



# MARITIME INDUSTRY AUTHORITY

## HIGHLIGHTS OF ACCOMPLISHMENTS (JANUARY – DECEMBER 2012)

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### A. KEY POLICY ISSUANCES

For CY 2012, MARINA has committed the issuance of eleven (11) policies under MFO 1: Policy and plan services developed, implemented, updated and monitored, of the DOTC Cascading of Department Performance Targets. As of December 2012, seven (7) policies were accomplished, to wit:

#### MARINA Circulars (MCs)

1. MC No. 2012-01 – Amending Memorandum Circular No. 183 on the Rules in the Acquisition of Ships under PD 760, as amended, specifically on Bond Requirements. (Approved by the MARINA Board on 17 October 2011 and issued on 10 March 2012)
2. MC No. 2012-02 – Amended Rules in the Issuance and Maintenance of Continuous Synopsis Record (CSR) for Philippine Registered Ships Engaged in International Voyages. (Approved by the MARINA Board on 18 January 2012 and issued on 14 March 2012)
3. MC No. 2012-03 – Revised Rules in the Conduct of Examination, Issuance of Certificate of Marine Profession and License to Seafarers Onboard Domestic Ships of below 500 GT or with Engine Propulsion Power of Below 750 KW. (Approved by the MARINA Board on 04 July 2012 and issued on 25 July 2012)
4. MC No. 2012-04 – Rules in the Issuance of Domestic-Certificate of Competency (D-COC). (Approved by the MARINA Board on 04 July 2012 and issued on 25 July 2012)
5. MC No. 2012-05 – Amendment of MARINA Circular No. 2010-02, specifically Sec. V., Item 3, Documentary Requirements (Security Document). (Approved by the MARINA Board on 04 July 2012 and issued on 01 September 2012)
6. MC No. 2012-06 – Revised Minimum Safe Manning for Ships Operating in Philippine Domestic Waters. (Approved by the MARINA Board on 03 October 2012 and issued on 09 November 2012)

7. MC covering the Rules on the Inspection and Accreditation of Maritime Training Courses (Amendment of MTC Resolution No. 5). (Approved by the MARINA Board on 13 December 2012)

MARINA has likewise issued twenty-one (21) MARINA Advisories and two (2) Flag State Administration Advisories for the same period:

MARINA Advisories (MAs)/ Flag State Administration Advisories (FSAAs)

1. MA No. 2012-01 – Revocation of MA No. 2007-02, series of 2007 on the Prohibition of the Registration of Newly Acquired/Built Wooden-Hulled Ships (WHS), henceforth MARINA shall approve vessel plans and register newly-acquired/built WHS. (Issued on 02 February 2012)
2. MA No. 2012-02 – Amendment of MA NO. 2011-11 and 2012-12. The MA provides notification that MARINA shall continue to re-issue MAP, MIP, BC and MDM license bearing the scanned signature of EML. Further a fee shall be collected to cover the cost of security paper and documentary stamp tax. (Issued on 15 February 2012)
3. MA No. 2012-03 – Modified Basic Safety Training Course (MBSTC). The MA provides clarification on Section IV.6 of MC No. 2010-02 that the MBSTC in comic version with typhoon awareness be conducted by training centers with valid BST accreditation from MTC and are members of PMTCI. Said training centers do not anymore require separate accreditation from MARINA. (Issued on 21 March 2012)
4. MA No. 2012-04 – Guidelines in the Implementation and Clarification on MC No. 2010-01 on the Revised Policy Guidelines on Tankers. (Issued on 29 March 2012)
5. MA No. 2012-05 – Reiteration of Responsibilities of Public Utility Service Providers during the Lenten Passenger Peak Season. (Issued on 29 March 2012)
6. MA No. 2012-06 – Employment of Privately Contracted Armed Security Personnel Onboard Philippine Registered Ships Transiting the High Risk Area in International Waters. (Issued on 12 April 2012)
7. MA No. 2012-07 – Reiteration of MARINA Policy on Prohibition of the Use of Unregistered or Colorum Vessels or Motorized Bancas for Tourism, Island Hopping or Sightseeing Purposes. (Issued on 09 April 2012)
8. MA No. 2012-08 – Signature of MARINA Surveyors/Inspectors on all Required Repairs/Work Orders of Ship/s during Mandatory Drydocking. (Issued on 12 April 2012)
9. MA No. 2012-09 – Safety Precaution on the Movement of Merchant Marine Vessel and Fishing Vessels within the Falling Area of the Satellite Kwangmyongsong-3. (issued on 12 April 2012)

