



MARITIME INDUSTRY AUTHORITY

26 June 2003

FLAG STATE ADMINISTRATION ADVISORY NO. 43

Series of 2003

TO : ALL DOMESTIC SHIPOWNERS / OPERATORS/ AND ALL CONCERNED

SUBJECT : PROGRESSIVE RETIREMENT OF PASSENGER-CARRYING WOODEN-HULLED SHIPS IN THE DOMESTIC TRADE

In compliance with six (6)-point directive of the President Gloria Macapagal Arroyo to further prevent future accidents as sea, and pursuant to Presidential Degree No. 474 and E.O. 125, as amended, the following guidelines are hereby promulgated:

I. COVERAGE:

This Flag State Administration Advisory shall cover all Philippine-registered wooden-hulled ships carrying passengers in the domestic trade.

II. GENERAL PROVISIONS:

1. The operation of existing passenger-carrying wooden-hulled ships shall be gradually phased out.
2. The continued operation of such passenger-carrying wooden-hulled ships shall be allowed subject to compliance with additional safety requirements as outlined in Rule III below.
3. There shall be no approval of ship's plans and registration under Philippine flag of new construction/existing passenger-carrying wooden-hulled ships.
4. The registration of newly-constructed/existing unregistered passenger carrying wooden-hulled ships under Philippine flag and the issuance/extension/renewal of franchise to such ships shall no longer be allowed.

5. The entry of wooden-hulled ships in routes already served by the steel-hulled, aluminum, fiberglass or any other technologically-improved hull material shall not be allowed.

III. RETIREMENT PERIOD AND ADDITIONAL SAFETY CONDITIONS FOR THE CONTINUED OPERATION OF EXISTING PASSENGER-CARRYING WOODEN-HULLED SHIPS:

Taking into consideration the presence or absence of alternative shipping services/s in the areas affected and the natural and/or physical limitations of the ports served, the operation of existing passenger – carrying wooden-hulled ships shall be gradually phased out. These ships shall be allowed to continue their operation upon compliance with the following additional conditions to the existing safety and documentary requirements under the relevant laws, rules and regulations and MARINA Memorandum Circulars:

TYPE OF OPERATION & SHIP SIZE	RETIREMENT PERIOD	ADDITIONAL SAFETY CONDITIONS FOR CONTINUED OPERATION	ALTERNATIVE CONDITIONS FOR CONTINUED OPERATION
(A)	(B)	(C)	(D)
Passenger-carrying (250-499 GT)	Three (3) years from issuance of implementing Circular	1. Must have passed the re-inspection to be conducted by the Joint Inspection Team; and, 2. The minimum competency/licence requirement for the Master shall be a 2 nd Mate	In case of non-compliance with <u>all</u> of the <u>additional</u> safety conditions in (C), but still compliant with other existing safety requirements, the ship shall be allowed to: <ol style="list-style-type: none"> 1. carry purely cargoes only; <u>or</u> 2. carry passengers and cargoes provided it operates: (a) during daytime only; and (b) the minimum competency/licence requirement for the Master shall be a 3rd Mate.
Passenger-	Five (5) years	1. Must have passed	In case of non-

carrying (100-249 GT	from issuance of implementing Circular	the re-inspection to be conducted by the Joint Inspection Team; and, 2. The minimum competency / license requirement for the Master shall be a 3 rd Mate	compliance with <u>all</u> of the <u>additional</u> safety conditions in (C), but still compliant with other existing safety requirements, the ship shall be allowed to: 1. carry purely cargoes only; <u>or</u> 2. carry passengers and cargoes provided it operates: (a) during daytime only; and (b) the minimum competency/ license requirement for the Master shall be a Major Patron.
Passenger-carrying (35-99 GT	Five (7) years from issuance of implementing Circular	1. Must have passed the re-inspection to be conducted by the Joint Inspection Team; and, 2. The minimum competency / license requirement for the Master shall be a Major Patron; and, 3. Daytime navigation only.	In case of non-compliance with <u>all</u> of the <u>additional</u> safety conditions in (C), but still compliant with other existing safety requirements, the ship shall be allowed to: 1. carry purely cargoes only; <u>or</u> 2. carry passengers and cargoes provided it operates: (a) during daytime only but not to exceed four (4) hours of travel time; and; and,

			(b) the minimum competency/ license requirement for the Master shall be a Minor Patron.
Passenger-carrying (3-34 GT	Ten (10) years from issuance of implementing Circular	<ol style="list-style-type: none"> 1. Must have passed the re-inspection to be conducted by the Joint Inspection Team; and, 2. The minimum competency / license requirement for the Master shall be a Minor Patron; and, 3. Daytime navigation only but no to exceed four (4) hours of travel time. 	<p>In case of non-compliance with <u>all</u> of the <u>additional</u> safety conditions in (C), but still compliant with other existing safety requirements, the ship shall be allowed to:</p> <ol style="list-style-type: none"> 1. carry purely cargoes only; <u>or</u> 2. carry passengers and cargoes provided it operates: (a) during daytime only but not to exceed two (2) hours of travel time; and; and, (b) the minimum competency/ license requirement for the Master shall be a Boat Captain.
Passenger-carrying (below 3GT	None	<ol style="list-style-type: none"> 1. Must have passed the re-inspection to be conducted by the Joint Inspection Team; and, 2. The minimum competency / license requirement for the Master shall be a Boat Captain; and, 	<p>In case of non-compliance with <u>all</u> of the <u>additional</u> safety conditions in (C), but still compliant with other existing safety requirements, the ship shall be allowed to carry purely cargoes</p>

		3. Daytime navigation only but not to exceed two (2) hours of travel time within bay/river trade.	only
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Provided, further, that only ship's officers and ratings with valid Seafarer's Identification and Record Book (SIRB) and Qualification Document Certificate (QDC) of 1995 STCW Certificate shall be allowed to serve on board; and provided, finally, that proof of completion of Recurrency Training, Crowd/Crisis Management and Behavior Training, Radio Telephony Communication & Radar Operation and Plotting Course, Ship Restricted Radio Operator's Course (SRROC) are Prevention of Alcohol and Drug Abuse in the Maritime Sector, as applicable, are submitted.

IV. INSTITUTIONAL SUPPORT MECHANISM:

1. Within three (3) months from date hereof, the MARINA shall, in close coordination with the Development Bank of the Philippines (DBP) and the Board of Investments (BOI), develop the appropriate loan packages and incentives for the acquisition of replacement ships by existing wooden-hulled operators.
2. Within six (6) months from date hereof, the MARINA shall develop a standard ship design for the replacement of such wooden-hulled ships.

V. AMENDMENT OF EXISTING CIRCULARS:

The necessary amendment of the relevant MARINA Memorandum Circulars shall be submitted to the MARINA Board, after due consultation with the affected sectors, within thirty (30) days from date hereof.

VI. EFFECTIVITY:

This advisory shall take effect immediately

For strict compliance.

(Sgd.) OSCAR M. SEVILLA
Administrator

Date of Publication: 02 July 2003
Published in Today Newspaper