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The Church in the Maritime World
Pontifical Council for Pastoral Care of Migrants and Itinerant People



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WORLD MARITIME DAY

This coming Thursday,
September 30,
we are to celebrate
World Maritime Day,
organized by the United Nations.
My thoughts go out to all who work at sea,
and I pray that they may be able to live
with dignity and security

(Angelus, Castel Gandolfo, September 26, 2004)



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The Apostleship of the Sea United States Conference of Catholic Bishops

Rev. Fr. John A. Jamnicky

National Director, Executive Editor

Tel. (202) 541-3226 / Fax (202) 541-3351

E-mail: aos-usa@usccb.org

Website: www.aos-usa.org

Rev. Sinclair Oubre, J.C.L.

Design/Production Editor

Tracie Middleton

Composition & Layout

please send information for CMN to

1500 Jefferson Drive

Port Arthur TX 77642

Tel. (409) 985-4545; Fax (409) 985-5945

email aosusa@sbcglobal.net

Officers & Board Members 2004-2005

Executive Board

President	Rev. Sinclair K. Oubre, J.C.L. 409-982-5111
Vice-President	Thomas G. Matyok, Ph. D. 912-267-0631
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Secretary	Rafael Alvarez 410-327-5254

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National Director Rev. Fr. John A. Jamnicky
202-541-3226, (USCCB-Washington, D.C.)

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reprints articles appearing in the most recent edition of the Apostolatus Maris Bulletin, a publication of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People.

Contact information is listed below, along with address updates for the Apostolatus Maris World Directory:

Pontifical Council for the Pastoral Care of Migrants and Itinerant People

Palazzo San Calisto - Vatican City

Tel. +39-06-69887131

Fax +39-06-69887111

e-mail:

office@migrants.va

www.vatican.va/Roman Curia/Pontifical Councils ...

AM World Directory

HONG KONG (new e-mail address)

aos_kh@yahoo.com.hk

NETHERLANDS (new address)

Stella Maris, H. Cleynertweg 805 1025 ED Amsterdam

CMN's Upcoming Events in Maritime Ministry:

April 5-8, 2005

AOS USA Annual Conference,
California Maritime Academy

May 20, 2005

National Maritime Day

July 10, 2005

Sea Sunday

November 25, 2005

World Fisheries Day

Please Pray for:

- RADM Bresnahan, President of the Massachusetts Maritime Academy.

NO MORE RIGHT TO SHORE LEAVE?

30 September 2004—ILO World Maritime Day

Seafarers play a pivotal role in the smooth running of the world economy, with around 90% of trade in the world's raw materials, food and products being transported by sea. On World Maritime Day (30 September 2004), seafarers' trade unions and shipping industry employers – who collectively make up the shipping industry – are coming together to ask governments to allow mariners to step ashore to enjoy a hard earned rest following what can be weeks at sea.

Shipping companies and seafarers are backing the Day's aim of promoting maritime security by reminding governments that security is best achieved by working together, not by treating visiting seafarers as potential terrorists. This is especially important, given the security role conferred on seafarers by the new International Ship and Port Facility Security (ISPS) Code*.

Due to the special nature of seafarers' employment, with crews being confined to their ships during sea voyages of several weeks' duration, access to shore leave in the foreign ports that seafarers visit is vital to ensure their well-being and welfare. However one of the consequences of post 9/11 security concerns is the tighter restrictions being placed on the movement of seafarers.

Many countries no longer adhere to the principle that seafarers should not be required to obtain visas in order to enjoy shore leave, as established in international law by the International Maritime Organization (IMO) Facilitation Convention 1965 and the International Labour Organization (ILO) Seafarers' Identity Documents Convention 1958 (ILO Convention 108).

To address concerns about security following the 2001 terrorist attacks on the United States in a manner compatible with providing seafarers with shore leave, the ILO has adopted a new Convention on the Security of Seafarers' Identity Documents (ILO Convention 185), which replaces the 1958 Convention.

The new Convention, adopted in June 2003, requires seafarers' identity documents to include a bar-coded fingerprint, and sets out the detailed procedures for their issues. Crucially, the Convention maintains the principle that port states must afford special treatment to seafarers for the purpose of facilitating shore leave or crew transits, and that seafarers holding the new ID should not normally be required to apply for a visa in advance in their home country. It is very much hoped that all governments will ratify and/or implement the provisions of ILO Convention 185 as soon as possible.

* The ISPS Code is a set of new maritime regulations designed to help detect and deter threats to international security. The code applies to vessels over 500gt engaged in international voyages and port facilities serving such ships. All ships and port facilities covered by the ISPS code must have implemented the mandatory requirements by July 1, 2004.



