



PHILIPPINES

CANDIDATE TO THE

IMO COUNCIL

CATEGORY C

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A photograph of a sunset over the ocean, taken from the deck of a ship. The sun is low on the horizon, creating a bright orange and yellow glow across the sky and reflecting on the water. A vertical mast or antenna is visible in the foreground, silhouetted against the bright light. The ship's railing and some equipment are visible on the left side of the frame.

THE PHILIPPINES IN THE INTERNATIONAL MARITIME ORGANIZATION



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OIC-Administrator
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Aiming to continue its unwavering commitment of promoting the **INTEREST** and **WELFARE** of **SEAFARERS** through safer ships and in preserving the sustainability of the marine environment, the Philippines presents its candidature for re-election to uphold its position to the Council of the IMO under Category C for the 2020-2021 Biennium.

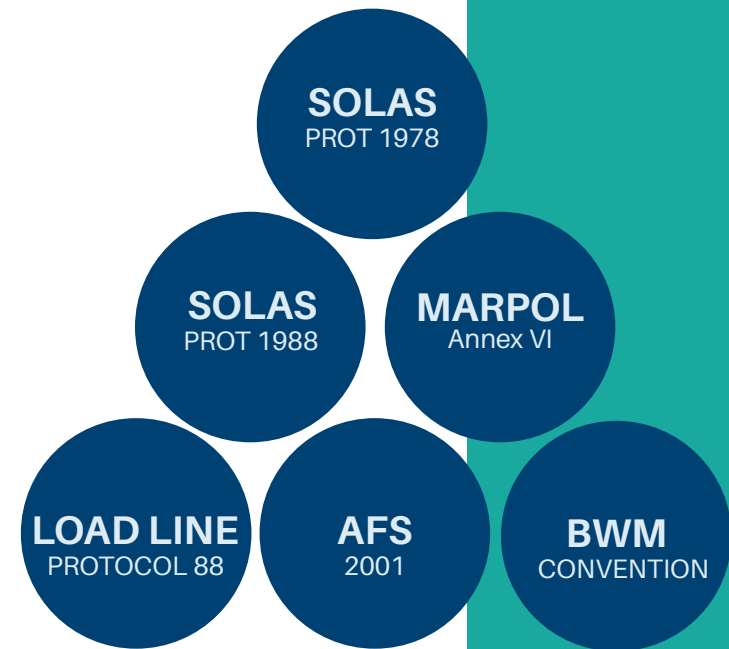
The Philippines has become a cooperative partner of the International Maritime Organization (IMO) towards its commitment of having a green and sustainable global maritime transportation system since 1964. It strictly observes and complies with the IMO Conventions, efficiently enforces the rules on safety and security of shipping and effectively implements the procedures for the prevention of marine environmental pollution.

In line with this, the Philippines has deposited the Instruments of Accession to six (6) IMO Instruments in the first semester of 2018 during the Legal and Facilitation Committee Meetings in IMO.

These conventions are the following:

- a. Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974, as Amended (SOLAS PROT 1978);
- b. Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974, as Amended (SOLAS PROT 1988);
- c. Protocol of 1997 to Amend the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 Relating Thereto (MARPOL Annex VI);
- d. Protocol of 1988 Relating to the International Convention on Load Lines, 1966 (Load Line Protocol 88);
- e. International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS 2001); and
- f. International Convention for the Control and Management of Ships' Ballast Water Sediments, 2004 (BWM Convention).

The Philippines closed the said year with twenty-eight (28) ratified and acceded IMO Conventions. Currently, the country is continuously working on ratifying and acceding to other international maritime instruments.





Moreover, the Philippines has been actively participating in various IMO Technical Cooperation Programs (ITCP) aimed at delivering capabilities in implementing international maritime regulations and standards. Likewise, the country is home to the IMO Regional Presence for Technical Cooperation in East Asia since 2003 and has seconded staff to the office. The said office has remained pivotal in implementing and delivering the ITCP, which helped in the ratification and implementation of IMO Conventions in the region.

