



SAILING FORWARD

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



AMOSUP members bag awards at Crew Connect



MARITIME ACADEMY OF ASIA AND THE PACIFIC

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BSMARE	BACHELOR OF SCIENCE IN MARINE ENGINEERING
BSMEET	BACHELOR OF SCIENCE IN MARINE ENGINEERING AND ELECTRO-TECHNOLOGY

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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 Officer's 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 Mariners Management Association of Japan, the Norwegian Seafarer's Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japan Shipowners' Association.



From the President

It's a milestone for us seeing our cadet from our very own Academy of Asia and the Pacific (MAAP) taking home the 'Cadet of the Year' prize at the Seafarers Awards 2022 in Singapore and the 'Seafarer of the Year' at the Crew Connect Global Awards in Manila. These awards add new feathers to the academy's sails and inspirations for honour and excellence.

A consistent president's lister, we congratulate MAAP's senior cadet Van Alfred Villanueva, also the former editor-in-chief of MAAP's student organ, Kamaya Point, and chancellor of the academy's Class of 2022. He also has made the first place at the Huwarang Mag-aaral ng Gitnang Luzon 2022 (Model Student of Central Luzon) held last October.

In this issue, you'll also find AMOSUP hosting the ITF Asia Pacific Region Conference in Manila. The event served as our mother union's holding venue in discussing the future for the millions of workers in the transport industry and the unions they represent.

You'll get updated on shipping decarbonisation with a panel discussion that identifies pressing challenges and practical solutions to ensure the maritime industry's zero carbon emission goals.

You'll also find measures how government supports in addressing labour and climate issues to the Just Transition framework, along with shipowners who initially ordered for green ships sailing in the future, and how each seafarer is projected to have an impact on greener shipping.

As part of green shipping, we also announce the winning essay piece during our celebration of World Maritime Day, which tackles the components needed in shipping decarbonisation in our 'Contemporary Media Contest'. Likewise, the importance of maritime week in a separate occasion gave us the chance to highlight the required training seafarers need to transition into green shipping.

But do ships really dump oil into the sea, is a question related to this issue too? Though the MARPOL Convention strictly prohibits this illegal practice and those who are caught in violation are severely punished, you'll know why some seafarers still do it. You'll also find the importance of basic life support (BLS) training at sea and ashore as we resume this training - free of charge - to members.

And when it comes to hazard on board, care to take a look on a tanker owner's scheme in regards to the

usefulness of its cloud-based digital hazard reporting platform for their safety and vetting process. You'll note it has even gamified this reporting process by putting ships into teams competing to report the most hazards for each quarter.

We're also providing you some update on the ongoing construction of our upcoming Sailor's Home project. Take a look at the structural works - from the ground to the highest floor - that have been done and are now almost 70% completed as of third quarter of 2022.

Finally, you'll see how unions get caught in sticky situation to support public demand over issues on China loan funded infrastructures. The ITF Belt and Road Initiative (BRI) Summit, which we co-hosted in Manila in October, also fixes unions into asserting public concerns in countries with huge Chinese investment loans over those BRI funded projects.



Keep on Sailing Forward!

Dr Conrado F Oca



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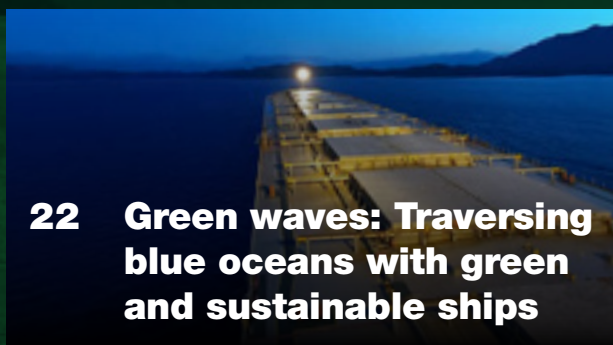
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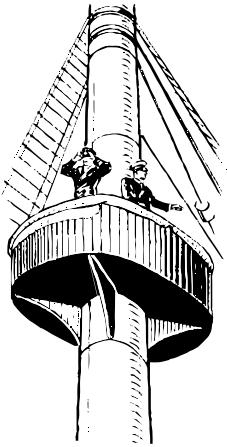
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MAAP senior student Van Alfred Villanueva receives the 'Best Cadet Award' at the Seafarers Awards in Singapore held in Hotel Regent.



Finding the best picture at sea

The head of ITF Seafarers' Trust, Katie Higginbottom, said creating the shortlist of 30 for the judges was a real challenge. "Every time we dive into the archive, we find new favourites."

Photography competitions thrive in the seafaring segment of the maritime industry.

That hobbyists and professionals alike have put their photography stakes in those recent competitions may be an understatement. In the smartphone era, seafarers at sea who can capture those precious moments have been participating en masse judging from the hundreds of entries the contest organisers used to receive.

The twin occasions of the 'Day of the Seafarer' and the 'World Maritime Day' the industry celebrated in June and September respectively, have captured the momentous staging of the snapshot competitions.

Highs and Lows of Everything

The ITF, for instance, received hundreds of incredible entries from transport workers across the globe – showing the highs and lows and almost everything in between.

The ITF said its first ever photography competition "challenged transport workers with capturing the reality of the integral role they play in making our world function."

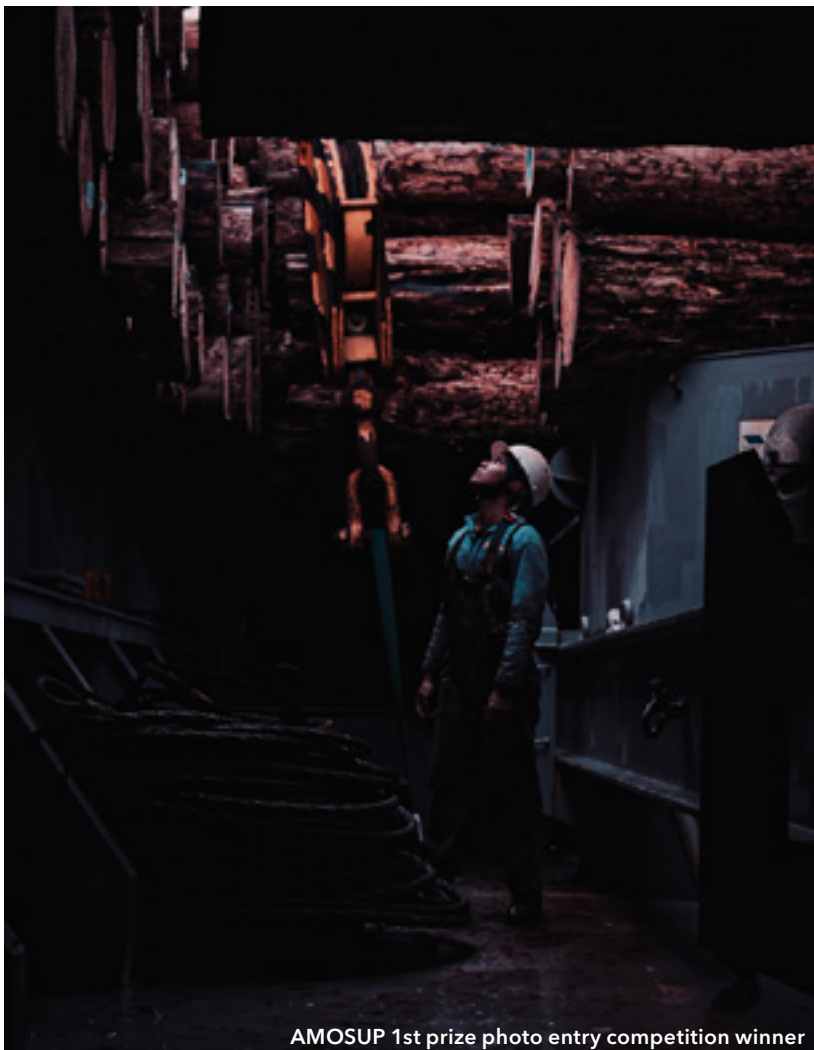
The Seafarers' Trust (ITFST) of the ITF also announced their winners from the latest Life at Sea 2022 photography competition. It's the latest in the ITFST project to "capture the experiences of seafarers today and highlight their vital, often unnoticed, role in the global economy."

Not to be outdone, AMOSUP followed suit staging its own image capturing battle from the members through its Contemporary Media Contest, which apart from photography, the union staged infographic poster making for maritime students and vlogging, and feature and essay writings for seafarers.

Of course, ship and crew managers would not be left behind in staging the contest. Thome Group, Marlow Navigation and Döhle Seafront Crewing are some of the companies that have included photo competition for their seafarers, not only during those industry-wide occasions but also making the contest a part of their usual corporate endeavours as well.

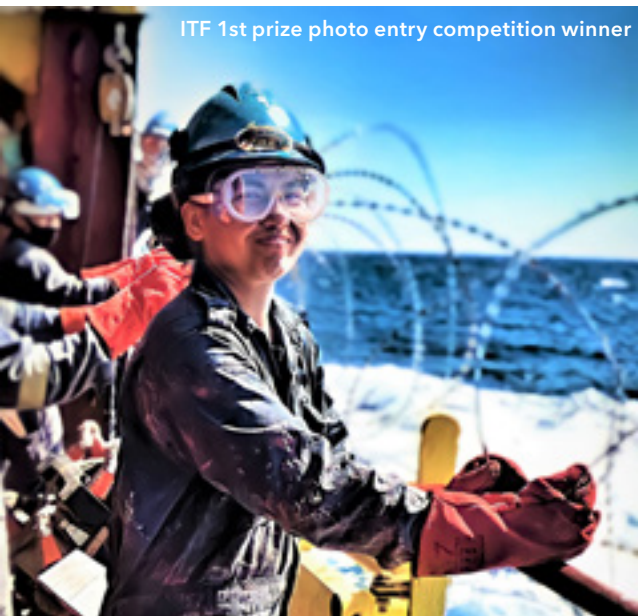
However, ITFST says its photography project, which began in 2020 at the height of the Covid-19 pandemic, now boasts a collection of some 5,000 digital images showing seafarers proudly at work on deck, in the engine room and galley; up ropes, wielding hoses and paint brushes, having solitary moments missing family and enjoying the camaraderie on board.

Last August, ITFST had the pleasure of presenting the shortlisted photos to the International Congress of Maritime Museums



AMOSUP 1st prize photo entry competition winner

ITF 1st prize photo entry competition winner



at their 50th anniversary congress in Halifax, Canada. The intention is to create collections and resources for museums around the world and share the perspective of contemporary seafarers with the general public, it said.

Striking Image

This year, the first prize of £1,000 goes to San Ko Oo for his photo 'Home Sick' (pictured). The Trust said: "The judges were moved by this striking image of a young seafarer looking at his mobile phone, missing home. The combination of tough tattoos and vulnerability reflect the ambiguity of seafaring – on the one hand a hard, macho profession and on the other hand an environment that can be very lonely and isolated."

Rose George, the author of the acclaimed book 'Ninety Percent of Everything: Inside Shipping, the Invisible Industry That Puts Clothes on Your Back, Gas in Your Car, And Food on Your Plate', was one of this year's judges.

ITFST described how George was "enthralled by the quality and variety of images submitted by seafarers for this year's competition: covering happiness, loneliness, the hard graft of the job, the wildness of the ocean and the elements, they were a truly mesmerising picture of life spent working at sea, out of sight of much of the world that depends on these men and women."

A Total Contrast

The second prize, which is a total contrast, was awarded to Harold Papa Melendez for

his photo 'Cheerful Buddies', which is an image of infectious laughter and sheer joy.

Labelled 'Being at port', Melendez states in the caption: It is the busiest time for a seafarer. Aside from keeping watch, there is the supply of provision, stores, bunkering, inspections and no shore leave. But whatever the circumstances are, nothing can dampen the mood of a jolly person'.

The third prize was awarded to Sudhir Shukla for his evocative image 'The Moon' depicting a seafarer on deck at night drinking in the moonlit sky with the thought 'No matter where you are in the world, the moon is never bigger than your thumb.' The judges, especially those with seagoing experience, related to the elemental nature of the photograph and the sense of being alone on the wide ocean with dramatic clouds and moon above.

In addition, judges recognised three further photographs as highly commended. Christine Melliza's 'This Girl is On Fire', Aldrin Manuel Ulep's 'A Gaze Beyond Horizon', and Buen Ray Ortega's 'Scrub, Scrub, Scrub!'.

"I'm hugely impressed by the quality of the submissions this year – they just get better and better" said Katie Higginbottom, head of ITF Seafarers' Trust. "Creating the shortlist of thirty for the judges was a real challenge. Every time we dive into the archive, we find new favourites. We are really looking forward to developing new exhibitions and innovative ways to highlight the creativity of seafarers and share their experiences." **SF**



ITF Seafarers' Trust first prize winner

ITF hosts Aspac regional conference in Manila

Cohost AMOSUP, the region's largest maritime union, emphasised the proud tradition and commitment of Filipino workers in various segments of the transport industry



The International Transport Workers' Federation (ITF) hosted its Asia Pacific Region Conference (APRC) in Manila discussing the future for the millions of workers in the transport industry and the unions they represent last 16-20 October 2022.

Asia Pacific has the largest transport union membership outside of Europe with 1.1 million workers, 30 million affiliates and 24 countries.

"Whatever our challenges, it goes without saying that we will fight to defend and enhance workers' rights and civil liberties irrespective of what's in front of us," said Toshihiko Sumino, the ITF vice president, representing Asia Pacific.

"The ITF will always stand by our brothers and sisters fighting to make the world for a better place, Sumino stressed.

As in other regions of the world, the global unions federation also

cited that very few women work in the transport sector in Asia Pacific, noting "one in six transport workers are women, with only one in 13 represented by a union."

Host union AMOSUP, the largest maritime organisation in the region, emphasised the proud tradition and commitment of Filipino transport workers in various segments of the transport industry.

