







Managing time at sea Issues for crew members at sea

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JAMSTEC Vessels

						
NAME	YOKOSUKA	MIRAI	KAIMEI	SHINSEI MARU	HAKUHO MARU	CHIKYU
Operator	NME	NME	NME	NME	JAMSTEC	MQJ
Gross Tonnage	4,439	8,706	5,747	1,635	4,073	56,752
Seafarers	30	34	27	26	54	100
HOV/ROV/ Drilling team	15	-	-	-	-	50
Researcher	15	46	38	15	35	50

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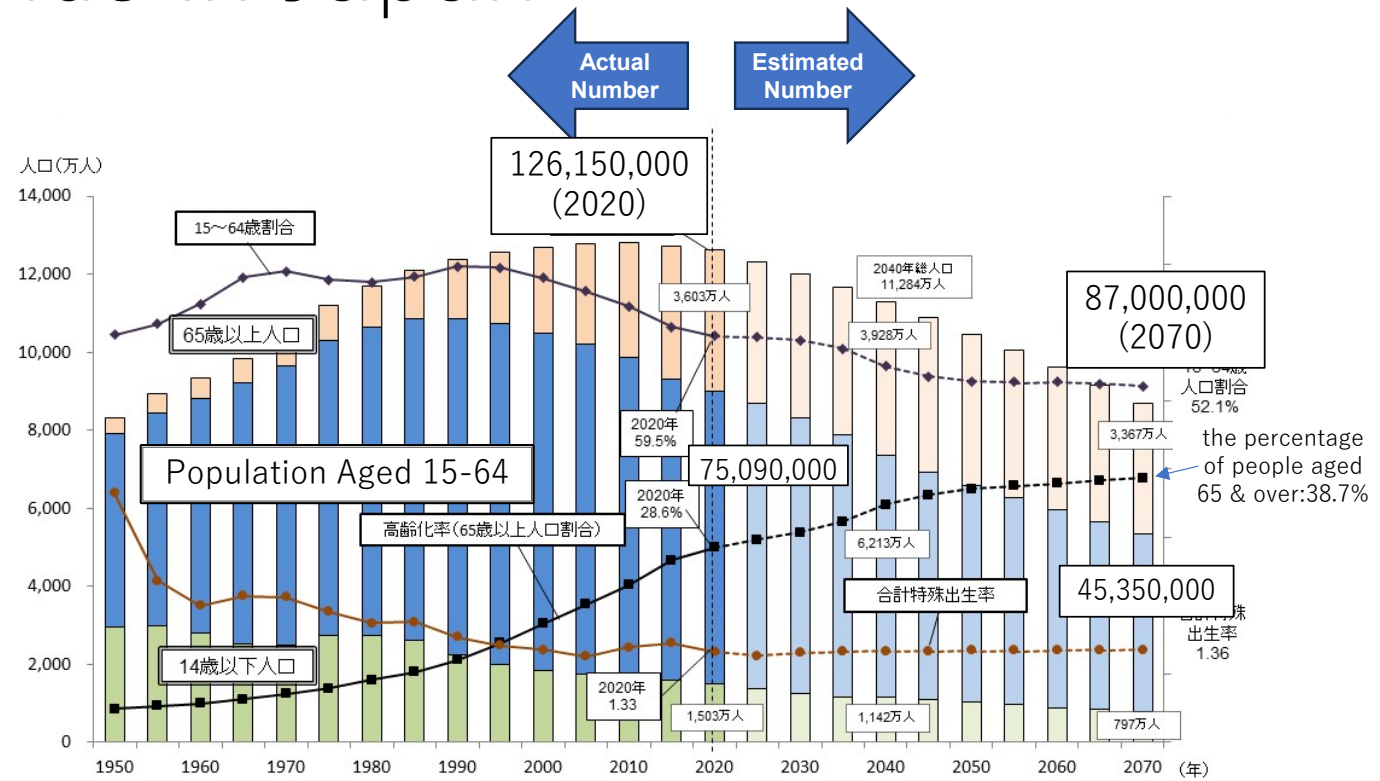
Population Trends in Japan

➤ Japanese Population

- 126,150,000 (2020)
- 87,000,000 (2070)

➤ Population Aged 15-64

- 75,090,000 (2020)
- 45,350,000 (2070)