Furthermore, the Philippines has been participating in the sessions of the Assembly, various IMO Committees, Sub-committees and has been an active member of the IMO Council under Category C since 1997. Its membership to the said Council paved way to its active participation to the drafting of international rules and regulations in furtherance of the goals and mandate of the Organization.



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Group activity during the Regional Training Course



Hongkong Convention Workshop



Fish port visit at the Navotas Fishport Complex

Drafting of Legislation for the Effective Implementation and Enforcement of the International Maritime Organization (IMO) Maritime Instruments

The Philippine maritime administration has conquered another milestone in strengthening the country's competency towards flag registry as the House of Representatives approved the House Bill 8394 or "An Act Providing for the Full and Effective Implementation and Enforcement of International Maritime Instruments of which the Philippines is a State-Party".

The said House Bill will cover the international maritime instruments which the Philippines has ratified and acceded to.

The Philippines has hosted a number of seminars and workshops in 2018 for the development of its human resource and in compliance to the International Maritime Organization Regulatory Framework.

- International Maritime Organization National Maritime Transport Policy Workshop (06-08 March 2018)
- National Workshop on Prevention and Control of Shipping and Port Emersion (GloMEEP Project) (15-17 May 2018)
- Technical Seminar on International Maritime Organization (IMO) Cape Town Agreement (24-26 October 2018)
- Regional Training Course on the Implementation of the Casualty Investigation Code (05-16 November 2018)
- Hosting of the First Seminar/Workshop on the Guidelines of Fair Treatment of Seafarers (November 2018)
- International Maritime Organization (IMO) Regional and National Workshop on the Ratification and Implementation of the International Convention for the Safe and Environmentally Sound Recycling of Ships or Hong Kong Convention (03-06 December 2018)

Participated in Regional Cooperative Agreements Aimed at Effectively Carrying Out the Goals of the IMO

- The Philippine government strongly supports the call of the IMO for urgent and greater anti-piracy coordination and cooperation procedures between and among states, regions, organizations, and industries.
- The Philippines has consistently advocated coordination between ship owners and Governments when attending to cases of ships that have been taken over by pirates on matters such as the safety of seafarers while under the custody of pirates; provision of continued support to families while the seafarers are under the pirates' control; and provision of post-incident counselling or trauma management for seafarers and their families.
- It cooperates with neighboring countries in Anti-Smuggling, Anti-Illegal Drugs, Anti-Illegal Fishing, Anti-Drug Trafficking, and Anti-Human Trafficking.
- The Philippines has adopted the IMO Guidelines and Best Management Practices against Piracy.
- The Philippines is a member of the Regional Cooperative Agreement on Combatting Piracy and Armed Robbery in Asia-Information Sharing Center.

Supported Various International Maritime Organization Projects

- The GEF-UNDP-IMO Project on Removing the Capacity Barriers for Implementing Energy Measures for International Shipping;
- The IMO-NORAD Cooperation Programme to assist East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment;
- The Global Maritime Energy Efficiency Partnerships Project or GloMEEP to increase uptake and strengthen the implementation of energy efficiency measures for shipping;
- The GloFouling Project to focus on the control and management of ships' biofouling to protect the marine ecosystem from the negative effects of aquatic invasive species and to reduce the transfer of the latter; and
- The Marine Environment Protection for South-East Asian Seas (MEPSEAS) Project to have a sustainable transport system and to protect the marine environment through the two high-priority treaties, the International Convention on the Control of Harmful Anti-Fouling Systems (AFS) on Ships and the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM).

The Philippines will host the Second High Level Regional Meeting of the Marine Environment Protection for South-East Asian Seas (MEPSEAS) Project in 2019.

- The Philippines supports the yearly celebration of the "Day of the Seafarer" and issued Presidential Proclamation No. 183 series of 2011 declaring June 25 of every year as the "Day of the Filipino Seafarer".
- Through the issuance of Proclamation No. 1094, the Philippines also observes the annual celebration of the "National Maritime Week".