"Here in the Philippines, transport is a huge part of our cultural heritage," declared AMOSUP President Dr Conrado Oca.

Dr Oca said: "Whether moving global trade as the largest group of seafarers in the world or moving people around in some of the busiest places in the world. We are proud to be transport workers."

However, the pandemic decimated millions of jobs. The ITF said 130 million full-time jobs were lost and two million workers were pushed

into extreme poverty, leaving informal workers and migrant workers as the worst affected.

In seaborne transport, hundreds-of-thousands seafarers got stuck in ports and ships in various parts of the globe.

Dr Oca recalled the crisis the seafarers suffered during the pandemic, stating that the ITF had "stood by and joined us in calling on the authorities to put an end to the plights of 400,000 seafarers stuck at sea."

"Indeed, it was an unprecedented humanitarian crisis and ITF never left our side and helped us address the crew change crisis," the AMOSUP president noted. But with or without pandemic - crisis or not - the global unions federation vowed to deliver the affiliates' needs in accordance with their programme of actions. The ITF Aspac secretariat is headquartered in Singapore.



Executive Board meets in Manila

For the first time, the ITF Executive Board also held its meeting in Manila following the conclusion of the Asia Pacific regional conference on 15th October 2022.

The ITF Executive Board, whose members are from around the world, is comprised of members elected by the Congress, the General Secretary, the chairs of the industrial sections and the chairs of the women's transport workers' committee and the young transport workers' committee.

The Executive Board is the highest policy making body of the ITF after Congress. The members from affiliated unions are elected to the Executive Board directly from the regions.

Six seats are reserved for women on the Executive Board. It usually meets twice a year together with the Management Committee, which has special responsibilities for administrative matters. **SF**

ITF General Secretary Stephen Cotton conceded that "the reality is when we left Singapore, we set ourselves an incredibly ambitious programme and we put Asia Pacific and your members' needs at the very heart of what we wanted to do."

But Cotton admitted that everything could not be perfectly achieved. "And as we saw, the best laid plans can't always be delivered," he told union delegates.

He cited the women's segment as an example. "The reality was the world was hit by a pandemic. And this conference actually comes at a very critical time for global women's" working situations.

Mary Liew, the ITF Women's vice president said: "Women's transport workers still move towards leaving and recovering from the devastating impact of covid, noting "women were being hit the hardest because of structural inequalities." There's no denying, she insisted,





that such disparities women experienced had been in existence even before the worldwide public health crisis.

"We all know that it already existed long before the pandemic. The existing priorities of the ITF Women's transport workers committee are not only still relevant but even amplified by this pandemic and are now more important than ever," Liew explained.

She said, the ITF has "shown commitment to leading us all the way in securing the rights and the future of women's transport workers."

When government failed to recognise the seafarers as key workers, Liew pointed out, the "ITF have stood by us and joined us in calling on the authorities."

Paddy Crumlin, the ITF president, echoed the call of its Women's

Committee chair in giving the opposite sex the same chances at work as with men.

"You can't have a democratic and powerful worldwide movement unless you reflect the demographics of human beings: 50% are women and they deserve the same opportunities as every man," insisted Crumlin.

He said, "if we empower those working men and women that rely



so heavily on your leadership and our leadership [we're bound] to build a better world."

Crumlin shared that "each of us assumes responsibility and our collective responsibility for each other." That is a pledge for each other to build "a better workplace, a better country, and a better world."

The ITF has also noted the systematic violations of workers' rights that are still widespread

based on a study of ITUC (International Transport Union Confederation). And it's a fact that "governments and companies engage in serious efforts to crush the collective voice of workers," it said.

Working men and women need their unions to help them protect their rights.

"So, it falls on us as the democratic voice of workers to build the power

to deliver the momentum, to deliver the food and the goods that kept our societies going," Cotton, the ITF general secretary, said.

The week-long regional conference in Conrad Hotel at the Mall of Asia, according to AMOSUP's Dr Oca, has "reawakened the unions collective power and reformed our global connections to deliver for transport workers across Asia Pacific." ^{SF}

AMOSUP opens new service facility in Bacolod City



AMOSUP has opened its new medical facility to union members and their dependents in Bacolod City, with members of the ITF Executive Board leading the inauguration ceremonies of the Bacolod Extension Facility in October.

With its primary care level, the facility can render a number of basic out-patient services in ENT, ophthalmology, pathology, radiology, and dental medicine.

According to AMOSUP president Dr Conrado Oca, "The five-storey extension facility is constructed to provide union members and their dependents greater access to timely quality healthcare services in the province of Negros Occidental."

This endeavour is part of the continuing legacy left by Captain Gregorio Oca, the AMOSUP founder and former president, said Dr Oca, stressing that it's also a "recognition of the efforts and sacrifices of Filipino seafarers who are key workers providing an essential service to world trade and the global economy."

The launching of the new facility in Bacolod City last 19th October provided a brief opportunity for some ITF Executive Board (EB) members for a quick visit to the province which is home to about 26 percent of the AMOSUP general membership in Region VI.

EB members who attended and joined in the ceremonial ribbon

cutting were led by ITF President Paddy Crumlin and General Secretary Stephen Cotton. Ver.di Chairperson Christine Behle and JSU President Mitsuharu Matsuura also flew to Bacolod for the inauguration ceremonies right after the ITF Aspac regional conference.

Around 250 AMOSUP members and their dependents in Bacolod also came along for the occasion.

Apart from Bacolod Service Facility, AMOSUP currently maintains and operates a chain of hospitals and medical services and facilities for its members nationwide that include Seamen's Hospital Manila, Seamen's Hospital Cebu, Seamen's Hospital Iloilo, Davao, and Dagupan. **SF**



Ribbon Cutting Rites in Bacolod. AMOSUP inaugurates its Bacolod Extension Facility. From left: Stephen Cotton, Dr Conrad Oca, Christine Behle, Paddy Crumlin and Mitsuharu Matsuura perform the ribbon cutting ceremonies. [SF](#)



AMOSUP lauds gov't support in fight against ambulance chasing

PH leading maritime union praises DMW Sec Ople, CJ Gesmundo for supporting the campaign against the crewing scourge

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) applauded Department of Migrant Workers (DMW) Secretary Maria Susan "Toots" V. Ople for her commitment to intensify the campaign against ambulance chasing lawyers targeting seafarers.

In a correspondence to DMW, AMOSUP President Dr Conrado F Oca expressed his profound gratitude to Secretary Ople for her "swift action to shed light on pressing issues affecting seafarers... and efforts to amplify the industry's call to stop the predatory and unethical practices of ambulance chasers who capitalize on the hardships and even the demise of seafarers."

"We highly appreciate your dedication to moving the conversation forward by putting a spotlight on this problem during your meeting with Supreme Court Chief Justice Alexander G

Gesmundo last 7 November 2022," Dr Oca said.

Ambulance chasing was one of the seafaring issues discussed during Dr. Oca's courtesy call on Secretary Ople and other DMW officials last 17 October 2022, together with AMOSUP's longtime global ally, the International Transport Workers' Federation (ITF) led by its General Secretary, Mr Stephen Cotton.

The Philippines' largest seafarers' union also recognized Supreme Court Chief Justice Alexander G. Gesmundo, "for issuing a stern warning against lawyers who exploit overseas Filipino workers." In a letter, Dr. Oca thanked CJ Gesmundo "for encouraging the OFW victims to file a complaint with the Court or with the Integrated Bar of the Philippines (IBP) to hold ambulance chasers accountable."

"Your powerful voice as the country's Chief Magistrate certainly

empowered us to work even harder to advance our efforts in putting a stop to this indignity in our industry," he added.

According to Dr. Oca, ambulance chasing has been hounding the Philippine maritime industry for years now, and is affecting the image and reputation of Filipino seafarers in the international shipping industry.

Last February, AMOSUP launched the campaign, "Karapatan: Sama Samang Ingatan!" together with the International Seafarers Welfare and Assistance Network (ISWAN), National Maritime Polytechnic (NMP), Maritime Industry Authority (MARINA), Philippine Overseas Employment Administration (POEA), Overseas Workers Welfare Administration (OWWA), National Conciliation and Mediation Board (NCMB), and National Labor Relations Commission (NLRC), to establish a strong collective stand against ambulance chasing. The DMW also accepted the invitation to be part of the campaign.

Through a Memorandum of Understanding, the convenors vowed to collaborate on educating seafarers about their contractual rights, legal avenues, and processes involved in claiming their benefits through the appropriate agencies and authorities. Activities have already begun since the MoU was signed, such as the webinar series and symposium in cooperation with ISWAN and NMP, respectively. The convenors are set to roll out the "Karapatan: Sama Samang Ingatan!" Info Caravan next year.

"We commit to pushing this initiative further as we strive to keep our leadership and reputation as shipping companies' top choice for competent and world-class seafarers," Dr Oca concluded. **SF**



Meet With Migrant Workers Secretary. Department of Migrant Workers Secretary Susan Ople meets AMOSUP and ITF officers on the issue of ambulance chasing in the crewing sector. The meeting follows a warning from the Supreme Court Chief Justice against erring members of the Bar summoning them with "verified complaints and that they have no place in the justice system for taking advantage of OFWs" such as the seafarers. In photo from left are: ITF Maritime Operations Head John Canias, AMOSUP President Conrado Oca, Secretary Ople, ITF General Secretary Stephen Cotton, and ITF Inspectorate Coordinator Steve Trowsdale. **SF**

Seafarers guide to getting help

Filipino seafarers' first point of contact should be his union – if he is an AMOSUP/APSU member. If not a member, contact information about the International Transport Workers' Federation and other international maritime organisations extending assistance to seafarers needing help.

Seafarers can also contact the Philippine government agencies, of the Philippine government maritime agency. Make sure to have the relevant information ready:

I. About you:

Name

Nationality

Contain details (mobile number and/or email address)

II. About the ship

Name

Flag and IMO number

Current location

Number of crew and nationality

III. About the problem

Describe the problem

How long have you been on board?

Are all crew having the same problem?

Contact information:

AMOSUP Legal Department

Email address: legal@amosup.org

AMOSUP website: www.amosup.org

AMOSUP ITF Inspector:

Mr. Arvin Peralta: peralta_arvin@itf.org.uk

Associated Philippine Seafarers Union (APSU) ITF Inspector:

Atty. Joselito Pedaria – jpedaria@gmail.com

Philippine Government Maritime Offices

Philippine Overseas Employment Administration (POEA)

Hotline: 8-722-11-44/8-722-1155

www.poea.gov.ph

Overseas Workers Welfare Administration (OWWA)

Hotline: 1348

www.owwa.gov.ph

Maritime Industry Authority (MARINA)

www.marina.gov.ph

National Maritime Polytechnic (NMP)

www.nmp.gov.ph

Department of Foreign Affairs (DFA)

Hotline: 8-834-49964000 / 8-834-3000

www.dfa.gov.ph

Department of Foreign Affairs – Office of the Undersecretary for Migrant Workers Affairs (DFA-OUMWA)

Hotline: 8 834-4996

Email: oumwa@dfa.gov.ph / oumwa.database@gmail.com

International Transport Workers' Federation (ITF)

ITF Inspectors Worldwide

Contact No. +44(0) 20 7403 2733

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Mental Health Hotline
(02) 8241-9465 or (02) 8241-9463**

AMOSUP
PTGWO-ITF

Shaping shipping's future

The ICS and ASA held a follow-on to the June decarbonisation summit with a panel discussion addressing pressing challenges and identifying practical solutions to ensure zero-carbon emission goals are achieved for the industry. Andy Dalisay sits before the virtual panel and listens to proposed solutions

Investment in green technology and marine fuel, collaboration and knowledge-sharing, and the need to look beyond the industry for opportunities dominated the issues over the recent panel discussion that intends to shape the future of shipping through decarbonisation.

"To achieve net zero by 2050, the necessary policies and associated investments must be made between now and 2030," declares Yuichi Sonoda, the secretary general of the Asian Shipowners Association (ASA) in his opening remarks, saying "innovation is critical to success over global energy transition."

Sonoda says many of these recent technologies will require further investment to improve their viability and bring them to market. It's a "very exerting space - there will be a lot of innovation, research, design and development in this space of innovation."

However, as the growing number of countries and companies have set net zero targets, Sonoda deplores, "very few have credible plans to

meet [them]. The problem is that stakeholders are preaching to hit targets in almost three decades time-frame without committing to action for which they can be held accountable in the short term."

'Shaping the Future of Shipping' dialogue last 29th September served as a follow-on to the Summit the International Chamber of Shipping (ICS) hosted in London last June that brought 200 senior leaders from across the entire shipping value chain.

ICS Secretary General Guy Platten says the summit addressed pressing decarbonisation challenges and identified practical solutions to ensure zero-carbon emission goals are achieved for shipping. He notes that this closed-door summit boiled down into three main themes: regulatory certainty, risking the multi-fuel future of shipping, and R&D opportunity for green fuel partnerships.

Next Step To Transition

Now in this first discussion since the Summit, ICS and ASA brought

together distinguished panelists from across the Asia-Pacific region discussing the Summit outcomes and the next steps to energy transition for shipping.

The discussion was moderated by Dr Shahrin Osman, the regional head of Maritime Advisory and director in the Asia-Pacific at the Singapore-based Maritime Decarbonisation and Autonomy.

Finding solutions to decarbonisation is not easy at all, argues Kanghyun Song, senior vice president at Korean Register of Shipping. He says the first problem shipowners face is that they are being fed with "too much information" from both public and private entities. They are the IMO, European Union, charterers, cargo handlers, crew providers, financiers and fuel suppliers.

For instance, he says maritime regulations account for a whopping 880 items, apart from their corresponding number of annexes. Firstly, "it's very difficult to handle all the information by a single company. Another problem is that too many options are given to you... This makes very difficult to make the right decision."