10. MA No. 2012-10 – Requirement to Prominently Display Notices Showing Entitlement of Senior Citizens to a Twenty (20%) Discount and Exemption from Value Added Tax, as applicable and other Related Concerns as Provided under RA No. 9994, known as the Expanded Senior Citizen Act of 2010 and Its Implementing Rules and Regulations. (issued on 21 April 2012)
11. MA No. 2012-11 – Re-Admeasurement of Philippine Registered Ships. (Issued on 25 April 2012)
12. MA No. 2012-12 – Transfer of Functions of the Maritime Training Council (MTC) to the Department of Transportation and Communications (DOTC), through the Maritime Industry Authority (MARINA). (Issued on 06 July 2012)
13. MA No. 2012-13 – Revised MC No. 2011-03 on the Rules and Regulations to Implement the Code of Safe Practice for Cargo Stowage and Securing in Domestic Shipping. (Issued on 11 July 2012)
14. MA No. 2012-14 – Moratorium on the Accreditation of New Training Courses. (17 August 2012)
15. MA No. 2012-15 – Re-issuance / Replacement of Major Patron/ Minor Patron/ Boat Captain and Marine Diesel Mechanic Licenses Issued before October 2012. (Issued on 19 August 2012)
16. MA No. 2012-16 – Suspension of Major Patron/ Minor Patron/ Boat Captain and Marine Diesel Mechanic Examination. (Issued on 19 August 2012)
17. MA No. 2012-17 – Effectivity of MARINA Circular No. 2012-04 on the Rules in the Issuance of Domestic-Certificate of Competency (D-COC). (Issued 19 August 2012)
18. MA No. 2012-18 – Safety Precaution on the Movement of Merchant Marine Vessels and Fishing Vessels Within the Falling Areas of STSAT-2 Launch Aboard Korea Space Launch Vehicle-1 (KSLV-1) (Issued 08 October 2012)
19. MA No. 2012-19 – Requirement for All Passengers to Undergo and Pass Through Security Check-up (Issued on 23 October 2012)
20. MA No. 2012-20 – Oplan Ligtas Biyahe: Undas 2012 Reminders (No date of issuance)
21. FSAA No. 2012-21 – Philippine Ratification of the Maritime Labour Convention 2006. (Issued on 05 November 2012)
22. MA No. 2012-22 – Safety Precaution on the Re-Scheduled STSAT-2 Launch Aboard Korea Space Launch Vehicle-1 (KSLV-1) between 15 to 30 November 2012. (Issued 12 November 2012)
23. FSAA No. 2012-23 – Interim Guidance to Private Maritime Security Companies Providing Privately-Contracted Armed Security Personnel Onboard Ships in the High Risk Area. (Issued on 20 November 2012)

## **B. PLANS/PROGRAMS/STRATEGIES/PROJECTS IMPLEMENTED**

In support to the President's Social Contract with the Filipino People as embodied under the five(5) Key Result Areas (KRAs) laid down in Executive Order (EO) No. 43, s. 2011, and the thrusts of the government under the Philippine Development Plan (PDP) for 2011-2016, the following are the significant accomplishments of MARINA for the period January to December 2012:

### **I. Poverty reduction and empowerment of the poor and vulnerable**

In order to provide equal access to development opportunities, MARINA embarked on plans, programs and projects that will encourage investments, create employment and empower the poor and the vulnerable.

#### **1. On-Site Processing of Seafarer's Identification and Record Books (SIRBs)**

With the aim of bringing MARINA's services closer to its clientele, on-site processing of SIRBs were conducted in eight (8) maritime schools and one (1) at Trinoma, Quezon City during the WIMAPHIL Celebration and a total of 1,820 SIRBs were issued, as follows:

<b>School / Location</b>	<b>Date Conducted 2012</b>	<b>Number of SIRB Re-Issued/Issued</b>
1. Central Luzon College of Science and Technology (CELTECH) – Pampanga	28 January	20
2. CELTECH – Olongapo	24 March	50
3. Philippine Merchant Marine School (PMMS) – Las Piñas City	04 February	137
	03 March	110
	14 April	235
	15 September	84
	24 November	144
4. Yanga's College – Bulacan	17 March	115
5. Philippine Nautical Training Center Colleges (PNTCC) – Dasmariñas, Cavite	21 April	218
6. NYK – Philippines – Canlubang, Laguna	25 August	110
7. Laguna Maritime Academy – Laguna	06 October	104
8. Maritime Academy for Asia and the Pacific (MAAP) – Mariveles, Bataan	17 November	465
Women in Maritime Philippines (WIMAPHIL) – Trinoma Quezon City	21 July	28
	<b>Total</b>	<b>1,820</b>

This activity contributed to the timely processing and issuance of SIRBs to cadets which helped facilitate their applications for apprenticeship program onboard domestic ships.

## **2. Celebration of the Day of the Filipino Seafarers**

Pursuant to Presidential Proclamation Order 183 issued on 03 June 2011 declaring June 25 of each year as the Day of the Filipino Seafarers, and in recognition of the invaluable contribution of the country's seafarers to the economy in terms of dollar remittances, MARINA, from 21-28 June 2012, celebrated the Day of the Filipino Seafarers with the official launching of the SIRBilis Project, a 4-easy step procedure in securing SIRB, and the MARINA Hub, an Information Kiosk for Filipino seafarers with free wi-fi connection. Highlighting the celebration was the conduct of the 2012 Filipino Seafarers Convention with the theme "Onward to a Brighter Seafaring Future". Topics discussed during the Convention are the latest update on the EMSA audit report, status of the government's preparation and implementation of the STCW Manila Amendments and issues and concerns that directly affect the seafaring profession.

## **3. Implementation of the ILO Convention 185 or SID Convention (Revised)**

The ratification by the Philippines of the International Labor Organization (ILO) Convention No. 185 or the Seafarers' Identity Document (SID) Convention (Revised) 2003 in January 2012 has prompted the President to put MARINA in charge of its implementation, given its mandate under EO No. 125-A to issue the Seafarer Identification Record Book (SIRB). Since ILO 185 is just an amendment of ILO 108, logically, the one who issues the SIRB shall be the one to issue the SID.

The ratification of ILO Convention 185 shall require member-countries to issue the SID which puts in place a comprehensive security system that uses biometric identification technology that enables easy identification of the seafarer. The implementation of the Convention shall ensure the security of our seafarers and their continued employment onboard ocean-going vessels all over the world.

## **4. Visit of the IMO Secretary General to the Philippines**

The visit to the Philippines of IMO Secretary General Koji Sekimizu on 06-08 February 2012 was his first official mission to a member state since he took office as the newly elected IMO Secretary General on 01 January 2012. Included in the itinerary of the IMO Sec-Gen was a courtesy call to the President of the Philippines on 07 February 2012, wherein the IMO Sec-Gen affirmed IMO's commitment to provide assistance to the Philippines in all aspects of maritime development through technical cooperation specifically in the field of education and training. He believes that the seafarers are the most important asset which provides continuous support to international shipping. The visit is an indication of the importance and high regard given by the IMO to the Philippines considering that the country supplies approximately 30% of the world's seafarers.

