



OVERSEAS SHIPPING SERVICE  
**BIENNIAL REPORT**  
2018-2019

“HOISTING THE SAILS, FULL SPEED AHEAD”



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My sincerest congratulations to the Overseas Shipping Service (OSS) for its Biennial Report CY 2018-2019: Hoisting the Sails, Full Speed Ahead.

During my assumption of office as the newly-appointed Administrator of the Maritime Industry Authority (MARINA), my direction is to continue achieving MARINA's goal of providing world class quality service to its stakeholders and to the maritime industry. Hence, I have instituted my 10-point agenda wherein maximizing the use of digitalization or automation in our systems and processes for faster delivery of services and strengthening the preparation for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) in 2022 are included as priorities. These will enhance the core functions and responsibilities of OSS.

As the MARINA has been steadfast to its commitment of having a globally competitive Philippine maritime industry, we are united in this paramount concern of progressively navigating its route for safer people, security of ships and healthy marine environment.

Meanwhile, the OSS Biennial Report had embodied the goals of the MARINA for its international commitments and obligations. It likewise underscored the importance of the overseas shipping sector to the country's economic development and connectivity within and across the world.

I take pride in commending the hard work of the OSS for being the catalyst of transparency, integrity, dedication and excellence through the creation of its Biennial Report which is an effective medium in keeping the stakeholders cognizant with the projects and initiatives of the said sector as well as an impetus to be consistent with Program 5: Development of a Global Maritime Hub, Project 1: Promotion of the Philippine Flag Registry of the Maritime Industry Development Plan (MIDP) and to further strengthen our international commitments.

Lastly, allow me to end my message by sharing with you Colossians 3:23-24 "Whatever you do, work heartily, as for the Lord and not for men, knowing that from the Lord you will receive the inheritance as your reward. You are serving the Lord Christ." My snappy salute to Team OSS!



**VADM ROBERT A EMPEDRAD, AFB (RET)**  
**Administrator, Maritime Industry Authority (MARINA)**



First of all, I would like to express my sincerest congratulations to the Overseas Shipping Service (OSS) for the realization of its second Biennial Report 2018-2019: *Hoisting the Sails, Full Speed Ahead*.

Being an archipelagic state that mostly relies on shipping for transportation of people, goods and resources, the Philippines has immense potentials in international shipping and maritime transportation which have great impact to the country's economic development and global competitiveness. Thus, coming-up with this Biennial Report is an effective platform to keep the public and the stakeholders abreast on the development and commitments of the said sector in promoting safety, security and preservation of the marine environment.

Moreover, this initiative likewise reflects the consistency of the overseas shipping sector in supporting the 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs), the International Maritime Organization Strategic Plan for 2018-2023, the AmbisyonNatin 2040 (The Life We Want), the Philippine Development Plan (2017-2022), and the 10-year Maritime Industry Development Plan (MIDP).

This Report is also a testament of your commitment to provide transparency and efficient services that are anchored towards professionalism, integrity and excellence.

Your hard work and mechanism in leading the maritime industry to safer people, safer ships, and cleaner environment will soon rise above the heights and trends of international fora.

Once again, thank you and congratulations to the OSS. You will always have my respect and admiration for your immeasurable dedication in transforming the Philippines into a globally competitive maritime nation.



**VADM MARCISO A VINGSON JR**

**Former Officer-in-Charge, Maritime Industry Authority  
(30 October 2018 - 16 March 2020)**

**Assistant Secretary for Maritime, Department of Transportation (Present)**



I extend my warmest felicitations to the officers and staff of the Maritime Industry Authority (MARINA) as it shares its Overseas Shipping Service (OSS) biennial report for CY 2018-2019. The report highlights MARINA's achievements over the year and gives a bird's eye view on their plans for the maritime industry in the next 10 years.

MARINA has worked hard in making this report substantial and informative, as well as in advancing the shared advocacies of MARINA and the MARINO Party-list. May you continue to strive for excellence in meeting our common goal of providing our Filipino seafarers the efficient and effective services they deserve.

Together, with the support of President Rodrigo Roa Duterte, we can build a modern, world-class maritime industry which protects the welfare of Filipino seafarers and other stakeholders.

A handwritten signature in black ink, appearing to read 'Sandro L. Gonzalez', written over a white background.

