



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY



MARITIME INDUSTRY DEVELOPMENT PLAN 2019–2028

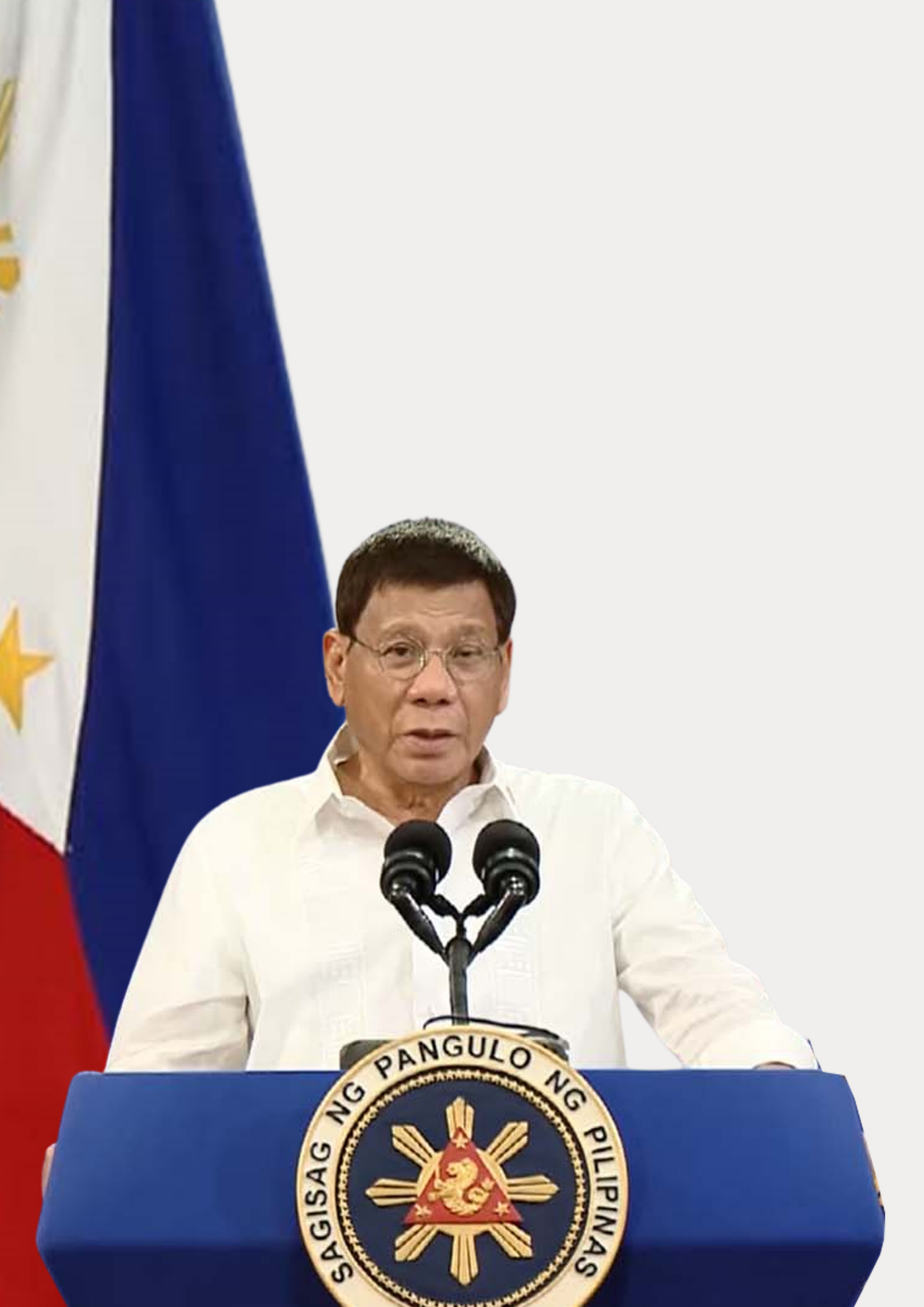


(2021 version)

MARITIME INDUSTRY DEVELOPMENT PLAN 2019–2028

*Nationally-Integrated and
Globally-Competitive
Philippine Maritime Industry*





MESSAGE FROM THE PRESIDENT OF THE REPUBLIC OF THE PHILIPPINES

My warmest greetings to the Maritime Industry Authority (MARINA) on the completion of the Maritime Industry Development Plan 2019-2028.

I acknowledge the efforts of MARINA in the formulation of this policy direction for our maritime sector as it will play a significant role in the country's socio-economic development over the next decade. The implementation of this 10-year plan shall provide us with clearer path to a sustainable maritime industry and will help us achieve the inclusive growth that we envisioned in AmBisyon 2040 and the Philippine Development Plan 2017-2022.

May this milestone in your agency's history further inspire commitment and dedication as you continue to serve our people. May you also continue to uphold excellence and integrity in all your undertakings and remain steadfast in our shared task of nation-building.

Together, let us work towards achieving a stronger and more progressive future for all Filipinos.

Congratulations and I wish you greater success.



RODRIGO ROA DUTERTE

MESSAGE FROM THE SECRETARY DEPARTMENT OF TRANSPORTATION

The Maritime Industry Authority (MARINA) deserves to be commended and congratulated in its preparation of the “Philippines: Maritime Industry Development Plan (MIDP), 2019–2028.” This is an achievement not just for the agency but for the whole maritime industry. The MIDP embodies the dreams and aspirations of the government towards making the maritime sector reach its full potential. Needless to say, the maritime sector plays a vital role in our country’s economic development and the connectivity of our people across the 7,641 islands of the Philippine archipelago. The MIDP is also aligned with the DOTR’s mandate to develop a coordinated network of transportation that is fast, safe, efficient, and reliable.

I am confident that this long-term plan, which is supportive of our Government’s AmBisyon Natin 2040 and the Philippine Development Plan, will propel our maritime industry to new heights. I applaud the high level of commitment of the men and women from different government agencies, non government organizations, academe, training institutions, and the private sector, who actively participated in the planning process. It is their unwavering belief in the strength of the Philippine maritime industry that gives this document power.

I enjoin all stakeholders to work together so that the dreams we have laid out in the MIDP will turn into concrete action and enable us to meet the targets in the Plan. It is time for the maritime sector to shine. Let us buckle down to work and make the MIDP a reality.

Again, congratulations to all who took part in completing the MIDP! More power in the attendant tasks ahead.


ARTHUR P. TUGADE
Secretary
Department of Transportation

 
DOTR-OSSEC OUTGOING 20-00264





MESSAGE FROM THE ADMINISTRATOR MARTIME INDUSTRY AUTHORITY (MARINA)

As we begin to rebuild our nation from the onslaught of the COVID19 pandemic on the country for the last two (2) years, I commend our government and industry stakeholders for partnering with us at a critical time when we needed to solidify our efforts to cooperate and implement measures intended to mitigate the impact of various quarantine restrictions while ensuring that transportation of goods at sea remained unhampered and the general well-being and the employment of our maritime professionals protected and secured.

Our continuing battle with the present public health pandemic has directly exposed us of our own vulnerabilities in performing our respective roles in the maritime industry. It has tested us of our readiness to respond to similar challenges as a result of unforeseen calamities or disruptions in the future.

This is the same reason why the initial implementation of the 10 Year Maritime Industry Development Plan (MIDP) in the middle of 2019 did not take off as envisioned in view of the need for us to re-align and re-focus our efforts to our pandemic response and preparedness while assessing our strategic plans and programs.

In taking consideration of the crisis, we have pursued the updating of the MIDP which now integrates the recommendations made and committed by the MARINA during the industry-stakeholders MIDP updating Workshop in September 2020, particularly on the establishment of a separate program for Filipino Maritime Professionals and in September 2021, the inclusion of the implementation of the Philippine Strategy on Marine Environment Protection as additional MIDP Priority Program.

I therefore invite you once more to participate actively in the assessment of the MIDP amid the COVID19 pandemic which we are launching this year in order for us to come up with realistic deliverables and strengthen the commitments and participation of our partners in transforming the maritime industry as a primary driver for our nation's economic development.


VADM ROBERT A EMPEDRAD AFP (RET)

TABLE OF CONTENTS

MESSAGE FROM THE PRESIDENT OF THE REPUBLIC OF THE PHILIPPINES	i
MESSAGE FROM THE SECRETARY OF THE DEPARTMENT OF TRANSPORTATION	iii
MESSAGE FROM THE MARINA ADMINISTRATOR	v
EXECUTIVE SUMMARY	7
Introduction	8
Priority Programs	
Program 1: Upgrading of Domestic Shipping in Support of the Philippine Nautical Highway Development	13
Program 2: Development of Shipping Services for Tourist Destination Areas	17
Program 3: Development of Coastal and Inland Waterways Transport (CIWT) System	21
Program 4: Strengthening the Safety Standards of Philippine-Registered Fishing Vessels	25
Program 5: Development of a Global Maritime Hub	32
Program 6: Enhancement of Maritime Safety in the Philippines	40
Program 7: Enhancement of Maritime Transport Security in the Philippines	46
Program 8: Maritime Innovation and Knowledge Center	52
Program 9: Development of Competitive and Highly Skilled Filipino Maritime Professionals	56
Program 10: Implementation of the Philippine Strategy on Marine Environment Protection	63
APPENDIX: 30-YEAR TRANSITION PLAN	69

LIST OF ABBREVIATIONS

AFP	Armed Forces of the Philippines
ASEAN	Association of Southeast Asian Nations
BFAR	Bureau of Fisheries and Aquatic Resources
BFP	Bureau of Fire Protection
BI	Bureau of Immigration
BIAP	Boating Industries Association of the Philippines
BOC	Bureau of Customs
BOI	Board of Investments
BSP	Bangko Sentral ng Pilipinas
CDA	Cooperative Development Authority
CHED	Commission on Higher Education
CIWT-IS	Coastal and Inland Waterways Transport Information System
CIWTS	Coastal and Inland Waterways Transport System
CPA	Cebu Port Authority
CTA	Cape Town Agreement
DA	Department of Agriculture
DBM	Department of Budget and Management
DBP	Development Bank of the Philippines
DENR	Department of Environment and Natural Resources
DENR-EMB	Department of Environment and Natural Resources - Environmental Management Bureau
DFA	Department of Foreign Affairs
DICT	Department of Information and Communications Technology
DILG	Department of the Interior and Local Government
DND	Department of National Defense
DOE	Department of Energy
DOF	Department of Finance
DOH	Department of Health
DOJ	Department of Justice
DOLE	Department of Labor and Employment
DOST	Department of Science and Technology
DOT	Department of Tourism
DOTr	Department of Transportation
DPWH	Department of Public Works and Highways
DTI	Department of Trade and Industry
EIMP	Eco-Industrial Maritime Park
EU	European Union
EU NAVFOR	European Union Naval Force
GDP	Gross Domestic Product
GT	Gross Tonnage
IACS	International Association of Classification Societies
ICT	Information and Communication Technology
IEC	Information, Education and Communication
IMB	International Maritime Bureau
IMO	International Maritime Organization
IRR	Implementing Rules and Regulation
ISM	International Safety Management
ISPS	International Ship and Port Facility Security
JICA	Japan International Cooperation Agency

LBP	Land Bank of the Philippines
KITC	Knowledge and Information Technology Center
LCS	Local Classification Society
LGUs	Local Government Units
LLO	Legislative Liaison Officer
M&E	Monitoring and Evaluation
MARINA	Maritime Industry Authority
MDFO	Municipal Development Fund Office
MIDP	Maritime Industry Development Plan
MMDA	Metro Manila Development Authority
MOA	Memorandum of Agreement
MRO	MARINA Regional Office
MSMEs	Micro, Small and Medium Enterprises
NAMRIA	National Mapping and Resource Information Authority
NCTDSAP	National Cruise Tourism Development Strategy and Action Plan
NCWC	National Coast Watch Council
NMP	National Maritime Polytechnic
NGAs	National Government Agencies
NLEX	North Luzon Expressway
NTC	National Telecommunications Commission
O&M	Operation and Maintenance
 OCD	Office of Civil Defense
OFWs	Overseas Filipino Workers
OTC	Office of Transportation Cooperative
OTS	Office for Transportation Security
PAGCOR	Philippine Amusement and Gaming Corporation
PCG	Philippine Coast Guard
PD	Presidential Decree
PDEA	Philippine Drug Enforcement Agency
PDP	Philippine Development Plan
PFSP	Port Facility Security Plan
PFVSRR	Philippine Fishing Vessel Safety Rules and Regulations
PIA	Philippine Information Agency
PMMRR	Philippine Merchant Marine Rules and Regulations
PN	Philippine Navy
PNP-MG	Philippine National Police - Maritime Group
PPA	Philippine Ports Authority
PRC	Professional Regulation Commission
PRVs	Philippine Registered Vessels
PSA	Philippine Statistics Authority
PSSRR	Philippine Ship Safety Rules and Regulations
PTV4	People's Television Network
R&D	Research and Development
RbME	Results-based Monitoring and Evaluation
RDC	Regional Development Council
ROs	Recognized Organizations
S&R	Search and Rescue
SBMA	Subic Bay Metropolitan Authority
SBSR	Shipbuilding and Ship Repair
SDG	Sustainable Development Goals
ShAP	Shipyard Association of the Philippines
SLEX	South Luzon Expressway

SONAME	Society of Naval Architects and Marine Engineers
STI	Science, Technology and Innovation
SUA	Suppression of Unlawful Acts Against the Safety of Maritime Navigation
TESDA	Technical Education and Skills Development Authority
TIEZA	Tourism Infrastructure and Enterprise Zone Authority
TTPs	Tactics, Techniques and Procedures
UNCLOS	United Nations Convention on the Law of the Sea
VIMSAS	Voluntary IMO Member State Audit Scheme
VSP	Vessel Security Plan
WHS	Wooden-hulled ships

EXECUTIVE SUMMARY

As the lead implementing Agency of the 10- Year Maritime Industry Development Plan 2019 to 2028, the Maritime Industry Authority (MARINA) presents the updates of the Plan since it was initially implemented in the middle of 2019 based on the results of the MIDP Updating Workshop in September 2020 and the Government-Industry Forum in September 2021.

Following the unprecedented impact of the COVID19 health pandemic in 2020 which impacted heavily on the national economy due to the implementation of various levels of quarantine protocols that restricted movement of people, goods and services across the various islands of the archipelago, the implementation of the MIDP was derailed as it did not progress significantly to meet the desired.

Updates of the MIDP have taken consideration of the recommendations of the government and industry partners made in 2020 and 2021 such as the inclusion of two (2) additional programs dedicated to Maritime Professionals and Marine Environment Protection as well as risk management initiatives in each program.