On 27 August 2012, an IMO Advisory Mission arrived in the country as part of the commitment of Sec. Gen. Koji Sekimitzu on the provision of a technical advisory assistance to improve the Philippines' implementation of the STCW Convention. Discussion on the current status of implementation of the STCW Convention was held and visits to two (2) maritime education and training providers were conducted to obtain first-hand knowledge and feedback on the training programs for seafarers in accordance with the STCW Convention.

The IMO Technical Advisory Team highlighted, among others, the requirements for the approval and monitoring of the MEIs, the assessment and examination of seafarers and in particular the implementation of a quality standards system in accordance with Regulation I/8. General advice was provided on the possibility of harmonizing the systems in the Philippines among the agencies involved in the training, assessment and certification of seafarers.

## **5. Implementation of the 2010 STCW Manila Amendments**

The Manila Amendments to the STCW Convention and Code, adopted during the IMO Diplomatic Conference (DIPCON) held in Manila, Philippines on 21-25 June 2010 under IMO Resolutions 1 & 2, entered into force on 01 January 2012. The Manila Amendments aimed to bring the Convention and Code attuned with developments specifically on standards of competence to accommodate emerging technologies, new training and certification requirements, and improved mechanisms for the enforcement of provisions of the Convention by Flag State and Port State administrations, among others.

In 2006 and 2010, the European Maritime Safety Agency (EMSA) conducted an audit in the country to evaluate its compliance with the requirements of the 1978 STCW Convention, as amended, in the area of maritime education, training, assessment and certification in accordance with STCW Regulation 1/10. The result of the audit noted deficiencies in the areas of Quality Management System, Monitoring & Evaluation, Recognition of Certificates, Course Review & Approval, Staff Qualification & Training, On-Board Training, Certification Requirements and Training Facilities & Equipment. Most of these noted deficiencies have been complied with by the Philippines. However, in their most recent audit in March 2012, three (3) outstanding deficiencies still remain. These are in the areas of Independence of Assessment, Monitoring & Evaluation and Implementation of the Management Level Course (MLC), to which MARINA had submitted its corrective actions in September 2012.

On 30 April 2012, Executive Order No. 75 was issued by the Office of the President designating the DOTC through the MARINA as the Single Maritime Administration in the Philippines responsible for oversight in the implementation of the 1978 STCW Convention, as amended. Consequently, MARINA assumed the functions of the Maritime Training Council (MTC) on 01 July 2012, on a transition basis to familiarize the Authority with the policies, systems and procedures of the MTC prior to its full takeover and physical transfer of office, facilities and personnel.

On 27 & 28 September 2012, a Norwegian Fact-Finding Mission was held and a Memorandum of Agreement was signed between the Philippines, as represented

by MARINA, CHED, PRC, TESDA, NTC and DOH, and the Norwegian Maritime Authority (NMA), to assist the Philippines in the following areas: Certification of the National Quality Standards System (NQSS) under Regulation 1/8 and enhancement of the capability to conduct QSS audit; improvement and enhancement of auditing capability; strengthening the capability of the assessors and mentoring on best practices in outcomes-based education monitoring system.

On 28 September 2012, the Implementing Rules and Regulations (IRR) of EO No. 75 was signed by the DOTC Secretary incorporating the agreements reached between MARINA and other concerned agencies during the two important STCW Missions.

For the smooth implementation of the 2010 STCW Manila Amendments, the following relevant trainings/seminars were initiated by MARINA:

- a. Familiarization Seminar conducted on 13 April 2012 by Germanisher Lloyd held at the MARINA Multi-Purpose Hall
- b. Orientation/Training on Integrated Quality Management Systems and Audit conducted on 30- 31 May 2012 and 5-6 June 2012

As a member state of the IMO, compliance with the said Convention and Code shall ensure the continued employment of the Filipino seafarers onboard overseas ships and generation of foreign exchange earnings for the country in the amount of more than US\$3 billion annually.

## **6. Joint Committee on Maritime Affairs (JCMA) Meeting**

The 13<sup>th</sup> JCMA Meeting was held in Manila on 20 June 2012 with the aim of strengthening the ties of friendship and partnership between the Republic of the Philippines and the Kingdom of the Netherlands through bilateral cooperation in the field of maritime transport and manpower. Highlighting the 13<sup>th</sup> JCMA meeting is the discussion on recent developments which have significant impact on the status of the Philippines as the premier supplier of maritime labor worldwide and in which the Philippines encouraged the support of the Netherlands, to wit:

- a. The implementation of the Maritime Labour Convention (MLC) 2006
- b. The rising incidence of piracy in high risk areas
- c. The recently adopted K-12 Program of the Department of Education (DepEd)
- d. The designation of the DOTC, through the MARINA, as the single maritime administration in the country responsible for the implementation of the 1978 STCW, as amended.

## **7. Philippine Ratification of the Maritime Labour Convention (MLC) 2006**

Flag State Administration Advisory No. 2012-21 dated 05 November 2012 was issued providing notice that the Permanent Mission of the Philippines to the United Nations Office and other International Organizations in Geneva representing the Government of the Republic of the Philippines has deposited its instrument of ratification on Maritime Labour Convention 2006 (MLC 2006) on 20 August 2012. The Philippines being the 30<sup>th</sup> Member-State of the International

Labour Organization (ILO) to have ratified the MLC, have made a mark in the history of international shipping as its ratification signaled the start of the countdown for the MLC 2006 to enter into force as a binding international law 12 months from the date of ratification or on 20 August 2013.

