



# MARINA NEWS

MARINA partners with DOF in upgrading motorbancas

The official newsletter of the Maritime Industry Authority

## MARINA BEEFS UP PREPS FOR MARITIME AUDIT



### BILL PROPOSED FOR IMPLEMENTATION OF IMO CONVENTIONS

The Maritime Industry Authority (MARINA) beefs up its preparations for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) scheduled in 2021.

To ensure the preparedness of the Philippine maritime industry for the mandatory audit, the MARINA drafted a proposed bill to ensure the country's implementation of five (5) IMO conventions, specifically the Safety of Life at Seas (Solas), International Convention for the Prevention of Pollution from Ships (Marpol), **P2**

PROACTIVE. MARINA Legal Service (LS) spearheads a workshop on the drafting of the Implementing Rules and Regulations (IRR) of five IMO conventions.

### INSIDE STORIES

MARINA, JICA to boost PH shipbuilding industry



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MARINA imposes strict regulations for PH ships engaged in international trade



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MARINA boosts social media efforts, capacitates social media officers



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# MARINA PARTNERS WITH DOF IN UPGRADING MOTORBANCAS

The Maritime Industry Authority (MARINA) partners with the Department of Finance (DOF) in pushing for the MARINA's motorbanca upgrading campaign that will commence next month.

As the MARINA and DOF encourage the upgrading of wooden vessels into fiber-reinforced plastic (FRP) boats, motorbanca owners may avail of the Municipal Development Fund (MDF) from the DOF's Municipal Development Fund Office (MDFO) upon the discretion of their respective LGUs.

Through the MDF, motorbanca owners may have a more effective and reliable structure for their vessels, ready for the future implementation of Marina's policy on modernizing the domestic shipping industry.

The MDF was initially allocated to provide concessional financing assistance to LGUs with revenue-generating sub-projects.

## MARINA BEEFS UP PREPS FOR MARITIME AUDIT

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Convention on International Regulations for Preventing Collisions at Sea (Colregs), International Convention on Load Lines, and International Convention on the Tonnage Measurement of Ships.

"The proposed bill is proof of MARINA's proactive approach to the issues confronting the Philippine maritime industry. With this, we hope to boost our collaboration with the legislators in passing laws that will enable the Philippines to effectively implement IMO conventions," MARINA Administrator Rey Leonardo Guerrero said.

The MARINA actively facilitates the translation of international maritime laws into national legis-

and other infrastructure projects. With the MARINA-DOF partnership, the local maritime industry will now be included in the disbursement of the fund.

The motorbanca upgrading campaign is in line with the MARINA's 10-year Maritime Industry Development Program (MIDP) that involves the modernization of domestic ships through strengthening of the capability of local shipyards and fostering the construction of more Philippine-constructed ships.

"The full implementation of the upgrading of motorbancas can only be achieved through strong collaboration and support from national and local government units. This partnership with the DOF is a good start for us," MARINA Domestic Shipping Service (DSS)

lations in the performance of its obligations and responsibilities as an IMO member.

In fact, the MARINA aligned its proposed bill with House Bill 456 which ensures full and effective implementation and enforcement of several IMO-issued conventions to promote maritime safety and security. The MARINA's proposed bill will support the implementation of House Bill 456 once it is finally passed into a law.

MARINA Legal Service Director Atty. Maximo Banares, Jr. explained that the proposed bill aims to address the gaps in the mandates of maritime agencies.

"Our proposed bill will ensure



Passengers alight from a wooden-hulled motorbanca at Dapdap Port in Allen, Northern Samar.

Director Sonia Malaluan said.

Aside from the DOF, the MARINA's motorbanca upgrading campaign is also supported by the Boating Industry Association of the Philippines (BIAP), Office of Transportation Cooperatives (OTC), Development Bank of the Philippines (DBP), and Landbank of the Philippines (LBP).

proper delegation of authorities among maritime agencies by determining which should be given full and complete effect to a particular IMO convention," Atty. Banares said.

As part of its preparations for the IMSAS, the MARINA also conducted a mock audit of the country's compliance with IMO agreements in the second quarter of 2018. Corrective action plans for the local maritime industry were developed based on the results of the mock audit.

### MARINA is active on social media!



# MARINA IMPOSES STRICT REGULATIONS FOR PH SHIPS ENGAGED IN INTERNATIONAL TRADE

The Maritime Industry Authority (MARINA) will impose strict regulations for Philippine-registered overseas ships to avoid detentions abroad.

Starting October 20, 2018, the MARINA, in the exercise of its oversight function as Flag state administration, will directly conduct audit of shipping companies and inspection of Philippine-registered ships detained overseas.

The move aims to ensure the PH ships' compliance with international maritime instruments and that violations are rectified before they are allowed to sail again.