Secondly, Song suggests that the industry "should consider all possible solutions in the use of global energy like LNG, ammonia and other biofuels" using comparative study to find out cost effective solution to decarbonisation.

KR studies support ammonia as a "good" alternative, points out Song, saying: "technology-wise ammonia engine can be successfully developed as it's timely." But he insists, "it cannot be done by a single company and the cooperation of stakeholders is essential. It's not easy to



ASA's Yuichi Sonoda



ICS's Guy Platten

move forward because of these uncertainties."

Articulating The Solutions

Dr Sunjay Kuttan, chief technology officer at the Singapore-based Global Centre for Maritime Decarbonisation (GCMD), explains the need to identify the gaps and for R&D effort to articulate these solutions as part of the innovation goals.

"This is how the researchers approach at targeting the issues that need to be solved. It is also evident that every energy technology takes a different pathway versus development

of alternative fuels, operational interventions and even to study different market-based mechanism," Kuttan explains.

GCMD seems to have understood the hurdles or bottlenecks for the adoption of any green solution. Once hurdles are known, Kuttan implores the "need to ideate and curate the right pilots so that these solutions... [bearing] barriers can be lowered so that the adoption can be increased."

He says GCMD are "trying to take out the myth, the gut, and stick to the fact how decision makers put their investment on the right place."

“

This closed-door summit boiled down into three main themes: regulatory certainty, risking the multi-fuel future of shipping, and R&D opportunity for green fuel partnerships

”

Panel on seafarers to transition

The ICS-ASA panelists in the just concluded forum reiterated the need to equip seafarers on their necessary re-skilling for this green transition.

"We need to bring along everyone with us. This means seafarers from developing nations will have access to financial support, access to technology and infrastructure," said Singapore Shipping Association (SSA) president, Caroline Yang.

She reiterated that "we can come together and grow together in the green transition," saying that "smart

shipping is already a reality and is getting smarter." Yang cited herself as an example who had just acquired a vessel, and had to send her crew for the ship's electronics retraining.

She also looks forward to a report of the COP27 to be held in Egypt in November 2022. That report which is in collaboration with the ITF, will find out the skills and number of manpower needed for a just and equitable green transition in maritime. [SF](#)



Caroline Yang, Singapore Shipping Association president



Kanghyun Song, Korean Shipping Register senior vice president



Kenneth Lim of Singapore Maritime and Port Authority



Sunjay Kuttan GCMD chief technology officer

Addressing the challenges provides one of GCMD's goals in signing a memo of understanding with the shipowners. Consequently, the Singapore Shipping Association (SSA), with its huge membership base, claims they can "share a lot of knowledge on decarbonisation."

Caroline Yang, SSA president and ICS vice chair, says their members are now involved with GCMD on the ammonia bunkering research project and bunkering standards. "It's an area many of SSA members are 'deeply involved in' as the group is also putting up a platform for information exchange so that its marine fuel and technical committees can work together with GCMD."

The shipowners also try to come in even if they have PS71 (an initiative like the Smart Port Challenge), Yang claims. They are also creating "an ecosystem where we can cross-sector to collaborate and collaboration is going to be key in coming up solutions that is going to work for everyone."

Tripartite System Approach

Kenneth Lim, the assistant chief executive (Industry and Transformation) at Maritime and Port Authority (MPA), says the port segment needs to do its part towards decarbonisation.

Singapore attracts an annual 140,000 vessels calling its ports along with services as crew changes and bunkering. As one of the world's leading bunkering ports, the Lion City posted 50.1m mt last year. Lim emphasises that the 170 shipping groups based in Singapore provide a huge demand for many of the ships being serviced. So, doing their part seems crucial towards this decarbonisation journey.

He equates the MPA's approach to a tripartite system - government, shipowners and unions. Lim stresses that MPA wanted to send a "strong signal to the industry partners" when it established its Blueprint 2050, which charts its ambitious

and concrete long-term strategies to build a sustainable maritime industry. In consultation with the shipping industry, the Blueprint covers seven areas that include ports and terminals, marine fuels and seafarers.

Lim says MPA has put up \$60m fund through the Singapore Maritime Institute (SMI) along with private entities' kind contributions that established the four "centres of excellence". Together with SSA, he adds that MPA now has completed a global network.

It also reckons the sustainability workshops carried out to raise awareness in the industry. Sustainability workshops also have been done to raise awareness among the industry for better preparations. [SF](#)

Senate registers support for Just Transition framework

The Philippines Senate has signed up its support for the Just Transition framework in addressing labour and climate issues adopted by inter-governmental and international bodies.

Senator Risa Hontiveros, who introduced the Just Transition framework, signed the Senate resolution urging the Climate Change Commission to review and update the public on the National Climate Change Action Plan that will “inform and illumine labour and climate issues especially for those who are most vulnerable to it.” These are the farmers, fisherfolks, women in rural areas, victims of disasters, urban poor, and the youth.

Just Transition, as a framework, is promulgated in addressing intersecting labour and climate issues, among other junctures, should abide by the ILO guidelines on Just Transition (2015) that lays down a number of core guiding principles.

These include: a) strong social consensus on the goal and pathways to sustainability, b) Policies must respect, promote and realise fundamental principles and rights at work, c) Policies and programmes need to take into account the strong gender dimension of many environmental challenges and opportunities.

The ILO guidelines also require coherent policies across the economic, environmental, social, education/training and labour portfolios need to provide an enabling environment for enterprises, workers, investors and consumers.

The resolution says, these coherent policies also need to provide a just transition framework for all to promote the creation of different

jobs...” As there is no one size fits all, it states that policies and programmes need to be designed in line with specific conditions of countries including their state of development, economic sectors and types and sizes of enterprises.

The Just Transition resolution underscores the 75% green-house gas reduction from business-as-usual the country pledged in its first Nationally Determined Contribution (NDCs) of the Paris Agreement of 2015 and the goals and spirit of the Climate Change Act of 2009, which is in consideration of the drastic policy transformations recommended by the IPCC. It recognises the need to promote a government framework on Just Transition to actively facilitate and support the transition of work to be affected by climate policies including, but not limited to, a plan for decarbonisation.

The “framework” requires striving for the “urgent need to a low-carbon and sustainable economy that

maintains an equitable society, as a central principle espoused as well in the ILO Guidelines on Just Transition launched in 2015.”

A report from the UN Intergovernmental Panel on Climate Change in 2021 said the planet will reach the vital threshold of 1.5 degrees Celsius (2.7 degrees Fahrenheit) as early as 2030 if the matter at hand continues to be overlooked.

The resolution also states the Green Jobs Act of 2016 or RA No 10771 has its aims to “promote sustainable growth, create decent jobs and build resilience against climate change through incentives to businesses generating green jobs, with its framework adopted from the ILO Guidelines on Just Transition.”

The Green Jobs Act aims to promote sustainable growth, create decent jobs and build resilience through incentives to businesses generating green jobs.” **SF**



Senator Risa Hontiveros

Each seafarer can have an impact on greener shipping, study says

The trial shows: 'They can play a key role in reaching our global environmental objectives when empowered by the right feedback'

A ship management firm has teamed-up with a clean-tech company studying how individual behavioural change can lead to a reduction in ships' energy demand and carbon emissions.

Bernhard Schulte Shipmanagement (BSM) said its collaboration with Signol, a London-based clean-tech company, was done by combining operational data analysis from selected vessels that are being managed by BSM Deutschland. This involves cutting-edge behavioural science in the form of an app and tailored communications developed by Signol.

During the research project, which ran in the second half of 2021, 60 Masters and Chief Engineers on 28 vessels under full management of BSM were invited to take part in the trial on a voluntary basis. Such voluntary participation, BSM says, "is a consequence of intrinsic motivation, a key element of behaviour change triggered by Signol's solution."

To ensure reliable and authentic test results, according to BSM, seafarers must be assured that they can trust the methodology and that their expertise, autonomy and privacy are respected at all times.

To ensure reliable and authentic test results, according to BSM, seafarers must be assured that they can trust the methodology and that their expertise, autonomy and privacy are respected at all times

During the trial, each participating crew member was assigned an individual target via the Signol app. BSM said these targets were derived from the seafarers' past performances.

"Every week, the seafarers received updates on their personal milestones and achievements via the app and email. Through

a combination of realistic targets and positive feedback, Signol was able to gently nudge Masters and Chief Engineers to implement fuel-saving practices," according to the shipmanager.

BSM disclosed that the trial analysis revealed some promising reductions in bunker fuel consumption on several vessels which will need to be verified by further tests.

However, the trial has already shown that the human side of operational efficiency can be a crucial contributor to reducing greenhouse gas emissions and increasing sustainability: "Seafarers can be nudged and become aware of their individual influence on major challenges. They can play a key role in reaching our global environmental objectives when empowered by the right feedback." **SF**

<https://www.bs-shipmanagement.com/media-centre/bsm-highlights/every-seafarer-can-have-an-impact-on-greener-shipping/>

Zero Emission Transport Alternative. The Norwegian grocery distributor ASKO has named their two electric and autonomous vessels in Horten, Norway. Wilhelmsen Group said vessels will carry trailer cargo across the Oslo fjord and will be managed by its joint venture with KONGSBERG Massterly,

from their Remote Operations Centre in Horten, Norway. The partners in the project claim the fully electric ships will replace 2m km of truck transport, saving 5,000 tonnes of CO2 every year. The vessels are named after Olympic cross-country ski champions Marit Bjørgen and Therese Johaug, who were also there to give their blessings. ASKO is currently transporting their cargo by more than 800 trucks daily. It is said to be investing heavily in new technologies such as electric and hydrogen-powered vehicles. At present, road transport is the single mode of transportation to link their warehouses on the western side of the Oslo fjord with their distribution centre on the eastern side. The new ro-ros will replace the current solution with a zero-emission transport alternative. **SF**



Special Fund for New Fuel Support. French liner CMA CGM has set aside a \$1.5Bn special fund for energies to support industrial production of new fuels, as well as low-emission mobility solutions across the group's business base. It also includes maritime, overland and air freight shipping; port and logistics services; and at its offices. CMA CGM has invested more than most shipping lines in LNG as a transitional fuel. The new fund will aim to drive forward the emergence of industrial-scale production facilities for biofuels, biomethane, e-methane, carbon-free methanol, and other alternative fuels. **SF**



CO2 reduction fund, reward for first movers proposed

A proposal has been advanced to financially reward ships and energy producers investing in low net zero emission fuels in order to speed up the maritime industry's transition to net zero.

The International Chamber of Shipping (ICS) says its "fund a reward" system catalyses the adoption of alternative fuels, which currently cost at least two or three times more than conventional marine fuel.

In a paper submitted to the IMO, the ICS says its fund and reward (F&R) proposal combines elements of various recent greenhouse gas reduction proposals from a number of governments. It also has "a flat rate contribution system previously proposed by ICS and INTERCARGO, and ideas recently put forward for a global IMO measure by the EU 27."

With the F&R proposal, ICS Chair Emanuele Grimaldi says in a statement: "IMO member states

have a new but very short window of opportunity to put in place a global economic measure which can kick start the development and production of alternative fuels for shipping."

To achieve net zero in mid-century, he hopes, "these new fuels must start to become available in significant quantities on a commercial basis no later than about 2030."

ICS said the reward rate would be calculated based on CO2 emissions prevented and funded via a mandatory flat rate contribution from ships per tonne of CO2 emitted. The F&R system is proposed to be established by 2024, if governments can agree on the regulatory framework at the IMO.

ICS, which represents 80% of the world's merchant fleet, proposes that contributions from the global tonnage be gathered in an "International Maritime

Sustainability Fund". Such a fund, the body said, could raise billions of dollars annually, which would then be committed both to narrowing the price gap, globally, between existing high carbon marine fuels and alternative fuels, as well as supporting much needed investment in developing nations for the production of new marine fuels and bunkering infrastructure."

ICS said the fund would "reward ships according to annual reporting of the CO2 emissions prevented by the use of "eligible alternative fuels". For example, the Chamber cites, a ship powered by ammonia (among many other alternative fuels including methanol, hydrogen, sustainable biofuels and synthetic fuels) could receive a cost saving of more than \$1.5m annually. **SF**

<https://www.ics-shipping.org/press-release/international-chamber-of-shipping-proposes-global-co2-reduction-fund-to-reward-first-movers-using-low-emission-fuels/>

Green waves: Traversing blue oceans with green and sustainable ships



Image: Captain Michael Canaya

MAAP Cadet Reindel Marlowe De Guzman tackles the components in this winning piece at the 'AMOSUP Contemporary Contest' Essay Writing Category on World Maritime Day

The last time I looked, the oceans were blue. But it seems like green seas will be sharing the scene.

As the world continues to progress towards a sustainable future, the maritime industry moves forward with it, propelling initiatives for the improvement of lives and the environment. From using coal in the past to harnessing renewable energy, related technology has really come a long way from the start; and considering this is part of the United Nations' Sustainable Development Goals (SDGs), it is only fitting that people band together, united for green and sustainable shipping.

Green shipping is the consumption of resources and energy to transport people and goods by ship

while aiming to reduce Greenhouse Gases (GHGs) and pollutants. The International Maritime Organization (IMO) has imposed regulations aimed specifically on controlling oil pollution, hazardous and noxious substances, harmful substances sewage, garbage, and air pollution. From an operational point of view, green shipping is complying with such (Lee & Nam, 2017). IMO has even decided to push for a 50 percent reduction in GHG emissions by 2050.

Sustainable shipping on the other hand, entails providing safe, socially-inclusive, accessible, reliable, affordable, fuel-efficient, environmentally friendly, low-carbon maritime transport and shipping (Benamara et al., 2019). In addition, this also means higher priority to shipping connectivity,

access to markets, participation in value chains, and infrastructure development.

Another way to see it, green and sustainable shipping is a wholesome development of a sector which affects global interaction of people and indirectly, the environment. But these can be simplified into three words- people, planet and profit, or the so-called 3Ps of sustainability.