SEA SUNDAY 2004

A Message from the Pontifical Council

Each year "Sea Sunday" is celebrated around the world. This year a Sea Sunday Message from Card. Stephen F. Hamao and Archbishop Agostino Marchetto was sent to AOS Members around the world, through the Regional Coordinators, as an encouragement to organize Sea Sunday celebrations to express our appreciation for the contribution and sacrifices that seafarers and fishers make in raising the standard of living throughout the world, and to highlight the spiritual and religious dimensions of their lives.

Some of us will be celebrating Sea Sunday during the month of July and some later in the year. This celebration is an occasion for us also to make known to our respective countries, the contribution of the maritime and fishing sectors to their prosperity and economy. On Sea Sunday we shall remember all those who work at sea, far away from their family, country and local Church. Their work is essential to the prosperity of the world economy if we remember that 95% of commercial exchanges between nations is done by ship. They often have considerable problems, and we must not forget that seafaring remains even today the most dangerous profession with still too many fatalities that could be prevented. Sea Sunday will be the occasion to remember and be in solidarity with the families of those who have lost their lives while working at sea, especially since in many parts of the world their dependents may have to face destitution and poverty, if there is no social security or welfare.

There is still a dark side to the shipping and fishing industry: low pay, hard working and living conditions, lack of safety and social security, arbitrary abandonment in foreign ports. The new restrictive measures towards shore leave, added to long contracts, result in long periods of isolation that cut seafarers off from port communities, access to welfare services and even to their families and friends. On the bright side, the recent ILO maritime Session on Fishing and the proposed consolidation of "more than 30 Maritime Labor Instruments" into a new ILO Convention presents a new and great hope for the maritime and fishing communities. If these revised norms concerning the fishing industry are adopted next year, they would benefit 90% of the fishing people around the world, compared with the existing juridical instruments that cover only 10%. This is why it is important that each Government and Flag State be encouraged to assume its responsibility and speak for the rights of the people of the sea, ratify the new conventions and also see to their implementation in their maritime and fishing industries as well as in their Exclusive Economic Zone.

Sea Sunday is also the occasion to remind us of the mission which was assigned to the AOS by Pope John Paul II in his Apostolic Letter "Stella Maris" of 31 January 1997, in which he entrusts to us the charge to promote the pastoral care to seafarers and to be pastors to the people of the sea who, given their particular situation and calling, are unable to share in the ordinary pastoral care of their local Churches. This AOS mission in the maritime world can be further summarized by the words of the Pope John-Paul II, last 18th May, to the participants of the Plenary Session of the PCPCMI, reminding them that "charity and welcome ... constitute the first and most efficacious form of evangelization".

Let us faithfully follow in the footsteps of our Lord so that no one be excluded from our charity and welcome. Let us share generously with all our hospitality and solidarity so that we put in practice this resolution of the Rio de Janeiro World Congress in 2002 that "globalization be given a humane face".

May Mary "Star of the Sea" protect you and your families

Stephen Fumio Cardinal Hamao, President
+Archbishop Agostino Marchetto, Secretary

ICMA WORLD CONFERENCE*

New Perspectives: Renew—Regather—Respond



The 9th World ICMA Conference was held in New Orleans, USA, from July 28th to August 3rd, 2004. 250 participants were present from more than 50 countries. The Conference's Organizing Committee comprised representatives from local maritime welfare agencies, including Global maritime Ministry (Baptists), German Seamen's Mission (Lutheran) and the AOS.

Rev Sakari Lehmuskallio, who chaired the Conference, was replaced as Chairman of ICMA by Rev Bill Christianson on August the 3rd at the ICMA Executive Committee, which was held in New Orleans before the members departed.

The event was a success. The keynote addresses were usually good and positive. Bishop Tom Burns talk on "Mission" was well received (excerpts on following page). Fr. Harel was personally responsible for the workshop on ecumenism, which was well attended on all three days. In general the input of AOS members was appreciated,

and it can be safely said that Apostleship of the Sea is a valued member of ICMA.

ICMA Annual General Meeting

The ICMA AGM (Annual General Meeting) was held on 28th July, and the main underlying issue was the future of ICMA. The conclusions of the "ICMA Working Committee" recommendations on the Grubb Institute Report were summarized and listed in the so-called "Trigger Paper" and proposed for general discussion during the AGM, which was attended by representatives of all ICMA members. The items were discussed in detail and the main conclusions were:

- It is difficult to make a distinction between ICMA considered as a "network" and ICMA as an "international secretariat", as in practice it is both of these. Although we want it to be a "net-work", it is not possible to do away with the secretariat side. However a secretariat must be pro-active (it must have a leadership role) or doomed to failure.
- ICMA is owned not by the Executive Committee but by all the members. To ensure transparency and participation the Executive Committee will be enlarged while the "Founding Members" (which include the AOS) remain permanent members. The Executive Committee will continue to meet twice a year.
- The AGM will be given a more important role and all ICMA Regional Coordinators will be expected to attend this annual forum.
- Preferably ICMA's head of office must continue to be a General Secretary and the office will be better located in London. These conclusions were also discussed during an open general session on the 2nd August and there was general agreement on them. The detailed minutes will be circulated by the ICMA Secretariat.