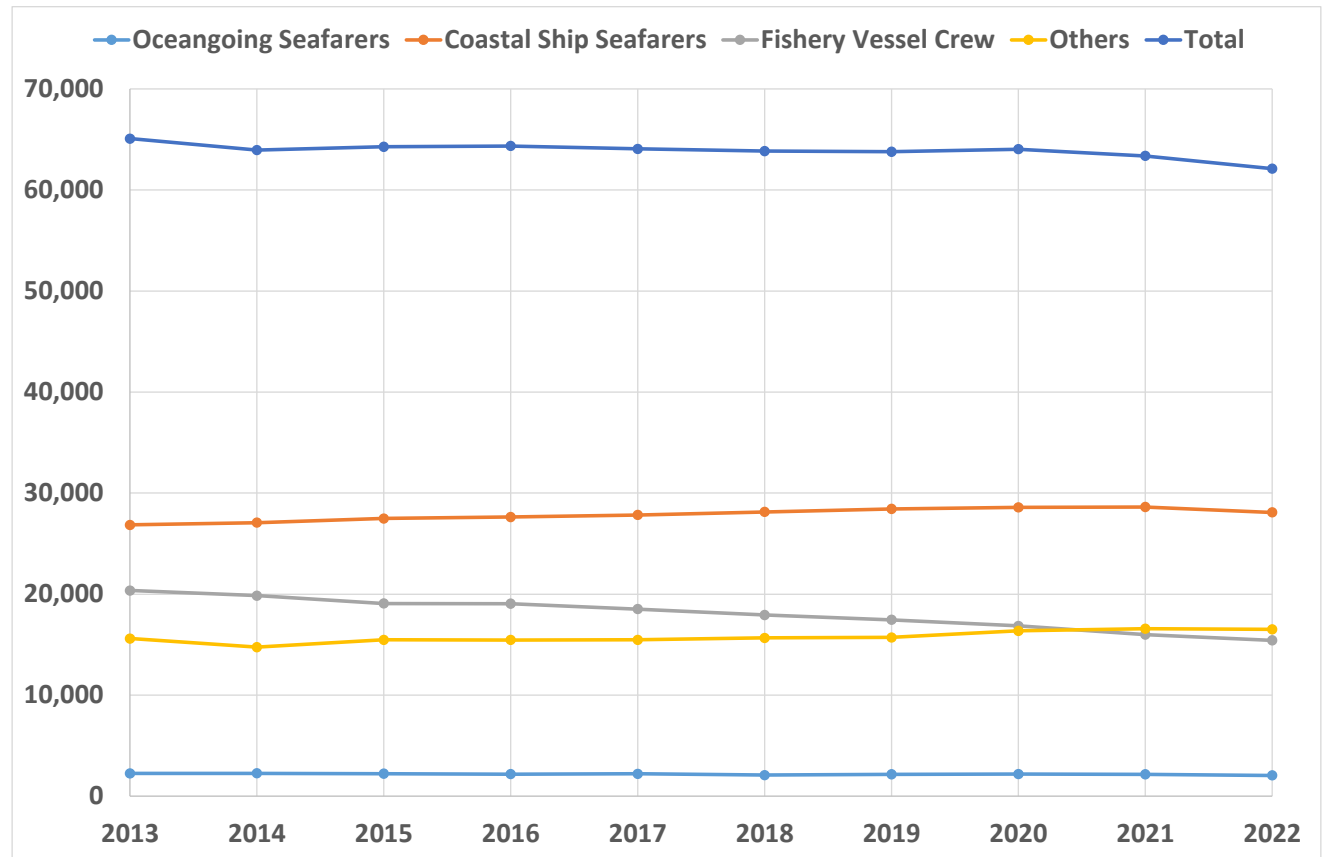


[Reference (in Japanese only)]