In order for sustainability to be achieved, these three components must benefit all at the same time and at the same level; not one is prioritized over the other. In the past, profit was the main purpose.

Even if the conditions were inhumane and non-conducive for productivity, not to mention the

disregard for the environmental effects, profit was in the minds before. Development was rapid, but at the cost of human condition and the environment (National Geographic, 2022).

Though the effects of the reforms on labor conditions can be felt today with the different rights and protection brought into legislation, the environment keeps on getting the short end of the stick, as seen with the continuous exponential rise with the National Aeronautics and Space Administration's (NASA) data indicating that human activities have raised carbon dioxide content by 50 percent in less than 200 years.

This is why initiatives such as green and sustainable shipping are necessary. Though we are 200 years late in considering the environment, it does not mean that there is nothing that can be done anymore.

The next generations are also the ones who will bear the impact of climate change; the youth will be the ones to inherit a warming Earth. Higher sea levels, extreme weather and hotter temperatures are only some effects that will devastate all lives on this planet. Some of the green technologies applied in ships are hull form optimization, efficient propellers, energy-saving devices, air lubrication, wind-assisted propulsion, and solar power.

These have even extended to improvements in main and auxiliary engines, waste heat recovery systems, and hybrid power storage/production equipment. There are even efforts towards replacing traditional fossil fuels with bio or carbon neutral ones like those of hydrogen and ammonia (Kat & Mouawad, 2019). These lead to energy efficiency due to less resistance from the structure, less reliance on fossil fuels due to renewable/alternative energy sources, and less emission of GHGs.

Though these may seem so ideal to fully incorporate in the world's fleet, it will require bold challenges to the established machinery and

propulsion arrangements as stated by Kat and Mouawad (2019). These can be further improved though through comprehensive data collection, analytics, and machinery operation.

Aside from the vessels themselves, sustainable shipping also encompasses infrastructure development as mentioned earlier. Shipyards, ports, shipping companies, and countries themselves also have a participation in the effort towards sustainability.

Japan, China, the United States, Europe and some of the biggest shipping companies in the world have their own attempts. Some prioritize research and development for energy saving and carbon emission reduction; some aim for fuel budget reduction and eco-friendly power development. Government agencies also have imposed policies regarding their ports, requiring low-sulfur fuel, some incentivize compliance if vessels produce low carbon dioxide by means of reduction in port fees.

There are already various endeavors in achieving a greener, more sustainable way of living. The best way to start making waves here in the Philippines is through the seafarers themselves, as the world's largest provider according to a report by the United Nations Conference on Trade and Development in 2021. By educating them with the numerous efforts, they will be able to participate and maybe start their own initiative. The maritime industry in the Philippines is becoming more and more dynamic.

But what cannot be undermined, aside from more and continuous research and implementation, is youth participation in the maritime sector. The United Nations has been encouraging and promoting such involvement during affairs like the Asia-Pacific Forum on Sustainable Development Side Event- Southeast Asia SDG Youth Dialogue. It is time to involve them in green initiatives and sustainable talks in the maritime sector.

The Filipino youth stores so much potential, waiting to be unraveled. It is only right to involve them since they will also be the ones to inherit the future. As the number of future seafarers continues to rise, so will the minds and the manpower working together for greener, more sustainable shipping; more people to strive for bluer seas and cleaner skies.

Green and sustainable ships are already crossing the oceans right now and it will be up to the youth to navigate these around the globe for a cleaner future. **SF**

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AMOSUP tackles new tech for greener shipping on National Maritime Week

Dr Oca and Vice Adm Santos highlight the required training seafarers need to transition



At the wreath laying ceremony

AMOSUP President Dr Conrado Oca and Executive Vice President VAdm Eduardo Santos led the union in celebrating the National Maritime Week, holding the annual kick-off ceremonies at the AMOSUP Convention Hall on 18th September 2022.

The celebration started with a Holy Mass thanking God for the safety of seafarers in the profession and wreath-laying ceremonies at the bust of Captain Gregorio Oca, AMOSUP founder and former president. Attending members

also shared in a meal served at the union's headquarters and Sailor's Home in Intramuros, Manila.

With this year's theme 'New Technologies for Greener Shipping', Dr Oca hinted this would mean further training as "we need to transition to alternative fuel that would not pollute our environment."

But he said not to worry as the union, through its managed-institution, the Maritime Academy of Asia and the Pacific (MAAP) will extend the needed exercises, knowledge and skills that would

"lead us to transition into greener shipping," Dr Oca stressed.

He told AMOSUP members: "*Hindi tayo mapag-iivanan ng kung sino lang d'yan.*" (We will not be left behind by anyone.) We are now investing further in education and training" through MAAP.

Vice Adm Santos, MAAP president, said the objective of the IMO is to decarbonise shipping. But he noted that not all the noxious gases come from shipping. However, "we are trying our best to lessen the exhaust from ships."

"Nag umpisa na ang industriya d'yan dahil sa mga scrubber sa smoke stack na naka install sa mga barko upang mabawasan ang mga lumalabas na sulfur oxide sanhi ng fuel. Maliban d'yan may mga dagdag pa dahil sa paghihigpit na kailangang ibaba ang carbon emission sa ating atmosphere," VAdm Santos said.

(The industry has begun with the scrubbers that were installed on ships to lessen the emission of sulfur oxide due to fuel. Apart from this, there are added restrictions put in place to lessen carbon emissions in our atmosphere.)

"May pagpapalit nga lang ng fuel kasunod ng makina. Tayong mga nasa barko this means kailangang matuto o turuan tayo sa pagpapalit na ito."

(There's the change in fuel, then the changes in engine follow suit. For us on board the ship, this means we need to learn or re-train for these changes.)

Such as those low temperature gas *na kahit hindi mainit aapoy na*. (that ignites even in lower temperatures) using the LNG fuel, he cited.

As an example, Vice Adm Santos stressed the move of a Danish container carrier that placed orders for 14 newbuildings that will run in methanol fuel. He said their fuel tanks will do away with crude oil and will operate with those capsule-shaped [tanks] as owners and operators need to have facilities that will load this fuel safely, especially when storing onboard ships.

"We have started holding training in the AMOSUP Seamen's Centre. Two classrooms at the PCDC have been reserved for it. MAAP will

now takeover PDOS (pre departure orientation seminar) and training," he emphasised, saying MAAP has also begun audio visual presentations about the new electronic engines.

"We need to prepare for the maritime autonomous surface ship. At MAAP remote control simulator will be used," Vice Adm Santos added.

The union, being part of the service chain of the maritime industry, is needed in this education and training for shipping.

"Hindi totoo na kapag autonomous shipping na ay mawawala na ang tao upang tumakbo ang barko. Marami pang trabaho ang mapupuntahan at ang mga 'yan ay ituturo ng MAAP. Pukpok din po ang training sa mga cadete sa MAAP," he added.

(It is not true that seafarers will lose jobs in autonomous shipping. There

will still be job opportunities and we ensure that we equip our cadets in MAAP. They are being trained rigorously.)

He told the seafarers: *"Maghahanap tayo kung ano ang narapat sa inyo at ibibigay ang training sa pagtutuloy ng mga trabaho."*

Kailangan nating mag aral at matuto pa. Sa mga seafarers, MAAP is preparing modules. Maganda pa rin ang hinaharap ng pagiging mandaragat. Magsikap lang tayo at huwag bibitaw. At pag bumitaw tayo, may kukuha."

(We will look for what suits you and will provide the training for continuous employment. We need to study and to learn further. For the seafarers... There is still a bright future. We just need to work hard and to hold on. And if we let it go, someone is there to take it.)" **SF**



Vice Admiral Eduardo Santos

AMOSUP members win big at Crew Connect Global Awards 2022 in Manila

MAAP's Van Alfred Villanueva also takes home 'Best Cadet Award' in Singapore

When it rains it pours. AMOSUP President Dr Conrado F Oca flashed a big smile congratulating deck cadet Van Alfred Villanueva for winning his third award in the maritime industry this year.

A senior student at the AMOSUP-managed Maritime Academy of Asia and the Pacific (MAAP), Villanueva took home the 'Seafarer of the Year Award' at the recent Crew Connect Global Awards held at the Sofitel Philippine Plaza Hotel in Pasay City. He also bagged the Best Cadet Award at the Seafarers Awards in Singapore last October. Prior to that, the MAAP graduating cadet also made the first place at the 'Huwarang Mag-aaral ng Gitnang Luzon 2022' (Model Student of Central Luzon).

Another AMOSUP member, Bosun Harold Papa Melendez, won second prize at the ITF Seafarers' Trust-sponsored photography competition, "Life at Sea." His picture, "Cheerful Buddies" heaped praises from the audience during the Crew Connect awards ceremony in 25th November.



Aside from the top winners, ITFST also commended other finalists, including the entry "Gaze Beyond the Horizon" by another MAAP deck cadet, Aldrin Manuel Ulep, who recited the poem accompanying his featured photo.

Villanueva first appeared in a feature article in AMOSUP Sailing Forward's January 2022 edition for winning the photo contest at the Union's 61st founding anniversary celebration in 2021. His photo entry, which graced that issue cover, portrays a crewmember working aloft for the first time, painting the ship funnel. The midshipman first class was then on a shipboard training overseas on a Columbia Shipmanagement multi-purpose tonnage when he took the photo of his coworker.

Villanueva told Sailing Forward he was "overwhelmed by the award and can't believe I won." He's grateful to AMOSUP and MAAP for the support and to the Mission to Seafarers, which presented the award in Singapore.

AMOSUP President Dr Conrado Oca said Villanueva has been

an "outstanding cadet with various accomplishments under his belt." He has been a "consistent president's lister" in the academy and one of the 10 outstanding campus journalists. The MAAP cadet is truly a role model among his peers and in the academy's community, vouched Dr Oca.

The Bacolod-born senior cadet, is also

the former editor-in-chief of MAAP's student organ, Kamaya Point, and chancellor of the academy's Class of 2022.

The Seafarers' Awards is traditionally hosted in Singapore by The Mission to Seafarers. It is an award that celebrates the contribution seafarers made worldwide as they perform their vital work.

In the wake of global developments over the last two years and the challenges faced by seafarers worldwide during the pandemic, The Mission to Seafarers noted that presenting the awards were an ideal opportunity to celebrate the seafarers as they perform their vital work that is fundamental to the global economy.

The 'Cadet Award' specifically is given to a merchant marine student who has contributed significantly to the welfare of seafarers at sea or ashore. This year's ceremony and gala dinner took place at the Hotel Regent that welcomed the awarding's 350 guests from across the maritime industry. It's a celebration of contributions to welfare made by seafarers worldwide.

Villanueva, who is about to complete his degree in Bachelor of Science in Marine Transportation this year, conceded he's "one of the thousands of cadets who have dreamt of experiencing life at sea." He just made it in 2021 after a year-long training onboard, which he referred to have "led me to appreciate seafaring."

"So yes, the dream is still alive," the winning cadet declares. May it be on a pandemic or not, he says, life at sea is a grueling task. "Merchant



mariners may have the best kind of life and that they travel the world for free, but behind those are stories of sacrifice and gallantry which we know less of."

The Columbia Shipmanagement cadet points out that a seafarer's life is unarguably backbreaking. It's the "reality of life onboard - the truest and most unfiltered painstaking of seafarers." But he insists, "it brings hope and inspiration, worth telling and worth sharing."

hobby with him onboard during his training period with CSM. He admits being an amateur photographer, but he's hoping to become a professional someday as he really loves taking photos. For him, "these are the ones that never change" even if a seafarer grows old and retires from their profession.

Next year, Villanueva plans to start reviewing for the licencing exams and starts to work his way up to becoming an officer. **SF**

Telling and sharing those stories are perhaps the reasons he apparently brought his photography



Congratulations to all the winners of Seafarers Awards 2022 - Singapore

Seafarer Award: **Captain Rohit Minocha - Hafnia**
Shoreside Award: **Capt Oleksandr Litvinov - Bernhard Schulte Shipmanagement**
Cadet Award: **Van Alfred Villanueva - Associated Marine Officer's and Seamen's Union of the Philippines (AMOSUP)/ Columbia Shipmanagement**
Innovation Award: **Inmarsat**
Rescue Award: **Capt Sergiy Tatarenko and crew of "CHITTAGONG" - Bernhard Schulte Shipmanagement**
Secretary General Award: **Eastern Pacific Shipping Pte. Ltd.**
Highly Commended:

Seafarer Award: **Captain Seul Gu - Bernhard Schulte Shipmanagement**
Innovation Award: **Wärtsilä Voyage**
Rescue Award: **Capt Erwin Bondoc & Crew of "PELICANA" - ZEABORN Ship Management**
Secretary General Award: **Pacific International Lines (PTE) Ltd Marine Personnel Dept - Ms Tracy Gao Wen**

A huge thank you to the sponsors:

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Drinks
HFV
Glass award
Bernhard Schulte Shipmanagement

An additional thank you to the Mission to Seafarers team who made the event a reality. **SF**



AMOSUP resumes its basic life support training for seafarers

Dr Franklin Ang says training the seafarers in basic life support and standard first aid must be renewed and enforced as mandated every two years to update them with the changes

The AMOSUP Seamen's Hospital has resumed its basic life support (BLS) training for union members. Lately, several AMOSUP executives and office staff also joined the training as a prelude to the regular exercise post pandemic.

BLS has long been the foundation in averting death of a person in any emergency or disaster situation. Any aid or assistance that could be rendered for a rescue remains

essential to save life in distress. But in any emergency, it will be necessary for a rescuer to have the basic knowledge to properly execute a response system.

Prior to the COVID pandemic, hundreds of AMOSUP members had undergone the training sessions (free of charge) as lay rescuers in a series of workshops. In cooperation with the Department of Health (DOH), the seafarers learned to apply and perform BLS on board

ships where they work and live and in their communities ashore. The one-day training along with theory and practice taught the ship officers and ratings the importance of a competent rescuer by equipping them with the principles of emergency care and the basics of BLS.