In the first half of 2018, there were five Philippine ships detained in Australia, Indonesia,

Japan, and China for failing to comply with structural and operational standards. One of the ships even had multiple detentions due to several violations found.

To prevent similar cases in the future, shipping companies will be required to submit to the MARINA copies of the Port State Control (PSC) inspection report within 24 hours after undergoing PSC inspection. The MARINA also orders ship-owners to provide a detailed report that includes a root cause analysis of the deficiencies found in the ship and corrective actions agreed upon with the PSC authorities abroad.

The MARINA will make its evaluation based on the submitted reports.

Through its strict regulation and supervision, the MARINA targets to prevent violations involving Philippine ships plying overseas, guarantees the proper condition of the ships and its equipment, and ensures that its manpower and operations follow applicable international laws.

The MARINA, as a responsible member of the international maritime community and in the exercise of its flag state implementation duties, is mandated to closely monitor the performance of Philippine-registered vessels by strictly implementing safety and security standards and regulations in the maritime industry, for the protection of its crew and the marine environment.

## MARINA BOOSTS SOCIAL MEDIA EFFORTS, CAPACITATES SOCIAL MEDIA OFFICERS



MARINA's social media representatives collaborate with the Marina

The Maritime Industry Authority (MARINA) boosts its social media efforts to generate public awareness on the agency's programs for the development and promotion of the Philippine maritime industry.

"The role of social media is critical and vital to the MARINA's mission to provide leadership in transforming the Philippines into a major maritime nation. I express my full support to the strategic communications campaign of MARINA. Through efficient dissemination of information, we will be able to build confidence and trust among our stakeholders," MARINA Administrator Rey Leonardo Guerrero said.

The MARINA targets to integrate its public assistance services online by capacitating several staff with the necessary skills in handling social media pages.

Hence, the staff who work as social media representatives, underwent a workshop on August 16-17, 2018 in Manila.

In the said workshop, the participants were oriented on proper information dissemination and social media management. Aside from contributing to social media posts, they were also taught how to answer queries received via the MARINA's official Facebook page.

Hence, through the said capacity-building activity, the dissemination and exchange of information between the MARINA and the public are expected to be faster, more convenient, and more efficient.

Recently, the MARINA has started strengthening its information dissemination to connect and cater to maritime stakeholders through its Facebook **P4**

# MARINA, JICA TO BOOST PH SHIPBUILDING INDUSTRY

The Maritime Industry Authority (MARINA) strengthens collaboration with the Japan International Cooperation Agency (JICA) to boost Philippines' shipbuilding and ship repair industry.

"I am happy that JICA is taking the initiative to collaborate with us by extending technical assistance and expertise. JICA's aid will greatly help us in promoting and developing our shipbuilding industry. We are hoping to further improve this relationship for the interest of Japan and Philippine maritime industry," MARINA Administrator Rey Leonardo Guerrero said.

JICA Senior Representative Tetsuya Yamada assured that JICA will continue to extend technical assistance and expertise to the MARINA in developing standard design for locally made ships, in

establishing the Philippines' first-ever maritime industrial hub, and in setting up a financing facility for local shipbuilders and ship owners.

Furthermore, JICA expressed support in the implementation of MARINA's ten-year Maritime Industry Development Plan (MIDP) which guides the MARINA in making the local shipbuilding and ship repair industry globally-competitive and technologically-responsive.

Finally, JICA pledged to provide Japanese experts who will orient the MARINA in crafting the retirement criteria of aging domestic ships. To date, the MARINA is in the process of drafting the rules and regulations in addressing the increasing number of obsolete vessels operating for more than 30 years to further uphold safety and security within the Philippine maritime borders.



MARINA Admin Rey Leonardo Guerrero and JICA's Tetsuya Yamada forge collaboration for PH shipbuilding industry

With these commitments, MARINA and JICA intend to attract more investors to support the modernization and ultimately, the transformation of the Philippines into a major shipbuilding and ship repair nation.

## MARINA BOOSTS SOCIAL MEDIA EFFORTS

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MARINA Admin Rey Leonardo Guerrero leads the agency's move to develop its digital media campaign.

Twitter, and Instagram accounts.

As part of its online campaign, the agency now regularly releases news, photo, and video updates documenting the projects and programs of MARINA regional offices and central office services, specifically on issues concerning maritime safety and security, shipping and ports industry, welfare of seafarers, maritime tourism, and good governance, among others.

## EVENT HIGHLIGHTS



MODERNIZATION. Directors and personnel of MARINA central office services and regional offices convene for the phase 2 of the formulation of Marina's 10-year Maritime Industry Development Plan (MIDP).



IRONCLAD. In a calibration workshop in Manila, the MARINA and the Philippine Coast Guard (PCG) reinforce its partnership and toughen enforcement of maritime rules and regulations over domestic ships plying the Philippine seas.