As a result, major components of the priority programs were reassembled to transform them to become more inclusive and responsive to the current and future challenges of the national and global maritime industry by adopting appropriate parameters to realize their intended targets and objectives.

In 2022, the MIDP will undergo a comprehensive assessment by using the Results Matrices as indicators to determine how far the Priority Programs have contributed to the attainment of the goals and objectives through series of focus group discussions and consultations with government and private sector representatives.

INTRODUCTION

In the middle of 2019, the Maritime Industry Authority (MARINA) launched the initial implementation of the Ten (10) Year Maritime Industry Development Plan (MIDP) with the objective of paving the way to achieve a nationally-integrated and globally-competitive Philippine maritime industry by 2028. However, the COVID19 pandemic which effectively paralyzed the major economic activities of the country has effectively derailed the progress of the MIDP as in the case of other equally important development plans under the auspices of relevant government agencies for two (2) years or from 2020 to 2021.

In September 2020, the MARINA coordinated a virtual on-line updating workshop of the MIDP that was participated in by various government and private industry stakeholders nationwide. In the light of the prominence of “maritime human resource” in the country, the Workshop agreed to come up with a separate program from Seafarers and Other Maritime Professionals including the adoption of its program components.

Still reeling from the effect of the public health pandemic, the MARINA again spearheaded a number of national fora in order to come up with appropriate recommendations for integration in the MIDP. In September 2021, the inclusion of a maritime environment protection as a priority program was agreed and adopted.

The events in 2020 and 2021 highlighted the addition of two (2) priority programs. Comprehensive assessment to determine the effectiveness of the MIDP which will have a consequential effect of updating the Plan is being pursued in the first semester of 2022.

It will follow the same format when the MIDP was formulated in 2018 such as participatory and consultative with involvement stakeholders from government and private sector. Focus group discussions relating to relevant policies, plans, and programs of various maritime sectors will be a part of the review process.

The establishment of MIDP the MARINA envisions to accelerate and expand domestic shipping services that shall render the country’s economic environment more conducive for flourishing of businesses, influx of investments and facilitation of trade within the country; build modern and seaworthy ships through a globally competitive ship building, ship repair and ship breaking industry; and promote and develop the Philippines as human resource capital for ship management and other maritime services.

In its abridged edition, the MIDP features ten (10) priority programs to be implemented till 2028, as follows:

- Program 1: Upgrading of Domestic Shipping in Support of the Philippine Nautical Highway Development;
- Program 2: Development of Shipping Services for Tourist Destination Areas;
- Program 3: Development of Coastal and Inland Waterways Transport (CIWT) System;

- Program 4: Strengthening the Safety Standards of Philippine-Registered Fishing Vessels;
- Program 5: Development of a Global Maritime Hub;
- Program 6: Enhancement of Maritime Safety in the Philippines;
- Program 7: Enhancement of Maritime Transport Security in the Philippines;
- Program 8: Maritime Innovation and Knowledge Center;
- Program 9: Development of Competitive and Highly Skilled Filipino Maritime Professionals; and
- Program 10: Implementation of the Philippine Strategy on Maritime Environment Protection

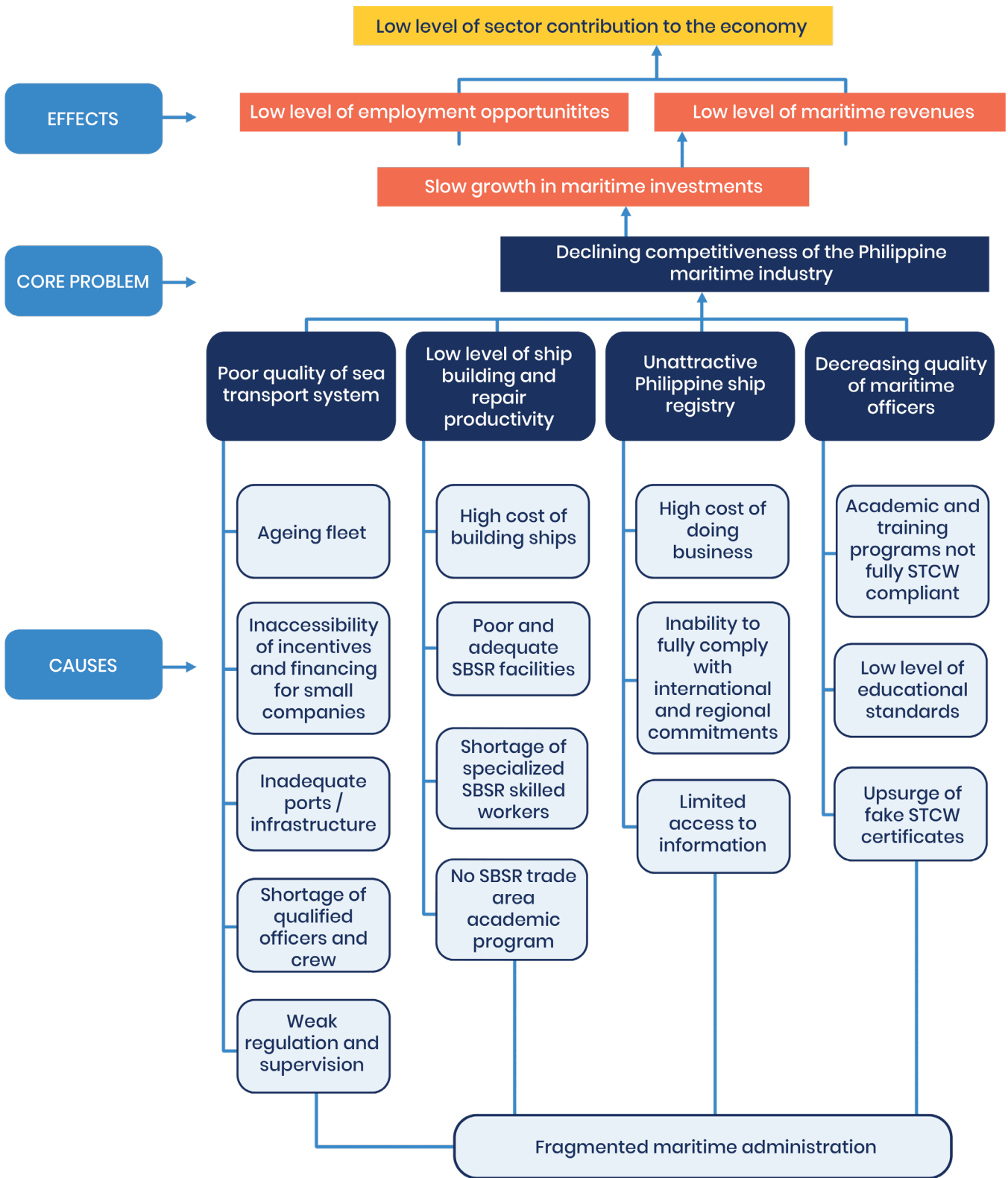


Figure 1. Problem Tree for the Maritime Industry

As shown in the problem tree, the four (4) causes of declining competitiveness are: a) poor quality of sea transport system; b) low level of shipbuilding and ship repair productivity; c) unattractiveness of the Philippine ship registry; and d) decreasing quality of maritime officers.

Poor quality of sea transport system is attributed to a few factors such as: a) aging ships; b) inadequacy of ports and ports facilities; c) shortage of qualified officers and crew for both domestic shipping and fishing enterprises; d) inaccessibility of affordable financing and lack of attractive incentive packages for small and medium-sized domestic shipping companies; and e) weak regulation and supervision of shipping, fishing, and other maritime-related enterprises and activities including law enforcement.

The following factors are attributed to the low level of SBSR: a) high manufacturing cost associated with limited supply of raw materials; b) inaccessibility of affordable financing and lack of attractive incentive packages particularly for local shipyard/SBSR operators; c) shortage of specialized skilled workers; and d) poor and inadequate shipyard facilities. In order to improve competitiveness in the maritime industry in the future, building a workforce of Filipino skilled workers for SBSR is the key.

Under the unattractiveness of the Philippine ship registry the following are deemed the culprits for the declining number of Philippine registered foreign fleet from 2011 to 2017: a) the high cost of doing business; b) outdated ship registration policies and regulations which includes lack of incentives; and, c) inability of the government to fully comply with relevant IMO conventions, among others.

The factors contributing to the decrease in the quality of Filipino maritime officers are: a) not fully STCW compliant academic and training programs; b) low levels of educational standards and upsurge of fake STCW certificates.

Underlying the four major causes of the declining competitiveness of the Philippine maritime industry is the fragmentation in maritime administration which arises from the unclear delineation of mandates and functions in several national government agencies mandated to perform certain functions for the development promotion, regulation, supervision and/or monitoring and evaluation of the maritime sector and allied enterprises and organization.

To be able to effectively address the core problem of the maritime sector and its underlying causes is the key challenge to MIDP preparation. Hence, the following actions are necessary: a) adopt an integrated approach to development by pooling together the expertise and resources of concerned government agencies, private sector, and civil society toward a common goal for the maritime sector; b) prioritize government programs that are aligned with Ambisyon Natin 2040, the Philippine Development Plan (PDP) 2017-2022, the UN sustainable Development Goals (SDGs) 2030, and the country's international commitments in the maritime sector; c) undertake key strategic actions that will strengthen MARINA's capacity in maritime administration and governance in the first two year of MIDP implementation.



Figure 2. Priority Programs under the Ten-Year Maritime Industry Development Plan (MIDP)

The figure above shows the ten (10) priority programs under the Ten-Year Maritime Industry Development Plan (MIDP). This will be discussed thoroughly in the following section.

1

UPGRADING OF DOMESTIC SHIPPING IN SUPPORT OF THE PHILIPPINE NAUTICAL HIGHWAY DEVELOPMENT

RATIONALE

Inter-island shipping in an archipelagic country like the Philippines is an important element for expanding market linkages and connecting/linking one island to another and stimulating economic development in general. It facilitates 98% of domestic inter-island trade, which has averaged 89 million tons of cargo annually in the last five years. Inter-island shipping has also facilitated the movement of more than 57 million Filipinos and foreign tourists as of the second quarter of 2019, accounting to almost 80 percent already of the total in 2017 regardless of the pandemic.

As the country's population and economic activities continue to grow, both the number of passengers and volume of cargo are expected to increase in the coming years. The national government is, thus, currently expanding and upgrading the National Nautical Highway network and facilities to meet this expected increase in demand for more economical, efficient, safe, and secure domestic shipping services to facilitate the movement of people and goods across the country.

OBJECTIVE AND IMPACT

Under PD 474 and RA 9295, MARINA is mandated to provide effective sea linkages between islands and regions in the country. Hence, the agency supports the national government's Nautical Highway Development Program by modernizing and upgrading the existing domestic merchant fleet, establishing new shipping routes, and promoting private sector participation in domestic shipping facility development and operation. The impact and outcomes of Program 1 will be achieved by delivering the following outputs:

- Domestic vessels modernized/upgraded through provision of incentives;
- Investments in shipping and shipbuilding increased;
- Roads and port infrastructures/ facilities improved/ expanded and developed/constructed;
- Number of wooden-hulled ships (WHS) reduced; and
- Old, obsolescent and uneconomic vessels retired or replaced.

PROGRAM COMPONENTS

The key Program components will include:

1. Modernization/Upgrading of Vessels and Provision of Incentive;
2. Improvement and Construction of Ports/Terminals and Road Infrastructure;
3. Phasing-out of Wooden-Hulled Ships (WHS); and,
4. Upgrading of Local Boat builders to Replace Wooden-hulled Ships (WHS)

SPATIAL CONTEXT

Program 1 will cover all merchant fleets operating in existing and future seaports/terminals, roads, and navigational areas/waters covered by the Nautical Highway Network in the country.

INSTITUTIONAL ARRANGEMENTS

To effectively implement and achieve the outputs of Program 1, MARINA as the lead agency will assume the full responsibility for the administration and management of the program. There should be an institutional cooperation and collaboration with various government agencies such as PPA, CPA, DPWH, LGUs, DOF, BOI, CDA, OTC, DOST and other concerned agencies whose mandate will complement with that of MARINA for the successful implementation of the nation's MIDP. The Program's institutional arrangements are shown in the following matrix.

MAJOR PROGRAM COMPONENTS

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Modernization and Upgrading of Domestic Vessels				
1.1 Establish potential sea routes	MARINA	Establish sea routes, conduct market study and IEC activities	PPA, CPA and other port authorities; PCG	Assist in IEC activities
1.2 Develop and implement an effective Route Capacity Measurement (RCM) System for maritime transportation	MARINA	Prepare the TOR and implement the RCM System	DOST, UP	Develop the RCM system/software and conduct training on this system/software for MARINA personnel and other key stakeholders

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Modernization and Upgrading of Domestic Vessels				
1.3 Provide a more efficient, safe, and quality shipping service	MARINA	Amendment of Memorandum Circular on the Conduct of Passenger Service Rating System (PSRS) Survey	Shipping Companies	Ensure compliance with MARINA Memorandum
1.4 Provide a comprehensive Financing Program for domestic shipping companies/operators	DBP, LBP and other financial institutions	Develop and implement a Financing Program/ for domestic shipping companies/operators	MARINA	Coordinate with the government and private financial institutions for the provision of this Financing Program
1.5 Provide incentives/privileges to domestic shipping companies/operators	MARINA, DOF, and DTI/BOI	Provide incentive programs/packages to domestic shipping companies/operators	Domestic shipping companies / operators	Avail the incentive programs/packages in upgrading domestic fleet and/or shipping facilities
Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 2: Improvement of Ports/Terminals and Road Infrastructure				
2.1 Improve/maintain existing road infrastructure	DPWH and LGUs	Improve and maintain existing road infrastructure	MARINA	Identify road infrastructure to be improved and maintained
2.2 Improve/maintain existing terminals, ports and other port facilities	PPA, CPA and other Port Authorities and LGUs	Improve and maintain existing terminals, ports and other port facilities	MARINA	Identify ports to be improved and maintained

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 3: Phasing-Out of Wooden-Hulled Ships				
3.1 Develop standard boat design to replace wooden-hulled ships (per navigational area)	MARINA with SONAME	Develop standard boat design based on their navigational area thru MOU with schools offering Naval Architecture programs and/or boat builder's association	Boat builders and affected motorbanca operators Naval Architecture Institutes BIAP	Comply and implement with the design requirements
3.2. Provide Incentives to affected motor banca operators	CDA and OTC	Provide incentives to affected operators through a cooperative	MARINA	Coordinate with CDA and OTC and identify other incentives for affected motorbanca operators
Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
3.3 Provide financing scheme/package for affected motor banca operators	DBP, LBP, MDFO and other financial institutions	Provide a comprehensive financial program/ assistance to affected motor banca operators or LGUs affected by the phasing out	MARINA	Coordinate with the government and private financial institutions for financing assistance to motorbanca operators
Component 4: Vessel Replacement Program (VRP) of Unclassed and Obsolescent Ships				
4.1 Develop a VRP for obsolescent and unseaworthy ships	MARINA	Develop a VRP identifying some parameters to consider	Domestic Shipping Associations / Companies	Comply with the Vessel Replacement Program (VRP)

2

DEVELOPMENT OF SHIPPING SERVICES FOR TOURIST DESTINATION AREAS

RATIONALE

In support of the action plan identified by the National Cruise Tourism Development Strategy and Action Plan (NCTDSAP) 2016-2022 of the Department of Tourism (DOT), the MIDP Program 2 aims to develop and expand shipping and maritime routes and destinations to benefit the Philippine economy and its people. The strategy is to create an environment that would project the image of the Philippines as a “ship-friendly” and preferred destination for the world’s cruise line operators. NCTDSAP includes the plan to build new and larger ports to accommodate larger cruise liners, as well as additional ports of call/destinations and cruise lines for longer holiday vacations. It is envisioned that the Philippines will become the regional cruise center for Asia.