On Sunday August 1st there was a meeting between the ICMA Executive Committee and the ICSW Presidium to dispel many misunderstandings and discuss the accusations of "unfair competition" levied against ICSW by certain ICMA members. The meeting went well and it was generally agreed that there should be more "communication and sharing" between the two. The principle of holding meetings "back to back" was made official, and this practice should be generalized to achieve economy of scale.

AOS Meetings during the Conference

The Conference was the occasion for society meetings and other side meetings. As for the Apostleship of the Sea, three important meetings were held.

- Regional Coordinators meeting (including the progress report on the AOS International Fishing Committee). The necessity of having a uniform format or model for reports at regional, national and local level was discussed. Then the dates and venues of next years' regional meetings were proposed, so that they can be finalised at the Coordinators Meeting in 2005. Everyone agreed that there should be greater solidarity between AOS centres around the world.
- AOS "Society meeting". 50 participants were present, including 2 Bishops, 7 Regional Coordinators and 12 National Directors. This meeting followed more or less the same agenda as the Regional Coordinators Meeting.
- "Website Meeting". AOS-Australia has already set up www.aos-world.net which is a pilot project. The AOS site will be primarily targeted towards chaplains and pastoral agents. It will be an instrument for the coordination of our pastoral work. This is why a database with all relevant information is essential and will be a resource for the Regional Co-ordinators and National Directors. The project is targeted to be completed by July 2005.

THE CHAPLAIN IN MISSION

Bishop Tom Burns

AOS Bishop Promoter for England and Wales



Bishop Burns and Canon Christianson at the ICMA World Congress.

When Jesus chose and sent his disciples forth into mission, it was not their gifts that set them apart for this service as missionaries. He did not choose them because of any unique set of talents that qualified them and no-one else for this Bishop Burns and Canon Christianson at the mission. Rather, he sent people who looked just like the crowds on which he ICMA World Congress had pity and sent them with authority to heal and offer hope. He further instructed them to leave their unique gifts behind, their money, their clothes, their power, their security, anything that might separate them from the crowd that had moved him so deeply with love.

Take nothing with you ... Give without cost what you have received without cost. What draws us together is not the gifts that differ, but the emptiness and vulnerability we all share in common. Community and love start in how we are the same not in how we differ. Justice begins when I know myself to be as vulnerable as you, and I seek to help us both to be safe. Forgiveness begins when I know myself to be as sinful as you, and try to find a way to make us both more complete.

Community begins when I know myself to be as broken, needy, and dependent on you as you are on me, and celebrate that only together can we be whole. We need to know and celebrate that while love will not be found in giving gifts, it will be ours in abundance when we know ourselves joined with each other in the faceless, hungry, needy, wounded crowd.

And yet in all this, there is one truth above all: *When we are down to nothing, God is up to something.* With almost nothing to hand, God can still do so much. He says to us: “Will you too go away?” If you remain in God, and he remains in you, then each one can do so much for just one other person. The mission will carry on.

Mission is not something that happens *over there*, something which *other* people do. Mission is carrying out the work of the Holy Spirit, the missionary of all time. The Port Chaplain is *commissioned* as a disciple to continue the mission of God, with the power of the Holy Spirit. As Pope John XXIII said one night, kneeling in prayer by his bedside: *It’s YOUR Church, Lord. Get on with it.* It’s God’s mission. We have the privilege of taking part in it. God is the protagonist, not us. Mission is one aspect of reaching out to seafarers. Other aspects are SOLIDARITY, WELFARE, HOSPITALITY. Jesus, who clearly states that he has been sent by the Father, in the power of the Holy Spirit, describes his mission in Luke 4:18-1 – quoting Isaiah 61:

The Spirit of the Lord is upon me, because he has anointed me to preach good news to the poor. He has sent me to proclaim freedom for the prisoners and recover of sight for the blind, to release the oppressed, to proclaim the year of the Lord’s favour.

If we look again at what Jesus has been sent to: *Preach good news to the poor* – that is MISSION.

Proclaim freedom for prisoners, release the oppressed—that is SOLIDARITY

Recovery of sight for the blind—that is WELFARE in terms of physical and practical needs.

Proclaim a year of the Lord’s favour – hat is HOSPITALITY. For no-one is a stranger; all are in the Lord’s favour and therefore welcome. I was a stranger and you made me welcome (Matt 25:35)...

Another defining principle for the mission of a Port Chaplain is that it is a mission *alongside*, not a mission *to*. In this sense, it is *incarnational* rather than philanthropic or paternalistic – again, incarnational in imitation of God’s saving action and mission.

We are not called to minister to or at people, or to preach at them, but to come *alongside them*, as the Lord took flesh and lived among us, Emmanuel, God with us, “eating with sinners” (Mark 2:16) as well as preaching to the multitudes. Shipping has always been international by its very nature. But the radical changes in shipping today call for a radical re-evaluation of the needs of today’s seafarers, and a restructuring and repositioning of the mission and ministry we offer.