The Philippines has created various internal mechanisms to give full and complete effect to the international maritime instruments.

Creation of the Multi-sectoral Advisory Group on IMO Concerns (MAGIC)

In 2016, the Department of Transportation (DOTr), which was formerly known as the Department of Transportation and Communications (DOTC), issued Department Order No. 2016-002, to create the Multi-sectoral Advisory Group on IMO Concerns (MAGIC). This serves as a pro-active forum that aims to bring the public and private stakeholders together to articulate the country's position on maritime issues and concerns. It likewise substantiates the country's unwavering commitment to the goals of the IMO and the international maritime community.

Creation of the Inter-agency Council on the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS)

In 2018, the Department of Transportation (DOTr) issued Department Order No. 2018-006 that led to the creation of an Inter-agency Council on the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) to ensure the effective enforcement of the IMO instruments and to meet the obligations and responsibilities as an IMO Member State under applicable international law.

Regular meetings are being convened by the Technical Working Group and Inter-agency Council to monitor the development process and to ensure the adoption of the IMO instruments.



Creation of the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC)

Aiming to have integrated and systematic approach in ratifying and implementing the priority IMO Conventions, the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) was established internally through the Department of Transportation (DOTr) Department Order No. 2015-016.

The ICCRIMC conducts regular meetings to strengthen the collaboration among the agencies performing maritime administrative function and to promote updates on the ratification and implementation of identified priority IMO Conventions.





THE PHILIPPINES IN THE MARITIME WORLD

With its aim of promoting the national maritime interests, the Philippines intends to address the key concerns in the country's maritime sector through the creation of the **10-YEAR MARITIME INDUSTRY DEVELOPMENT PLAN (MIDP)**.

The holistic and integrated approach prioritizes the following long-term programs:

1. Upgrading of domestic shipping in support of the nautical highway development;
2. Development of shipping services for maritime tourism;
3. Development of Coastal and Inland Waterways Transport (CIWT) system;
4. Strengthening of safety standards of Philippine-registered fishing vessels;
5. Development of global maritime hub;
6. Enhancement of maritime safety in the Philippines;
7. Modernization of maritime security in the Philippines; and
8. The establishment of a maritime innovation and knowledge center.

Under Program 5:

- Promotion of the Philippine flag registry;
- Development of the Philippines as a transshipment and bunkering hub in the Southeast Asian Region;
- Upgrading and expansion of local shipyards;
- Establishment of an eco-industrial maritime park; and
- Establishment of a maritime training and research center.



Key Facts and Figures about the Philippine Maritime Industry

7,641 islands with 300,000 square kilometers of land area and approximately 36,289 kilometers of coastline

Source: Maritime Industry Development Plan

Filipinos represent the largest nationality of maritime crew serving the international merchant marine fleet

378,072 Filipino seafarers deployed overseas in 2017

Source: Philippine Overseas Employment Administration (POEA) - Deployment Statistics for C.Y. 2017

One of the top sources for OFW remittance

\$5.87 billion remitted by sea-based OFWs in 2017, up by 21.4% from \$4.84 billion in 2012

Source: Maritime Industry Development Plan



It has a growing shipbuilding sector with a capacity of close to a million GT and is the 5th largest shipbuilding nation

72.1 million passengers transported by sea in 2017, up by 46% from 49.5 million in 2011

Source: Maritime Industry Development Plan

Booming number of sea passengers

\$2.28 billion and **\$4.80 billion** worth of transport services in exports and imports respectively in 2017

Source: Maritime Industry Development Plan

Moneymaker for the transport services

102.5 and **151.5 MT** of domestic and foreign cargo moved in 2017, respectively, up by 38% and 46% from 74.5 and 104.1 million MT in 2012