OBJECTIVE AND IMPACT

Program 2 will support the NCTDSAP in achieving its goal of promoting the Philippines as a regional cruise center in Asia, serving as a home port for international cruise ships, and the target of increasing the number of port calls and passengers in 2022 and beyond. This program aims to develop and upgrade design and operational safety standards for cruise ships, promote local construction of cruise ships, and develop new cruise routes in order to provide more efficient and safe cruise ship services.

A well-developed shipping service for maritime tourism will result in an increased number of cruise ships, port calls and passengers taking cruise ships, creation of excellent tourist experiences and promotion of sustainable tourism. The maritime tourism competitiveness of the Philippines is expected to bring in greater economic benefits for the country.

PROGRAM COMPONENTS

The key Program components will include:

1. Creation of a Maritime Tourism Committee;
2. Development of Cruise Routes with improved infrastructure support in identified tourist destination areas (TDAs)
3. Development of design and standards for construction and operation of recreational boats;
4. Facilitating investments in Maritime Tourism (Ease of Doing Business);
5. Development of capacity building program of crew and personnel of ships utilized for Maritime Tourism; and
6. Promotion of Maritime Tourism in global travel industry/cruise tourism market

SPATIAL CONTEXT

Program 2 will cover all Philippines-registered cruise ships operating in existing and potential ports of call/destinations in the country, as specified in NCTDSAP. Areas with ready ports will be initially covered by the program to accommodate cruise ships. These include the “Turquoise Triangle” (Manila, Boracay and Caticlan in Aklan, and Puerto Princesa in Palawan), where the existing ports are accessible due to geography and inter-port distances. The cruise destinations in the Turquoise Triangle are grouped in the three apexes, namely: (i) Manila and Subic Bay; (ii) Boracay, Iloilo, and Romblon; and (iii) Puerto Princesa, El Nido, and Coron.

The other potential Philippine cruise destinations to be covered by the program are: Aparri, Batanes, Currimaog/ Salomague in Ilocos Norte, Cebu in Cebu Province, Tagbilaran City in Bohol, Cagayan de Oro in Misamis Oriental, and Davao City.

INSTITUTIONAL ARRANGEMENTS

MARINA will spearhead the efforts in collaboration with agencies under Department of Transportation (DOTr) such as Philippine Coast Guard (PCG) and Philippine Ports Authority (PPA), and other agencies like Department Of Tourism (DOT), Department of Public Works and Highways (DPWH), Department of Environment and Natural Resources (DENR), Department of Justice/Bureau of Immigration (DOJ/BI), Department of Trade and Investment/Board of Investments (DTI/BOI), Department of Finance/Bureau of Customs (DOF/BOC), Tourism Infrastructure and Enterprise Zone Authority (TIEZA), Philippine Amusement and Gaming Corporation (PAGCOR), Department of Interior and Local Government (DILG), Boating Industries Association of the Philippines (BIAP), Department of Foreign Affairs (DFA), Technical Education and Skills Development Authority (TESDA) and Local Government Units (LGUs), with mandates, directly or indirectly, to promote and develop maritime tourism.

MAJOR PROGRAM COMPONENTS

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Safety Standards for Recreational Boats Operation				
1.1 Develop design and standards for safe operation of recreational boats	MARINA	Perform activity	Classification societies/ DOTr/PCG, DOST, SONAME, Industry Associations	Assist in the development and implementation of the safety standards

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 2: Facilitating Investments in Maritime Tourism (Ease of Doing Business)				
2.1 Streamline regulatory requirements and processes	MARINA	Collaborate with concerned agencies	DOF/BOC, DTI/BOI, DOT/TIEZAs	Streamline documentary requirements and processes
2.2 Develop/construct and operate ports/terminals/facilities/marinas in identified TDAs	DOT, PPA, CPA other port authorities, LGUs	Develop and improve ports and port facilities, terminals, and marinas	MARINA	Assist PPA and other port authorities and LGUs in implementing port design standards for different types of ships
Component 3: Capacity Building of Cruise Shipbuilding Manpower and Cruise Ship Crew				
3.1 Develop and implement capacity building program for maritime tourism crew/personnel and boatbuilding manpower	MARINA/ DOT	Design and implement capacity building program in collaboration with shipyards and cruise ship lines/companies	Shipyards TESDA Cruise Ship Lines/ Companies	Assists MARINA in the design and implementation of capacity building programs
Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 4: Promotion of Maritime Tourism in global travel industry / cruise tourism market				
4.1 Set goals for the promotion of the maritime industry	DOT	Identify mission and objectives of the project	MARINA DTI DFA	Participate in planning workshops to reach a consensus on the project objectives

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 4: Promotion of Maritime Tourism in global travel industry / cruise tourism market				
4.2 Conduct situation analysis (study)	DOT	Identify and analyze factors affecting the marketplace and the client's needs	MARINA	Provide input and data to the market research.
4.3 Design a client-driven marketing strategy and marketing mix	DOT	Develop the marketing plan and identify the resources needed	DTI	Review the strategy and provide feedback to refine it.
4.4 Implement the plan	DOT	Launch and carry out the plan.	DFA	Support the conduct of the plan.

3

DEVELOPMENT OF COASTAL AND INLAND WATERWAYS TRANSPORT SYSTEM (CIWTS)

RATIONALE

Coastal and Inland waterways are important to the Philippine economy. They became an integral part and viable solution of the country's transportation sector as they ease the load in road and rail infrastructure with high-traffic areas running at full capacity. Several benefits were also given by the coastal and inland waterways such as congestion relief, economic prosperity, job opportunity, cleaner air with fewer emissions, as well as community connections.

In the past, traded commodities were shipped over water from the coast or ocean through rivers and lakes to reach their final destination. Until recently, many of the country's rivers (i.e., Pasig River, Cagayan River, Pampanga River, Agusan River, Mindanao River, etc.) served for the transport of agricultural products from upstream communities to central markets, as well as local people to reach their workplaces, schools, and other service centers. The Philippines has 421 rivers – 50 of which are considered biologically dead due to pollution, siltation, and other environmental problems. The other rivers and lakes have the potential for development for CIWTS.

The migration of people from rural to urban areas and the resulting increase in the urban population in major cities have been accompanied by serious traffic problems in metropolitan roads. One of the solutions being looked into by the government is the development of a ferry system in coastal and inland waterways, which will be an economical, efficient, safe, and environment-friendly alternative to land travel. The 14 developments of a CIWT system in the next 10 years will reduce traffic and urban congestion, create new development opportunities, raise property values along riverbanks, and promote healthy human activities through walkways and bike lanes along riverbanks.

OBJECTIVE AND IMPACT

The development of a CIWT system aims to increase the efficiency, safety, and utility of transport in the country's metropolitan and highly urbanized areas by reducing traffic congestion, improving connectivity between these areas, upgrading ferryboat designs and safety standards, enhancing navigability and quality of coastal and inland waterways, and providing an access channel for sealift operations during disasters and other emergency situations. As a pioneering effort, the program will be carried out in two phases: (i) inland waterways transport (IWT) system development, 2019-2024; and (ii) expansion of IWT to cover coastal areas (CIWT), 2025-2029.

The impact of Program 3 will be an efficient, safe, and environmentally-sustainable CIWT system to be measured by the reduced cost and time of transport and increased passenger satisfaction with the CIWT system. Its outcomes will be: (i) movement of people and goods increased; and (ii) investments in CIWT boat and facility operations generated. The impact and outcomes will be achieved through the following outputs:

- Design and ecological standards for CIWT developed;
- CIWT system markings/navigational aids installed or improved;
- CIWT boats and ports, terminals, and facilities designed, constructed, operated and maintained according to international standards;
- CIWT information system (CIWT-IS) established; and
- Capacity of CIWT personnel strengthened.

PROGRAM COMPONENTS

The key Program components will include:

1. Coastal and Inland Waterways development and maintenance;
2. Ports/landings/terminals construction and Operation & Maintenance (O&M);
3. Boat building and O&M;
4. Continuing Capacity building;
5. Coastal and Inland Waterways System Development and Maintenance

SPATIAL CONTEXT

Program 3 will cover metropolitan and highly urbanized areas with coastal/inland waters, where water transport can serve as an alternative mode of transport. These areas include, but are not limited to the following: (i) Metro Manila through the Pasig River Ferry System; (ii) San Fernando City, La Union – Dagupan City and Alaminos City, Pangasinan through the Tri-City Ferry System; (iii) Metro Cebu; (iv) Tacloban City to Cabalawan, Tacloban (via San Juanico Strait); (v) Cagayan De Oro River; (vi) Surigao River; (vii) Metro Davao; (viii) Manila – Subic; (ix) Manila – Batangas; (x) Manila to Bulacan and Pampanga; and (xi) Manila – Calapan City, Oriental Mindoro.

INSTITUTIONAL ARRANGEMENTS

The MARINA will take the lead in implementing the CIWTS Program with PPA and PCG, all of which are under DOTr, DPWH, DENR/NAMRIA, DOST other concerned government entities, and all LGUs along the coastal and inland waterways to be covered by the program will be the cooperating partners.

MAJOR PROGRAM COMPONENTS

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Coastal and Inland Waterways Route Development and Maintenance				
1.1 Project Proposal on the Development of CIWT	MARINA	MOA for the development, implementation and maintenance of CIWTS	PPA, PCG, shipping operators, affected LGUs, and other concerned agencies	MOA for the development, implementation and maintenance of CIWTS

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Coastal and Inland Waterways Route Development and Maintenance				
1.1 Project Proposal on the Development of CIWT	MARINA	MOA for the development, implementation and maintenance of CIWTS	PPA, PCG, shipping operators, affected LGUs, and other concerned agencies	MOA for the development, implementation and maintenance of CIWTS
1.2 Rules and regulation on the establishment of missionary routes governing coastal and inland waterways	MARINA	Propose rules and regulations on the establishment of missionary routes governing coastal and inland waterways	PPA, PCG, shipping operators, affected LGUs, and other concerned agencies	Support, cooperation and coordination
1.3 Regulations providing incentives for CIWTS	MARINA	Prepare the Procurement of Consultancy Service	NEDA, PCG, PPA, DPWH, LGUs, DENR, DOF, BOI, NAMRIA, DOST, MMDA, DOTr	Develop design, construction standards including operation management of CIWT System boats
Component 2: Ports/Landings/Terminals Construction and Operation & Management				
2.1 Design and construct ports/landings/terminals Including technical maintenance and operation management	PPA, CPA, municipal ports and other private ports	Design, construct, and O&M ports/landings/terminals (navigability and safety)	DOTr, MARINA, PCG, PPA, LGUs, and other relevant agencies /	Develop and implement financing and incentives packages; support ecological and safety standards for

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
2.2 Operate and maintain ports/landings/terminals including search and rescue (S&R) measures			stakeholders	ports/landings/terminals; Investments; waste management system; and invest in ancillary business
Component 3: Boat/Ship Building and Operation & Management				
3.1 Development of prescribed design and safety standards for boats/ships to be deployed.	MARINA	Design, construction and operational standards	DBP, LBP, DOST-PCIEERD, SONAME, private sector/ SBSR	Develop and implement financing and incentives packages for CIWT boatbuilding and boat companies
3.2 Boat/Ship Operations and Management	MARINA	Ensure safe, efficient and sustainable operation of ship	Private stakeholder	Ensure compliance

4

STRENGTHENING THE SAFETY STANDARDS OF PHILIPPINE-REGISTERED FISHING VESSELS

RATIONALE

Across the country, coastal fishers currently have to venture farther and farther out to sea to catch fish and have to increasingly rely on motorized vessels, instead of traditional non-motorized bancas, thus, entailing higher operational costs associated with fuel and engines. Accompanying this new order in fishing operations, i.e., “farther and farther out to sea,” is the reported increase in fishing accidents, involving the death of fishing crew and/or damage or loss of fishing boats due to bad weather conditions, hazardous waters, high sea waves, and ignition of illegal fishing devices (i.e., dynamites).

At present, there is no systematic data recording, compilation, analysis, and reporting of fishing accidents in the country. Hence, most information is anecdotal or appears only in daily newspapers. A scientific study on the factors contributing to these fishing accidents in the Philippines has not been undertaken to date. The increase in fishing accidents raises questions about the safety of the fishing crew and fleet, as well as the general working conditions of the fishing crew of commercial fishing vessels.

The program intends to strengthen the safety standards for fishers and fishing vessels in all Philippines-registered fishing vessels to support a safer and sustainable fishing industry. One of the major program components is the ratification of the Cape Town Agreement, however, the same will be deferred until issues and concerns in the fishing sector have been settled. Accordingly, under this Program, the MARINA has conducted the Fishing Sector Stakeholders Meeting with the Administrator to resolve some of the issues and concerns.

Moreover, issues and challenges of the aforementioned program include the establishment of linkages with the private sector and cooperation of partner agencies.

OBJECTIVE AND IMPACT

The main objective of Program 4 is to increase the efficiency and safety of all Philippine-registered fishing vessel operations, both in commercial and municipal fisheries through (i) Development and Implementation of New Fishing Vessels Safety Rules and Regulations; (ii) Conducting Training for Trainers, Operators and Seafarers on Fishing Vessel Safety; (iii) Development and Implementation of Safety Designs in Fishing Vessels; (iv) Development and Dissemination of IEC Materials to Fishing Key Stakeholders; and (v) Development and Maintenance of a Database on Fishing Vessels and Crew.