**Cong. SANDRO L. GONZALEZ**  
MARINO Partylist



I would like to express my sincerest thanks and appreciation for the continued strong and viable working relationship between the Maritime and Ocean Affairs Office (MOAO) of the Department of Foreign Affairs and the Maritime Industry Authority (MARINA). Since taking on the task of leading the Maritime and Ocean Affairs Office as its Assistant Secretary, I have always felt that we had a reliable partner in MARINA in achieving our common goals in attaining beneficial outcomes for the Filipino Nation through our collaborative endeavors, both locally and internationally on the global stage. As we start a new decade this 2020, I recall with profound appreciation the hard work that the Philippine delegation to the International Maritime Organization (IMO) put out during the Philippine campaign for a seat in the IMO Council for 2020-2021. And, undoubtedly, MARINA has been a crucial contributing factor to the Philippines' success in winning its well-deserved seat.

The MARINA board meeting gathers key players in the Philippine maritime industry to discuss concerns affecting the maritime industry and to provide policy direction in advancing Philippine maritime interests while ensuring that the Philippines is compliant with international conventions and agreements which it is party to, especially those within the framework of the IMO. The Maritime and Ocean Affairs Office was first welcomed as a regular participant at MARINA board meetings in 2018. I am indeed very lucky to have had this development happen during my time as Assistant Secretary of MOAO. Through this act of including MOAO in its deliberations, MARINA further contributed to the strengthening of relations between our two offices and placed MOAO in an advantageous position in having a voice during the board meetings and having influence in plotting the course we set out to follow.

I am assured that through our shared dedication to serve the Philippines, we can only move forward and overcome challenges, big and small, in pursuit of our national goals.

A handwritten signature in black ink, appearing to read "Generoso Calonge". The signature is fluid and cursive.

**GENEROSO D.G. CALONGE**

**Assistant Secretary, Maritime and Ocean Affairs Office  
Department of Foreign Affairs (DFA)**



It has been a privilege to be part of the work of the Maritime Industry Authority (MARINA) through the years and I congratulate them for their most recent achievement – the forging and finalization of the Maritime Industry Development Plan (MIDP) which they have started implementing as seen from the 2018-2019 Biennial Report of the Overseas Shipping Service (OSS).

I laud the Overseas Shipping Service for coming up with this Biennial Report because it shows their commitment to transparency in government service and their openness to stakeholder participation in the plans and programs, they have committed to deliver through the progressive implementation of the MIDP.

The Biennial Report comes at an auspicious time because it will also help us mark our progress in hitting the targets, we have set in order to achieve the United Nations 2030 Agenda for Sustainable Development or the UN SDGs using the MIDP as its vehicle for implementation.

The Biennial Report also marks our progress in the preparations for the IMO Member State Audit Scheme (IMSAS) which ranges from policy development, legal and legislative reforms, and institutional capacity building that are needed not just to meet IMSAS expectations but also to be able to support the effective implementation of the MIDP.

I take this opportunity to laud MARINA's work and recognize the support given by OSS in creating a framework that builds and strengthens the maritime platform of the Philippines through the MIDP. It serves to encourage our youth to look into career opportunities that will further promote a maritime industry which can provide the full range of services from ship design and shipbuilding to the environmentally sound recycling of ships and supports not only domestic requirements but meets demands of the international maritime community.

I wish to extend my congratulations to the Overseas Shipping Service on a job well done and I look forward to future collaboration.

  
**CARLOS SALINAS**  
IMO Goodwill Maritime Ambassador



Congratulations to MARINA's Overseas Shipping Service for all its achievements these past two years.

As a two-term Party-List Representative from 2013 to 2019 representing the maritime sector in Congress, ANGKLA Party-List and I have been working closely with MARINA to accomplish our vision of a truly maritime Philippines, Though we remain as the world's seafarer of choice, to be a truly maritime nation means so much more.

As IMO Goodwill Maritime Ambassador, I invite the youth to consider careers not only at sea but also in the different maritime-related industries. I also commend MARINA's objectives to consider a framework that would further promote the country's maritime platform, to include more opportunities for shipbuilding and ship repair; the growth of our ship registry; the continued development of our global maritime professionals; the enhancement of domestic shipping; the appropriate protection of our aquatic resources and our participation in global maritime research and policy development.

In this respect, there is much more we must do. We must be more than seafarers of choice. We must also aim to be the world's flag, shipbuilder, ship manager and port of choice.