The new AOS model of mission in the UK has three very distinctive strands of ministry to meet the needs of international seafarers working into and out of the UK today. These strands are:

- Pro-active ship-visiting by specially trained and qualified “chaplains”;
- Joint ministry from ecumenical drop-in seafarer centres within our ports;
- Seagoing chaplaincy by specially trained and qualified “chaplains”.

Our congratulations and best wishes to **Canon Bill Christianson** (MtS), new Chairman of ICMA.

We assure him of our continued support and prayers.

NEW PLACES OF CALL FOR SEAFARERS

Brisbane

Retired Townsville Bishop Raymond Benjamin opened and blessed a new centre for visiting seafarers in Brisbane last Sunday. The Stella Maris Seafarers Centre has been established in a building belonging to Guardian Angels' Parish at Wynnum on Brisbane's bayside, at a cost of about \$70,000. It serves seafarers visiting the Port of Brisbane.

AOS national director Ted Richardson, who is based at Wynnum, said the new centre had been in use for about a month and was proving popular with seafarers. "We're getting an average of 600 seafarers a month wanting to use it. It's very busy," Mr Richardson said. He said the centre was one of the most modern and up-to-date facilities in Australia.

"Seafarers can not only use the Internet for e-mail but can now view their families and loved ones and talk to them in real time. "With the centre now having four computers and six phones, communication with families is now affordable and



well used."

One man recently was able to see his newborn son for the first time because of the modern communication facilities at the Brisbane centre.

The opening coincided with "Sea Sunday". President of the Pontifical Council for Pastoral

Care of Migrants and Itinerant Peoples, Cardinal Stephen Fumio Hamao, sent a letter for the occasion. Cardinal Hamao said he was particularly appreciative of the support given by Guardian Angels' Parish and the Capuchin Franciscans to the work of the Apostleship of the Sea over the past 20 years.

"I would like to congratulate the people and community of Wynnum for their dedication to the cause of the seafarers, who are isolated from their parishes and families, as they are away from home for long periods," he said. "Being welcomed into a parish community is one of the greatest ways we can show our gratitude to those who contribute so much to our welfare and our prosperity."

Bishop Benjamin, who lives in retirement in neighbouring Manly, said his support of the AOS started when he was Bishop of Townsville from 1984 – 2000.

He said he became aware then of the good work being done and the need to support the care of the seafarers.

Bishop Benjamin said that when he left Townsville he wondered if he

would have the chance to continue his involvement in supporting the seafarers "because I've got a big soft spot for them – it's the loneliest job in the world."

"I found out (when I came to Brisbane) I was living only one sub-

urb from the national headquarters of the Apostleship of the Sea," he said. Bishop Benjamin enjoys helping out in the office at Wynnum. "There are literally hundreds of thousands of people working and living on the sea. They've got nobody for a bishop and they've got nobody for a parish priest ... and they turn up in port and they know nobody."

"The more I found out about them, the more I could see we've just got to open up our hearts to these people."

Marseille

New Cruise Terminal

Our new centre has now been opened since April 26 and is in operation, at least three or four times a week, mainly on Fridays, Saturdays and Sundays, when cruise ships berth at pier 163 at the Leon Gourret quay. Usually the Costa Classica, the Costa Fortuna and the Splendour of the Sea, arrive in the morning and leave in the late afternoon. Since its opening the number of seafarers coming to the Seamen's Club has been increasing regularly, which is an indication that it is much appreciated and, according to the visiting crews, compares very favourably with other seafarers' centers in the Mediterranean.

The rate of progress of the centre's use by ship personnel speaks for itself. It has jumped from 17 visits per cruise ship call to 67. Since the 26th April we have welcomed 1788 visitors. As

from August 15, we have been receiving with each ship an average of 100 seafarers from more than 40 countries, of whom 25% are Latin Americans (Colombians, Hondurians, Peruvians, Dominicans, Guatemalans and Brazilians...), 22% are Philipinos, 20% Indians, 13% Italians and, in a lesser proportion: Indonesians, Romanians, Spanish, Bulgarians and Slovenes. Most of them come to contact their families.

The three computers and eight telephone booths are not enough, and there is always a long queue at peak hours, between noon and 5pm. The port authorities pay for the ADSL

Continued on the next page.

NEW CENTRE INAUGURATED IN CEBU

A message of congratulations from Cardinal Stephen F. Hamao

On the occasion of the inauguration of the new Cebu AOS Seafarers' Centre (29th April 2004), and in the name of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People and on my own behalf, I send our cordial greetings to His Eminence Cardinal Ricardo Vidal, His Excellency Bishop Ramon Argüelles, His Excellency Bishop Precioso Cantillas, Fr. Roland Doriol, SJ, the Government and Port Authorities and all volunteers and pastoral workers of the Apostleship of the Sea.