The impact of the program will be more efficient and safe fishing vessel operations in the country with the implementation of IMO and ILO conventions on safety of life at sea and on fishing vessels, onboard welfare of fishing crew, and prevention of Illegal, Unreported, and Unregulated Fishing (IUUF). The said impact will be measured by reduced fishing vessel operation cost and fewer maritime accidents involving fishing vessels. Its outcomes will be reduced IUUF and increased number of fishing vessels registered with fishing vessel safety certificates.

PROGRAM COMPONENTS

The key Program components will include:

1. Implementation, Assessment and Review of the Philippine Fishing Vessel Safety Rules and Regulations (PFVSRR) for commercial fishing vessels;

- Continuing capacity building for technical personnel involved in the implementation of the regulation;
- Nationwide information dissemination campaign on the roles of government and private stakeholders;
- Publication of results of policy gap assessment and analysis; and
- Creation of a unit/office focusing on fishing and creation of 150 plantilla positions responsible for the implementation and enforcement of the PFVSRR.

2. Development of Safety Rules and Regulations for Small Fishing Vessels with Below 35 Gross Tonnage;

The development of safety rules and regulations for small fishing vessels with below 35 GT which includes the activities for (1) formulation of the said regulation by MARINA, (2) conduct of nationwide stakeholders' public consultation to be conducted by MARINA with DA-BFAR and LGUs, (3) publication of the formulated regulation in a newspaper of general circulation and (4) orientation on the new rules and regulations to be done by MARINA.

3. Proposed ratification of Cape Town Agreement and STCW-Fishing

For the proposal of ratification of Cape Town Agreement (CTA) and STCW-Fishing, the writeshop on the draft bill and its draft Implementing Rules and Regulation (IRR), as well as the strategy for the generation of public awareness and support for the ratification/accession through quad media campaign (printed, radio, tv and digital) were targeted to commence on the year 2022.

4. Development and Promotion of Safety Designs in Fishing Vessels

This strategy is given to the MARINA-SRS, that shall include coordination with DA-BFAR regarding identification of fishing grounds and coordination with SBSR companies regarding appropriate design for vessels operating within the identified fishing grounds, to be able to develop and promote safety designs on fishing vessels.

5. Development and Dissemination of User-Friendly Fishing Safety Guides as IEC Materials

In the information, education and communication (IEC) strategy, the MSS is currently in the process of procurement for the publication of informational campaign materials regarding safety requirements of fishing vessels and its crew under the PFVSRR.

6. Development and Updating of a Database on Fishing Vessels (Municipal and Commercial Fishing Vessels) and Crew (Officers and Ratings)

The database system is assigned to the MARINA MISS.

SPATIAL CONTEXT

This Program will be implemented nationwide, covering all Philippines-registered fishing vessels operating in Philippine and international waters.

INSTITUTIONAL ARRANGEMENTS

Program 4 will be implemented by MARINA in close collaboration with the Department of Agriculture/ Bureau of Fisheries and Aquatic Resources (DA/BFAR), Department of Transportation/ Philippine Coast Guard (DOTr/PCG), Local Government Units (LGUs), Department of Budget and Management (DBM), Department of Labor and Employment (DOLE), Board of Investments (BOI), Philippine National Police-Maritime Group (PNP-MG), Department of Science and Technology (DOST), Department of Environment and Natural Resources (DENR), National Maritime Polytechnic (NMP), Department of Trade and Industry (DTI) and fishing operators and associations in the development, training, IEC, and implementation of fishing vessel safety rules and regulations.

MAJOR PROGRAM COMPONENTS

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 1: Implementation, Assessment and Review of the Philippine Fishing Vessels Safety Rules and Regulations (PFVSRR) for commercial fishing vessels				
1.1 Continuing Capacity Building of Technical Personnel involved in the implementation of the Regulation	MARINA	Develop, implement, assess and update training programs for MARINA personnel		
1.2 Publication of the Results of Policy Gap Assessment and Analysis	MARINA	Review and publish the policy on gap assessment and analysis		
1.3 Creation of a unit/ office focusing on fishing and 150 plantilla positions responsible for the implementation and enforcement of the PFVSRR	MARINA	Prepare position paper and budget proposal for additional plantilla positions responsible for the implementation and enforcement of the PFVSRR	DBM	

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 2: Development of Safety Rules and Regulations for small fishing vessels below 35 GT				
2.1 Formulation/ Development of Safety Rules and Regulations	MARINA	Develop Safety Rules and Regulations for small fishing vessels below 35 GT	BFAR	Participate in the formulation/ development of Safety Rules and Regulations
2.2 Conduct of nationwide stakeholders' public consultation				
2.3 Publication of the Rules and Regulations in a Newspaper of General Circulation				
2.4 Orientation on the New Rules and Regulations			LGUs and BFAR	Orient, enforce and monitor compliance of the published Safety Rules and Regulations
Component 3: Proposed ratification of Cape Town Agreement (CTA) and STCW-Fishing				
3.1 Conduct Data Gathering relating to the Philippine Fishing Industry/ Benchmarking with other ASEAN Countries	MARINA	Develop, implement and monitor compliance to PFVSRR to include CTA and STCW-F including lobbying with Congress for approval of appropriate legislation/s on FVSRR	NMP, BFAR	Participate in the conduct of data gathering relating to the Philippine Fishing Industry/ Benchmarking with other ASEAN Countries

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
3.2 Lead Focus Group Discussions and Data Gathering to support Philippine accession to the CTA and STCW-F (10 FDGs)			BFAR, NTC, DOLE	Assist in the conduct of Focus Group Discussions and Data Gathering to support Philippine accession to the CTA and STCW-F (10 FDGs)
3.3. Finalization of National Interest Analysis (NIA) on the CTA and STCW F cum National Workshop in General Santos City				
3.4 Write shop on the draft Bill and its draft Implementing Rules and Regulations (IRR)				
3.5 Submission to the DFA the required draft ratification/ accession or Senate concurrence documents (1. NIA; 2. Certificate of Concurrence of participating agencies; 3. Endorsement from the Secretary of Transportation; and 4. the Draft Bill and It's Implementing Rules and Regulations)				

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
3.6 Designation of Legislative Liaison Officer to work for the ratification/ accession of the CTA and STCW-F				
3.7 Generation of public awareness and support for ratification/ accession through quad media campaign (print, radio, tv and digital)				
Component 4: Development and Promotion of Safety Designs in Fishing Vessels				
4.1 Development of prototype designs of fishing boats fit for specific and identified fishing grounds within national waters.	MARINA	Develop and promote safety designs on fishing vessels with DA/BFAR and fishing operators/ associations	BFAR, DOST,	Participate in the development of prototype designs of fishing boats
4.2 Construction of the prototype of fishing boats			BFAR, DOST,	Participate in the Construction of the prototype of fishing boats
4.3 Partnership with GFIs for financing incentives			DTI, DOF, BOI	Provide incentive programs/ packages to fishing operators/ associations
Component 5: Development and Dissemination of User-Friendly Fishing Safety Guides as IEC Materials				
5.1 Development and Dissemination of IEC materials on fishing safety guides	MARINA	Gather, develop and disseminate IEC materials on fishing safety guides	BFAR, PCG and LGUs	Participate and support the Program's IEC activities

Program Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Responsibilities	Name of Agencies	Responsibilities
Component 6: Development and Updating of Database of Fishing Vessels (Municipal and Commercial Fishing Vessels) and Crew (Officers and Ratings)				
6.1 Develop and maintain database on registered fishing vessels and crew, and fishing accidents/incidents	MARINA	Develop and maintain database	BFAR	Collaborate in data gathering and exchange/sharing to continuously populate and update the database

5

DEVELOPMENT OF GLOBAL MARITIME HUB

RATIONALE

The Philippines is strategically situated along the international sea lanes of commercial ships catering to world trade. Complemented by the country's potentials on maritime manpower, maritime services and shipbuilding/ship repair, such comparative advantage can be galvanized to transform the Philippines into a global maritime hub.

In order to attract commercial ships to call on the Philippine ports, avail of logistics, supplies, services and needed maintenance/repairs, and eventually become a central point for the accumulation and distribution of cargoes for worldwide trade (transshipment hub), five (5) interlinked development projects, which are critical components of the maritime sector to realize this goal, were included in this Program.

OBJECTIVE AND IMPACT

Merchant ships servicing the world trade often make some port calls during their long voyages between the port of origin/loading and destination/unloading to refuel, replenish supplies and logistics, have repair works done on ship parts/machinery, and attend to administrative/technical requirements related to their commercial undertaking or to documentation of the ship and/or its crew.

The main objective of this program is to develop globally-competitive ships, shipyards, and other maritime ancillary services, which will be calculated based on the following profile measures::

- Increase in deadweight capacity of the Philippine shipbuilding industry;
- Increase in number of port calls of international ships;
- Increase in tonnage share of Philippine-registered overseas ships; and
- Increase in client satisfaction

PROGRAM COMPONENTS

Program 5 will consist of the following components whose impact will be increased contribution of the maritime sector to the country's GDP:

1. Promotion of a Philippine Ship Registry

In the International Shipping sector, the choice of ship's flag is decided by the ship owners taking in consideration the country's flag's reputation. Different flags mean different national provisions. Ship's flag expresses the ship's nationality making it an important component to the shipping business.

Promoting the country's ship registry can be achieved by strengthening regional and international cooperation by being a responsible member of the International Maritime Organization (IMO) and other international organizations, effectively implementing the efforts of ASEAN and engaging in several bilateral Agreements between countries. It will likewise be attained by strengthening of shipping services for Philippine export and import trade transportation; development and promotion of ship financing schemes, and incentives for ship owning and shipping industry; review and improvement of bareboat chartering program and ship mortgage law; strengthening of ship management, ship brokerage, ship chandling and ship insurance services; and strengthening of the maritime administration through ratification and implementation of international maritime instruments and restructuring of MARINA.

2. Development of the Philippines as a Transshipment and Bunkering Hub in the Southeast Asia

One of the best models for transshipment and bunkering projects is the Singapore maritime hub. Maritime Singapore has continued to play a key role on the global stage as a leading Maritime Nation. As a major port state, flag state and coastal state of a key waterway, Maritime Singapore is able to appreciate the various interests in international shipping

The Philippines, the same with Singapore, is located strategically in the maritime sea lanes. Currently, Manila Port is one of the busiest Container Ports in the World (top 28, World Shipping Council). With the country's continuous economic growth, it is necessary to further develop the port operations in the Philippines.

The new sulfur cap has already entered into force last 01 January 2020. Still many neighboring countries are having difficulty in acquiring fuels with lower sulfur content. This is a good time to invest in bunker fuels with low sulfur content to cater the international ships calling to the country.

Development of the Philippines as a Transshipment and Bunkering Hub in the Southeast Asian region can be achieved by conducting feasibility study and detailed engineering design on bunkering terminal development; establishment of bunkering terminal/station; upgrading of existing major ports into international ports/terminals; development of maritime-related businesses and services; and marketing of bunkering facility to domestic and international markets.

3. Upgrading and Expansion of Local Shipyards

Due to the country's geographical position, great investment, climate and a readily competent skilled workforce, the Philippines became the 5th largest shipbuilding nation after China, South Korea, EU and Japan. Both demand for (smaller) vessels in the domestic market and exporter of large, commercial ships for the international market is a huge potential for the country.

The Shipbuilding and Ship Repair (SBSR) industry is responsible for the construction and maintenance of water crafts. Shipbuilding covers the process chain from the construction to the outfitting to the launching of maritime vessels while the ship repair industry targets already existing ships with services such as restoration, upgrading, conversion and reconditioning. Improving this sector will not only greatly contribute to the country in terms of investment but also will contribute to employment of highly skilled Filipinos.

Upgrading and expansion of local shipyards can be achieved by strengthening of SBSR services in the Philippines through development and promotion of incentives, joint ventures, and investments; design and production of modern, safe and environmentally-friendly Philippine ships to achieve global competitiveness; full implementation of laws/policies on vessel retirement and progressive restriction of vessel importation, and existing program on the Philippine Navy Modernization, etc. to create greater opportunities for SBSR projects; shipyard manpower development and upgrading; and marketing of shipyard facilities in international markets.

4. Establishment of an Eco-Industrial Maritime Park

This project aims to transform the Philippines as a "go-to-location" for international shipbuilding and ship repair. The establishment of an eco-industrial maritime park (EIMP) will not only support the modernization of shipbuilding and ship repair facilities in the country, but also the reintegration of Filipino seafarers to work as marine surveyors, technical superintendents, and managers of ancillary industries. In view with the recent "Hanjin Crisis", the country's maritime industry is being challenged, noting that it is one among the major shipyards that assisted the Philippines to become the 5th largest shipbuilding country in the world on top of its revenue contribution and the provision of employment opportunities to thousands of Filipino shipyard skilled workers.

The concept of EIMP is to have a location where SBSR companies will enjoy various incentives that "PEZA locators" are enjoying.

The EIMP can be achieved by conducting Feasibility Study and detailed engineering design of an Eco-Industrial Maritime Park; development and operation of the Eco-Industrial Maritime Park; and marketing of the Eco-Industrial Maritime Park for locators such as shipyards, ancillary industries, technical/legal/logistics services, both at domestic and global markets.

5. Establishment of a World Maritime Education and Research Training Institution

The Philippines is one of the premiere choices for seafarers in the world. The seafarer, like other OFWs, is often looked up to as one of today's heroes, where billions of dollars of remittances they sent back to the country, have propped up our economy. These remittances help drive domestic consumption in the Philippines and are a key ingredient in the country's drive to achieve higher and sustainable growth.

Further, developing the country's maritime education in training not only for the seafarers but also to other maritime related fields, will help the country to achieve its goal as a big player in the international maritime sector.

The establishment of the world maritime education and training institution can be achieved by conducting Feasibility study and detailed engineering design of a World Maritime Education and Training Institution; development, operation and maintenance of World Maritime Education and Training Institution; establishment of institutional arrangement with business locators for purposes of the Institution's operation and maintenance; and marketing of the institution to national and international markets.

SPATIAL CONTEXT

Two (2) projects under this Program will have national scope of coverage, while the other three (3) will involve localized locations which are to be eventually identified under each project.

INSTITUTIONAL ARRANGEMENTS

This program will be implemented by MARINA in partnership with the Department of Transportation (DOTr), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), and other port authorities and in collaboration with other concerned government agencies like Department of Foreign Affairs (DFA), Department of Trade and Industry (DTI), Department of Finance (DOF)/Board of Investments (BOI), Department of Energy (DOE), Department of Science and Technology (DOST), Philippine Navy (PN), Department of Agriculture (DA)/Bureau of Fisheries and Aquatic Resources (BFAR), Technical Education And Skills Development Authority (TESDA), Commission on Higher Education (CHED), Local Government Units (LGUs), maritime professionals, academic and training institutions, and other key stakeholders.