And though we have a lot of work before us, I strongly believe in our capacity to achieve our goals. We are all partners sailing towards a maritime Philippines. Keep up the good work MARINA OSS! Mabuhay po kayo!



**JESULITO "JESS" A. MANALO**  
IMO Goodwill Maritime Ambassador



My warmest greetings to the Overseas Shipping Services (OSS) of MARINA for coming up with the Biennial Report for CY 2018-2019, a comprehensive narration and recording not only of the achievements earned in pushing forward the Philippine maritime agenda but most importantly the steps that must be taken to continuously see its fulfillment for the benefit of our country and its citizens.

The amount of work, focus, and resources poured into this national objective says a lot on how far we have gone to increase engagement of the various stakeholders of the maritime sector.

Advancing the national maritime agenda to attain its fullest potential has been a lengthy work in progress with its seemingly endless ups and downs, just like the ocean waves' very nature which our gallant Filipino seafarers have learned to accept and understand.

Indeed, perhaps no other sector other than our seafarers have given the most in putting the Philippines in the map of the maritime world that we know today.

SEAFARING IS A VERY NOBLE PROFESSION. But back in the day, it was seen as a lowly blue-collar job, a career suited for those without any other options. Coming from their poor and humble beginnings, they have gained the respect of many of the world's top ship owners and maritime nations through sheer perseverance and sacrifice. With such recognition came the impetus for local maritime stakeholders to work together to unravel the potential of the Filipino seafarer. And with such support, our seafarers were able to reach greater heights, gaining the competencies to command and operate vessels at levels at par with the rest and the best of the international seafaring community.

History has favored our Filipino seafarers who now are among, if not the most sought after nationality entrusted to carry cargoes that matter to the lives of peoples across the world and to the global economy. To protect this niche, their mindset must not just to become the muscle that steers the ships, but rather the gentle hands that temper the roughest seas to ensure the safe delivery of cargoes and the protection of the marine environment.

As the IMO Goodwill Maritime Ambassador, safety at sea is my advocacy and I intend to campaign for such mindset among our Filipino seafarers. Society increasingly demands for safe shipping. It is my dream that our Filipino mariners, given rigorous training and support, can continuously gain the respect and admiration of the global community as the CHAMPIONS OF SAFETY AT SEA.

Meantime, as we now talk about our collective efforts to carve a new history as a maritime nation, particularly in the promotion of our Philippine flag of registry and the reforms to upgrade our maritime services, let us bear in mind that like our Filipino seafarers, we must refresh our mindset, our way of thinking.

To continue to push forward the Philippine maritime agenda, we must be resolute in our belief that it is only through cooperation, consultation, and solidarity amongst stakeholders, can we become truly successful in achieving our collective hopes and aspirations for this beloved industry and country.

  
**JOSEPHINE J. FRANCISCO**  
IMO Goodwill Maritime Ambassador



The big strides that MARINA was able to accomplish in a short span of time only demonstrates the agency's unrelenting quest to attain the objectives in accordance with its development blueprint. Through extensive consultation and dialogues with key players in the maritime industry, it has enabled the agency to stay on course with the Maritime Industry Plan for 2019-2028 towards the establishment of a national maritime agenda that is both inclusive and sustainable. Gradually but steadily, MARINA is transforming the country into a maritime nation that will be able to credibly compete with the great maritime nations of the world. It has laid down the roadmap towards achieving this goal, and in order to put the needed boost and energy to make this work, a vigorous drive to strictly adhere and stick faithfully with the roadmap was made as an advocacy.

The gallant push by MARINA for the approval of a bill providing for the implementation and enforcement of maritime conventions of which the Philippine is a signatory is a clear example of the desire of the agency to keep pace with international standards and to be acknowledged as amongst compliant nations in the registry of the IMO. Approval of the bill is still several steps away but the way MARINA doggedly pursues this piece of legislation, its approval by both houses of Congress and eventual enactment into law can already be foreseen.

Compliance with the obligations required under international maritime conventions is a basic prerequisite to becoming a true maritime nation and the agency only knows this too well. And this serves as the major impetus why MARINA strives very hard to do the extra mile knowing that the Philippines deserves to be given its rightful place in the pantheon of maritime greats.

A handwritten signature in black ink, appearing to read 'Maximo Cruz', written in a cursive style.