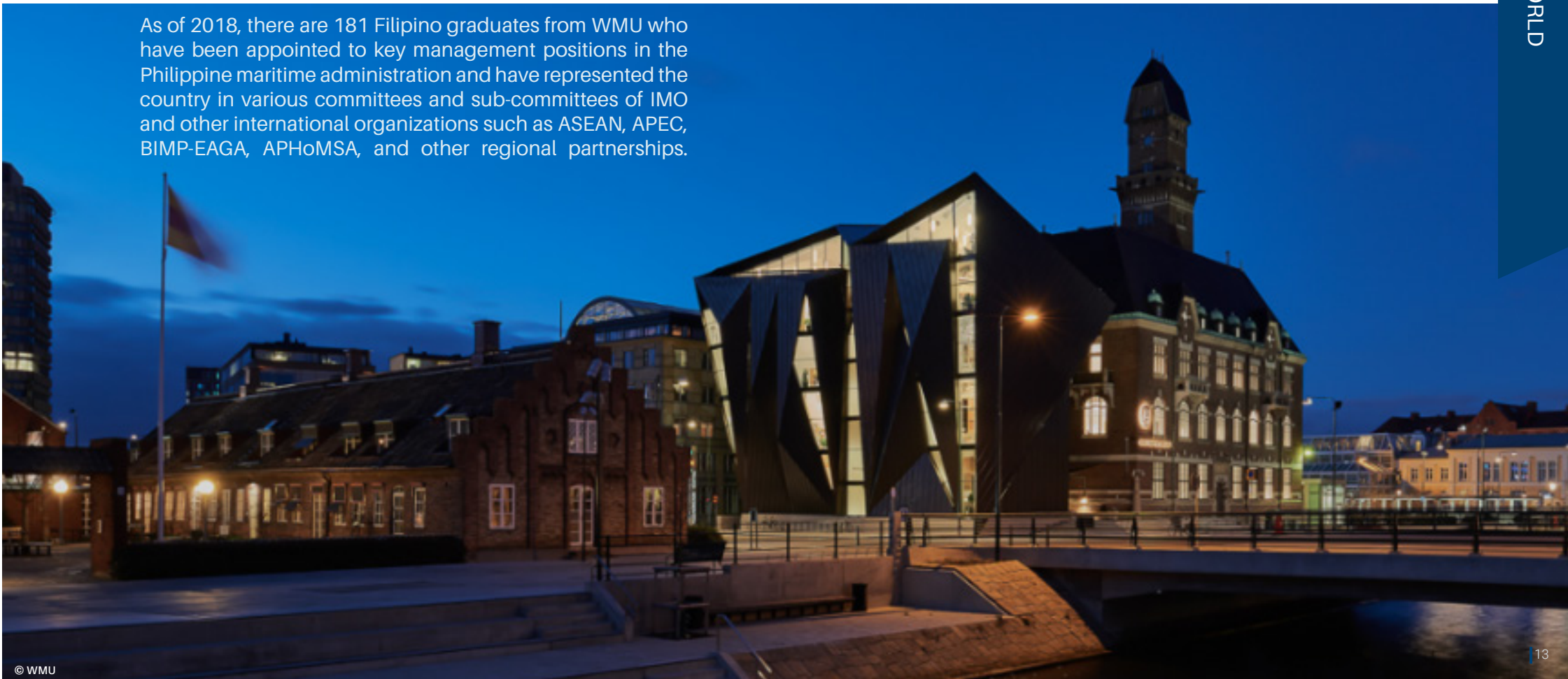
Source: Maritime Industry Development Plan



Scholarship Programs

Scholarship grants in the World Maritime University (WMU) and International Maritime Law Institute (IMLI) are also given to different Philippine maritime agencies like the Department of Transportation (DOTr), Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), and Philippine Merchant Marine Academy (PMMA) to name a few, with an approximate value of €50,000 per student. For WMU, approximately ten (10) slots were given while for IMLI, two (2) slots per year.