Dr Franklin Ang, who chairs the Continuing Professional Development Committee at Seamen's Hospital Manila, said



arrest back to life. The CPR – whose assessments and interventions differ among adult, child, and infant – has also its basic life support sequence that has to be followed. Basically, they include verifying scene safety, introducing oneself as the rescuer, checking for responsiveness, activating emergency response system, and recognition of cardiac arrest and high-quality CPR.

Moreover, a participant learns to follow the algorithm or procedure in reviving adult and pediatric cardiac arrest victims. As part of a trainee's competence in dealing with reviving the victim, the participant learns to operate the AED or automated external defibrillator, which is a sophisticated computerised device that can analyse heart rhythms and generate high voltage electric shocks. Defibrillation is most likely to be successful if it occurs within minutes of collapse (sudden cardiac arrest).

Defibrillation is the most effective treatment for ventricular fibrillation

(VF), which is a common and treatable initial rhythm in adults. Causes of VF and cardiac arrest include near-drowning, burst lung, decompression illness, re-breather malfunction, choking and carbon monoxide poisoning. Bleeding, heart attack and drug overdose also cause VF and cardiac arrest that have to defibrillate.

At least more than 1,000 ship officers and ratings have completed the BLS at AMOSUP since sessions temporarily halted before COVID pandemic. Thanks to the expertise and perseverance of the medical trainers from the Seamen's Hospital Manila for sharing their knowledge in this endeavour.

Dr Ang said training the seafarers basic life support and standard first aids must be renewed and enforced as mandated every two years to update them with the changes. He noted that many of the seafarers he asked, had undergone their basic trainings five or more years ago. **SF**

there have been a number of changes in the BLS training modules since it resumed post pandemic.

Dr Ang explained that some of these are: "From ABC (airway, breathing and circulation) to CAB (chest compressions, airway and breathing). There's also emphasis on safety of the rescuer, from external factors that may affect the rescue effort such as scene safety, to transmissible diseases such as COVID."

In BLS, the trainee acquires the dos and don'ts of CPR or cardio-pulmonary resuscitation using techniques and manoeuvres that a participant could make to bring the victim of a cardiac and respiratory



Oldest training centre is best equipped in PH

AMOSUP facilities also keep a sea survival complex located near the shoreline in Sitio Marina facing Corregidor Island

The AMOSUP Seamen's Training Center (ASTC) is the first and oldest training center for seafarers in the Philippines. It was established in 1972 as one of the subsidiary units of AMOSUP and was co-located with the AMOSUP offices in Intramuros, Manila. ASTC first conducted seminars in 1973 to emphasise unionism, pride in their profession, their duties and responsibilities in their Union, to their country and other subjects on the never-ending technological changes affecting working conditions on board modern vessels. In 1999, ASTC transferred to its present site in Kamaya Pt., Brgy, Alas-asin, Mariveles Bataan with the campus of the Maritime Academy of Asia and the Pacific (MAAP) in order to avail of all the facilities and equipment of MAAP.

ASTC is one of the best-equipped training centers in the country today. It uses state-of-the-art equipment such as a Full Mission Bridge Simulator with ECDIS and

AIS, Full Mission Engine Room Simulator, dedicated ARPA and Radar Simulators, Desk Top Engine Simulator with Liquid Cargo Handling Capability for crude oil, chemical products, LNG & LPG and a chemical product tanker simulator.

Recently, it acquired a Full Mission Membrane LPG Simulator. It also has a Sea Survival Complex located near the shoreline in Sitio Marina facing Corregidor Island where courses in Survival Techniques, Free Fall Lifeboat, Davit Launched Enclosed Lifeboat and Proficiency in Survival Craft and Rescue Boat (PSCRB) are held. In addition, it also has facilities to conduct various offshore courses such as basic Offshore Safety Induction and Emergency Training (BOSIET), Further Offshore Emergency Training (FOET). Helicopter Underwater Escape Training (HUET), etc.

ASTC has seven fully air-conditioned classrooms that can

accommodate 24 students each; fully air-conditioned dormitory that can accommodate 120 trainees at any one time; and an Officer's Lounge equipped with billiard table, and television with karaoke system. After classroom hours, the students can use MAAP athletic facilities such as the swimming pool and the gymnasium where they can play basketball, volleyball, badminton and futsal. They could also avail of the MAAP library.

Under an equipment sharing scheme with the other departments of MAAP, ASTC students can make use of an actual bridge equipment with operational functioning radars, ECDIS, AIS steering equipment, weather facsimile. GMDSS and other radio communication equipment with a separate fully air-conditioned engine control room, two main engines and two auxiliary engines which are all operational to include its associated systems such as air starting, lube oil, and water cooling.

ASTC is accredited by Maritime Industry Authority (MARINA) to conduct 14 IMO Model Courses and as an assessment center for the issuance of Certificate of Competency (COC) as required by MARINA. Likewise, ASTC is recognised by the MARINA (Board of Examiners for Deck Officers and Board of Examiner of Engine Officer) as assessment center for practical component of the Deck and Engine Licensure Examinations (Ship Simulator and Bridge teamwork and Engine Room Simulator courses.) **SF**

ASTC Courses Offered

The Training Center offers fundamental to advanced courses:

- Basics Safety Training with



- Personal Safety & Social Responsibility
- Ratings Forming Parts of Navigation Watch
- Ratings Forming Parts of Engineering Watch
- Radar Navigation, Radar Plotting and Use of ARPA
- Radar Simulator Course
- Radar, ARPA, ARPA Bridge Teamwork and Search and Rescue
- Electronic Chart Display and Information System
- Ship Simulator and Bridge Teamwork
- Engine Room Simulator
- Medical Emergency First Aid
- Shore-based Fire-fighting
- General Tanker Familiarization
- Proficiency in Survival Craft and Rescue Boat
- Fire Fighting and Prevention
- • Fire Fighting and Prevention (LPG Fire)
- Chemical Product Tanker Course
- Free Fall Lifeboat Familiarization Course
- Free Fall Lifeboat Coxswains Course
- Bridge Equipment Familiarization and Watch Keeping
- Bridge Equipment Familiarization and Watch Keeping with Shipboard Orientation aboard T/S Kapitan Felix Oca.
- Engine Room Equipment Familiarization and Watch Keeping
- Engine Room Equipment Familiarization and Watchkeeping with Shipboard Orientation aboard T/S Kapitan Felix Oca.
- Remotely Operated Vehicle (ROV) Pilot/Operator's Course
- Online Hydrographic Surveying
- Tanker Cargo Simulator
- Chef's Course and 2nd Cook's Course (under the provision of ILO MLC with IFS Certification)



MAAP Hosts MARINA's STCW Workshop. The Maritime Industry Authority (MARINA) carried out its "calibration workshop for evaluators of maritime institutions" at the Maritime Academy of Asia and the Pacific (MAAP). The workshop MAAP hosted on 17-19 October 2022 is part of the regular capacity-building programmes of the state agency for its personnel to strengthen their knowledge, skills and competencies in the discharge of their duties and responsibilities in support of the MARINA's regulatory functions. These include evaluation and inspection, monitoring and surveillance of maritime higher education institutions (MHEI), maritime training institutions (MTI) and assessment centres. MARINA OIC-Executive Director of the STCW Office Samuel Batalla said, "This activity displays our commitment to continually provide interventions to MARINA personnel in order for them to be able to perform their duties more effectively and deliver the best services to our clients." Mr Batalla also expressed his deepest appreciation to MAAP for graciously hosting the workshop saying, this is "an excellent example of a government and private sector partnership for the continued development of the maritime industry." (Image: MARINA) **SF**



Crewing agents tie up with training centres

CSM and OSM are two of the manning companies that have just signed their respective agreements

Crewing managers and manning agents know the importance of having the required training quality for their seafarers. In pursuit of this goal, many have pushed to be in partnership with training centres that could deliver their services.

At Columbia Shipmanagement (CSM), for instance, its recent agreement with Nautilus Pacific Maritime Training Centre would tap into the latter's state-of-the-art simulators holograms and webinar technology to bring together the highest quality in-person and online seafarer trainings.

It is estimated that the training centre can absorb CSM's target of 5,000 crewmen that can be trained each year.

In this venture, the International Maritime Training Fund has helped to fund the new equipment partly as AMOSUP gave its full support to the project.

The 1,700m² training centre has completely renewed its facilities and equipment to include numerous modern classrooms, all fully equipped and approved for asynchronous and synchronous online training.

Likewise, another crew manager, OSM Maritime, announced the signing of an agreement with Norwegian Training Centre (NTC) Manila of a similar partnership.

OSM said the collaboration is committed to raising the bar of maritime training operations in the Philippines, aiming at producing

"world-class" Filipino seafarers, while catering to crews from other countries as well.

Over the years, NTC said it has "proven their commitment and passion to develop and continuously upgrade the quality and competency of Filipino seafarers."

OSM stressed that it will always "support and collaborate with organisations that have such strong desire to make a positive difference in the maritime Industry."

The agreement, it added, "strengthens further the long history of OSM and NTC's partnership in providing the best learning and development environment for our Filipino seafarers." **SF**



Class of 2026 signs MOA. This batch of cadets for Class of 2026 at MAAP officially signs their memo of agreement (MOA) with the International Maritime Employers' Council (IMEC). The cadets will undergo the 3-1 scheme, which involves three years of continuous academic study, then a year of training at sea with a sponsoring IMEC member company. This batch marks IMEC 14th year since its Cadet Programme started in the academy, which has produced over 1,600 deck and engine officers sailing around the world. The 212 cadets in batch 2026 are keen to starting their careers in the maritime industry. (Image: IMEC) **SF**

‘Invest in workers as they keep world trade going’

AMOSUP member 3/O Cleo Bierneza, who attended and participated in COP27 in Egypt, speaks to COP TV Host Daleen Hassan in an interview at the Maritime Resilience Breakthroughs: A consolidated action agenda to future proof the sector. Below is the text of the interview:

Daleen Hassan (DH):
You have been in the shipping industry for the past three years. Why did you want your life to be amongst the waves?

Cleo Bierneza (CB):
I wanted to become a seafarer because growing up I saw in the Philippines that a seafarer received higher salary. Sometimes a month's salary of a seafarer takes two, three months to earn by those working on land, sometimes even more. Next thing is I can save on my expenses like food, accommodation, rent, transport, and others. They are free of charge when you go to sea. And as they always say, if you are a seafarer, you can see and travel the world "for free" and meet people and experience their cultures.

DH: In the industry you are in, what are the changes you see that are coming in due to decarbonisation?

CB: Being young, I am looking forward to low carbon shipping. I will experience it firsthand. So, I think the changes will include digitalisation, automation for alternative fuels because handling them would require IT and digital skills. New implemented emergency

procedures in the first aid. We will be operating in hybrid complex machineries. Lastly, I think we need to develop new skills as seafarers will handle this low carbon fuels.

DH: Will the work of Just Transition task force, the first global body working in the shipping industry, make a difference to you and your fellow seafarers?

CB: I think the Task Force will [serve to] be a big difference. Their work has been relatively good. They're hearing the side of everybody including ours. They give us the chance to listen to our complaints, concerns and of course suggestions. The work of the Task Force as it continues and our union

“As seafarers, we see climate change happening on our voyages. I would like maritime to **reduce our industry's carbon emissions**, so crew can have a **more stable climate to work with.**”

Cleo Bierneza
Seafarer, AMOSUP - The Philippines



AMOSUP will be greatly energised and will contribute further [to decarbonisation].

DH: As COP27 will soon end, what is your message to governments and employers attending this conference?

CB: Let us keep the momentum going. Let's continue to work together. Each and every climate action that we make, matters. As you go through the plan, please keep in mind the workers that are often forgotten here. Make them the core of your plan. And as you invest in technologies or make the supply chain greener, also invest in the workers because they are the ones who keep the world trade going. **SF**



AMOSUP celebrates the shift to a greener shipping on World Maritime Day 2022

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) held a two-part event to commemorate the World Maritime Day themed "New Technologies for Greener Shipping" with representatives from the Maritime Academy of Asia and the Pacific (MAAP) forming the committee and as the host school at the JSU-AMOSUP Sports Complex and Maritime Museum on September 29, 2022.

AMOSUP President Dr Conrado F. Oca officially opened the event by encouraging the participating maritime students to keep on learning and pushing themselves to keep up with the looming changes in shipping. Dr Oca also involved the participants by interviewing them during his speech, followed by talks about Green Shipping given by C/M Marion Penales, Seafarer's Rights by C/E Arvin Ivan Peralta, and Mental Health by Mr R-Dee Diones. Furthermore, the awarding of the winners of the AMOSUP

Contemporary Media Contests - Feature Writing, Essay Writing, Infographic Poster Making for students, and Photo and Vlogging Contest for Seafarers, was also conducted, recognising the talents of the seafarers and maritime students.

1CL Andres Tristram Garong won Php 10,000 as the champion in Feature Writing, followed by 3CL

Wayne Jacel Bugtong as first runner-up with Php 7,000, while 2CL Reindel De Guzman and 2CL Gemneal Lagat mirrored their awards respectively in the Essay Writing, and 2CL Anthony Sevilla won Php 1,000 for placing fifth in Infographics Poster Making.

The afternoon consisted of group activities followed by a Quiz Bee





Competition, in which the Asian Institute of Maritime Studies (AIMS) won first place with a cash prize of PHP 15,000, followed by Far East Air Transport Incorporated (FEATI) University in second place and NYK-TDG Maritime Academy (NTMA) at third place.

Prior to the quiz bee, mini contests like Q&A's provided with cash prizes ensured active participation from all participating students as the event served to be informative and educational, not only to the aspiring seafarers but also to the professionals present, as the topics discussed psychosocial and economic factors at play in the realities in the maritime industry.