The MLC contains a comprehensive set of international labour standards on minimum requirements on conditions of employment, accommodation, recreational facilities, food and catering, health protection, medical care and welfare and social security protection. The Philippine ratification of MLC 2006 stands to benefit Filipino seafarers on board ships engaged in the overseas and domestic trade as it ensures their protection and provision of decent work.

## **II. Rapid, inclusive and sustained economic growth**

In support to the DOTC's socio-economic impact objective of "improved accessibility, mobility and interconnectivity (seamless), and safe, secure, efficient and sustainable transportation system", MARINA has implemented the following programs and projects:

### **1. Legalization of Unregistered Motorbancas**

From January to October 2012, mobile registration/franchising activities for motorbancas were conducted in five (5) MARINA Regional Offices (MROs IV, VII, VIII, X & XIII and XI ) resulting to the issuance of Certificates of Philippine Registry (CPR) to **520** ships and **210** fishing vessels and the issuance of **6** Certificate of Public Convenience (CPC).

In support to the National Tourism Program for 2011-2016, MARINA issued MA No. 2012-07 reiterating its policy on the prohibition of the use of unregistered or colorum vessels or motorized bancas for tourism, island hopping or sightseeing purposes.

### **2. Road-RORO Terminal System (RRTS)**

Provision of basic transportation services is being encouraged to stimulate economic activities especially in the regions through the continued implementation of OP Administrative Order No. 123 and OP Executive Order Nos. 170A/170B.

For the period under review, **8** out of the **12** identified routes in the Western, Central and Eastern Nautical Highway under the RRTS, have been provided with shipping services by **24** shipping companies having a combined fleet of **53** vessels. These shipping companies are grantees of Certificates of Public Convenience (CPCs).

On the other hand, out of the **20** lateral routes, **10** routes have been serviced by **17** shipping companies comprising of **76** vessels. This brings the number of currently operational routes for the RRTS to **18 or 56% out of the 32** identified routes. The details are shown in Tables 1 and 2 below:



**Table 1: RRTS Routes and Services (as of December 2012)**

Route	No. of Companies	No. of Vessels
<b>• Western Nautical Highway</b>		
1. Batangas City – Calapan, Oriental Mindoro	5	19
2. Roxas, Oriental Mindoro – Caticlan, Malay, Aklan	5	11
3. Dumanggas, Iloilo – Bacolod, Negros Occidental	3	5
4. Dumaguete, Negros Oriental – Dapitan, Zamboanga del Norte	3	6
<b>Sub-total</b>	<b>16</b>	<b>41</b>
<b>• Central Nautical Highway</b>		
5. Pilar, Sorsogon – Aroroy, Masbate	none	none
6. Cawayan, Masbate – Bogo, Cebu	none	none
7. Cebu City – Tubigon, Bohol	3	3
8. Jagna, Bohol – Balbagon, Mambajao, Camiguin	1	1
9. Benoni, Mahinog, Camiguin – Balingoan, Misamis Occidental	3	7
<b>Sub-total</b>	<b>7</b>	<b>11</b>
<b>• Eastern Nautical Highway</b>		
10. Bulan, Sorsogon – Masbate City, Masbate	none	none
11. Cataingan, Masbate – Naval, Biliran	1	1
12. Benit, San Ricardo, Southern Leyte – Surigao City	none	none
<b>Sub-total</b>	<b>1</b>	<b>1</b>
<b>Total</b>	<b>24</b>	<b>53</b>

Source: Domestic Shipping Office, MARINA

**Table 2. Lateral Routes and Services (as of December 2012)**

Route	No. of Companies	No. of Vessels
1. Tacloban City-Calubian, Northern Leyte	none	none
2. Maasin, Southern Leyte-Ubay, Bohol	2	2
3. Bato, Leyte-Ubay, Bohol	3	4
4. Ubay, Bohol-Getafe, Bohol	none	none
5. Getafe, Bohol-Punta Engaño, Cebu	1	2
6. Toledo City-San Carlos, Negros Occ.	2	3
7. Palompon Leyte-Bogo, Cebu	1	1
8. Tabuelan,Cebu-Escalante, Negros Occ.	1	1
9. Cadiz, Victorias-Concepcion, Iloilo	none	none
10. Culasi, Roxas-Balud Masbate	none	none
11. Batangas City-Abra de Ilog	1	3
12. San Jose, Occ. Mindoro-Coron, Palawan	none	none
13. Taytay, Palawan-Cuyo, Palawan	none	none
14. Cuyo, Palawan-San Jose de Buenavista, Antique	none	none
15. Iloilo-Jordan, Guimaras	1	55
16. Jordan, Guimaras-Sibunag, Negros Occ.	none	none
17. Sibunag, Negros Occ.-Pulupandan, Negros Occ.	4	4
18. Pasacao, Camarines Sur – Romblon, Romblon	none	none
19. San Agustin-Roxas, Occ. Mindoro	none	none
20. Danao, Cebu-Isabel, Leyte	1	1
<b>Total</b>	<b>17</b>	<b>76</b>

Source: Domestic Shipping Office, MARINA

### **3. ASEAN connectivity through sea linkages (the ASEAN RORO Network)**

In support to the establishment and promotion of efficient and integrated sea linkages through a network of RORO connections in the ASEAN, MARINA, as a prelude to this has been pursuing the Philippine-Indonesia RORO connectivity, in which it has undertaken the following initial activities:

- a. Conduct of site surveys in Brooke's Point, Palawan, Zamboanga City, Davao City and General Santos City in May 2012;
- b. Conduct of institutional survey in June 2012 which was attended by representatives from DOTC, PCG, PPA, BoC, LTO, OTS, BI and MARINA;

The ASEAN RORO connectivity aims to integrate the ASEAN economies by 2015. The head of states in the ASEAN region had already included the RORO system in their 2011-2015 integration master plan as this will be on the Top 6 ASEAN priority projects along the BIMP-EAGA that will be connected to the ongoing RORO service between China and Japan. The ASEAN RORO concept when adopted can shorten transport time between and among ASEAN member nations and will open investment opportunities for the Philippines.