As of 2018, there are 181 Filipino graduates from WMU who have been appointed to key management positions in the Philippine maritime administration and have represented the country in various committees and sub-committees of IMO and other international organizations such as ASEAN, APEC, BIMP-EAGA, APHoMSA, and other regional partnerships.



A woman in a red uniform is seen from the side, operating a ship's control panel. She is looking out a large window at a sunset over the ocean. Another person is visible in the background, also looking out the window. The control panel has various buttons, a telephone, and a steering wheel. The scene is dimly lit, with the warm light of the sunset providing the main illumination.

THE PHILIPPINES IN MANNING THE WORLD

Being the home of the world's most sought maritime workforce and being the primary source of skilled seafarers, the Philippines ensures the competence and competitiveness of the Filipino maritime professionals through training and compliance with international commitments.

Standards of Training, Certification and Watchkeeping (STCW) Convention

Dubbed as the "sailing ambassadors" of the Philippines, Filipino seafarers are trained continuously to comply with the standards set under the Standards of Training, Certification and Watchkeeping (STCW) Convention and its amendments.

The Philippines, since 2013, has white listed a number of maritime higher education institutions with recognized merchant marine officers programs for deck and engine, respectively

- A number of schools are eligible to offer enhanced ratings program for both deck and engine. As of February 2019, the country has about 77 Maritime Higher Education Institutions (MHEIs), 113 Maritime Training Institutes (MTIs) and 114 training centers with approved training programs compliant with the 1978 STCW Convention, as amended.
- As part of the country's effective implementation of the STCW Convention, the Philippine maritime administration issued policies concerning the assessment of competence of seafarers, mandatory minimum requirements in the issuance of documentary evidence for seafarers serving passenger ships and revalidation of certificates of proficiency (COP) and competency (COC), mandatory training courses, monitoring of maritime education programs (with the Commission on Higher Education) and clarificatory circular on the five-year validity of the MARINA Professional ID to seafarers.

- Peer-Assisted Evaluation Scheme Workshop on STCW and Maritime Education and Training was conducted to continuously upgrade the quality of maritime education and training (MET) in the Philippines.
- In order to sustain the production of high quality and competent Filipino seafarers through maritime education and training, a workshop was conducted to calibrate the five (5) mandatory training courses relating to Security Ship Officer (SSO), Security Awareness Training and Seafarers with Designated Security Duties (SAT and SDSD), Medical First Aid (MeFA), Medical Care (MeCa), and Proficiency in Survival Craft and Rescue Boats (Other than Fast Rescue Boats) (PSCRB).
- The Philippine government has signed the Implementing Rules and Regulations (IRR) of Executive Order No. 63 to further strengthen MARINA's authority in the implementation of the STCW Convention together with CHED, Department of Health (DOH) and Philippine Coast Guard (PCG).
- The Philippines' deep understanding of the concerns and aspirations of seafarers enables it to play an important role in ensuring that their competencies and training remain relevant through the 2010 Manila Amendments to the STCW Convention and that their safety and welfare are protected through the 2006 Maritime Labour Convention.

With enhanced STCW implementation and a reservoir of qualified and competent maritime professionals, **the Philippines will continue to man the world's fleet and move the world's commerce.**





Seafarers' Identity Document (SID) Convention

The Philippines is one of the thirty-five (35) member countries which ratified the Seafarers' Identity Document (SID) Convention on 19 January 2012. Developing the SID project is Philippines' best strategic move of complying with the International Labour Organization (ILO) common standards for seafarers' identity document through the implementation of the International Civil Aviation Organization (ICAO) Document 9303.

The state of the art security features of the Philippines SID is the first of its kind adopting the Tier 1 quality facial recognition system, as further enhanced by adding the digital breakthrough technology Photometrix, a digital seal for offline identity picture authentication.

And due to its high quality service to Filipino seafarers, the Philippine SID was bestowed the "Best Regional Identification Document" award at the High Security Printing (HSP) Asia Conference held in Hanoi, Vietnam.