**MAXIMO CRUZ**

**Association of International Shipping Lines, Inc. (AISL)**



On behalf of the Officers and members of the Filipino Shipowners Association (FSA), I wish to commend and congratulate anew the Maritime Industry Authority (MARINA) on its Biennial Report for CY 2018-2019.

MARINA'S periodic Report continues to keep the stakeholders in the maritime industry of the Philippines (domestic and overseas) informed and updated of the Government's effort and initiatives to facilitate the improvement and growth of the Philippines' maritime industry. The exchange of views among the stakeholders during the consultative meetings gives us the opportunity to verify and validate the status of the implementation of the government policies that were crafted towards the attainment of our country's Maritime Industry Development Program (MIDP). Thus, shipowners, operators and other maritime sectors have aligned their business activities in line with the said maritime program.

Rest assured that our Association will continue to actively participate in the consultative meetings being conducted by MARINA, as we believed that it is one of the many ways to strengthen our partnership in the efforts to stimulate the promotion and growth of the Philippines' maritime industry.

With our best regards.

A handwritten signature in black ink, appearing to read 'Dario R. Alampay'. The signature is fluid and cursive, written over a light blue background.

**Dario R. Alampay**

**Chairman & President, Filipino Shipowners Association (FSA)**



I wish to congratulate VADM Narciso A. Vingson Jr., OIC Administrator of MARINA, who ably steered the agency since he assumed his task as OIC-Administrator. This will be evidenced by the many significant accomplishments of MARINA in pursuit of its mandate through their OSS Biennial Report CY 2018-2019.

Despite the many challenges faced by MARINA to promote the local maritime sector and to keep in cadence with the requirements of the global shipping industry, MARINA has shown not only organizational resilience but more importantly the capacity to be relevant to the Filipino ship manning and nation building, as a whole. In our business, it is very important that we have a government agency that works in harmony with the private sector to achieve the plans and programs of our maritime industry.

On behalf of INTERMAP, I wish MARINA more success in its future endeavors, and rest assured that the INTERMAP and its members are in full support of its efforts for positive change and for excellence.

Mabuhay ang MARINA !

A handwritten signature in black ink, appearing to read 'Juanito G. Salvatierra Jr.', written in a cursive style.

**Capt. Juanito G. Salvatierra Jr.**

**President, International Maritime Association of the Philippines, Inc. (INTERMAP)**



The Joint Manning Group (JMG) would like to commend the improved services and continued efforts taken by the Overseas Shipping Service (OSS) of the Maritime Industry Authority (MARINA) in the promotion of our shipping industry, ensuring our country's compliance with the standards set by the International Maritime Organization (IMO) and other international regulatory bodies, and for always aiming to go beyond excellence for the realization of our common vision for the Philippines as a Maritime Nation.

JMG continues to believe that the Philippines has a distinct advantage and opportunity to further expand its Philippine National Flag Registry as well as provide Professional Maritime Services being the major supplier of Seafarers to the global shipping community and having a large pool of well-trained professional seafarers.

We call on our government through the leadership of MARINA to pursue the development of the Philippines into a maritime hub and center for shipping services with our maritime manpower resources and more economical cost of doing business in the Philippines.

The global maritime world is constantly changing and so the challenges that we are facing hence it is only through teamwork and commitment that we can overcome these challenges.

Let us continue to work hand-in-hand to help the country take its pride in being the world's largest quality supplier of seafarers and a maritime hub in the future.

More power to MARINA OSS!



**Capt. Oscar D. Orbeta**  
Chairman, Joint Ship Manning Group (JMG)



Let me start by wishing for the best success of MARINA'S Overseas Shipping Service forthcoming Biennial Report for CY 2018-2019.

I congratulate Officer-in-Charge VADM Narciso A. Vingson Jr. who ably steered MARINA to new heights and of course we also recognize the entire workforce, who were an integral part of longevity and success of MARINA.

OSS MARINA had always been on the top of the list for serving the Maritime Community with your unselfish service.

Despite the major upheavals in domestic and international shipping sector, you have shown not only organizational resilience but the capacity to make yourself relevant and productive to industry and public welfare.

We at PSAA certainly looks forward to work with OSS in achieving all of its goals as we move on to become more globally competitive with highest standards.

On behalf of PSAA, I wish you more success in all your future endeavors. We are looking forward to a healthy and productive relationship within the maritime family for the years to come.