### **4. Categorization of Navigational Areas in the Philippines cum Geographical Information Systems (GIS)**

To sustain economic growth, it is not only important to consider the provision of basic transportation but also the safety and security of these transport services. In 2011, MARINA, in collaboration with the Japan International Cooperation Agency (JICA) and the National Mapping and Resource Information Agency (NAMRIA), pursued the Project on Categorization of Navigational Areas in the Philippines with the end in view of reducing the number of maritime accidents in the country. Under the Project, navigational areas were categorized to determine the type of ships that could navigate in the specific navigational areas. The identified parameters such as geographic features, and weather and hydrographic conditions, were recommended to categorize the existing navigational areas into **protected waters and coastal waters or open seas**. Pilot testing was undertaken in Subic, Corregidor, Central and Western Nautical Highway routes. The Final Report of the Project was submitted in March 2012.

MARINA has completed the draft Philippine Map on Navigational Areas, including danger zones/hazardous areas. The application of the categorized navigational areas shall initially affect 77 routes with 273 vessels, consisting of wooden hulled ships (WHS) 35 GT and below and motorbancas with outriggers plying in the open seas and/or dangerous /hazardous areas. The policy on the categorization of navigational waters in the Philippines and the corresponding amendment to the MARINA Circular on the issuance of license to operate in Philippine waters were targeted for completion by end of December 2012.

### **5. Feasibility Study on the Gradual Shifting from Wooden-Hull to Fiberglass Reinforced Plastic (FRP)-Hull Type Ships**

The Japan International Cooperation Agency (JICA), through its Technical Assistance Program, and as part of the Work Program of the JICA Expert assigned at MARINA, commissioned the Almec Corporation to undertake the feasibility study, which commenced in February 2011. The Study aims to promote the FRP-hull type ships to replace WHS and contribute to the modernization and standardization of small ships in the Philippines with the ultimate goal of promoting safety for this type of ships. The 3-month study covered the areas of Batangas, Mindoro, Bicol, Caticlan, Cebu, Bohol and Iloilo and was completed in April 2011. As Part II of the Study, a Project component relating to the construction of the FRP Prototype Boat was completed in May 2011 by ALS Marine Center Corp.

A follow-through activity relative to the above Study was the conduct of Seminars on Modernizing the Small Ships in cooperation with the JICA on 15 February and 17 February 2012 in Batangas City and Iloilo City, respectively. The speakers/presentors of the Seminars were representatives from MARINA, DBP and DBP Leasing Corp., Yamaha and ALS Marine Centre. A total of 110 participants in Batangas City and Iloilo City attended the orientation Seminar comprising of motorbanca and fishing operators. Representatives from MLIT, JMA Consultants, Inc. (JMAC) and the Japan External Trade and Relations Organization (JETRO) likewise participated in the Seminar.

The general sentiment of the motorbanca owners/operators who attended in Batangas City and Iloilo City was that if ever MARINA will require that the existing WHS be replaced by FRP ships, they may not be able to comply due to the high cost of FRP and this will mean loss of livelihood for the existing motorbanca owners/operators of WHS.

Some of the concerns/comments/reactions shared by the participants in the two (2) seminars conducted are as follows:

- a) The use of FRP boats in their respective areas might not be feasible due to the physical condition of the routes being serviced;
- b) There is an apprehension considering that the money used by most of the affected operators/owners to acquire their existing bancas were loaned and are still being paid from the different creditors.
- c) The length of time they will still be allowed to use their current banca if and when the program of the MARINA will be implemented;
- d) There is no assurance that the FRP will not sink if and when involved in maritime incidents/accidents and the warranty and after-sale services being offered;
- e) Operators of small ships do not fully agree that motorbancas (with outriggers) are unsafe. They resent the inevitability of the phase-out of such ships because of the effect on their livelihood, in the absence of a viable alternative replacement.

## **6. Long-Range Identification Tracking (LRIT) of Ships**

To promote awareness of all concerned government agencies on the importance of LRIT on the safety and security of ships and in compliance with the requirement of the SOLAS Convention, a one-day Seminar on LRIT of Ships was

conducted by MARINA in cooperation with POLESTAR (service provider) on 29 March 2012 attended by representatives from DOTC, PCG, PPA, OTS and MARINA Central Office.

### III. Integrity of the environment and climate change mitigation and adaptation

#### 1. Marine Environment-Related IMO Convention

On 10-11 May 2012, a **National Seminar/Workshop on Greenhouse Gas Emissions (GHG) for International Shipping** was conducted at the Casa Marinero, Intramuros, Manila and was participated by 40 representatives from government and private sectors. The Seminar, which was sponsored by IMO in partnership with the Korean International Cooperation Agency (KOICA), was another marine environment-related technical cooperation program aimed at achieving the following:

- a. Reduce GHG emissions from international ships through improved design and propulsion techniques
- b. Improved operational practices of ships with the end in view of stabilizing the global temperature
- c. Promote safe and efficient shipping and cleaner oceans
- d. Make the Philippines an instrument in initiating the ratification and implementation of this IMO instrument in the South East Asian Region.