AMOSUP Executive Vice President VADM Eduardo Ma R Santos AFP (Ret) concluded the celebration by providing his insights into greener shipping innovations such as de-carbonisation and electronic training record books and inspiring future seafarers to keep their determination to study.

"All that we need from you, young men and women, is your determination, your passion, to continue studying, to learn well, and to be able to adjust and cooperate at sea," he said. - **By Midn 3CL Angelo Jabonete** SF

DOLE Secretary Bienvenido Laguesma's message

Sa ngalan ng aking pamilya, taos-puso kong ipininarating ang aming malugod na pagbati ng isang makahulugang Araw ng Mandaragat at World Maritime Day. I am deeply honoured to be a part of these celebrations intended to give due recognition and a fitting tribute to our seafarers and the maritime industry.



Tunay na marapat na magbigay pugay at kilalanin ang kanilang mga sakripisyo, pagsisikap at mga tagumpay upang mabigyan ng magandang kinabukasan at mabuting buhay ang kanilang mga pamilya at mga mahal sa buhay.

Nais ko ring papurihan at bigyan ng pagkilala at pasalamatan ang AMOSUP sa pangunguna ng kanilang pangulo na si Dr Conrado F Oca, ang kanyang mga kasama at mga kabalikat sa kanilang walang sawang paggabay, pagtulong at pagsusulong sa mga kapakanan at karapatan ng mga manggagawa upang makamtan nila ang kanilang mga pangarap para sa kanilang mga mahal sa buhay.

Tunay na kahanga-hanga ang inyong mga gawain, adhikain at layunin para sa ating mga seafarers.

Mabuhay ang Pilpinong mandaragat! Mabuhay ang AMOSUP! Mabuhay ang Pilipinas! SF





Image: June Famur/ITF

A man provides

MAAP Cadet Andres Tristram Garong reflects on the three lingering words that greatly changed his outlook in life in this winning story, Feature Category - in the AMOSUP Contemporary Media Contest in celebration of the World Maritime Day

As far as I can remember, I've always lived a comfortable life. During my childhood, I lived in a suburban household with my Mama and two siblings, where we ate three meals a day, or maybe five if you counted the meriendas. On weekdays, I went to a private school, unlike some of my peers who could only afford to go to the local public school, if they can even afford to go at all. There, I did what was expected of every student and studied as hard as I can, with the occasional playtime in between. Weekends were something that I and everyone my age welcomed,

for those were the days where we could pursue our hobbies - mine happened to be basketball with the neighboring kids. When that became tiresome, I went home to play with my phone, PlayStation, or computer, whichever piqued my fancy. Then on Sundays, Mama would take us to the local cathedral to say our prayers and worship the Lord, then we'll drive to either McDonald's or Jollibee, where my go-to meal was always the chicken with a side of fries.

Yes, I had a comfortable life indeed, with not a care in the world. What

“ A man provides. I was merely a child when I first heard those three haunting words, but it ended up greatly affecting my outlook in life. It took many years before I was able to fully understand what those words meant, and only then did I realize how privileged I was to enjoy the things that I have. My Mama, siblings and I were spared from some of life’s harsh realities because my Papa, a seafarer, provides.

we had back then was what most parents would want their children to have – a home, a good education, and a fun childhood. Anyone who saw me would easily assume that I must be one content child, and to a certain extent, I was. But nothing is ever perfect. In my case, the one thing that always bothered me in my longing for my absent father, who happened to be a seafarer.

Back then, I didn’t really understand why most of the other fathers were always present, while I could only talk to mine through the small screen on my phone mostly at really odd hours. For a short time, each year, Papa would eventually come home, and whenever he was around, there was always cause for celebration. He made it a point to make up for lost time by taking us where we wanted to go and do the things that we wanted to do, but even then, we couldn’t always have his full attention.

More often than not, he would be busy with trainings, business, and other things that my young mind didn’t really care enough to understand. I tell myself that I should already be used to it by now, but I found that it’s easier said than done. Through all his years seafaring, Papa has missed birthdays, moving-up ceremonies, and the birth of my siblings just to name a few milestones where I felt he should have been around. At home, there wasn’t anyone to tell me the things fathers teach their sons like how to ride a bike, or how to talk to girls.

I’m lucky that I have my Mama to fill the void of his absence, but seeing her stretch herself too thin by playing so many roles at once can be disheartening. For several times, I have found myself wishing that Papa was a doctor, an engineer, or a policeman instead – anything but a seafarer. At one point, I told my Mama that I wished Papa never had to go to sea again. In response, Mama only smiled and said, “Hijo, a man provides.”

A man provides. I was merely a child when I first heard those three haunting words, but it ended up greatly affecting my outlook in life. It took many years before I was able to fully understand what those words meant, and only then did I realize how privileged I was to enjoy the things that I have. My Mama, siblings and I were spared from some of life’s harsh realities because my Papa, a seafarer, provides. When my sister was born, Papa may not have been there physically, but the fruits of his labors made sure that my Mama was able to afford a good hospital and the best doctors.

He may have missed birthdays and graduations, but it is through his hard work as a seafarer that we are able to go to school and enjoy life as we know it in the first place. Had I not been so selfish in my youth, I would have sooner realized that while I was longing for his presence, he must have longed to be with us as well, but for the longest time, he endured because he had to.

Today, I am in my last year of college, taking up a degree in Marine Transportation, and I am currently onboard an international vessel for my shipboard training. Now that I’ve entered the same industry as my father, I’ve begun to see things his way. What I’ve experienced these past few months is but an inkling of what he’s been through just to give us a good life. I can only pray that when it’s my turn to be a family man, I too, can provide, just as he did – just as all Filipino seafarers do.

This story isn’t mine or my family’s alone. It is estimated that 25% of the world’s seafarers are Filipinos, and this figure corresponds to thousands of families left at home while their loved ones embark on a profession at sea. For each dollar remitted and every allotment sent, there is a child longing for a parent’s embrace; a spouse praying every night for their loved one’s safe return; a seafarer toiling day in and out when all they want is to be home with the people they cherish.

This is the story of most seafarers’ families. It is a sad mirror to the stark reality of the sacrifices and the dangers we face in search of greener pastures. But more than that, it is a display of the Filipino’s resilience, grit, and perpetual hope for a better tomorrow. **SF**

PRINCIPLE:

SEAFARERS' RIGHTS UNDER MLC

SEAFARERS' BILL OF RIGHTS

Widely known as the "seafarers' bill of rights," the MLC, 2006 was adopted by government, employer and workers representatives at a special ILO International Labour Conference in February 2006.

It is unique in that it aims both to achieve decent work for seafarers and to secure economic interests through fair competition for quality ship owners.



RIGHTS UNDER MLC

FUNDAMENTAL RIGHTS OF A SEAFARER



RIGHT FOR FAIR RECRUITMENT AND PLACEMENT

Agencies must not operate any form of blacklist that will prevent seafarers from getting employed when they are qualified.



RIGHT TO BE PAID WAGES

A seafarer does not have a minimum wage. However, a country that has ratified the MLC is encouraged to consult shipowner and seafarer to establish minimum wage.



RIGHT TO DECENT ACCOMODATION

A seafarer has the right to safe and decent accommodation as well as recreational facilities.



RIGHT TO REGULATED HOURS OF WORK AND REST

Seafarers has the right to regulate hours of work and rest. The max hours of work must not exceed 14 hrs and hours of rest must not be less than 10 hrs (both in any 24-hour period).



RIGHT TO GOOD QUALITY FOOD AND DRINKING WATER

A seafarer has the right to good quality food and drinking water provided under regulated hygienic condition.



RIGHT TO COMPLAIN ON BOARD

A seafarer has the right to an onboard complaints with respect to proper procedures about breaches on their rights under MLC.

Why is the MLC IMPORTANT?

CAMARADERIE

It brings together the international minimum standards that ensure decent work for the seafarers around the world whose work is essential to international trade.

STANDARD

It will help to provide a level playing field for quality ship-owners operating under the flag of countries that have ratified the MLC, 2006. The goal is to ensure that decent working conditions go hand in hand with fair competition.

CREW WELLNESS SURVEY

Poor and expensive internet connection



Lack of motivation on social and recreational activities



Lack of provision



Lack of health care cards



Duration of serving time contracts





SEAFARERS' MAIN CONCERNS

SAFETY4SEA crew welfare survey: Key areas of attention for life onboard during COVID-19. SAFETY4SEA. (2021, November 11). Basic facts on the Maritime Labour Convention 2006. (2013, August 13). Seafarer's Rights Under Maritime Labour Convention(MLC) | SailorInsight. (n.d.). SailorInsight.com.

38 Sailing Forward



AMOSUP



PTGWO-ITF

AMOSUP Seamen's Hospital

**Maari kang kumonsulta
sa AMOSUP Telehealth at
Telemedicine (Telepono)
o sa AMOSUP Medkonek
(online)**

Seamen's Hospital Manila:

AMOSUP Telehealth:
+632 8527 8116 to 20 or +632
8523 2693 loc 2119

AMOSUP Medkonek: amosup.
medkonek@gmail.com

Seamen's Hospital Cebu:

TeleMedicine:
PLDT: (032) 236 6870
Globe: 0966 025 1565
SUN: 0931 029 1565

E-mail Address: shc_records@
yahoo.com
(for Submission of Documentary
Requirements)

Seamen's Hospital Iloilo:

Telephone Number: (033) 321 2438

Seamen's Hospital Davao:

Telemedicine: shdtelemedicine@
gmail.com

Emergency: 0922 841 1657

**AMOSUP Satellite Clinic
- Dagupan**

Clinic Hours: 12:00-3:00PM (Friday:
60 years old and above ONLY)

For Appointments
Telephone Number:
(075) 653-0037
Mobile Number:
09178860064
TeleMedicine:
AMOSUP DAGUPAN
TELEMEDICINE on Facebook

Shipmanagers adopt better payout option for their crews



Ship and crew managers have recognised several reasons to optimise digital payment systems for their seafarers and their families. These include challenges in managing finances easily and efficiently, the increasing geopolitical uncertainty and risk facing seafarers amidst the war and the clamor for better payment option.

Leading shipmanagers such as Anglo-Eastern, Bernhard Schulte and Columbia Shipmanagement recently reported their adoption of the next generation e-wallet and partnerships with the tech payout provider.

Anglo-Eastern, for instance, says it has protected its crew payments and complied with sanction regulations brought on by Russia's

invasion of Ukraine. "We place the safety and well-being of our crew as our highest priority, and as a responsible ship manager, it is incumbent on us to ensure we ease the concerns our crew will have in relation to receiving payment," according to a press statement from Carsten Ostenfeldt, COO at Anglo-Eastern.

Launched in October 2021 as the MarTrust, transferring funds to seafarers' accounts in Odesa or Kiev was, until recently, a formality. "Clearly, the circumstances have dramatically changed, and it is critical that companies act swiftly to protect the interests of their seafarers," Ostenfeldt said.

He stated the MarTrust solution "allows our seafarers to receive funds in an e-wallet managed

by an entity approved by, and operating under, the UK's Financial Conduct Authority. This not only allows individual crew members to decide what portion, if any, they wish to repatriate; it also allows us, as a company, to be compliant with relevant trade and economic sanctions."

Bernhard Schulte Shipmanagement (BSM) also launched a digital payment platform for its seafarers and their families. BSM crews can avail of a multi-currency e-wallet and a complimentary VISA card. In addition, a supplementary VISA card is available for the seafarer's family.

"Digital payments have become an essential part of our everyday lives; seafarers, however, are still very much dependent on cash on board

and incur costly charges when sending money home”, says Dennis Moehlmann, finance manager at BSM. With the new initiative, he says “we are taking a big step ahead in digitalising the industry by not only reducing the use of cash aboard vessels but also by giving seafarers the freedom to quickly transfer funds from and to nearly all parts of the world using their mobile phones.”

The BSM NiumPay allows seafarers to receive and send funds home in real-time, exchange money at best trading rates as well as withdraw cash at most ATMs worldwide, the company said. “It includes a multi-currency account, allowing seafarers to manage their balances in all major currencies. Whenever an urgent advance payment is needed, the Master can easily top up the seafarer’s e-wallet instantly.”

BSM’s e-wallet is uniquely designed to meet the specific needs of its seafarers, taking into account their global work environment. “By partnering with Nium, a Singapore-based fintech company,” the company says, it “ensures that all services can be seamlessly and conveniently accessed through a single app on the user’s mobile phone.”

Likewise, automating and digitalising wage payouts to its seafarers led Columbia Shipmanagement (CSM) a partnership with the salary payment platform Kadmos.

CSM said selecting the Berlin-based fintech will drastically improve paying the shipmanager’s workforce disburse worldwide due to “growing demand for better payment options that increase security and transparency.” It will also enable “greater self-service opportunities as seafarers obtain more security and flexibility with their salary payouts,” the shipmanager pointed out.

CSM CEO Mark O’Neil, said in a statement: “Columbia is incredibly excited to have teamed up with Kadmos’ young, dynamic and

innovative team of experts who have developed an excellent and secure payment product. We strongly support and encourage new players in the shipping industry to challenge the status quo and to reform and update outdated practices in line with the dynamic expectations of their clients.”

The shipmanager expects its choice of the payment platform to help improve their crews home remittances in terms of security, speed and transparency whilst reducing reliance on cash. “We are excited to start helping the seafarers at CSM get more out of their salaries while making sure that they are keeping their money safe and secure,” said a statement from

Captain Roy Machart, global key account director marine at Kadmos.

Kadmos has developed its salary payment platform as a response to the outdated and costly ways in which seafarers are being paid. The company’s aim is to help seafarers have more control over their money and improve administrative efficiency for shipping companies.

O’Neil explained that the partnership and the implementation of the fintech’s secure and digitalised payment solution to the CSM-managed fleet is “part of our wider endeavour to increase the welfare of our crew on board whilst also looking at innovative ways we can limit the costs for our clients.” **SF**



AMOSUP launches official Youtube channel

AMOSUP has launched its own Youtube channel as part of an effort to expand its platforms of information in communicating with union members and their dependents.