Mabuhay ang OSS, God Bless MARINA!

Maraming Salamat...

A handwritten signature in black ink, appearing to read 'Arnel C. San Diego', written over a light blue grid background.

**Arnel C. San Diego**  
**President, Philippine Ship Agents Association (PSAA)**



# Notable Accomplishments of the Overseas Shipping Service 2018-2019

Approximately (90%) of world trade is carried by the international shipping industry. The growing efficiency of shipping as a mode of transport and increased economic liberalization further contributes to the realization of the vision to compete globally in the maritime field by providing logistics support for the movement of people and goods.

Considering the strategic geographic location of the country, the Philippines is greatly dependent on its rich and diverse marine environment for its commercial fishing, aquaculture and tourism industries. Likewise, considering its archipelagic situation and as a traditional maritime nation, shipping has remained its major means of sea linkages to move goods and people. Moreover, shipping has always been the most efficient mode often used in the carriage of goods and transport of people compared with the different available modes of transportation in the country.

With its vital role in achieving socio-economic progress, the maritime industry, particularly the overseas shipping sector, helps in the carriage of the country's foreign trade, generates foreign exchange earnings and contributes to the strengthening of the balance of payments position in the country. It likewise provides substantial and attractive employment opportunities for the country's labor force and contributes to government revenues. It also facilitates the transfer of technology and enhances national integrity as Philippine flag ships operate in international trades.

By virtue of Executive Order (EO) No. 125, as amended, the Maritime Industry Authority (MARINA) is named as the flag administration in the Philippines owing to its mandated functions on registration and licensing of ships and certification of seafarers, as well as enforcing ships' compliance with national and international standards on maritime safety and security, and marine environment protection.

Pursuant to series of laws and executive issuances over the years, MARINA was designated as the country's maritime administration vis-à-vis the international community.



Relative thereto, the MARINA designated its Overseas Shipping Service (OSS) as the “first point of contact” and part of the workforce behind the country’s compliance with international maritime commitments to further strengthen its aim of having a nationally integrated and globally competitive maritime industry.

The OSS is composed of three (3) divisions, namely: a.) Maritime Registry Division (MRD); b.) International Shipping Development Division (ISDD); and c.) Cooperation and Strategic Maritime Initiatives Division (CSMID). Each division has its core functions and responsibilities which aims to promote the Philippine ship registry, strengthen the country’s commitment as a responsible member of an international community and transform the Philippines into a major maritime nation.

Meanwhile, this second edition of the OSS Biennial Report aims to provide information to its stakeholders as well as to keep its partner agencies in the government and international organizations abreast on the updates about the sector. It likewise intends to showcase the accomplishments of the OSS to the public from CY 2018 to 2019.

For the past years, the OSS was able to conquer several milestones that led to the improvement of the Philippine ship registry and to the fulfillment of its commitment to the international maritime trade and industry. In spite of the challenges in transforming the Philippines into a major maritime nation, the OSS is still determined to exert effort and to carry on with its programs, projects and activities to ensure progress for its regulatory, policy formulation, promotional and developmental functions.

For the realization of this goal of establishing growth and progress to the maritime industry, focus on certain initiatives is needed to move the country towards strategic directions.

## MARINA as a Responsible and Efficient Maritime Administration

- Supported the creation of the 10-year Maritime Industry Development Plan (MIDP) to address key concerns in the country's maritime sector.
- To sustain ease of doing business, the MARINA – OSS launched its online application system through the Overseas Shipping Service Information and Monitoring System or OSSIMS.
- Review, consolidation and codification of OSS-related policy issuances with the objective of repealing obsolete or outdated Circulars.
- Issuance of MARINA Circulars and Flag Advisories for the development of the Philippine maritime industry.
- Supported the adoption of a functional Strategic Performance Management System (SPMS) and abided by its concept of team approach to continuously align our activities to our agency goals and strategic plan.