A follow-through Seminar on Greenhouse Gas Emissions (GHG) for International Shipping entitled "**Fuel Efficient Ship Operations**", also an IMO and KOICA sponsored activity relating to Regulation 22 on Ship Energy Efficiency for Ships was held at the Casa Marinero, Intramuros, Manila on 03-04 September 2012. The Seminar was led by 2 IMO technical lecturers/experts and attended by 31 participants from various government agencies and the private sector. The said Regulation is a new chapter under MARPOL Annex VI and is expected to enter into force on 01 January 2013.

Another Seminar/Workshop on the Implementation of the International Maritime Dangerous Goods (IMDG) and the International Maritime Solid Bulk Cargoes (IMSBC) Codes was conducted through the International Maritime Organization (IMO) Integrated Technical Cooperation Programme on 09-13 July 2012 at Casa Marinero, Intramuros, Manila. The Seminar aims to update the knowledge of the Member States on the provisions of the IMDG/IMSBC Codes to ensure uniform implementation of internationally accepted standards on the handling, carriage and storage of dangerous goods/cargoes. The updating work takes into account the newly emerging types of cargoes and dangerous goods that are constantly coming into the market and the proper handling/carriage of these cargoes in order to ensure their safety and maintain environmentally sound sea transportation.

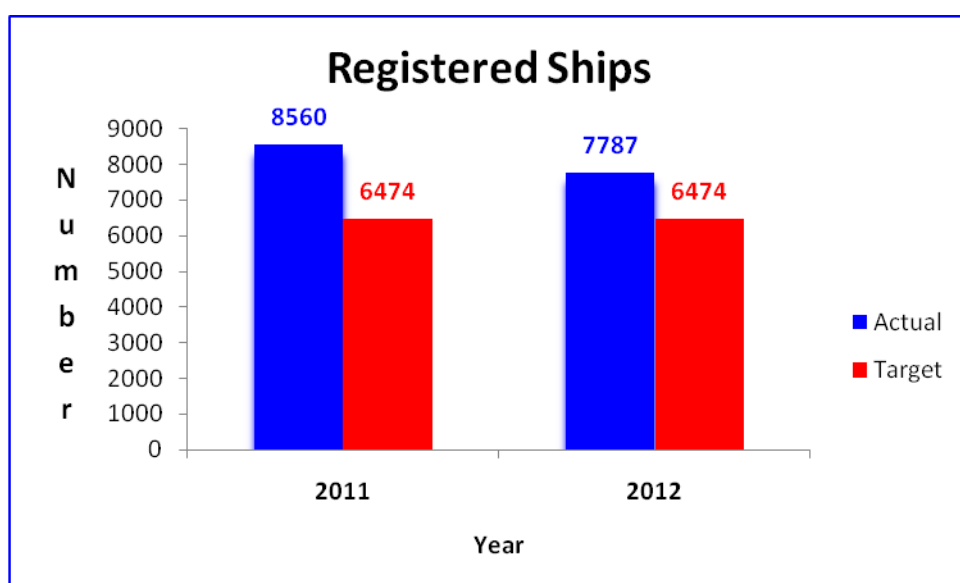
## OPERATIONAL HIGHLIGHTS

### Key Performance Indicators

MARINA's accomplishments with respect to its regulatory and supervisory function proved to be encouraging as exemplified by the recorded figures on key performance indicators covering the period from January to December 2012. This scenario may be attributed to a faster and more efficient processing of applications plus a continuously progressing maritime industry.

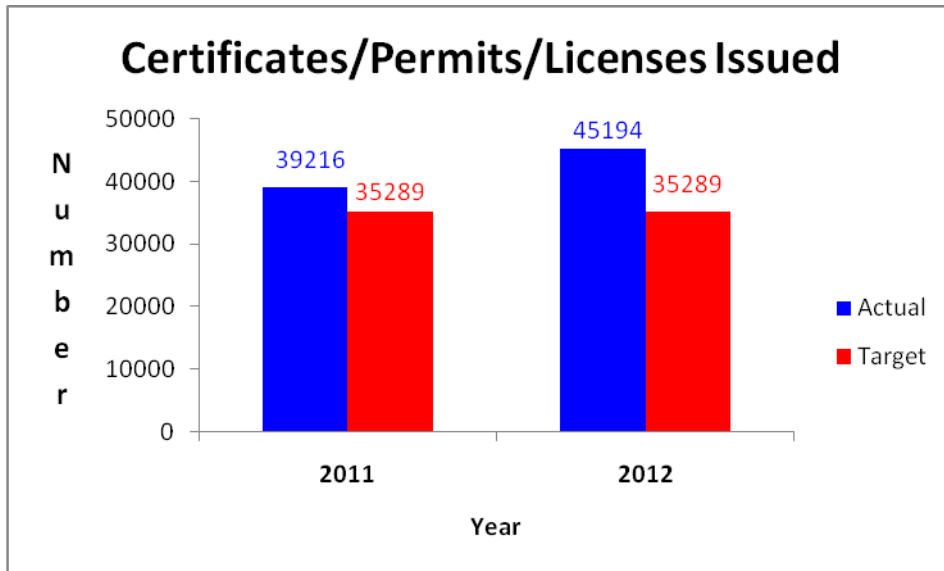
#### On KPI #1: Number of ships registered

Although current year's figure is 9% lower than that of the previous year, it already exceeded the annual target by 20%. Issuances from the Regional Offices captured the bigger share.