European Maritime Safety Agency (EMSA) Audit Findings

The Philippine maritime administration officially transmitted the remaining pieces of evidence and corrective actions that the Philippines has implemented in addressing the findings noted in the European Commission (EC) Assessment Report on the country's maritime education, training, and certification system.

These include amended legislations, inter-agency cooperation initiatives, and good governance measures on the administration of maritime education and training programs, assessment of seafarer competence, and the issuance of Standards of Training, Certification, and Watchkeeping for seafarers (STCW) certificates.

Leveraging its strengths **as the world's number one source of maritime labour and the fifth largest shipbuilding nation**, the Philippines seeks to become a prominent supplier of other shipping services, to become one of the world's "go to location" for shipping companies.



THE PHILIPPINE MERCHANT FLEET

With its dedication in improving the maritime industry, trading system and tourism, the country strengthens its Philippine Ship Registry wherein its merchant fleet engaged in international voyages stands at 103 for 2018 with a total gross tonnage of 2,080,568.00. General cargo ships, bulk carriers and tankers total at 97 (2,037,530.00 gross tons) constituting more than 50% of the fleet. Philippine-flagged ships contribute to the generation of foreign exchange earnings through registration-related fees, income tax collected by Government and employment of Filipino seafarers.

On the other hand, its domestic fleet has 34,619 ships for 2017 wherein 11,135 ships are engaged in the carriage of passengers — 558 of which are steel hulled ships. Moreover, there are 4,186 cargo ships, 297 tankers plying domestic routes, and 17,684 fishing vessels.

Further, the Philippines adheres to the cabotage policy, which provides that only ships registered under the Philippine flag are allowed to ply in domestic waters with certain exemptions under the Foreign Co-Loading Act and Domestic Shipping Development Act.





THE PHILIPPINES ON ENHANCING MARITIME SAFETY AND PROTECTING THE MARINE ENVIRONMENT

Knowing the risk brought by shipping and maritime transportation, the Philippines gives priority in enhancing safety and protecting the marine environment through several initiatives, implementation of policies and internationally recognized standards.

The Philippines has ratified the MARPOL Convention and Annexes I to VI. It is also an active participant in the ASEAN-OSRAP (ASEAN Oil Spill Response Action Plan), the Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas, and the Sulawesi Sea Oil Spill Response Network.



Conducted various Forums, Workshops and Training to Raise Awareness on the Importance of Maritime Safety and Marine Environment Protection

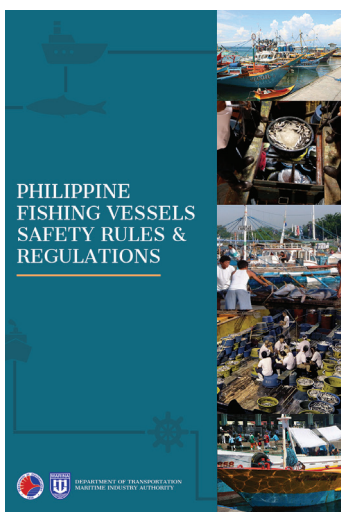
- Maritime Safety Forums
- Continuing Capacity-Building on Load Line Assignment of Ships
- Continuing Nationwide Internal Audit on Tonnage Measurement and Load Line Assignment Systems of Ships
- IMO Regional and National Workshops on Safe and Environmentally Sound Recycling of Ships

Implementation of New and Enhanced Policies Concerning Maritime Safety

- Rules on the Accreditation of Recognized Organizations (ROs) in accordance with the IMO Recognized Organization Code (MC No. 2018-01)
- Amendment on the Minimum Safe Manning for Seagoing Ships in International Trade (MC No. 2018-03)
- Requires all Philippine-registered ships to be properly manned by qualified and licensed officers and crew in accordance with STCW Convention
- Amendment on Lifejacket Requirements (MC No. 2018-06)

Requires provision of life-jackets in each and every passenger accommodation in all domestic ships

- Philippine Fishing Vessels Safety Rules and Regulations (PVFRR)



The PVFRR was issued to ensure that all Philippine-owned/registered fishing vessels are designed, constructed, maintained, operated and inspected in accordance with the standards.