MAJOR PROGRAM COMPONENTS

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
1. Promotion of the Philippine Flag Registry				
1.1 Development and review of ship financing schemes and incentives for ship owning and shipping industry 1.2 Review and improvement of the bareboat chartering program and ship mortgage law 1.3 Strengthening of ship management, ship brokerage, ship chandling, and ship insurance services				
1.1.1 Enactment of a comprehensive Philippine Ship Registration Act (including incentives, applicable tax regimes, ship mortgage law, marine casualty investigation)	MARINA	Development and establishment of an Executive Order for the Creation of an Inter-Agency Committee on the Promotion of the Philippine Ship Registry	DOTr, DFA, DENR, DTI, NEDA, PCG, PPA	Attendance and participation in the Committee Hearings Submission of comments and/or other recommendations
1.1.2 Development and formulation of Policies to amend Bareboat Chartering Program	MARINA	Initiate the drafting of an amendatory or omnibus rules for the Acquisition, Registration of Ships and other related issuances	NTC ROs Shipping Associations	Attendance and participation in the Inter-agency consultations/ public consultations Submission of comments and/or other recommendations
1.4 Strengthen regional and international cooperation				
1.4.1 Conclusion of Bilateral merchant shipping agreements and multilateral agreements (ASEAN, BIMPEAGA, APEC, etc.)	MARINA, DOTr (for multilateral agreements)	Coordination with bilateral partners and prospective partners, relevant government agencies, and private sector Drafting of position papers or submission of counter-proposals and/or necessary technical advice	NEDA Cabinet Committee, Sub-committee on Shipping (DOTr, DFA, NEDA, etc.)	Participation in the negotiations and TWG CAB Committee meetings Submission of counter-proposals for bilateral/ multilateral agreements Facilitate the process of negotiation and signing of the Agreement

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
1.5 Strengthen shipping services for Philippine import and export trade				
1.5.1 Development, formulation and implementation of policies to promote flexibility in operation of domestic ships	MARINA	Initiate the drafting of an amendatory or omnibus rule for the issuance of a special permit for the temporary utilization of ships Convening of Consultative Meetings/Public Consultations	PCG BOC BOQ PPA	Provide substantive inputs to the policy promoting flexibility of operations of domestic ships Submission of comments and/or other recommendations
1.6 Strengthening of maritime administration through ratification and implementation of international maritime instruments and restructuring of MARINA				
1.6.1 Issuance of an Instrument of Ratification/Accession to the IMO Instruments	ICCFRAIMC Focal Agency (MARINA, PCG, PPA)	Preparation of the Ratification/Accession Package for Endorsement to OP Drafting of the Implementing Rules and Regulations	DFA, DOTr OP Senate London PE	Attendance and participation in the Inter-agency consultations/public consultations Submission of comments and/or other recommendations Facilitate the process of negotiation and signing of the Agreement
1.6.2 Enactment of a Law for the full and effective implementation of IMO Instruments	MARINA	Refiling of HB 10612 otherwise known as, "An Act Providing for the Full and Effective Implementation of International Maritime Conventions to which the Philippines is a Party"	DOTr PCG PPA	Attendance and participation in the Committee Hearings Submission of comments and/or other recommendations

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
1.6.3 MARINA Reorganization/R restructuring	MARINA	Conclusion of a Memorandum of Agreement with identified agency partners Institutionalization and rationalization of the Office of the Maritime Attaché (OSSP)	DBM DFA/OP	Funding and approval of plantilla positions Comments/recommendations to establishment of foreign post and other requirements
2. Development of the Philippines as a International Transshipment and Bunkering Hub in Southeast Asia				
2.1 Accession to the Convention on Facilitation of International Maritime Traffic 1965 (FAL Convention)	PPA	Preparation and approval of the accession instruments	ICCRIMFRAI MC	Provide substantive support for the Philippine accession including issuance of appropriate Certificates of Concurrence (COC)
2.2 Adoption of Maritime Single Window	PPA, BOC, DOTR, PCG, DTI, Other Port Authorities	Development of system, policy and the provision of related infrastructure	MARINA, BI, BOQ, DFA,	Implement the maritime single window to facilitate port clearances through paperless transactions
2.3 Feasibility study on the establishment of new international transshipment hub or upgrading of existing international port including bunkering facility	DTI, DOTr, NEDA, DOE PPA	Provide funding support for the conduct of feasibility study Lead in the feasibility study	MARINA, Other Port Authorities, DOF	Collaboration with DTI and PPA on the conduct of the feasibility study
2.4 Establishment of a new terminal or upgrading of existing port to be a transshipment hub	DOTR, NEDA, PPA, Other Port Authorities	Provide funding support for the establishment of transshipment terminal or upgrading of existing port to be a transshipment hub	NEDA BOI	Promote public private partnerships

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
2.5 Promotion of the transshipment hub to encourage maritime-related businesses and services	DTI, PPA, Other Port Authorities	Streamlining of transshipment processes and development of ComPlan	MARINA	Advertisement to regional and international fora and engagements
3. Upgrading and Expansion of Local Shipyards				
3.1 Strengthening of SBSR services in the Philippines through development and promotion of incentives, joint ventures, and investments	MARINA, BOI-DTI	Crafting of Shipbuilding and Ship Repair Development Act Bill Creation of Inter-Agency Coordinating Committee on SBSR through an EO	DOF, DOST, TESDA, PN, Congress, SONAME, Industry Associations	Lobbying for the passage of the bill and active participation in the IACC-SBSR
3.2 Design and production of modern, safe, and environment-friendly Philippine ships to achieve global competitiveness	MARINA	Develop design and standards for modern, safe, and environment-friendly Philippine ships	Classification societies/ DOTr/PCG, DOST, SONAME, Industry Associations	Assist in the development and implementation of the safety standards
3.3 Full implementation of laws/ policies on vessel retirement and progressive restriction of vessel importation and existing program on Philippine Navy modernization, etc.) to create greater opportunities for SBSR projects	MARINA, PN DND, DOF	Close collaboration with the PN on the provision of capacity building related to SBSR for the modernization of Philippine naval fleet Provide funding support for brand new naval vessels constructed in the Philippines	DOST, ShAP, SONAME, Industry Associations	Assist in the determination of design and sourcing of materials for the construction of naval ships

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
3.4 Shipyard manpower development and upgrading	MARINA, TESDA	Development of training and regulation standard for shipyard workers including enterprise based training program	BOI-DTI, DOLE,	Information sharing
3.5 Promotion of shipyard facilities in international markets	MARINA, BOI, Industry Associations	Streamlining of SBSR processes and development of ComPlan	SONAME, DOST	Advertisement to regional and international fora and engagements
4. Establishment of an Eco-Industrial Maritime Park				
4.1 Feasibility study on the establishment of the Maritime Eco-Industrial Park (new and existing)	PHIVIDEC, SBMA, AFAB	Provide funding support for the conduct of feasibility study Lead in the feasibility study	MARINA, DTI, DOTr, NEDA, DOF, PPA, Other Port Authorities,	Collaboration with PHIVIDEC, SBMA, AFAB on the conduct of the feasibility study
4.2 Development and operation of the Maritime Eco-Industrial Park	PHIVIDEC, SBMA, AFAB	Provide funding support for the establishment of Maritime Eco-Industrial Park	NEDA, BOI, MARINA	Promote public private partnerships
4.3 Promotion of the Maritime Eco-Industrial Park to locators such as shipyards, ancillary industries, technical/legal/logistics services, both in domestic and global markets	PHIVIDEC, SBMA, AFAB	Streamlining of Maritime Eco-Industrial Park and development of ComPlan	MARINA, BOI	Advertisement to regional and international fora and engagements

6

ENHANCEMENT OF MARITIME SAFETY IN THE PHILIPPINES

RATIONALE

As a maritime nation, fishing, seafaring, and other related sea-based activities is a way of life for most. Families and communities of fishers, seafarers, and other workers depend on the maritime sector for employment, livelihood, and subsistence. Hence, any accident at sea causes severe problems within their families and the communities. With the global maritime industry growing in numbers, capacities, and sizes of merchant/cruise ships and fishing vessels, as well as the increasing density of shipping routes and strategic passages, maritime safety has become a critical aspect especially in promoting competitiveness and sustainability of the industry.

The cause of most maritime incidents in the country can be traced to problems of understanding and compliance with safety standards on the part of fishing, cruising, and/or shipping crew and operators, as well as of supervision and compliance monitoring on the part of the government agencies responsible for this task. Effective and consistent enforcement of safety standards should be practiced to completely eradicate maritime incidents in the future.

OBJECTIVE AND IMPACT

The impact of Program 6 will be enhanced efficiency and safety of all Philippine-registered vessels through the development and implementation of a comprehensive safety plan, which encompasses the six fundamental elements of maritime safety, viz., standards, IEC, enforcement, M&E, S&R, and database. This impact will be measured by reduced transport time and maritime accidents and increased passenger satisfaction with maritime safety standards. The outcomes of the program will be more compliant ship operators and crew to safety standards, and increased number of technical manpower certificated as safety inspectors and auditors.

PROGRAM COMPONENTS

The key Program components will include:

1. Development, implementation, assessment and review of policies & guidelines relating to maritime safety

Program 6, on the development, implementation, assessment of policies and guidelines relating to maritime safety, includes the following activities:

- a. Finalization and adoption of the revised PMMRR (PSSRR) Under the finalization and adoption of the revised PMMRR a new direction is to provide standards for specific ship types such as for passenger ships, cargo ships and others, to include those operating in coastal and inland waterways and recreational boats among others.

The new regulation will now be called the Philippine Ship Safety Rules and Regulations (PSSRR).

- b. Review of the procedure on Ship Survey System (3S) in the review of the procedures under the Ship Survey System (3S) there is a three-fold approach being implemented as follows:
 - i. Conduct of calibration workshops in the implementation of the 3S;
 - ii. Consolidation of issues and concerns in the implementation of maritime safety issuances from the different regional offices of MARINA;

iii. Training by competent experts in performing ship safety functions.

c. Review to enhance the safety management system policy

The review to enhance the safety management system policy leads to performing other activities, not confined to certification of ships and companies under the ISM code. This activity further focuses on the oversight of maritime entities affecting safety management of Philippine Registered Vessels (PRVs) such as but not limited to Local Classification Societies and Recognized Organizations (ROs). Activities performed by MARINA in this respect are as follows:

- guidelines
- i. Conduct of calibration workshops leading to enhancement of the implementation of the MARINA Auditors Manual (MAM);
 - ii. Conduct of audit to Philippine Registered Vessels (PRVs) and companies;
 - iii. Implementation of the Recognized Organization (RO) Code through the implementation of MARINA Circular No. 2018-01 and its corresponding guidelines for its implementation;
 - iv. Conduct of nationwide audit of ships and companies involved in maritime accidents; and
 - v. Enhancement of the implementation of the Accreditation of Local Classification Societies (LCS) and to adopt an oversight function program to monitor their performance in the implementation of MARINA Circular No. MS 2020-01 and its corresponding guidelines for its implementation.
- d. Establishment of Philippine Government (PG) Class System for Philippine-registered Domestic Ships and Development of Rule Books on Construction and Classification of Ships

2. Ratification, adoption, legislation and implementation of relevant maritime safety conventions

The MARINA commits for continual identification, analysis and evaluation of, and may lead to ratification, adoption, development of significant legislation and implementation of relevant maritime safety conventions in order to strengthen the maritime safety administration.

3. Implementation of a maritime safety strategy and action plan for each MARINA Regional Office

The establishment of the Multi-Sectoral Advisory Board (MSAB) in each MARINA Regional Offices is the highlight of this strategy wherein engagement and promotion of maritime developmental activities to all stakeholders is the main goal. In the conduct of policy formulation and in the process of public consultation, the MSAB places an important role in engaging stakeholders on matters of maritime safety rules and regulation formulation.

In addition, the MSAB creates an avenue for dialogue with stakeholders in a regional or local level in the promotion and effective implementation of maritime safety policies.

4. Development and implementation of information, education and maritime safety communication plan

In the development and implementation of information, education and maritime safety communication (IEC) plan, the MARINA aims to continually deliver user-friendly IEC materials and campaign activities for greater awareness on, and compliance to, maritime safety standards of the stakeholders.

5. Implementation of training modules on maritime safety and marine environmental protection standards

The Maritime Safety Service and Shipyards Regulation Service are coordinating the conduct of yearly training among MARINA personnel and those personnel from other Service Units not conducting inspection but needs information regarding technical requirements needed in the discharge of their functions, such as the Legal Service and non-technical personnel from Maritime Regional Offices (MROs).

Further, the Maritime Safety Service in collaboration with Shipyard Regulation Services, are developing an Administrative Order establishing a standardize training and certification for MARINA Surveyor, including apprenticeship.

6. Establishment and operation of database and monitoring and evaluation system on maritime safety and marine environmental protection

The Maritime Safety Service and Shipyards Regulation Service are in collaboration with the MARINA-MISS and IT-STCWO in developing the Maritime Safety Service Information Management System (MSSIMS) and Shipyard Regulation Service Information Management System (SRSIMS) in order to have systematic data recording, compilation and creation of database relevant in the evaluation and analysis of the safety performance of the maritime administration and as basis for the development of responsive safety policies, rules and regulations.

SPATIAL CONTEXT

This Program will be implemented nationwide, covering all Philippine-registered ships operating in Philippine and international waters.

INSTITUTIONAL ARRANGEMENTS

This program will be implemented by MARINA in partnership with Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), and other port authorities and in collaboration with other concerned government agencies like Department of Environment and Natural Resources - Environmental Management Bureau (DENR-EMB), Bureau of Fisheries and Aquatic Resources (BFAR), Philippine Navy (PN), Philippine National Police - Maritime Group (PNP-MG), Local Government Units (LGUs), shipowners, shipbuilders, maritime professionals, academic and training institutions, media, and other key stakeholders.