I also wish to express my congratulations to all those who have made this new center possible. This beautiful building grew from a container on the docks. This reminds us of the parable of the Mustard Seed, where Jesus told us that the Kingdom of God is like a small seed planted in the ground which grows into a large tree. We thank the Lord for the perseverance and the courage of all those who, during these years, have labored in very difficult conditions to ensure that pastoral care is extended to all seafarers and their families who call at this port of Cebu.

Filipino seafarers constitute a great proportion of the 1.2 million seafarers sailing the oceans. They are respected for their professionalism and reliability. Their services are very much in demand all over the world. We know that the life of a seafarer who has to leave his country and family to earn his living far away can be difficult and lonely, but it can also be a providential opportunity to become, on board ships and in the countries of call, a messenger of the Good News of Jesus Christ.

I pray that this center be a "home away from home" for all the seafarers coming to this port. In our pastoral ministry, let us be guided by these words of St. Benedict to his monks: "Make sure to welcome the stranger as Christ himself". May Our Mary Star of the Sea be "always a beacon of hope", that the seafarers may be protected from all dangers and return in safety to their homes and friends..



A port welfare center was formally inaugurated on April 29 2004 in what is to be a meeting place of seafarers, port workers, maritime and port authorities and shipping owners and operators. The Archbishop of Cebu, Cardinal Ricardo Vidal officiated the blessing and inauguration of the three-story Stella Maris Seafarers' Centre in Pier 4, said to be its 110th Center worldwide. Fr. Jacques Harel, of the Pontifical Council, was present, representing Card. Hamao.

Continued from page 6

connection, and this will allow us to add on additional computers. We must also find a way to have more telephone lines. Even before receiving the subsidies from ITF we had to buy furniture for the opening of the center. As seafarers very much appreciate playing American billiards, we have purchased a billiard table. However we shall be able to get all the equipment the seafarers need and have asked for when we obtain the subsidies, which have been applied for.

We were ready, as with seafarers on merchant ships, for a big demand for phone cards; but the huge demand for bottled water took us all by surprise. An unexpected demand for us, which however will not surprise the old hands as they all know that the

quality of distilled water on board is a far cry from "spring water"!

Up to now we have noticed that only seafarers on ships moored to piers 163 and 181, near the cruise terminal, come to the center. If the cruise ships activity increases and if we have a sufficient number of volunteers, we must plan for a shuttle to bring the crews berthed further away to our beautiful new center.

The new team of six volunteers includes H el ene Condamine, our charming hostess at La Maison des Gens de Mer in 1994, who has come to reinforce the original team of ship visitors, who have never stopped during all these years to support and serve the seafarers.

ICMA PARTICIPATION TO THE 92ND ILO CONVENTION

Fifth item on the agenda: Work in the fish sector

Fr. Bruno Ciceri, CS*

From June 1 to 17, 2004 I attended in Geneva the 92nd Session of the International Labour Conference, on whose agenda the fifth item was the discussion of a comprehensive Convention supplemented by a Recommendation on work in the fishing sector.

It was the first time I attended such a meeting, which was also a great learning process. Douglas B. Stevenson, the director of the Center for Seafarers' Rights, joined me during the second week. His experience and expertise were very much appreciated by myself and other participants.

A long and difficult consultation

The text which served as basis for the discussion was the result of a long process of consultation. First the ILO Maritime sector drew up a preliminary report in which it gave an overview of the fishing sector and analyzed the relevant legislation and practice concerning labour conditions in this sector in various ILO member States. Then the report and a questionnaire were forwarded to the governments of member States of the ILO and some NGOs including ICMA, which were invited to send their replies by 1 August 2003 at the latest. (<http://www.ilo.org/public/english/standards/realm/ilc/ilc92/pdf/rep-v-1.pdf>)

The replies from the governments of 83 member States and the views expressed at the Tripartite Meeting of Experts on Labour Standards for the Fishing Sector (2-4 September 2003) were taken into consideration and the Proposed Conclusions were prepared for discussion at this present session [cf. Conditions of work in the fishing sector: The constituents' views, Report V(2)]. (<http://www.ilo.org/public/english/standards/realm/ilc/ilc92/pdf/rep-v-2.pdf>)

The proposed conclusions for the convention cover: minimum age, medical examination, manning and hours of rest, fishers' work agreements and list of persons on board, identity documents, repatriation rights and recruitment and placement services, medical care, occupational safety, health and accident prevention, protection in the case of work-related sickness, injury or death.

To supplement the Convention with a Recommendation the following proposed conclusions were also on the agenda: protection of young persons, medical examination, competency and training record of service, special measures, medical care on board, occupational safety and health Social security, general accommodation standards, noise and vibration, ventilation, heating, lighting, sleeping rooms, mess rooms, sanitary accommodation, sick bay, space to hang oil-skins, clean and habitable condition, cooking equipment and galley.