THE PHILIPPINES ON REGIONAL AFFAIRS



Expressing its commitment in building networks and good relationships among other countries and in becoming a globally competitive maritime State, the Philippines actively participates and takes part in several bilateral merchant shipping agreements and different international and regional maritime multilateral associations or organizations in achieving sustainable development in the maritime industry.

The Philippines has aligned the operations of its ports and shipping industry with internationally-recognized standards mandated by the IMO.

- It is party to the Tokyo MOU on Port State Control and cooperates with the member states in promoting maritime safety, protecting the marine environment and safeguarding the working and living conditions on board ships.
- It is a member of the ASEAN Port Association and adopts internationally accepted best practices for port safety, health and security among members.
- It implements the International Ship and Port Facility Security (ISPS) Code as well as SOLAS Chapter XI-2 on ships and port facilities in the country that are open to international trade. The Long Range Identification and Tracking (LRIT) System has long been adopted as mandatory requirement for Philippine-registered ships on overseas trade.

Aiming to establish harmonious relationships among neighboring countries, the Philippines, as a founding member, plays a role in implementing the efforts of the Association of Southeast Asian Nations (ASEAN) towards an integrated maritime transport in the region.

- 35th ASEAN Maritime Transport Working Group (MTWG) Meeting
27 February - 01 March 2018, Singapore
- 6th Experts Group Meeting on the ASEAN - Japan Cruise Promotion Strategy
23 March 2018, Japan
- 45th ASEAN Senior Transport Officials Meeting (STOM) and 2nd ASEAN - EU Senior Transport Officials Dialogue (STOD)
08 - 10 May 2018, Thailand
- 36th ASEAN Maritime Transport Working Group Meeting (MTWG) and 12th ASEAN-China Maritime Consultation Mechanism Meeting
13 - 16 August 2018, Singapore
- 46th ASEAN Senior Transport Officials Meeting (STOM)
05 - 07 November 2018, Thailand
- 24th ASEAN Transport Ministers Meeting (ATM)
08 - 09 November 2018, Thailand
- ASEAN Regional Forum (ARF) Workshop
26 - 28 November 2018, China



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13 - 16 August 2018, Singapore
- 46th ASEAN Senior Transport Officials Meeting (STOM)
05-07 November 2018, Thailand
- 24th ASEAN Transport Ministers Meeting (ATM)
08 - 09 November 2018, Thailand
 - The 2nd ASEAN Regional Forum (ARF) Workshop on Ferry Safety emphasized the importance of proactive participation of member countries, ship operators, shipboard personnel, and classification societies in instilling understanding and encouraging actions to promote safety on domestic passenger ferries. ARF was chaired by China and the Philippines.

Bilateral Agreements

To promote cooperation and strengthen friendly maritime relations, the Philippines has engaged to several bilateral agreements with other countries.

The Philippines has signed Merchant Shipping Agreements with Bangladesh, Brunei Darussalam, Cyprus, Iran, Netherlands, Norway, and Viet Nam. It also has existing Memoranda of Understanding (MOU) / Memoranda of Agreement (MOA) on Recognition of Certificates pursuant to Regulation 1/10 of the 1978 STCW Convention, as amended with 49 countries.

These bilateral agreements between the Philippines and other Contracting Party have enhanced understanding and improved efficiency in merchant shipping, maritime transport and other related activities for equality and mutual benefits.

The Philippines would greatly value your support for its re-election to the International Maritime Organization (IMO) Council under Category C for Biennium 2020-2021.



For more information:

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- **Philippine Ports Authority**
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- **Office for Transportation Security**
www.ots.gov.ph