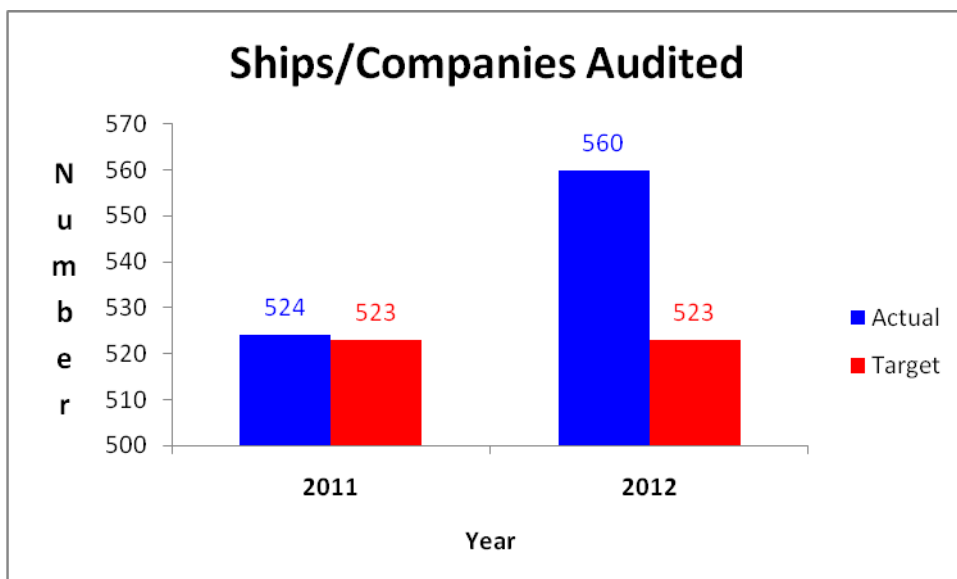
#### On KPI #2: Number of certificates/permits/licenses issued

During the period under review, a remarkable increase from last year's number of certificates/permits/licenses issued is observed. To note, the number increased by 15%. The annual target has likewise been exceeded by 28%.



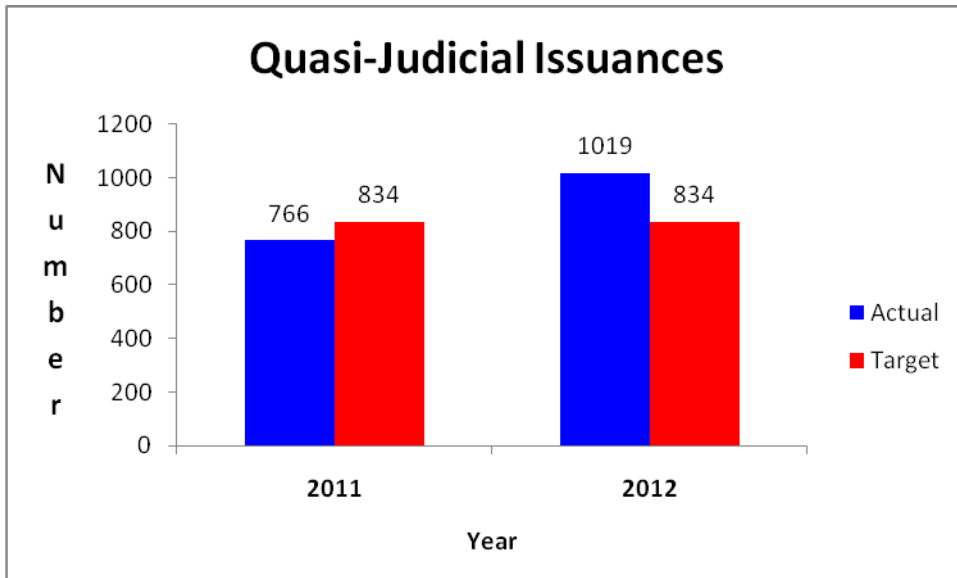
On KPI #3: Number of Ships/Companies Audited

A similar trend as in the two aforementioned KPIs can be seen in the number of audits undertaken. As shown in the graph below, the current year's figure exceeded the annual target by 7% and exhibited an increase of also 7% from last year's figure



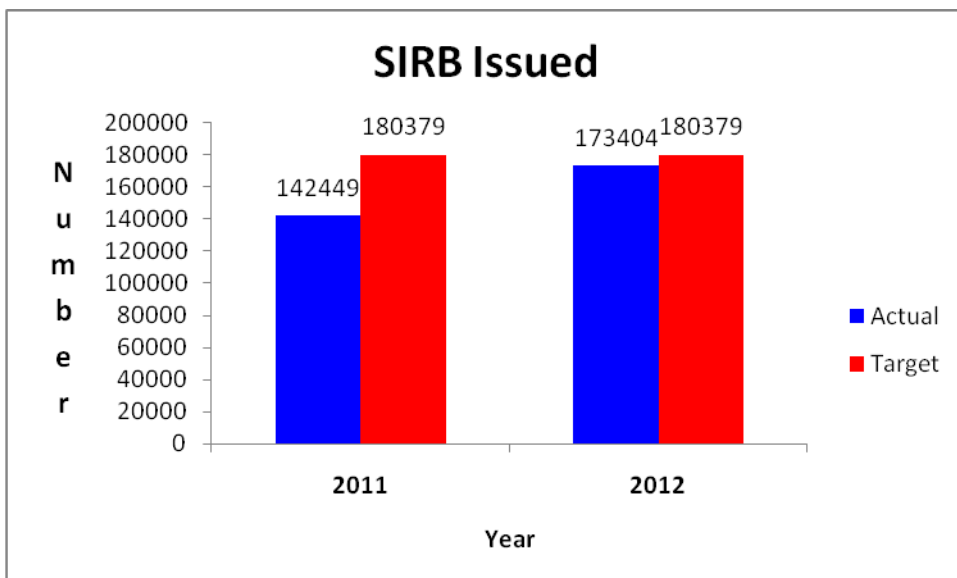
On KPI #4: Number of Quasi-judicial Issuances

For the period under review, annual target has been exceeded by 22% and also saw an increase of 33% from previous year's issuances.