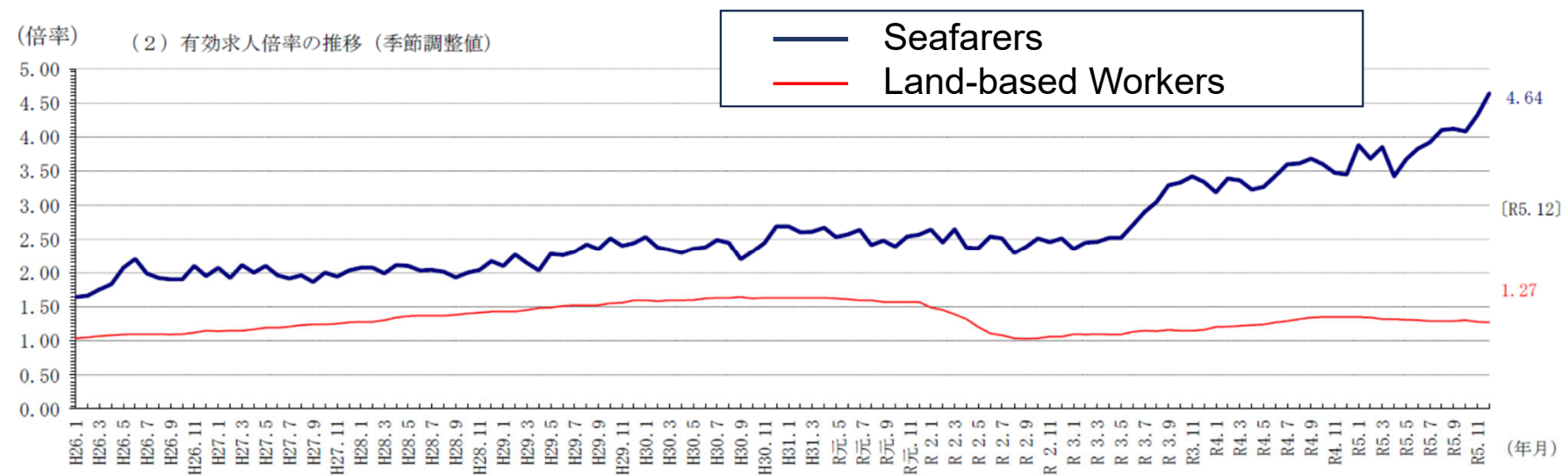
https://www.mhlw.go.jp/stf/newpage_21481.html

Number of Seafarers

- Based on research by the Maritime Bureau, Ministry of Land, Infrastructure, Transport and Tourism
- Graph shows the number of seafarers employed by Japanese shipowners
- "Others" are seafarers on towing vessels, barges, government vessels, etc.
- Number of seafarers excludes foreign seafarers
- Reference (in Japanese only) : https://www.mlit.go.jp/maritime/maritime_tk4_000016.html



Job Offers to Seafarers in Japan



Ratio of job offers to seafarers is much higher than that of land-based workers, indicating that seafarers are in short supply.

[Reference (in Japanese only)]
<https://www.mlit.go.jp/maritime/content/001728385.pdf>