Some points of reflection:

- The tripartite spirit, which is specific to the ILO in UN agencies, was present throughout the whole convention, even though many times it appeared clear that there were preconceived positions both on the part of employers and workers, and often political negotiations and compromises were "necessary evils" to achieve some results.

- Almost 95% of fishermen are in Asia, but during the discussion both at the level of workers and government, the Asian countries were completely absent with the exception of a few remarks from India and Japan.

- The main idea was that in creating a new Convention the existing standards for fishers should not be diminished, but the development of such a new maritime Convention does raise some concerns and difficulties. For example, throughout the discussion the need was felt to find the appropriate balance in order to protect the vast majority of small-scale fishers, without diluting the existing protection afforded to fishers on large ocean-going fishing vessels. To achieve this, the "protective net" of the Convention must be neither too wide so as to allow extensive exemptions, nor too narrow so that it would make it difficult for ratification and implementation.

Seemingly the Committee had adopted Conclusions that were sufficiently flexible to ensure wide-scale ratification and implementation, yet provided broad coverage for all fishers, including the self-employed, and had included specific safety and health provisions to reduce the high rate of fishing accidents as well as provisions on compliance and enforcement.

- As there was no time to go through all the 210 amendments, and many sub amendments, a lot of work has still to be done. Many important issues such as accommodation, social security and specific standards for larger vessels still have to be worked on and developed before the next year for the Convention. For this reason the ILO has agreed to hold a Tripartite meeting on a fishing vessel accommodation in December 2004.

What can we do?

The ILO has prepared a "brown report" containing the outcome of the Conference (<http://www.ilo.org/public/english/standards/realm/ilc93/pdf/rep-v1.pdf>). This report has been sent to all Member States (and ICMA).

The outcome of the meeting of experts and the comments by Governments will be used to prepare a "blue report" containing the text of a Convention and Recommendation that will be finally discussed at the 93rd ILO Session in 2005.

Now that the "brown report" is published, it is necessary to:

- Disseminate, read, study and share the report as much as possible.
- Organize meetings at local and national level with government agencies, fishermen and fishermen's



* AOS National Director in Taiwan, Regional Coordinator for East-South-East Asia and member of the ICMA Delegation

ILO DELEGATES FORGE NEW CONVENTION FOR THE MARITIME INDUSTRY

Sixty Instruments to become one new consolidated Maritime Convention

The International Labour Organization (ILO) today took a significant step toward the creation of a major new international labour standard that provides a “Seafarers’ Bill of Rights” for some 1.2 million maritime workers by consolidating a wide range of maritime standards adopted since the 1920’s.

The “Preparatory Technical Maritime Conference” was attended by 551 delegates representing governments, ship owners and seafarers from 88 countries who ended this Friday two weeks of intense discussions on the new labour standard. The new draft Convention is to be presented for adoption by the Maritime Session of the International Labour Conference by the beginning of 2006.

The new convention has been defined as “an ambitious instrument” unprecedented in the ILO in its scope and approach, since it aims to consolidate key principles and rights and standards found in over 60 existing Conventions and Recommendations developed during the last 80 years.

“We have a balanced project”, said the president of the Preparatory Technical Conference, Jean-Marc Schindler, government delegate of France. “This is in the interest of all parties concerned. On the one side, the life of seafarers will improve. On the other, ship-owners and governments will see the exercise of their responsibilities facilitated.”

The draft Convention, over 100 pages in length, addresses key issues such as minimum standards for employment; working conditions; repatriation, entitlements and leave; standards for onboard working and living accommodation; social protection and seafarers’ welfare.

“The draft Convention seeks to secure decent working conditions for all seafarers and addresses almost all aspects of a seafarer’s working life”, says Cleopatra Doumbia-Henry, Director of the ILO department that promotes the new instrument. “A very large number of difficult and important issues were successfully resolved during the Preparatory Conference.”

However, some specific areas of concern to governments, ship-owners and seafarers remain unresolved. “There will be ongoing efforts in the follow up to this Preparatory Conference to address the pending issues”, explained Ms. Doumbia-Henry.

Countries are expected to get ready to ratify and implement the new Convention after its formal adoption, since one of the goals of the consolidated Convention is its early entry into force.

The new Convention will not call into question the legal status or substance of existing maritime labour instruments, but rather provide more consistency and clarity, more rapid adaptability and general applicability.

The process for a new major standard began in 2001 when the Joint Maritime Commission (JMC) that includes shipowner and seafarer representatives as well as tripartite participation from the ILO’s Governing Body approved a “Geneva Accord” concerning the review of maritime labour standards, which was later accepted by the Governing Body of the ILO. The Accord calls for “an international regulatory response of an appropriate kind – global standards applicable to the entire industry”.

It also noted that the shipping industry, that moves nearly 90 percent of the world’s trade, has been considered “the world’s first genuinely global industry”.