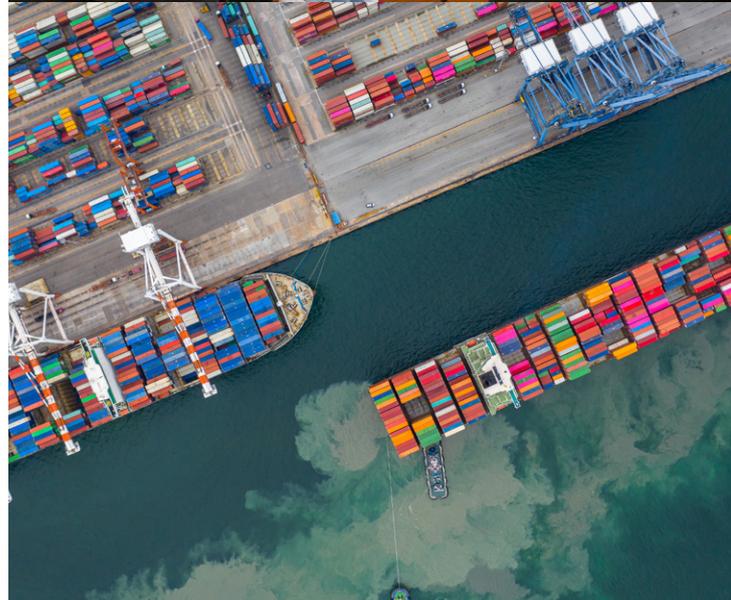
## Enhancement of the Philippine Ship Registry

- Supports three proposed draft Bills that aim to promote the competitiveness of the Philippine maritime industry through the inclusion of the following measures in its legislative agenda.
  - “An Act providing for the Registration of Ships and Incentives therefor and other purposes” provides for a legal framework for the registration of ships to fly the Philippine flag and the reform of the maritime administration.
  - “An Act providing for the full and effective implementation and enforcement of international instruments of which the Philippines is a State party” seeks to ensure our timely, full and effective compliance with the requirements of international conventions and protocols which the Philippines being a party thereto is mandated to implement and enforce.
  - “An Act providing for a Maritime Authority of the Philippines” seeks to reconstitute and reorganize the MARINA. Since its creation on 01 June 1974, pursuant to Presidential Decree No. 474, there is no corresponding amendment to its original structure. This makes the present structure no longer responsive to the requirements of the maritime conventions specially in providing the technical and social control over ships flying its flag pursuant to the UNCLOS.
- Continues conduct of meetings with the private stakeholders concerning the overseas shipping sector to strengthen collaboration and to provide transparency and full disclosure on the state of the said sector.
- Memorandum of Agreement (MOA) signing between MARINA and the International Register of Shipping (IRS) governing the delegation of statutory certification and services for ships registered in the Philippines.
- The issuance of the following policies in the exercise of its regulatory functions:
  - MARINA Circular No. 2018-01 provides guidelines for the accreditation of Recognized Organizations (ROs) in accordance with the IMO Recognized Organization Code. Among the most important salient feature would be the oversight function of the MARINA to the ROs and the conduct of audit whenever warranted. This addresses the observation during the Voluntary IMO Member State Audit Scheme (VIMSAS) Audit in 2009 on the lack of MARINA supervision and evaluation of ROs in accordance with Resolution A. 739 (18) entitled: “Guidelines for the authorization of organization acting on behalf of the Administration”.
  - MARINA Circular No. OS-2019-01 amends MARINA Circular No. 182 on the Rules in the Acquisition of Ships under Presidential Decree (PD) No. 760, as amended.
  - MARINA Circular No. OS-2019-02 lays down the rules in the registration and documentation for permanent conversion of ships trading status from domestic to overseas trade.



## Responsible Member of International and Regional Maritime Multilateral Associations or Organizations

- Re-election of the Philippines in the IMO Council under Category C for 2020-2021 Biennium. In view of its competitive advantage as premier provider of competent Filipino seafarers, the re-election of the Philippines to this executive organ of the IMO responsible for supervising the work of the Organization, provides the Philippines a continued opportunity to strongly participate in the drafting of rules and regulations that aim to promote a safe, green and sustainable global maritime industry.
- The Philippines has deposited the Instruments of Accession to six (6) IMO Instruments in the first semester of 2018. These Instruments are the following:
  - Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1978);
  - Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
  - 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);
  - Protocol of 1988 Relating to the International Convention on Load Lines, 1966 (Load Line Protocol 88);
  - International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS 2001); and
  - International Convention for the Control and Management of Ships' Ballast Water Sediments, 2004 (BWM Convention).
- The OSS has assisted in the crafting of national interest analysis studies and coordinated with different agencies for the issuance of certificates of concurrence, coordinated with the DOTr and the Department of Foreign Affairs (DFA), Office of the President and the concurrence of the Senate to complete the ratification process.



