and workshops on different topics are presented by different experts for the seafarers. The topics presented range from investments, franchising,

health care and even art making. A survey done by the museum among the seafarers in the area has shown that lectures such as these are important to them.

Another offering of Museo Marino which is attracting the mariners is the scheduled film showing in the mini-theatre of the Museo. The films shown are action ones that are related to seafaring.

The Museo is also encouraging seafarers to share their stories on the "Stories Wall". One need only to send his/her picture and a short essay about an interesting experience related to seafaring. These are then posted on the exhibit wall for other visitors to read and be inspired and maybe even decide to write their own stories. The sharing of stories about their experiences bring a lot of positive feelings especially among families of seafarers.

For those who have not visited Museo Marino, please come and visit soon. Admission is free and museum hours are from 9 am to 5 pm Monday to Saturday. AJSU-AMOSUP Maritime Museum and Sports Complex at 814 Julio Nakpil St. corner Pilar Hidalgo Lim St., Malate, Manila . Tel. no. (02) 353-8180.

# 1<sup>st</sup> Annual Essay Writing Contest

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**THANK YOU...**

For the  
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3rd Engineer  
Auxilla, Inc.

**2nd Prize The Life of the Sailor's Son - 82 (PHP15,000.00)**

France Jan Rafael S. Bartolome  
Age: 12 years old  
Mailing Address: Blk. 4 Lt. 5 Ph. 3 Camella  
Homes Brgy.  
Cell phone Number: 0921-416-1186  
Name of the Parent: Felix M. Bartolome, Jr.  
Designation and Company Name: Stateroom  
Steward/NCL Shipping Lines  
Matungao, Bulacan, Bulacan

### HIGH SCHOOL LEVEL

**From Daddy Doods with Love - 87 (PHP20,000.00)**

Bennah Jazelmin C. Bazar  
Age: 16 yrs old  
School: Looc National High School  
Mailing Address: Panalsalan, Plaridel, Misamis Occidental 7209  
Cellphone Number: 09061006694  
Name of the Parent: Benjamin E. Bazar Jr.  
Designation: 3rd Engineer  
Company Name: Marimar Shipping Agency  
Makati City, Philippines  
(Benelox Company)

**Two Letter Word - 85 (PHP15,000.00)**

Hitalia, Estelle  
Age: 15 yrs. old  
School: Ateneo de Davao High School (3rd  
Contact Number:  
Seafarer Parent: Elolito Hitalia  
Designation: 2nd Engr  
Shipping Company: C-man Maritime

**My Ideal Man - 84 (PHP10,000.00)**

Khaessha Jhae P. Arsenal  
Age: 15 years old  
School: Colegio De San Jose (High School)  
Home Address: 32-B Luna Street, La Paz, Iloilo City  
Contact number: 09176241254 / 09275559675  
(033) 329-47-27  
Seafarer Parent: Julius R. Arsenal  
Designation: Oiler  
Shipping Company: Career Philippines Ship-management Inc.

### COLLEGE LEVEL

**The Time I Understood how Rough The Seas are - 87 (PHP20,000)**

Name: Silva, Jaymar C. - Age: 18  
Mailing Address: Purok Dos, Poblacion, Catigbi-an, Bohol  
Contact Number: 09488245826  
School: MAAP  
Seafarer Parent: Silva, Mario J.  
Designation: Third Engineer  
Shipping Company: Seawork Force

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



1987: SEAMEN'S HOSPITAL -  
Manila



1994: SAILOR'S HOME - Manila



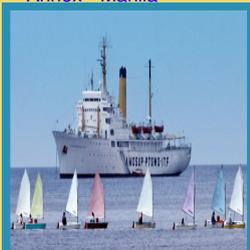
1993: SEAMEN'S VILLAGE -  
Cavite



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