GENEVA (ILO News) - Friday 24 September 2004

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The ILO formulates international labour standards in the form of Conventions and Recommendations. The ILO’s Conventions are international treaties, subject to ratification by ILO member States. Its Recommendations are non-binding instruments – typically dealing with the same subjects as Conventions – which set out guidelines which can orient national policy and action.

For more information, please visit

www.ilo.org/public/english/standards/relm/maritime/index.htm

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An international labour standard designed to create a new biometric identity verification system for the world’s 1.2 million maritime workers has received sufficient ratifications to go into force in February 2005.

ILO, 17th August 2004

Continued from page 9

organization to discuss the content of the new draft, making the people aware of the importance of this new convention for the protection of fishers.

- Seek the advice of professionals especially on technical issues e.g. accommodation, etc.
- ICMA will attend the next Convention June 2005 and will be able to express our opinion not only through lobbying and personal contacts but also in the meeting of the committee.
- You are requested to e-mail your suggestions to brunostm@ksts.seed.net.tw

Conclusion: an urgent issue

At the AOS also we place great hopes in this new Standard for the fishing sector. To understand its urgency, we must bear in

mind that fishing is a most dangerous profession. In many countries it has the highest fatality rate of any occupation. While vessel casualties are an important cause of death, there are also other major causes of death or injury. Fishermen also suffer from a number of work-related injuries and diseases. Also the seven existing standards (5 conventions and 2 recommendations), adopted in 1920, 1959 and 1966 and which have been ratified by very few countries, need updating in order to reflect the important changes that have occurred over the last 40 years in the fishing sector. We must also bear in mind the importance of this new convention in the future development of national fisheries legislation and in the upgrading the level of existing national legislations to an international standard. While many efforts have been made, at individual and national levels, a new international instrument is needed as it will try to provide more structural and permanent solutions to these vital problems confronting the fishing communities and towards “globalizing solidarity.”

70 YEARS OF THE APOSTOLATE OF THE SEA ABOARD COSTA CRUISE SHIPS

*A delegation from Costa Cruises meets the Pontifical Council**

A meeting took place on Friday 16 July between a delegation from the Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples and a delegation from Costa Cruises. The event marked 70 years of activity by Chaplains aboard the company's ships.



Among those present at the meeting – which took place at Palazzo San Callisto in Rome, headquarters of the Pontifical Council – were His Eminence Cardinal Stephen Fumio Hamao and Archbishop Agostino Marchetto, respectively President and Secretary of the Pontifical Council; Fr. Jacques Harel who oversees the maritime sector for the Pontifical Council; Antonella Farina, an Official in the same sector; Dean Renato Causa, Italian national co-ordinator for the Apostleship of the Sea; Don Giacomo Martino, Italian national director for the Apostleship of the Sea, and Mr. Pier Luigi Foschi, President and Managing Director of Costa Cruises, together with a delegation from the company.

During the course of the meeting, His Eminence Cardinal Hamao presented Mr. Pier Luigi Foschi with a pontifical medal as a token of recognition for the spirit of active collaboration shown over the years by the Italian cruise company in its dealings with the Apostleship of the Sea.

In his address, His Eminence Cardinal Hamao said: *“Through this meeting, our Pontifical Council expresses the hope that maritime pastoral care activity will continue and intensify, just as it expresses its great appreciation to Costa Cruises for the support it gives to such activity. This concern for people, at a moment when only profit and market concerns seem to interest commercial companies, is worthy of special recognition. We would also like to take this occasion to express our satisfaction to the National Administration of the Italian Apostleship of the Sea – here represented by Don Giacomo Martino and by Dean Renato Causa – for the work it has done, calling for the relationship between shipboard Chaplains and Costa Cruises to become ever more integrated”*.

“In the name of Costa Cruises, I would like to express my profound gratitude for this recognition”, replied Mr. Foschi; and he went on, *“I take this opportunity to thank the Pontifical Council for the important pastoral role it has played on our ships over these years.”*

The “apostles of the sea”, in other words shipboard Chaplains (who have been present on Costa ships since as long ago as 1934), have the job of tending to the psychological and spiritual welfare of the crew, doing pastoral work and maintaining dialogue with different religions and ethnic groups. At present all ten of the company's vessels have a chapel at the disposal of both passengers and crew where Mass is said regularly. On all the ships, the shipboard Chaplain – together with the Captain and a workers' representative – sits on the “welfare committee” which concerns itself with the well-being of the crew. The company has recently obtained a certification of Social Responsibility (SA 8000 of the year 2001), testifying to corporate practices that show the greatest respect for ethical and social values.