MAJOR PROGRAM COMPONENTS

Program / Component	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Review, amend or develop, and implement policies and guidelines on maritime safety for all Philippine-registered vessels	MARINA with PCG and PPA	Lead the review, amendment or development, and implementation of policies and guidelines on maritime safety for all Philippine-registered vessels	Shipowners, Class Societies, Ship Builders, Marine Professionals, Academic Institutions	Participate and support the development and implementation of policies and guidelines on maritime safety

Program / Component	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Develop and pass a national legislation mandating all Philippine-registered ships to be compliant with international safety conventions	MARINA	Lead the drafting of proposed legislation	DOTs/PCG/PPA, Shipowners, Class Societies, Ship Builders, Marine Professionals, Academic and Training Institutions	Participate and support the drafting of the proposed legislation and the implementation of the approved legislation, IRR and MC
		Lobby with Congress for early passage of a legislation		
		Prepare, publish and issue the necessary IRR and MC		
		Coordinate with DFA and Congress for the ratification of relevant IMO conventions		
Develop and implement a standard Maritime Safety Strategy and Action Plan, and specific versions for each region	MARINA	Develop and implement a standard Maritime Safety Strategy and Action Plan		
		Support MROs in developing specific Strategy and Action for each region		

Program / Component	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Develop and implement IEC plan to increase public awareness on maritime safety and marine environmental protection standards	MARINA	Identify/analyze/refine audiences of communication materials, risks and opportunities, knowledge needs, preferred media/channels, M&E indicators, and objectives of the communication material	DOTr/PCG/PPA/OTC/OTS, Other port authorities, LGUs, Shipowners, Shipbuilders, Maritime Professionals, Academic and Training Institutions, Media	Participate in and support the IEC Plan development and implementation
		Design Communication strategy by selecting the best approach and message for the audience		
		Implement the strategy - Conduct pretesting of message and communication materials, develop and produce the knowledge products, IEC materials, organize training activities and disseminate message		
		Conduct regular forums with key stakeholders		
		Conduct M&E, share the results in learning events, and use the feedback to refine the process or succeeding materials		
Develop and implement training modules/courses on maritime safety and marine environmental protection standards	MARINA with PCG	Develop and implement relevant training modules/courses	DOTr/PCG/PPA, DA/BFAR, DENR/EMB, LGUs, Shipowners, Shipbuilders, Academic and Training Institutions, Maritime Professionals	Participate in and support the conduct of training activities
		Prepare and disseminate learning materials		

Program / Component	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Develop and implement Maritime Safety Enforcement and Search and Rescue (S&R) Plan	MARINA	Develop and implement the necessary Plan	DOTr/PCG	Conduct verification to ensure compliance
		Ensure operational readiness of crew and equipment		Conduct inspection and report to nearest MARINA Regional Office (MRO) for issuance of Safety Certificates
	PCG	Lead the S&R activities	DOTr/MARINA/PPA, DND/PN, Port Authorities, Academic and Training Institutions	Participate in and support the preparation and implementation of S&R Plan and relevant training
Establish and operate database and M&E system on maritime safety and marine environmental protection	MARINA	Develop database – plan database, conduct analysis, design database, construct database, conduct testing, provide ongoing support and maintenance	DOTr/PCG/PPA, Other Port Authorities, DENR/EMB, DA/BFAR, DND/PN, DILG/PNPMG, other concerned government agencies, Academic and Training Institutions	Participate in and support the data exchange and sharing for database and M&E system, as well as the conduct of necessary training
		Promote the database and conduct capacity building – Develop and publish training manual, communication materials; organize trainings; and conduct knowledge sharing events and promotional activities		
		Conduct monitoring and evaluation		
		Coordinate the establishment of NSMC		Participate in NSMC as members

7

ENHANCEMENT OF MARITIME TRANSPORT SECURITY IN THE PHILIPPINES

RATIONALE

To understand maritime security, one must closely look into the situation on land and its interplay with sea and people. Aside from the complex and multidimensional nature of maritime security, it was noted in several instances during a dialogue on Maritime Security Governance that crimes at sea are hatched on land. It is therefore important that a venue to exchange information not readily available to other maritime law enforcement agencies other than the PN and the PCG be made collaboratively to address these threats. However, execution of Memorandum of Agreement (MOA) with different law enforcement agencies has been difficult due to the present situation but the Enforcement Service (ES) has made coordination with the PCG, PN, Maritime Police-PNP, PPA, and other local government units which includes: 1) conducting a seminar with the Maritime Police regarding MARINA Law Enforcement last 22 March 2021; and 2) coordinating with the City of Manila with regards to the Coastal Law Enforcement on Maritime Security.

The Philippines should continue to equip itself in order to explore the possibilities of regional cooperation in maritime security governance, such as that of alignment of laws and policies, and comprehensive information sharing. Aside from capability development of our law enforcement agencies, there should be a strict implementation of our protocols and a comprehensive plan to communicate our activities and initiatives, which may add to the country's credible deterrent factor against crimes-at-sea.

Another important facet of the maritime security problem to which Program 7 restated their focus are maritime terrorism and criminal activities that affect the nation's security. To address this, Program 7 is utilizing the National Security Program for Sea Transport and Maritime Infrastructure Manual from the Office of Transportation Security (OTS) on the preparation of the National Ship, Port, Coastal Manual. In the effort of organizing a National Maritime Security Council, Program 7 has been attending forums from the United Nations Development Programme (UNDP) and the Philippine Navy. While the International Ship and Port Facility Security Code (ISPS Code) of the IMO has been implemented for ocean-going ships, domestic ships and ports have no such system of maritime security precautions to speak of, which makes this Program more urgent and useful.

With the adoption of the ISPS Code in the domestic level as guidance for the physical security and operational aspects in enhancing maritime security on a long term and sustained basis, the ratification of the 2005 Convention on the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA Convention) shall maximize the Philippines' capacity in addressing maritime security – related matters for the benefit of the public, seafarers, stakeholders, government, and our maritime law enforcers. For the last two years of implementation, Program 7 encountered a lot of issues and challenges that made the implementation very difficult. This includes: (1) the need for close coordination with stakeholders in monitoring private ports which proves to be a very tedious task given the different quarantine protocols; (2) Continuity of activities of the program in case of retiring staff; (3) Procurement of facilities, systems, and equipment; and (4) Education and Training.

OBJECTIVE AND IMPACT

With the formulation and full implementation of the ISPS Code for Domestic, as well as the ratification of the SUA Convention, the Program aims to have a secured free flow of goods and services in the various islands of the country by strengthening maritime security awareness and implementation. The Program impacts will be decrease in maritime incidents caused by criminality and terrorism; increase in foreign merchant and cruise ships calling on Philippine ports and increase in number of local and foreign tourists.

PROGRAM COMPONENTS

The ISPS Code for Domestic will require all domestic ships and ports to come up with their respective Vessel Security Plan (VSP) and Port Facility Security Plan (PFSP) based on an assessment of expected security threats in their nature and area of operation, with said Plans providing mechanisms, measures and responses to avoid and address such identified threats. Also, the security assessments on the ship transports will also help to enlist some of the unlawful acts encountered to formulate a provision under the SUA Convention's implementing rules and regulations.

The key program components will include:

1. Review and Revisit of the National Ship and Port Facility Security (NSPS) Policy;
2. Information, education, communication and capacity building;
3. MARINA Operation Center (MOC) and Emergency Response;
4. Ratification of the International Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation;
5. Coordination with PN, NCWC, and PPA relative to the administration of the Long-Range Identification and Tracking System (LRIT), AIS, and VTMS; and
6. Creation of National Maritime Security Council

SPATIAL CONTEXT

This Program will cover all domestic ships and ports operating throughout the country including the LGUs in the matters of coastal security in order to cater even the small boats like motor bancas and yacht clubs.

INSTITUTIONAL ARRANGEMENTS

This Program will be implemented within a period of 10 years until 2028 in coordination with government agencies involved in maritime security such as Department of Transportation (DOTR) / Philippine Coast Guard (PCG), Philippine National Police Maritime Group (PNP-MG), Philippine Ports Authority (PPA) and other port authorities, Philippine Navy (PN), Office for Transportation Security (OTS), National Coast Watch Center (NCWC), Department of Agriculture (DA) / Bureau of Fisheries and Aquatic Resources (BFAR), Department of the Interior and Local Government (DILG), Maritime Higher Education Institutions (MHEIs) / Maritime Training Institutions (MTIs) and Maritime Stakeholders.

MAJOR PROGRAM COMPONENTS

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner /s	Key Responsibilities
Component 1: Implementation/Compliance with the ISPS Code				
1.1 Review and Revisit roles of agencies in the implementation of ISPS	MARINA DOTr	Lead the policy review of the national implementation of the ISPS Code in accordance with existing issuances of higher authorities	OTS, Port Authorities, PCG	Collaborate and undertake appropriate recommendations delineating functions of agencies performing ISPS Code implementation in the Philippines
1.2 Implementation of the NSPS Policy (Certification, Audit, and Assessment)	MARINA	MARINA to train personnel to administer the NSPS policy and IRR in collaboration with respective MRO.	PCG PPA OTS	Support on the dissemination of the NSPS in relation with their respective mandates.
Component 2: Information, education, communication and capacity building				
2.1 Development of a short- and medium-term communication plan	MARINA	MARINA to take lead in the formulation of a platform (e.g. virtual platform)	DOTr, OTS, Port Authorities, PCG, DILG, BFAR, Navy, PNP Maritime Group, NCWC	Designate personnel of respective agencies to discuss concerns upon establishment of respective programs.
2.2 Annual Hosting of a National Conference on Maritime Security	MARINA	MARINA to host the National Conferences upon establishment of coordination with different agencies.	in coordination with other maritime law enforcement agencies	Provide invitations to concerned agencies for attendance to international conferences.
2.3 Attendance to International Educational Institutions geared towards Maritime Security	MARINA	MARINA to look into and submit proposals to international institutions to further develop personnel handling Maritime Security, and hire technical experts related to MIDP 7 for conduct of forums, workshops, seminars, etc.	in coordination with other maritime law enforcement agencies, MHEIs, etc.	Provide invitations to concerned agencies for attendance to international conferences.

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner /s	Key Responsibilities
2.4 Education and Training Relating to Marine Casualty Investigation; NSPS Policy and IRR/ISPS Code; Flag State Implementation; Port State Control and Other relevant training programs maritime security (Piracy, Mutiny, Terrorism, Smuggling, Drug Trafficking, Human Trafficking, etc.)	MARINA PCG	MARINA to hire technical experts in the international and local institutions for the conduct of seminars, forums, workshops, etc.	DOTr, OTS, Port Authorities, PCG, DILG, BFAR, Navy, PNP Maritime Group, NCWC, MHEIs/MTCs	To provide technical experts on conduct of seminars and workshops,
Component 3: MARINA Operation Center (MOC) and Emergency Response				
3.1 Acquisition and Procurement of facilities, systems and equipment • Radio communications, • AIS System, • Emergency response, • Floating assets, Boat trailer digital facilities, transportation-CIS & MOC security)	MARINA	MARINA to establish facilities or MOA/MOU in collaboration with government and private stakeholders.		
3.2 Development of MOC Databank	MARINA	MARINA to upgrade the MARINA Operation Center (MOC) database.	PPA-VTMS and NCWC	Provide information with concerned agencies particularly information affecting maritime security.

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner /s	Key Responsibilities
3.3 Emergency Response • Execution of MOAs between MARINA and PN, PNP-Maritime Group, Port Police, LGU, PCG, and BOC	MARINA	MARINA to establish guidelines in connection with MOA with concerned agencies for a faster response in time of national emergencies.	DOTr, OTS, Port Authorities, PCG, DILG, BFAR, Navy, PNP Maritime Group, NCWC	Provide accurate information with concerned agencies in terms of maritime security threats.
Component 4: Ratification of the International Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation				
4.1 Conduct of Focus Group Discussions to develop a comprehensive national interest analysis on the SUA Convention for endorsement to the legislative body	PCG MARINA	Organize FGDs to come up with National Interest Analysis to support Philippine Accession to the SUA Convention.	DOTr DOJ NCWC PCG and relevant law enforcement agencies	Support Philippine Accession to the SUA Convention
4.2 Preparation and submission of supporting documents for the issuance of Certificate of Ratification/ Accession such as the National Interest Analysis; Certificate of Concurrence of concerned government agencies and private sector associations	PCG MARINA	Prepare supporting documents for the Philippine Accession to the SUA Convention and transmit them to the Office of the President through the Department of Foreign Affairs	DOTr DOJ NCWC PCG and relevant law enforcement agencies	Issue Certificates of Concurrence
4.3 Drafting of the required Bill and its Implementing Rules and Regulations	PCG	Lead the drafting of the national provision implementing the SUA Convention	DOTr DOJ NCWC PCG and relevant law enforcement agencies	Provide inputs to the draft bill

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner /s	Key Responsibilities
4.4 Generation of public awareness on the importance of Philippine accession to the SUA Convention	PCG MARINA	Develop collaterals and undertake sustained information dissemination campaign on the importance of the SUA Convention to the Philippines		
4.5 Endorsement for the ratification of the SUA Convention	PCG DFA	Follow-up transmittal of Accession Documents from the Office of the President to the Senate Committee on Foreign Relations	DOTr DOJ NCWC PCG and relevant law enforcement agencies	Lobby support for Senate concurrence of the Philippine Accession to the SUA Convention
Component 5: Strengthen information sharing with PN, NCWC, and PPA relative to the administration of the Long-Range Identification and Tracking System (LRIT), AIS, and VTMS				
5.1 MOA with Philippine Navy, National Coast Watch, and VTMS related to tracking of vessel	MARINA, PN, NCWC, PPA, PCG DOTr	MARINA to draft the MOA with concerned agencies for purposes of information sharing		



MARITIME INNOVATION AND KNOWLEDGE CENTER

RATIONALE

Nurturing innovation programs which focus on the maritime industry is vital to spur growth and should be a priority for the Philippines as a maritime nation. The country is ranked as the 5th biggest in shipbuilding globally. In fact, ship building and ship repair brought in about \$1.5 billion in revenue in 2016. This revenue could potentially increase with investments in state-of-the-art facilities that will enhance the productivity of shipyards and resources poured into research and development (R&D) of green ships. Facing stiff competition in the international labor market when it comes to the supply of global seafarers, the industry now demands highly educated maritime professionals to keep our status in international seafaring. To remain a regional powerhouse in ship building and ensure that Filipino sea-based workers will thrive, the government must invest heavily in innovation and knowledge generation. Breakthroughs, such as advanced robotics, new forms of automation, new energy sources, and mobile Internet, among others, are expected to increase productivity in the maritime industry. Energy innovations would be needed to develop more efficient vessels.

In the next 7 years, the proposed Maritime Innovation and Knowledge Center will respond to this challenge by:

1. Strengthening of public-private collaboration, particularly with the academe and MSMEs through:
 - engagement of youth in science, technology, and innovation (STI) for the maritime industry;
 - establishing smart partnership with MSMEs through dialogue and nurturing knowledge creation and STI applications to raise competitiveness; and
2. Raising of public awareness about the value of STI to the maritime industry and raising the profile of the locally and internationally
3. Development of the knowledge base maritime industry in collaboration with other government agencies and private sectors, including organizations.