The union made the soft-launch during its 62nd anniversary last 11 November 2022 before an assembly of officers and employees at the AMOSUP Convention Hall.

AMOSUP President Dr Conrado F Oca said the union is trying to adapt to the times to improve the accessibility of releasing information about the union’s programs for members and dependents.

“We believe it is necessary to further engage our members by establishing our presence in social media platforms actively used by seafarers, such as Facebook and Youtube, despite the inevitable challenges in navigating through the digital space,” he said. **SF**

AMOSUP's new sailor's dormitory is nearly done

The new Sailor's Home will house a maritime museum in the building's ground floor showcasing many of the union's memorabilia collected and preserved over the years



AMOSUP's third Sailor's Home project in Manila is 70% finished as of third quarter 2022.

Civil and structural works have been completed, which include excavation and demolition, foundation works, backfill and compaction.

From the ground to fourth floor – the usual critical support trusses on buildings – to roof frames, have been done.

In the basement area, architectural works such as concrete hollow block (CHB) laying is also finished, whilst anterior plastering works are nearly completed.

Ground floor is nearly half done, with CHB laying, interior and exterior plastering works almost

finished. Concrete topping, metal and other works have just commenced. Going up to the next floor, activities on CHB laying, interior and exterior plastering works have been completed.

Stone works or masonry of the union's upcoming four-storey seafarers' dormitory were proceeding into different stages of completion. Columns and beams have been erected along with installed purlins. But topping works from basement to attic have just begun.

Elevations from front, rear and left, to the right side have their CHB laying and plastering completed. Molding installation and skim coating were ongoing.

AMOSUP Sailor's Home 3 targets to accommodate 300 people, lower

than the two existing dormitories that serve union members from the provinces who come to and travel from the metropolis. They either wait for their flights to join their next ships in various ports worldwide or return home as their contracts ended.

The new Sailor's Home will house a maritime museum in the building's ground floor showcasing many of the union's memorabilia collected and preserved over the years. It aims to inspire and stimulate both industry insiders and outsiders about issues facing the seafaring profession. It can also help the organisation feel proud of how and where it started, as one of today's leading unions in the maritime industry. **SF**

Seafarers turn to cloud-based reporting for hazards onboard

Teekay has gamified the reporting process in which vessels are put into teams competing to report the most hazards in each quarter

One of the largest operators in the medium-sized tanker shipping sector has underscored the usefulness of its cloud-based digital hazard reporting platform in their safety and vetting aspects.

For this success, Teekay is grateful to its seafarers for their participation in such hazard reporting process through the mobile-friendly platform, which addresses unsafe acts or unsafe conditions on board as they notice them.

By identifying hazards early and often, Teekay says, “we can intervene promptly, so senior management is able to implement a corrective action outside of regular inspections onboard.”

Once a hazardous instance is reported, the company claims in a statement, this risk enters its database that recognises and highlights the trends.

Identifying trends on board helps the vessels in narrowing their focus on specific areas to fix hazards before danger occurs. These trends are reported fleet-wide so all ships can benefit from added foresight.

The number of hazards reported by every vessel is then reflected in the company’s Vessel Balanced Scorecard (VBS), a digital dashboard that allows to have a bird’s eye view of fleet safety. This data is essential to make its ships a safer place to live and work for their seafarers.

Since VBS is systems driven, it can compute data in real-time without adding extra work to the crew on board. “The ultimate goal of the VBS is to promote operational excellence so our seafaring colleagues can get home safely,” Teekay says.

To pursue this goal, the VBS focuses on key performance indicators (KPIs) that can be directly influenced by daily operations on the vessels. These KPIs are organised in five categories: safety culture, reputation management, energy efficiency, cost leadership and reliability, and people engagement. This digital asset is accessible to all Teekay sea and shore staff. Every employee can see the real-time performance of the entire Teekay fleet broken down by KPI and by vessel.

Since the scorecard focuses on KPIs that can be directly influenced by daily operations on their ships, the seafarers can see the direct impacts of their hard work on board. This feedback loop promotes a positive working environment where everyone can understand what success looks like and what steps they need to take to increase their performance.

Rewarding the crew has become part of the process as awardees become proud recipients of such a recognition. Teekay announces the winners of the hazards reporting awards to the fleet every quarter of the year.

To continue encouraging their seafarers to report hazards as they notice them, Teekay says “we have gamified the reporting process. Our vessels are put into teams competing to report the most hazards every quarter. The winners are recognised publicly and awarded a prize.” **SF**

<https://www.teekay.com/blog/2022/09/18/safety-awards-for-hazard-reporting-q2-2022/>



Do ships really dump oil into the sea?



The MARPOL Convention strictly prohibits this illegal practice and those who are caught in violation - the seafarers, the shipowners and the company - are severely punished. C/E Mark Philip Laurilla explains why some seafarers still do it

As a chief engineer, overall management of the engine room is my responsibility and a very important part of that is bilgewater and waste oil management. To understand better what bilge or more specifically bilgewater actually is and how it is processed on board the ship, the simplest definition of what bilge is: the lowest part of the ship. To be more accurate in relation to this topic the bilge we are talking about is the engine room bilge.

Any liquid particularly water or oil that is drained either from the pipes or machinery eventually finds their way down in the bilges. Oil leak, especially heavy fuel, oil is not a normal thing that engineers ignore and let freely drain down in the bilges. First of all, that is a fire-hazard. And second, letting the bilge water be heavily contaminated with oil will be a very big headache for the engineers.

So, it is important to note that the correct practice is to not let the bilge water be heavily contaminated with oil. Eventually, bilgewater will

accumulate. So the next step is to transfer to the bilge tank. Normally, there are two types of bilge tanks on board ships. For ease of reference, call them the clean and the oily bilge tanks, respectively.

The oily bilge tank is where the heavily oily water mixtures are stored. The contents of these tank are transferred to the waste oil tank where it is heated until the water content evaporates. Once the water content is down. The remaining waste oil will be burned in the incinerator.

The clean bilge tank - the one with clean bilgewater - is transferred and collected. The content of this tank should under normal circumstances have very minimal oil content. Hence, I use the term "clean". On the ships I've served on, I usually schedule this tank to be cleaned every six months.

Now ships have two options on how to dispose bilge water. First is to offload it to a reception facility when the ship is in port. This of course is the best option but unfortunately not all ports have reception facilities,

and in most cases, ships go on long voyage, which means the bilge water will continue to accumulate.

Believe it or not, almost all of this water comes from moisture which is condensed from the main engine air coolers not from leakages, not from operational washing but from moisture especially when the ship is in tropical areas where humidity is very high. This means the bilge tank will fill up, and if not disposed, it will overflow and eventually flood and make a huge mess in the engine room. Which brings us to the second option which is to discharge the bilgewater into the sea.

The MARPOL Convention specifically prohibits the discharge of oily substances into the sea and in this context any water that has accumulated in the engine room bilges is considered an oily substance. However, ships are allowed to discharge bilge water under the following conditions: a) the ship is proceeding en route; b) the oily mixture in case of oil tankers is not mixed with oil cargo residues; c) the oily mixture does not

originate from cargo pump bilges on oil tankers; d) the oily mixture is processed through an oil filtering equipment meeting MARPOL requirements, and e) the oil content of the effluent, without dilution does not exceed 15 ppm (parts per million).

Generally, the bilgewater needs to pass through the oily water separator, which is basically an oil filtering and oil monitoring equipment. It is designed to separate oil from water filters. The oil accumulated in the filters will be flushed into the oily bilge tank. The filtered water then passes through the oil content monitor and if the reading is below 15 ppm the water will be discharged into the sea. If the oil content exceeds 15 ppm the discharge valve will automatically close, an alarm will be triggered and the system will shut down.

If they did a good job in bilgewater management, the oil content water management would likely have a zero or very low reading which means that the discharge operation will run smoothly and continuously. On the other hand, if the bilgewater was not managed properly, the oil content reading would most likely exceed 15 ppm every few minutes which will force the engineers to restart the system every time and eventually leave them no choice but to clean the filters and if necessary, the bilge tank itself.

Based on what have been described, bilgewater management

is actually very easy if you know what you're doing and if you're diligent enough to do the job properly. But if you don't do it properly it could lead to a lot of problems which might lead to temptation - bilge dumping. The main reason why some engineers still do this primarily is because of laziness. Discharging bilgewater through the oily water separator is a slow process. Most designs are usually able to discharge only around one to two cu m per hour. That is if the bilgewater was managed properly keeping the oil content reading below 15 ppm.

However, if the oil content monitor keeps on getting triggered every few minutes because the reading exceeds 15ppm almost nothing will be discharged and the engineers will have to continuously attend to the oily water separator. It's where the laziness part kicks in. Instead of doing things properly some people will choose to finish things quickly. So instead of discharging, say 10 cu m of bilgewater through the OWS for around 10-12 hours in the best-case scenario or burning waste oil in the incinerator which also takes a long time, they'll just use a portable pump or a magic pipe to discharge it within an hour or maybe two.

Yes, the sad truth unfortunately is that bilge dumping still happens. And if you ask me, those involved should rot in prison for the rest of their lives. But it is not an industry standard as what this article might suggest or at least that's the impression I got from.

In my more than 20 years of experience working as an engineer on board different ships from tankers, containers and bulkers between different shipping companies and with seafarers of different nationalities, I have only come across this type of incident once. That was back when I was still 2nd Engr. I was newcomer and unfamiliar with their work culture on board. It was a big company and had a good reputation, which was why I was very surprised such things happened on board their ships. Since I was already in the management rank back then I always made it a point to know what's happening in the engine room.

There was one time when I found out that the chief engineer had ordered a bilge dump in the middle of the night when I was not on-watch. Of course, as a senior officer I would be implicated if anything illegal happened in the engine room. So, I directly confronted the Chief Engineer and told him that if he did that again while I was still on board, I will personally report him to the authorities. My reason being is that if they got caught no one would believe I had nothing to do with it.

So, from then on, we did everything properly. Though I seriously doubt they continued doing so once I signed off from the ship. But after that contract I transferred to another company and never looked back. **SF**



Food Poisoning Victims. 12 crewmembers die of suspected food poisoning onboard this COSCO Shipping's bulk carrier offshore Vietnam. The Wu Zhou 8 requested emergency medical assistance after its 21 seafarers suddenly fell ill about 63nm southeast of Con Dao island, Ba Ria-Vung Tau province last October. Vietnamese authorities dispatched helicopters to bring the victims to a hospital onshore, but by the time the rescue team arrived, 10 crewmembers were already dead. Another two died on the way to a hospital on Con Dao island. Vietnamese media reported that fish was most likely the cause of severe food poisoning onboard the 76,000 dwt bulk carrier whilst sailing from China to Thailand. One of the

interviewed-saved crewmembers reportedly said the crew ate duck meat and Chinese canned meat the day before without any problems. However, the day after, the crew had fish and vegetables with many experiencing abdominal pain, vomiting, and diarrhea. (Image: Marine Traffic) **SF**

Unions need to assert public demand over China's funded transport infrastructures

ITF starts engaging affiliates on issues surrounding Foreign Direct Investments (FDI) during the Belt and Road Initiative (BRI) Summit in Manila, Andy Dalisay reports



How can trade unions assist the public concerns in countries with huge China investment loans in the transport sector and leverage them on the table into trade union demands.

That's how the ITF see their role over the trend of Chinese foreign investments in transport infrastructure in the recent Belt and Road Initiative (BRI) Summit in Manila.

"People have concerns about these money," said ITF Campaign Director Gemma Swag, referencing to Chinese foreign loans invested in infrastructures like ports, airports and other inland transport facilities. Swag pointed out that a trade union "can step in and play a very important role in negotiating right, on how this money is spent."

ITF starts engaging affiliates on issues surrounding Foreign Direct Investments (FDI) based on survey during the Belt and Road

Initiative (BRI) Summit in Manila on 14-15 October 2022. The survey results among the participants clearly indicated that China's activities are swaying influence over those projects, with 84% of the respondents said Chinese investments in various countries are influencing their economy.

Negative influence

"The people are concerned about the negative influence of Chinese investments, which was shown in different ways," explained Swag as she identified them: Firstly, 52% of respondents think that their government has borrowed too much money from China.

Secondly, 39% of respondents said that the economic and political influence by China is negative. Lastly, 37% said that Chinese loans have "zero requirement" in other countries, and the conditionality with which loans are given to their economies.

Though the zero requirement and conditionality of the loans are something to be probed, ITF is aware of many economies becoming dependent on loans from China and development banks. Unions whose countries engage with Chinese investments include India, Liberia, Mali, Mongolia, Sri Lanka, Togo, and Zambia.

The survey also asked unions for the best economic model for their countries. The result showed the best model should be based on national plan of their countries, choosing their own economic model based on social dialogue.

The survey showed 39% of the unions said that "we should follow our country's development model;" 29% said the European model is the "preferred development model."

This model is based on social dialogue, which the global unions federation finds something so important for an economic



development model: the role of trade union in social dialogue.

The survey indicated that 22% said the Chinese model was the preferred one and 6% of respondents said, they want to follow the US model.

Lowest US scorecard seemed to be understood as the American corporate model is "so anti-union," noted Swag, citing the case of Starbucks, for instance. "American companies close down their stores the minute the workers start to unionise. Clearly, national plan and social dialogue is the key trade of any economic model."

China's Global Aspirations

As an overseas investment programme, China has positioned BRI in three development categories, namely: aid assistance, foreign direct investment, and foreign commercial direct investment. These are in line with

China's development policy in their global aspirations.

Rhea Chatterjee of ITF BRI Research said, China has given out \$3 Trillion to about 150 countries over the last 10 years, in both economic and political projects. It invests a lot in transport infrastructures such as roads, rails, ports, airports, intermodal logistics hubs. Transport represents nearly a quarter of BRI lending and spending.