* Costa Cruises, is an Italian company that belongs to the Carnival Corporation, it is the primary Italian and European cruise company: Ten vessels including the Costa Fortuna, the biggest passenger ship in Italian history, for a total fleet capacity of 600,000 registered tons, with space for around 15,700 passengers. By 2006 the fleet will have capacity for 21,500 passengers thanks to the arrival of the Costa Magica – sister ship to the Costa Fortuna – which will come into service at the end of 2004, and of a new vessel with space for 3,000 passengers, which will be ready for summer 2006. The ships of Costa Cruises all fly the Italian flag and operate in the Mediterranean, Northern Europe, the Caribbean, and South America. Costa Cruises is a member of the “World's Leading Cruise Lines”, an association of the world's major cruise companies including Carnival Cruise Lines, Holland America Line, Cunard Line, Seabourn Cruise Line, Windstar Cruises and Princess Cruises.

NEWS IN BRIEF ...

Canada

1. A number of ports have indicated an increase in the number of volunteers and supports to the Ministry.

2. Over the last eight months, we have seen the appointment of three new Port Chaplains and one Associate Port Chaplain:

- **Fr. Andrew Thavarajasingam** for the Port of Montreal, Quebec. Fr. Andrew is being mentored by veteran port chaplain and former AOS National Director, Fr. Guy Bouillé.

- **Fr. Fred Weisbeck** for the Port of Prince Rupert, British Columbia. Fr. Weisbeck is the first AOS Port Chaplain in several years to be assigned to one of Canada's biggest ports.

- **Fr. Paul Le Blanc** for the Port of St. John, New Brunswick. Just the other month, Fr. Paul was appointed to replace Deacon Bob Freill, who will be concentrating on Parish Administration. Fr. Paul is very interested and willing to learn how to develop the ministry to seafarers at the port of Saint John.

- **Deacon Michael Ho** for the Port of Toronto, Ontario. The newly ordained Deacon Michael will be assisting Deacon Albert Dacanay, National Director, at the Port of Toronto.

3. Last but definitely not least, we have a new Episcopal Promoter. Last April, Bishop Martin Veillette, one of the strongest supports of AOS, was appointed Episcopal Promoter. Bishop Veillette was responsible for building the second Stella Maris Seafarers' Center in Canada. With Bishop Veillette at the helm, we can be confident that AOS will be a much stronger organization in reaching out to seafarers.

(from the National Director, Deacon Albert Dacanay)

Cup of America

A first series of regattas for the Cup of America were held in Marseilles from 5th to 11th September 2004. On that occasion, the "Mission de la Mer," AOS-France, had decided jointly with the Association Cap Vrai (which is geared towards yachting and regattas) to:

- * prepare a brochure to welcome the competitors and their technical team, with the necessary religious and pastoral information;
- * organize a Eucharist with a sermon in English at Notre Dame de la Garde on 29th August 2004;
- * organize a ecumenical service prepared and animated by the various Christian denominations at Saint Laurent Church which is right on the Port of Marseille.

IMHA granted consultative status by IMO

On 1 July 2004, the IMHA (International Maritime Health Association) Office received a letter from IMO (International Maritime Organization) confirming the decision that a consultative status should be granted to IMHA on a provisional basis for four years. Congratulations to IMHA with which we have collaborated on many occasions with very positive results!

Press Statement in the Interest of Traditional Fish Workers of India and Pakistan and the whole of South Asia

On the 10th anniversary of the Pakistan India Peoples Forum for Peace and Democracy, the Apostleship of the Sea, the World Forum of Fisher People and the National fish workers Forum of Pakistan and India appeals to both the governments of India and Pakistan to work towards a common policy for the sharing of the waters of the Arabian Sea by fishermen, without hindrance of threats and arrests by the coastguards of either country.

A similar policy also needs to be considered for sharing waters between India and Sri Lanka and India and Bangladesh.

The 30 days limit on imprisonment of likely arrested fishermen by either country also must be adhered to. The families of these men and their livelihood are at stake. It is the responsibility of the respective governments to ensure their safety and safe return home.

Xavier Pinto

South Asia AOS Coordinator



The Apostolatus Maris Bulletin congratulates

Commodore Christopher York

(AOS National Director for England and Wales)

and Dr. Rolando G. Suarez Cobian

(Executive Secretary of the Commission for Human Mobility of the Episcopal Conference of Cuba)

for their appointment as

Consultors

of the Pontifical Council for the Pastoral Care of Migrants and Itinerant People on July 18, 2004.

Their knowledge and expertise will be of great help for our
Dicastery.

Welcome on board!!

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This memorial to the American Merchant Marine is located in Battery Park, New York City. It is dedicated to all U.S. merchant mariners who have served our country in times of war and peace.

Apostolatus Maris

The Church in the Maritime World
Pontifical Council for Pastoral Care of Migrants and Itinerant People



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Pontifical Council for the Pastoral Care of Migrants and Itinerant People

Palazzo San Calisto - Vatican City

Tel. +39-06-6988 7131

Fax +39-06-6988 7111

e-mail:

office@migrants.va

[www.vatican.va/Roman Curia/Pontifical Councils ...](http://www.vatican.va/Roman_Curia/Pontifical_Councils...)