OBJECTIVE AND IMPACT

The main impact of Program 8 will be the improved capacity of MARINA and other partners to innovate and operate modern technologies and apply or implement best practices in shipping, fishing, maritime tourism, CIWT system, SBSR, ship management, and other ancillary businesses. This program's main objective is to promote the Philippine Maritime Industry through complete, accurate and timely information to relevant maritime industry stakeholders, which will be measured by number of accessible databases, operational online systems, research facilities, as well as campaign/information materials produced/published.

PROGRAM COMPONENTS

The program will include two components, each comprising several activities. These are:

1. Promotion of the Maritime industry

- Public awareness initiatives: communication campaigns, stronger social media presence; regular press briefings (through TV and Facebook Live); more news stories and feature articles; videos; outreach to regional and international media partners;
- Knowledge sharing and learning activities: public fora with stakeholders including state universities, colleges, maritime higher education institutions;
- External knowledge partnerships: engaging the media, academe, maritime associations and organizations, and the private sector through recognizing maritime innovations (specifically in the design, construction, and repair of green ships, drone ships, etc.) and best practices.

2. Development of knowledge products and technology solutions

- Deployment of enabling technologies (hardware and software) to establish the MARINA Knowledge and Information Technology Center (KITC) and to help collect and connect knowledge within the maritime industry;
- Development of integrated databases (developmental databases and application-based systems) to build internal knowledge partnerships and support the information needs of MARINA's seven TWGs and maritime associations and organizations;
- Integration with the Global Integrated Shipping Information System (GISIS);
- Development of knowledge products;
- Establishment of the MARINA Library (online and physical space); and,
- Establishment of the National Maritime Policy and Research Institute.

SPATIAL CONTEXT

This program will be implemented nationwide, covering MARINA's Central and Regional Offices and involving all local and international stakeholders.

INSTITUTIONAL ARRANGEMENTS

MARINA will take the lead role in implementing the program. Other concerned National Government Agencies (NGAs) like Department of Information and Communications Technology (DICT), Department of Science and Technology (DOST), Philippines Statistics Authority (PSA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Commission on Higher Education (CHED), and other port authorities, Local Government Units (LGUs), maritime organizations/associations, the private sector, academe, and media will serve as cooperating partners.

MAJOR PROGRAM COMPONENTS

Program Components/ Activities	Main Responsibilities
A. Promotion of the maritime industry	
1. Public awareness initiatives	<ul style="list-style-type: none"> ● Prepare, carry out, and update the communication plan ● Plan and perform needed coordination for the press briefing ● Conduct research, prepare scripts and storyboard, plan shooting, and edit video reports until final approval ● Build linkages with representatives from bigger media organizations, regional media, and online influencers to widen reach
2. Knowledge sharing and learning activities	<ul style="list-style-type: none"> ● Organize the public fora, provide complete documentation ● Identify action items/issues and forward these to the management/ relevant partner for discussion/resolution ● Share fora results to participants and stakeholders
B. Development of knowledge products and technology solutions	
1. Deployment of enabling technologies	<ul style="list-style-type: none"> ● Acquire software & hardware ● Develop systems ● Coordinate with DICT / DOST on data sharing, cloud-based repository for the government, cybersecurity, and other technologies ● Design and construct physical structure
2. Development and Maintenance of integrated system and databases	<ul style="list-style-type: none"> ● Work closely with MARINA TWGs in developing the systems and in delegating tasks related to data collection, organization ● Invite stakeholders to test databases and establish feedback mechanisms to improve them ● Coordinate with relevant agencies for data sharing and to ensure interoperability and interconnection of applications and databases to achieve an integrated electronic government
3. Integration with the Global Integrated Shipping Information System (GISIS)	<ul style="list-style-type: none"> ● Consolidate information and update all fields of the Country Maritime Profile (CMP) ● Consolidate existing policies on marine casualties and incidents ● Communicate and disseminate information on the existing policies and non-mandatory instruments ● Consolidate reports and audit results and take charge of communication to the IMO

Program Components/ Activities	Main Responsibilities
4. Development of Science and Technology for Maritime Transport Applications	<ul style="list-style-type: none"> ● Study on the Maritime Autonomous Surface Ships (MASS) ● Study on Alternative Energy Sources and Fuel/Zero Carbon Fuel ● Study on the Acquisition and Use of Towing Tanks for Ship Design
5. Development of knowledge products	<ul style="list-style-type: none"> ● Prepare the annual publication plan ● Lead the production of regular knowledge products – e.g. annual report, statistical report ● Collaborate with sub-sectors and TWGs in preparing special/thematic reports
6. Establishment of the MARINA Library (Physical and Online)	<ul style="list-style-type: none"> ● Acquire key reference materials related to the maritime industry ● Develop archive ● Promote the use of the library through partnerships with the academe, maritime associations, organizations
7. Establishment of National Maritime Policy and Research Institute	<ul style="list-style-type: none"> ● Coordinate with the Congress for the passage of the Bill ● Drafting of the Required IRR ● Implementation of the Law in coordination with the PMMA

9

DEVELOPMENT OF COMPETITIVE AND HIGHLY SKILLED FILIPINO MARITIME PROFESSIONALS

RATIONALE

Filipino maritime professionals play a significant contribution in the national economic development agenda of the country. In 2021, Filipino seafarers remitted a total of US \$ 6.545 billion from US \$ 6.353 billion in the same period in 2020 or an increase of 3%. While total deployment of Filipino seafarers and other maritime professionals on-board ocean going ships declined to 217,223 in 2020 as a consequence of the global health pandemic, preliminary data for 2021 indicates a rebound reaching 345,517 in terms of numbers.

According to the 2021 Review of Maritime Transport published by the United Nations Conference on Trade and Development (UNCTAD), the Philippines remains the top supplier of seafarers, both officers and ratings. This status is echoed in the 2021 Seafarers Workforce Report released by the Baltic and International Maritime Council (BIMCO) and the International Chamber of Shipping (ICS) where the Philippines was likewise identified as one of the leading sources of seafarers alongside Russia, China, Indonesia and India.

As the global economy is set for a rebound, the Philippines targets to produce more competent and certificated seafarers to meet the global demand estimated at 883,780 for officers and 997,540 for ratings by 2021 as perceived in 2021 Seafarers Workforce Report. To sustain its position as the premier source of shipboard manpower, the Philippines has to ensure that its national provisions for maritime education, training, certification and assessment are consistent with the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for seafarers 1978, as amended and its future amendments. It has also to accelerate its accession to the International Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel STCW for Fishing Vessels.

Complementing efforts to meet anticipated global demand for ship officers is the need for the Philippines to consider procuring training ships to be utilized exclusively for the shipboard training of cadets, to be operated and managed by a government maritime educational institution. There is also a need to provide opportunities for shipyard workers to enhance their skills to make them more competitive in the global market.

In reducing maritime accidents brought about by human errors in the domestic shipping, promotion of initiatives to upgrade the competence of domestic seafarers is also necessary to be given priority attention. The long-term strategic direction, however, is for the Philippines to undertake an objective assessment of its maritime education and training by modernizing the curriculum and acquisition of appropriate technology that is supported by a continuing professional development program for those involved in policy development, shipmanning and shipowning as well as maritime education in the country.

OBJECTIVE AND IMPACT

Program 9 aims to promote and enhance the competitiveness of Filipino Maritime Professionals for shipboard manpower, shipbuilding and ship repair and other maritime ancillary services.

The program is expected to yield increases in the number certificated seafarers for ocean going ships, employment of maritime professionals and ancillary workers locally, client satisfaction of seafarer-related frontline services, and number of seafarers and stakeholders trained by the maritime administration.

PROGRAM COMPONENTS

The key program components will include:

1. Transform existing government maritime educational institutions to be Centers for Advanced Maritime Education and Research in the Asian Region;
2. Compliance with international instruments relating to human element, seafarers' identity, and human security;
3. Ratification/ Accession to international instruments relating to human element;
4. Development of maritime programs for the commercial operation of Maritime Autonomous Surface Ships (MASS); and
5. Upgrading the competence of domestic seafarers

SPATIAL CONTEXT

Program 9 will cover areas to ensure that Filipino maritime professionals sustain their competence to ensure safety of life and property at sea and the protection of the marine environment as well as their competitiveness in the international maritime labor force. It will likewise provide appropriate mechanisms for enhancing maritime educational programs, continuing professional development for those working ashore and the provision to support the onboard training of maritime cadets through the acquisition and operationalization of government owned training ships.

INSTITUTIONAL ARRANGEMENTS

The success of this program will be through direct participation of relevant government agencies and private sector such as the following: Maritime Industry Authority (MARINA), Philippine Ports Authority (PPA), Philippine Coast Guard (PCG), National Economic and Development Authority (NEDA), Department of Budget and Management (DBM), University of the Philippines (UP), Commission on Higher Education Philippine Merchant Marine Academy (PMMA), National Maritime Polytechnic (NMP), Maritime Higher Education Institutions (MHEIs), Maritime Training Institutions (MTIs), Seafarers' Unions, Shipping Companies and Manning Agencies among others, to implement the proposed key activities.

MAJOR PROGRAM COMPONENTS

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Component 1: Transformation of existing government maritime educational institutions to be Centers for Advanced Maritime Education and Research in the Asian Region				
Modernization/ Upgrading of maritime institution infrastructure and facilities including acquisition and operation of training ships	PMMA, NMP, CHED	Undertake modernization of the organizational structure of higher maritime educational institutions	NEDA,	Provide technical guidance and support the funding requirements of the project
	DAP	Engage the consultancy services of the Development Academy of the Philippines	MARINA	Provide appropriate technical inputs to upgrade infra requirements as well as in the acquisition of training ships for shipboard training
Develop Specialized Graduate and Post-Graduate Maritime Degree Courses (i.e.: Naval Architecture)	UP, CHED PMMA, NMP	Develop academic programs for graduate and post graduate courses in shipping management, port and logistics, marine insurance, naval architecture, maritime education, marine energy	MARINA	Provide appropriate technical inputs to upgrade infra requirements as well as in the acquisition of training ships for shipboard training
Develop of Professional Development Maritime Courses (short courses)	MARINA PPA PCG NMP	Develop and offer short advance maritime courses for maritime professionals	Shipping Companies; Manning Agencies; Maritime Higher Education and Training Institutions; Other Maritime Associations	Support by enrolling their suitable employees in the various Professional Development Courses as part of their capacity building initiatives

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Continuing research and development program for the Maritime Industry	MARINA UP CHED DEPED	Formulate a long-term strategic agenda for the Philippine Maritime Industry Publish Annual Review of the Philippine Maritime Industry	Maritime Associations/ Shipping Organizations	Provide Technical inputs to the Research Agenda for the Philippine Maritime Industry
Secure Regional or International Recognition/Affiliation	PMMA NMP	Apply for recognition with	MARINA	Assist the PMMA and NMP in establishing linkages overseas
Component 2: Compliance with international instruments relating to human element and seafarers' identity documents				
2.1 International Convention on Standards of Training, Certification, Watchkeeping for Seafarers 1978, as amended				
Development, review, and implementation of appropriate and suitable maritime education curriculum	MARINA	Develop the standard course packages for the BSMT and BSMarE programs. Revise the Senior High School (SHS) Maritime Program	CHED DepEd	Continuous review of PSG of the BSMT and BSMarE. Continuous review of PSG of the SHS Maritime Program
Development, review and revision of policies for the implementation of the STCW Convention	MARINA	Continuously review policies relating to maritime training, assessment and certification		
Enhancement of the System of Evaluation and Inspection, Monitoring and Surveillance of Maritime Higher Education Institutions (MHEI)/ Maritime Training Institutions (MTIs)/ Assessment Centers (AC)	MARINA	Conduct capacity-building workshops for MARINA and CHED personnel Continuous review of policies, forms and tools Continuous updating of the functionalities of the SAM-IS	CHED MHEIs, MTIs, ACs	Process the results of the joint inspection, monitoring and surveillance. Ensure compliance with the policies, standards and guidelines

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
Development or revision STCW Training Programs	MARINA	Develop or revise the Training Programs within one (1) year from issuance of new STCW standards/ requirements	MTIs	Implement approved Training Programs
National Maritime Admission Examination (NMAE)	MARINA	Submit results of study on the institutionalization of the NMAE	CHED	Assist the conduct of then study
Full automation of the system for examination and Issuance of Certificates of Competency (COC) and Certificates of Proficiency (COP)	MARINA	Develop and improve system for examination and issuance of COC/COP	Seafarers Licensed Manning Agencies	Submit complete documentary requirements for the issuance of COC/COP
Increased recognition of PH issued Certificates through bilateral agreements pursuant to Regulation I/10 of the STCW Convention	MARINA	Review and submit proposal for renewal of Agreements	DFA	Facilitate the process of negotiation and signing of the Agreement
Continuing compliance with Regulation I/7 on the Communication of Information within the prescribed period	MARINA	Undergo Independent Evaluation and comply with the required submission of information in accordance with the prescribed time period Participate in IMO meetings for the development of guidelines in the submission of reports as required by Regulation I/7 and I/8 of the STCW Convention	CHED DOH	Ensure implementation of QSS in relation to maritime education and medical standards for seafarers, respectively

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner/s	Key Responsibilities
2.2 C185- Seafarers' Identity Documents Convention				
2.2.1 Ensure continuing facilitation of shoreleave, transit, transfer and repatriation of seafarers into the territory of member state	MARINA	Sustain Compliance with the provisions of ILO C185	Licensed Manning Agencies	Require seafarers to secure SID prior to embarkation
2.2.2 Philippine position paper to the IMO for the recognition of SID to facilitate shore leave and transit	MARINA	Submit Philippine paper to the IMO facilitation Committee	DFA London PE POLO, London PE	Lobby support for the proposal/paper from the Philippines
Component 3: Ratification/ Accession to international instruments relating to human element				
3.1 International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995				
3.1.1 Preparation of accession package on the Convention through the Inter-Agency Coordinating Committee to Facilitate the Ratification and Accession to and Implementation of Maritime Conventions (ICCFRAIMC)	MARINA	Preparation and Presentation of the Documents (NIA, FAQ and Briefer) to Public Consultation Submission for Legal Review by the Department of Foreign Affairs Due Endorsement to OP thru the DOTr Senate Concurrence, if necessary	Members of the ICCFRAIMC Private Sector DOTr, OP Senate of the Philippines	Attendance and submission of position papers and issuance of Certificate of Concurrence
3.1.2 Enactment of a national legislation implementing the STCW-F	MARINA Congress	Draft Bill implementing STCW-F	MARINA	Lobby support for the passage of the Bill in Congress
3.1.3 Implementation and Compliance with the Convention	MARINA	Issue appropriate national provisions implementing STCW F	Shipping/ Fishing Companies	Ensure compliance with the requirements of the STCW-F

Program Components	Lead Implementing Agency		Cooperating Partners	
	Name of Agency	Key Responsibilities	Name of Partner /s	Key Responsibilities
Component 4: Development of maritime programs for the commercial operation of Maritime Autonomous Surface Ships (MASS) and for other career options				
4.1 Studies and Research on the Operation of MASS	MARINA PMMA NMP	Lead in undertaking research and operations of Maritime Autonomous Surface Ships including the development of training and testing of training programs	PAMTCI PAMI	Provide inputs, as may be appropriate in the research and in the development of training packages on the MASS.
4.2 Identification of Training Programs				
4.3 Development and Testing of the Training Program				
Component 5: Upgrading the competence of domestic seafarers				
5.1 Development and upgrading of Seafarers for domestic shipping and fishing operations	MARINA, TESDA	Development of training regulation standard for domestic shipping and fishing seafarers Continuous review and revision of training programs for domestic seafarers	BOI-DTI, DOLE,	Information sharing

10 IMPLEMENTATION OF THE PHILIPPINE STRATEGY ON THE MARINE ENVIRONMENT PROTECTION

RATIONALE

The marine environment is the world's greatest source of biodiversity. About 71 percent of the earth is ocean, which covers approximately 361 million km² of the planet. In fact, the oceans are so vast that they are home to up to one million species – and only 226,000 have been identified so far. (UNESCO, n.d.)