Retention rate of new coastal seafarers

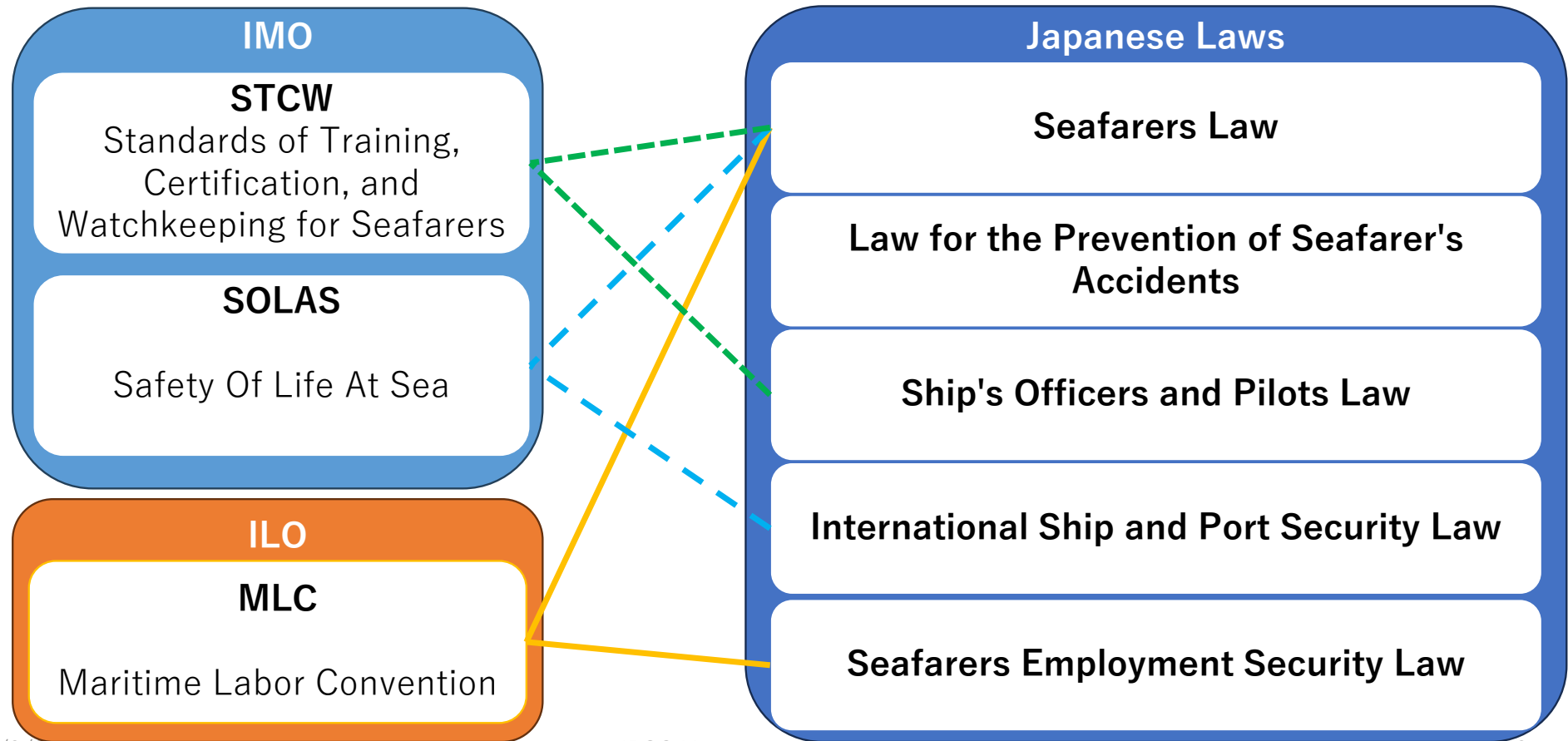
- Retention rate of new coastal seafarers has declined from about 85% in 2015 to 78% in 2020 (※).
- “Retention rate of new coastal seafarers” is defined as “the number of domestic seafarers under age 30 currently enrolled” divided by “the total number of new hires under age 30 in each year”.
- Note that the percentage of new seafarers who continue to work with their first employer is even lower than the retention rate above.

※[Reference (in Japanese only)] <https://naiko-web.site/seminar/>

Maritime Industry Enhancement Laws in Japan

- **Revision of laws to strengthen Japanese maritime industry**
 - ✓ Seafarers Law (Enacted in April 2022)
 - ← Stricter management of working hours
 - ✓ Seafarers Law (Enacted in April 2023)
 - ← Revision of the definition of working hours
 - ✓ Seafarers Employment Security Law (Enacted in April 2022)
 - ← Stricter management of working hours for temporary seafarers
 - ✓ Domestic Marine Transportation Law (Enacted in April 2022)
 - ← Enhanced responsibilities of shippers and operators
 - ✓ Other laws such as Shipbuilding Law, Ship Safety Law, etc...

Relationship between Japanese Laws Related to Seafarers and International Conventions



Restrictions on working hours for seafarers

- General Working Hours
 - ✓ 8 hours per day
 - ✓ 40 hours per week

- Upper Limit of Working Hours
 - ✓ Less than or equal to 14 hours per day
 - ✓ Less than or equal to 72 hours per week

Issues in 24 hr. Observations

➤ Following factors make 24 hr. observation difficult

- ✓ Strict working hour regulations
- ✓ Difficulty in hiring new seafarers
- ✓ High turnover rate
- ✓ Structural problems in the ship's cabins*.

* Since all JAMSTEC vessels were built before the revision of the Seafarers Law and related restrictions, there may be cases where JAMSTEC vessels, especially small vessels such as the Shinsei Maru, don't have enough room for seafarers.

* The seafarer's room should have a window. Therefore, it may sometimes be necessary to allow the seafarer to use a room with a window originally for researchers.