She explains: "First in the shorter term, what BRI does is creating, depending on Chinese infrastructure's existing supply chain. Second, it is securing critical resources and redirecting primary goods like thermal coal that is essential to creating products and redirecting to Chinese supply chain from an economic perspective for a more immediate reality of Chinese investment."

But in some countries, these are taking shape into what we call a 'debt trap', Chatterjee asserted, citing that it already happened in Sri Lanka and Zambia, "where secret deals had been made" with no hope of paying those debts as its government defaulted.

They have been forced to sell critical infrastructure to China, and it has become a "significant challenge for the country's national interest," Chatterjee said.

Shrinking Trend

In recent trend, however, BRI investment has been actually shrinking in most regions since 2019. Except in the Arab World, which the ITF noted, is going up.

It's important to note that all foreign aid capital presents itself with challenges and seeks to redefine national economies through different mechanisms, she concluded. "We've seen it since foreign aid capital started in some form or the other. It challenges labour organising that may take new shape but remain essentially the same."



Gemma Swag



"As percentage of China's GDP is growing, that makes it challenging. As China invests globally, it also opens up its relatively protected economy to the fluctuations of the global economy," stressed Chatterjee.

"So, its challenges with debt have meant that 60% of Chinese investments in countries that are considered in financial distress and the risks of the global market find them funding unsustainable projects," reckoned the research analyst.

Transport needs \$50Tn of investments by 2040. Currently

there's a \$10Tn gap in investment, according to the ITF. That investment is going to come from somewhere else because transport is one of the most crucial industries in the world, Chatterjee said.

Interestingly the response of transport workers by national sector provides the challenge to organise. Whilst Chinese capital tends to avoid local workers and trade unions.

"They have nominal protection insurance from the China Ministry of Commerce in labour cooperation system. But they themselves are vulnerable. So, Chinese workers

in those countries face a number of issues – like all workers seeking representation and the protection of trade unionism."

It's important to note that all foreign aid capital presents itself with challenges and seeks to redefine national economies through different mechanisms, she concluded. "We've seen it since foreign aid capital started in some form or the other. It challenges labour organising that may take new shape but remain essentially the same." **SF**

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THE ITF SEAFARERS SUPPORT



The International Transport Workers' Federation (ITF) and its affiliated unions work together to fight for the rights of all seafarers around the world.

To support seafarers the ITF has a global network of more than 130 inspectors and contacts in 57 countries, who can be called upon to deal with any problems seafarers face. For those areas where no inspector is available, please don't hesitate to reach the ITF Seafarers Support team who are based in ITF Head Office in London.

The Contact details are:

Email	seafsupport@itf.org.uk
SMS	+44 7984 356 573
WhatsApp/Viber	+44 7523 515 097
Facebook	www.facebook.com/itfseafarerssupport



Please remember that when contacting the ITF Seafarers Support team or the ITF Inspectors, you should provide the Name and Flag of the vessel, the IMO number, your current location and full details of the problem or problems you have.



In addition to these contact details the ITF has developed a FREE iOS and Android app called ITF Seafarers. Using this app you can look up vessel details taken directly from the ITF system, find and contact an ITF Inspector or ITF Maritime affiliated union plus much, much more.

Canada grants access to shore leave

Shore leave for seafarers is essential to their physical and mental health the sooner their merchant ship arrives at a foreign port.

In Canada, for instance, authorised representatives of foreign ships in Canadian waters are expected to make every effort to approve shore leave for seafarers after a ship's arrival in port.

In Ship Safety Bulletin (SSB) No 19/2022, Transport Canada reminds "authorised representatives of their obligation to approve shore leave for seafarers" onboard foreign and domestic vessels under Maritime Labour Convention, 2006.

The Convention says, "Seafarers shall be granted shore leave to benefit their health and well-being and consistent with the operational requirements of their positions" (MLC 2006, Regulation 2.4, Paragraph 2).

The Bulletin also reminds that "company policies designed to protect the vessel complement from illness should take into consideration that today there are a number of vaccines and treatments available for COVID-19, and the application of reasonable personal preventive health measures can protect those at higher risk of more

severe disease or outcomes from COVID-19."

Also, these policies should take into consideration local and/or regional guidelines published by public health authorities with respect to COVID-19, Transport Canada says.

Seafarers with approved shore leave in Canada are encouraged to consult SSB 11/2022 on how 'Foreign seafarers can obtain covid-19 vaccines in Canada', and SSB 12/2022 - Updated guidelines respecting the mobility of asymptomatic, presumed non-covid-19 carrying seafarers in the marine sector during the covid-19 pandemic.

As a foreign vessel operating in Canadian waters, Transport Canada, says, "your vessel can be inspected to make sure you are complying with the Canada Shipping Act, 2001 and international conventions."

At the same time, during port state control inspections, Port State Control Officers will ensure that seafarers are granted shore leave in accordance with the provisions of the MLC 2006.

"If there are any issues, the officer will not allow the vessel to proceed to sea until the necessary corrective

actions have been taken to the satisfaction of the attending Port State Control Officer," it states.

For vessels making domestic voyages

For seafarers on board Canadian vessels making domestic voyages, the guidelines state that "authorised representatives are encouraged to leverage their established Workplace Health and Safety Committee or Health and Safety Representative to determine appropriate shore leave measures that take into consideration the unique operating environment of the vessel to mitigate the transmission of COVID-19 while maintaining operations."

It states that company policies designed to protect the vessel complement from illness should take into consideration that there are a number of vaccines and treatments available for COVID-19, and the application of reasonable personal preventive health measures can even protect those at higher risk of more severe disease or outcomes from COVID-19. Also, it adds, these policies should take into consideration local and/or regional guidelines published by public health authorities with respect to COVID-19. **SF**





Photo: <https://www.synergymarinegroup.com/>

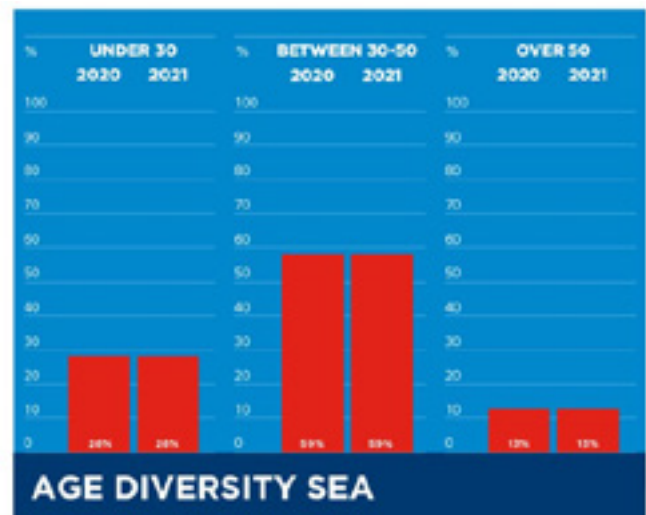
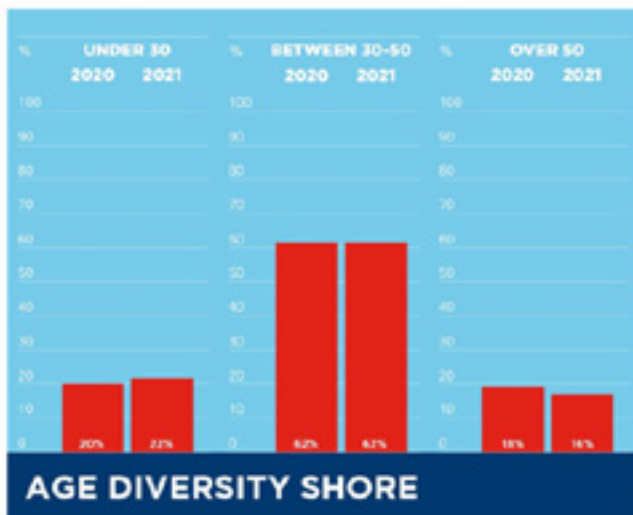
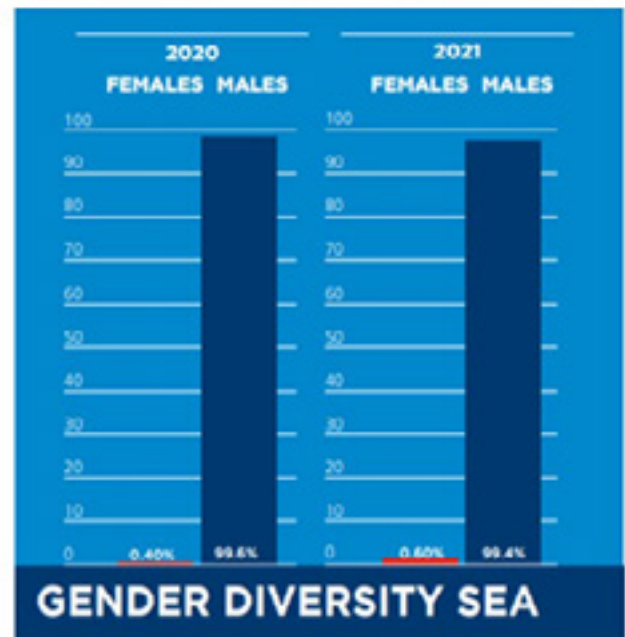
Diversity, Inclusion at Work. With more than 20,000 seafarers sailing worldwide and 2,000 employees located in 26 countries, Bernhard Schulte Shipmanagement (BSM) celebrates various genders, age groups, and nationalities. "Our community works together to propel us forward, in partnership with other industry players who share our values," BSM says in a social media post. It is building an open and inclusive culture, where everyone feels valued, and able to bring their whole selves to work. The ship and crew

manager partnered in 2021 with the Diversity Study Group, the first organisation dedicated to diversity, equity and inclusion (DEI) in the workplace across the global shipping and maritime sector. The goal says "is to exchange best-practices and provide anonymous data for the development of industry-wide diversity benchmark. Through the networking events, we build deeper knowledge on DEI, identify trends and opportunities for improvement and provide our partners with ideas on inclusive practices." **SF**

SHORE EMPLOYEES GENDER RATIO



SEA EMPLOYEES GENDER RATIO



Empowering the youth into green transition

On International Youth Day

In line with the celebration of International Youth Day, over 50 cadets, young workers and climate activists participated in the AMOSUP-ITF organised event.

“Young Workers’ Future” Seminar aims to align with the industry's goals of a green and just transition held on August 12, 2022, at the Museo Marino, Malate, Manila.

MAAP President VADM Eduardo Ma. R. Santos AFP (Ret.) said that not only shipping companies but also schools must be involved in the

transition and digitalisation of the maritime industry, while AMOSUP President Dr. Conrado F. Oca emphasised that the youth is our future, and that no one should be left behind.

With the theme “Kalikasan, Kabuhayan, Kabataan”, three speakers also empowered the audience with their topics about green shipping, just transition, and climate action which was followed by a lunch, interactive games, and small group discussions. | via Midn 3CL Gemnheal Lagat. [SF](#)





Diversity And Close-knit Culture. 1Seven nationalities – one goal! That's how the crewmen on TORM Adventurer got together on the bridge wing and shared this snapshot from a sunny day in August. It's a picture which captures both diversity and the close-knit culture of working at TORM. (Image: TORM) [SF](#)

QUOTE

IN ACTION



“People have concerns about these money.”

Gemma Swag, ITF campaign director, on Chinese foreign loans invested in infrastructures like ports, airports and other inland transport facilities.



“It has reawakened the unions collective power and reformed our global connections to deliver for transport workers across Asia Pacific.”

Dr Conrado Oca, AMOSUP president, on the ITF week-long regional conference ITF/AMOSUP hosted in Conrad Hotel, Manila in October.



“We all know that it already existed long before the pandemic.”

Mary Liew, ITF women's committee chair, on the disparities women experienced at work even before the global public health crisis.



“Pag bumitaw tayo, may kukuha.” (If we let it go, someone is there to take it.)

Vice Admiral Eduardo Santos, MAAP president, on the technology and preparedness for the job in autonomous shipping the academy put up for both cadets and seafarers.



“Each of us assumes responsibility and our collective responsibility for each other.”

Paddy Crumlin, ITF president, on empowering those working men and women that rely so heavily on their unions' leadership and the ITF.



“It brings hope and inspiration worth telling and worth sharing.”

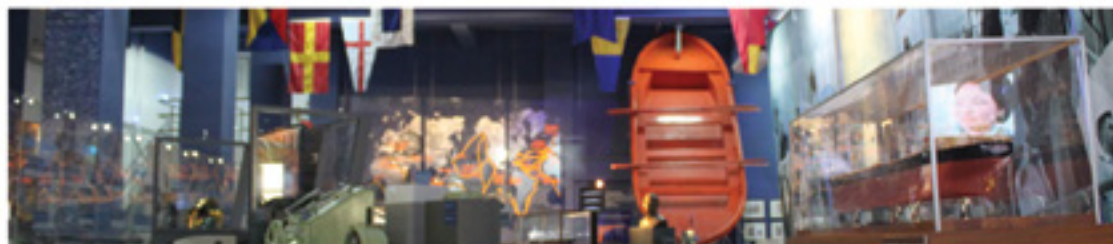
Van Alfred Villanueva, MAAP's Kamaya Point editor, on the reality of life onboard – the truest and most unfiltered painstaking of seafarers.

JSU - AMOSUP

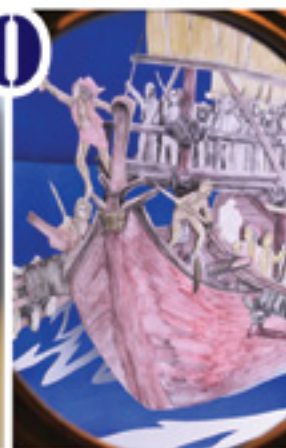
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M/V Kapitan Felix Oca

M/V Kapitan Gregorio Oca



Capt. Gregorio Oca
Founder, AMOSUP (1926-2010)



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