It is important to note that climate change is a natural phenomenon, although it should also be acknowledged that human activities have been the dominant cause of this largely after the Industrial Revolution in the 1700s where concentrations of key greenhouse gasses such as carbon dioxide, methane, and nitrous oxide rapidly increased. (U.S. Environmental Protection Agency, n.d.) The shipping industry is one of the major contributors to climate change - with more than three percent of global carbon dioxide emissions attributed to ocean-going ships. (Oceana, n.d.) Seventy percent of ship emissions are within 400 km of land.

Furthermore, ships, shipyards and ports generate negative impacts on the marine environment including air pollution; greenhouse gas emissions; releases of ballast water containing aquatic invasive species; use of anti-foulants; oil and chemical spills; dry bulk cargo releases; garbage; underwater noise pollution; risk of ship grounding and sinking and widespread sediment contamination of ports during transshipment or ship breaking activities. Although there are already innovative solutions available to reduce environmental impacts from ships, shipyards, and ports, only few have initiated such environment-friendly improvements.

Despite the environmental challenges that come with the shipping industry, ships remain the most efficient and cost-effective mode of transport for hauling goods and commodities. Ships are also the easier and more economical option for interisland travel for an archipelagic country like the Philippines, where there are 181 RORO routes.¹ With the rapid industrialization and the steady demand for maritime transport, it is but imperative and timely that governments regulate the shipping industry in accordance with environmental considerations.

OBJECTIVE AND IMPACT

By virtue of Presidential Decree No. 474, the Maritime Industry Authority (MARINA) has the mandate to set maritime safety standards including those on marine environment protection under the Maritime Industry Development Program (MIDP). Program 6 of the MIDP outlines the programs and projects of the MARINA for the enhancement of maritime safety in the Philippines which is congruent to Program 10 which deals with the implementation of the marine environment protection strategy 2.

Specifically, Program 10 intends to prevent and reduce marine pollution from ports, ships and shipyards through the implementation of the Philippine Strategy on Marine Environment Protection.

With the implementation of the said program, the following impacts are expected to be realized:

1. Creation and Development of a strategic plan for GREEN MARITIME PHILIPPINES: Protect and Conserve which consists of the following high-level objectives and action steps:
 - 1.1 Develop and contribute to the nationwide solution for preventing marine related pollution in entering bodies of water through ports, shipyards and ship based activities.
 - 1.2. Provide a whole-of-government approach with a mechanism to identify specific outcomes, and actions to achieve these outcomes, in a way that is meaningful and measurable.
 - 1.3. Strengthen existing policy and regulatory frameworks by identifying opportunities to enhance these frameworks and introduce new supporting measures to address the issues of marine and coastal pollution.
2. Furthermore, Republic Act 9295 or the Domestic Shipping Act of 2004 mandates the MARINA to set safety standards for ships in accordance with applicable maritime conventions and regulations and ensure their safe and serviceable condition and operations. The MARINA's role in marine environment protection is aimed at ensuring that ships are equipped with the necessary equipment, mechanisms, and/or features that will minimize their contribution to pollution; while the Philippine Coast Guard (PCG) is in charge of the enforcement of marine environmental protection laws while the ship is at sea.

PROGRAM COMPONENTS

The key Program components will include the following with specific strategic deliverables for each year commencing from 2022-2025:

- Marine Environment Protection Awareness Campaign to prevent marine pollution
- Implementation of relevant international and national marine environment protection policies/standards
- Enforcement of marine pollution rules and regulations to protect and conserve the marine environment
- Risk Mitigation to reduce the effect of marine pollution from ports, ships and shipyards
- MIDP Program 10 Updates
- Information Technology: Development and maintenance of a database on marine pollution incidents and other related incidents
- Capacity Building on marine environment protection standards

SPATIAL CONTEXT

Program 10 will cover all Philippines-registered ships, shipyards and ports nationwide.

INSTITUTIONAL ARRANGEMENTS

This Program will be implemented by MARINA in collaboration with other agencies under the Department of Transportation (DOTr), such as Philippine Coast Guard (PCG) and Philippine Ports Authority (PPA) as well as other mandated agencies including Department of Tourism (DOT), Department of Environment and Natural Resources (DENR), Department of Public Works and Highways (DPWH), Department of Trade and Industry (DTI)/Board of Investment (BOI), Department of Finance (DOF)/ Bureau of Customs (BOC), Department of Justice (DOJ)/Bureau of Immigration (BI), Local Government Units (LGUs), financial institutions, and the private sector. The program's implementation arrangements are summarized in the attached Action Plan of the Green Maritime Philippines.

MAJOR PROGRAM COMPONENTS

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
Component 1: Implementation of relevant International and National Marine Environment Protection Conventions/Policies/Standards				
1.1 Regular Conduct Marine Environment Protection Awareness to reduce and prevent marine pollution	MARINA, DENR, DA-BFAR	<ul style="list-style-type: none"> Develop IEC on Marine Environment Protection related International Convention Standards Ongoing Implementation of Phase 2 PORTEC Project on Invasive Species Conduct of Annual Marine Environment Protection Forum every MANA Month Celebration 	DFA, EMB, National Solid Waste Management Commission (NSWMC), PCG, CCC, PEMSEA, Port Authorities (PPA, CPA, SBMA, PHIVIDEC) and Other Maritime Stakeholders	<ul style="list-style-type: none"> Coordination with the lead implementing agency re: similar activities on Marine Environment Protection Awareness Participation in the Annual Marine Environment Protection Forum

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
1.2 Implement relevant international & National marine environment protection conventions/policies/standards	MARINA, DOTr, DOE, DENR	<ul style="list-style-type: none"> • Crafting of Policies/Rules and Regulations to implement international convention standards • Creation of Marine Environment Protection Division • Creation of Inter-Agency Working Group on Marine Environment Protection 	DENR, DILG, PCG, PEMSEA, Port Authorities (PPA, CPA, SBMA, PHIVIDEC) and other port authorities, Maritime Stakeholders	<ul style="list-style-type: none"> • Cooperation on the drafting of relevant policies and standards • Engagement and involvement in the created Inter-Agency Working Group on Marine Environment Protection
Component 2: Enforcement of marine environment protection rules and regulations to protect and conserve the marine environment				
2.1 Enforcement of the marine environment protection rules and regulations to protect and conserve the marine environment	MARINA, Port Authorities (PPA, CPA, SBMA, PHIVIDEC) and other port authorities	<ul style="list-style-type: none"> • Compliance monitoring of policies relating to environment protection rules and regulation 	EMB, BMB, PCG, PEMSEA, Maritime Stakeholders	<ul style="list-style-type: none"> • Launch protocols, enforcement and practices

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
Component 3: Risk Mitigation to reduce the effect of marine pollution from ports, ships and shipyards				
3.1 Conduct Risk Mitigation to reduce the effect of marine pollution from ports, ships and shipyards	MARINA, DOTr, DOE, DOST	<ul style="list-style-type: none"> Improving Energy Efficiency and Environmental Footprint of Domestic Passenger ships in the Philippines (ENV-P) Project (IMO-WBG-MARINA) 	DENR, DILG, PCG, PEMSEA, Port Authorities (PPA, CPA, SBMA, PHIVIDEC) and other port authorities, Maritime Stakeholders	<ul style="list-style-type: none"> Conduct of impact assessment researches
Component 4: Information Technology: Development and maintenance of a database on marine pollution incidents and other related information				
4.1 Information Technology: Develop and maintain a database on marine pollution incidents and other related information	MARINA, LGUs, DENR	Development of database system on marine pollution incidents and other related information	BFAR, National Fisheries Research and Development Institute (NFRDI), PCG, PEMSEA, Port Authorities (PPA, CPA, SBMA) and other port authorities, Maritime Stakeholders	<ul style="list-style-type: none"> Development and adoption of innovative technologies Contribution to the improvement of data information system

Project Components/ Activities	Lead Implementing Agencies		Cooperating Agencies	
	Name of Agencies	Key Responsibilities	Name of Agencies	Key Responsibilities
Component 5: Capacity Building on marine environment protection standards for Maritime Administration				
5.1 Develop and implement capacity building programs on marine environment protection standards for maritime administration	MARINA	<ul style="list-style-type: none"> Develop training modules to enhance skill & knowledge of MARINA surveyors on marine environment protection Standards/ Policies Policy Orientation Seminar-Workshop on Marine Environment Protection related Circulars 	IMO, Port Authorities (PPA, CPA, SBMA) and other port authorities, Maritime Stakeholders (Shipping Company, Ship Builders, Ship Repair Facilities, Schools and the Academe)	<ul style="list-style-type: none"> Contribution in the development of national strategy for the marine environment protection Provision of technical assistance



APPENDIX: **MIDP 30-Year Transition Plan**

MIDP 30-Year Transition Plan

MIDP Program	2019–2030 (National)	2031–2040 (Regional)	2041–2050 (Global)
1. Domestic Shipping	Upgrading of Domestic Shipping in Support of the Integrated Intermodal Transport System	Integration of shipping services in support of ASEAN Connectivity 2025	Continuous Upgrading of Domestic Shipping to ply international routes
2. Maritime Tourism	Development of Shipping Services for Maritime Tourism	Expansion of Cruise Shipping to ASEAN Travel Destinations	Strengthening of Cruise Shipping for International Travel Destinations
3. CIWT	Develop a safe and environmentalay–sustainable CIWT that supports an intermodal transport system	Expansion and adoption of CIWT in other metropolitan and rural areas	CIWTS and coastal communities at par with developed countries’ standards
4. Fishing Vessels	PFVSR in full effect and implementation	Alignment of Capetown Agreement with local policies	Alignment of Capetown Agreement with local policies
5. Global Maritime Hub	Development of rationalized ships, shipyards and maritime ancillaries	Strengthening of the Global Maritime Hub	Full adoption of SOLAS, MARPOL, STCW, etc to local legislation
6. Maritime Safety	Full implementation and enforcement of the PSSRR	Implementation of ASEAN MOU on Non-convention Vessels	PSSR alignment with international conventions related to maritime safety
7. Maritime Security	Develop on maritime awareness, operations and cooperation	Establish Regional IEC plan of action on maritime security	Establish International IEC plan of action on maritime security
8. Maritime Innovation and Knowledge Center	Establishment of a Maritime Innovation and Knowledge Center	Upgrade the MIKC into a regional center of excellence	Sustaining and refining IT systems in Support of the Priority Programs

The table above presents the MIDP 30-Year Transition Plan for the maritime sector as presented during the National Marine Summit organized by the National Coast Watch Council (NCWC) held on October 29–30, 2020 at the Manila Hotel. It shows the national, regional and global transition in standards. The following will be the activity per MIDP Program:

1. Under **Domestic Shipping**, the Upgrading of Domestic Shipping in Support of the Integrated Intermodal Transport System will be the priority in 2019-2030, while the Integration of shipping services in support of ASEAN Connectivity 2025 will be done in 2031-2040, lastly, the Continuous Upgrading of Domestic Shipping to ply international routes will be accomplished in 2041-2050.
2. Under **Maritime Tourism**, the following activities will be prioritized with its corresponding target years: 1) Development of Shipping Services for Maritime Tourism (2019-2030); 2) Expansion of Cruise Shipping to ASEAN Travel Destinations (2031-2040); and, 3) Strengthening of Cruise Shipping for International Travel Destinations (2041-2050)
3. Under **CIWT System**, the priority for 2019-2030 is to Develop a safe and environmentally-sustainable CIWT that supports an intermodal transport system, while for 2031-2040, it is the Expansion and adoption of CIWT in other metropolitan and rural areas, lastly, CIWTS and coastal communities at par with developed countries' standards will be the priority for 2041-2050.
4. Under **Fishing**, we will look at PFVSRR in full effect and implementation in 2019-2030, while the Alignment of Capetown Agreement with local policies will be the focus on 2031-2050.
5. Under **Global Hub**, the Development of rationalized ships, shipyards, and maritime ancillaries will be the priority for the 1st ten years of the plan, followed by the Strengthening of the Global Maritime Hub for 2031-2040; and, lastly, Full adoption of SOLAS, MARPOL, STCW, etc to local legislation for 2041-2050.
6. Under **Maritime Safety**, the following activities will be prioritized with their corresponding target years: 1) Full implementation and enforcement of the PSSRR (2019-2030); 2) Implementation of ASEAN MOU on Non-convention Vessels (2031-2040); and, 3) PSSRR alignment with international conventions related to maritime safety (2041-2050).
7. Under **Maritime Security**, the sector will Develop policies on maritime awareness, operations and cooperation for 2019-2030, Establish Regional IEC plan of action on maritime security for 2031-2040, and, Establish International IEC plan of action on maritime security for 2041-2050.
8. Under **MIKC**, the following activities will form part of the 30-Year NTP: 1) Establishment of a Maritime Innovation and Knowledge Center (2019-2030); 2) Upgrade the MIKC into a regional center of excellence (2031-2040); and, 3) Sustaining and refining IT Systems in Support of the Priority Programs (2041-2050)



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY



marina.gov.ph



[@DOTrMARINAPH](https://twitter.com/DOTrMARINAPH)



[DOTrMARINAPH](https://www.facebook.com/DOTrMARINAPH)



[DOTrMARINAPH](https://www.instagram.com/DOTrMARINAPH)

A. Bonifacio Avenue corner 20th Street
Port Area, Manila 1018
Philippines



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

MARINA Building, Bonifacio Drive cor 20th Street
Port Area, Manila, Philippines
www.marina.gov.ph