On KPI #5: Number of SIRB Issued

The number of SIRB issued during the period in review is still below the annual target however, comparing it with the number of issuance during the previous year, it is higher by 22%. The MARINA Central Office issued the bigger share.



## **HUMAN RESOURCE DEVELOPMENT**

### **I – Personnel Complement**

Of the total five hundred thirty-seven (537) positions under the MARINA Personnel Services Itemization and Plantilla of Personnel, 397 are filled positions 211 of which or 53% belong to the Central Office (CO), while 186 or 47% are for the Regional Offices (ROs). The retirement of three (3) personnel resulted to the decrease of personnel in the Regional Office.

Existing manpower complement of MARINA were reinforced by personnel, employed as Casual (2) in the Central Office, Contractual (1) at Regional Officer XII. Further, augmentation was done in August 2006 with the transfer of forty-one (1) personnel from the Telecommunications Office, among which 20 were assigned in the Central Office and 21 at the Regional Offices.

In support of the directive of the former President, HE Gloria Macapagal Arroyo, for Community Emergency Employment Programs, the MARINA has committed to hire twenty-one (21) personnel on Job Order basis for the Central Office. The same has been adopted by the Regional Offices, thereby hiring twenty-one (21) personnel.

By virtue of Executive Order No. 75, issued by the President on 30 April 2012, designating the DOTC thru the MARINA as the single Maritime administration of the Philippines to implement the STCW functions, thirty-five (35) permanent plantilla personnel were transferred to MARINA, minus the funds appropriated for the said personnel, five (5) of which are vacant positions. In addition to the regular personnel twenty-one (21) were hired under job order status.

In the process of the preparation for the transition of the said STCW functions, the MARINA were able to identify one hundred-nine (109) more permanent positions, nationwide, deemed necessary in the effective/ efficient performance of the aforesaid newly mandated function which will ultimately address the audit findings of the EMSA, i.e., enhancement of monitoring functions and conflict of interest, among others.

### **II - Recruitment/ Promotion/Retirement**

Still eighteen (18) positions, authorized for filling-up by the DBM is currently in-process, most of which are for promotion. PSB evaluation procedures were undertaken, final deliberation of which shall be scheduled upon the availability of the PSB Members. Three (3) appointments were pending until such time that a MARINA Administrator shall be appointed or inclusion of the power to appoint personnel shall have been granted to the Officer In-Charge of MARINA.

Cognizant with the need of MARINA to augment its personnel to perform the added mandated functions, the DBM in its letter dated 16 August 2012, has directed the MARINA thru the DOTC to undertake the hiring procedures for two hundred forty-eight (248) vacant positions, nationwide, short of actual processing of Appointment papers, until 31 December 2012, using as basis the submission of the CY 2013 NEP to Congress on 24 July 2012.



One temporary appointment have expired on 09 September 2012. Three (3) personnel of the Regional Office has availed of the retirement program of the GSIS.

### III – Career Development System (CDS)

#### 1. Human Resource Training and Development:

Invitations for training/scholarship (received/disseminated)	20
Travel Reports submitted to DOTC	16
In-House training/seminar/workshop/conference conducted:	
Executive/Managerial	6
Technical	14
Administrative	8
On the-job training administered/completed	
Out of house training/seminar/workshop/meetings participated:	
Local	54
Foreign – Ministerial Meetings	21
Training/scholarship	8

The MARINA in its aim to accomplish the organization strategic objectives, identified under the Performance Governance System (PGS), one of which is the establishment of a Career Development System, has started initials steps of adopting/establishing the strategic HR plan and is currently in the process of undertaking series of workshops to accomplish the Templates required.

## 2. Other support mechanisms

### Personnel Database

Encoding/Inputting of personnel information in the Personnel Information System (PIMS) or personnel database, eighty (80%) completed.

### Employees Welfare

#### Travel Authority Issued:

Official	31
Personal	23

### Employee Discipline

Memoranda were issued to 58 personnel who were not observing CSC/Office rules and regulations, such as: Habitual Tardiness and Absenteeism, non-wearing of Office Uniforms and Identification Cards, non-submission of Daily Time Records.

**REVENUE (in P'000)**

PARTICULARS	FY 2012	ACTUAL	% OF REALIZATION
	TARGET	As of Nov 30, 2012	
(1)	(2)	(3)	(4)=(3÷2)
<i>Permits &amp; Licenses</i>			
FRANCHISING & LICENSING FEES	20,565	20,290	99%
PERMIT FEES	60,173	39,729	66%
REGISTRATION FEES	30,482	48,252	158%
OTHER PERMITS & LICENSES	8,020	11,054	138%
FINES & PENALTIES	8,230	10,393	126%
<i>Service Income</i>			
CLEARANCE & CERT FEES	8,039	10,577	132%
INSPECTION FEES	42,664	39,947	94%
PROCESSING FEES	160,000	150,399	94%
OTHER SERVICE INCOME	79,000	51,882	66%
FINES & PENALTIES	4,318	1,765	41%
<i>Other Income</i>			
MISCELLANEOUS INCOME	122	199	163%
<i>Total</i>	421,613	384,487	91%
TONNAGE FEES	25,000	47,069	188%
<b>GRAND TOTAL</b>	446,613	431,556	97%

Source: MARINA, AFO-  
Accounting Division

Note:

Actual includes collection of STCW function under E.O. 75 amounting to P19.451M  
Excluding actual income of MARINA Regions V and VII for the month of November 2012.