- The posting of MARINA of its first Maritime Attaché in London since October 2015 and facilitation of the succession program for the second MARINA Maritime Attaché in 2018 has resulted in more active participation of the Philippines within the IMO. Complemented by the work of the Multi-Sectoral Advisory Group on IMO Concerns (MAGIC) and working alongside the Philippine Permanent Representative to the IMO and the Philippine Coast Guard's Technical Adviser, it continues to provide improved articulation of our national position through consistent Philippine representation in IMO meetings especially in instances when other maritime-related agencies are unable to attend.
- The OSS had been the focal point of various capacity building measures provided by the IMO on particular subjects to help improve the implementation of IMO instruments and to ensure compliance with the regulatory framework being advocated by IMO.

Capacity-building activities conducted in 2018 and 2019:



- International Maritime Organization (IMO) National Maritime Transport Policy Workshop (06-08 March 2018)



- National Workshop on Prevention and Control of Shipping and Port Immersion (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)



- Training and Workshop on the IMSAS Preparation for Maritime Administration (18-22 February 2019)



- Training Course for Auditors under the International Maritime Organization (IMO) Member State Audit Scheme (22-30 April 2020)



- Second High-Level Regional Meeting on Marine Environment Protection of the South East Asian Seas (MEPSEAS) (27-29 August 2019)



- National Workshop and Task Force Meeting as Lead Partnering Country (LPC) of the Global Environment Facility (GEF) – United Nations Development Programme (UNDP) – International Maritime Organization (IMO) on GloFouling Partnerships Project (12-13 September 2019)



- National Workshop on MARPOL Annex V and Port Reception Facilities (23-25 October 2019)

- Convened quarterly inter-agency meetings to update the Global Integrated Shipping Information System (GISIS) in compliance with the reporting requirement to the IMO.
- The OSS continues to act as the Secretariat to the Multi-Sectoral Advisory Group on IMO Concerns (MAGIC). The MAGIC is the mechanism adopted during using inter-agency and private sector expertise to enhance the Philippine participation in IMO meetings by articulating the country's position in maritime issues and concerns through the Maritime Attaché and Permanent Representative to the IMO. Under MAGIC is the Marine Environment Protection Committee (MEPC) Group which convened inter-agency quarterly meetings to prepare the country's position for the MEPC Session in London.
- Signing of the ASEAN Memorandum of Understanding (MOU) on the Improvement of Safety Standards and Inspection for Non-Convention Ships (NCS) within ASEAN Member States on November 2018.

- Active participation in the 35th, 36th, 37th and 38th Association of the South East Asian Nations Maritime Transport Working Group (ASEAN – MTWG) Meeting held in Singapore on 27 February – 01 March 2018, August 14-16, 2018, 05-07 March 2019 and 21-23 August 2019, respectively.
- Co-chair during the 2nd ASEAN Regional Forum (ARF) Workshop in Ferry Safety held in Guangzhou, China on 26-28 November 2018 and participation to the 3rd ARF which was conducted on 12 to 14 November 2019 at the said venue.
- Approval by the National Economic and Development Authority (NEDA) Technical Committee on Tariff and Related Matters (TCTRM) of the revised Philippine Model Draft Agreement on Merchant Shipping on 25 March 2019.
- Signing of the Memorandum of Agreement (MOA) between the Philippines and Thailand on the Recognition of Certificates under the Terms of the 1978 STCW Convention, as amended on 16 January 2018 and the Memorandum of Agreement (MOA) between the Philippines and Jordan on the Recognition of Certificates under the Terms of the 1978 STCW Convention, as amended on 06 September 2018.



## Promotion and Enhancement of Maritime Safety, Security and Protection of the Marine Environment

Safety of the people, environment and industry has always been the priority of the MARINA. It has been its basis in formulating effective policies and undertakings for the growth of the industry. With this in mind and with its intention of having a globally competitive and integrated maritime industry, the OSS has been designated to several initiatives concerning promotion and enhancement of maritime safety, security and marine environment protection. One of which is the country's compliance with its obligations as a State Party to the IMO which will be reviewed during the mandatory audit in 2022.



## International Maritime Organization (IMO) Member State Audit Scheme (IMSAS)

In preparation for the mandatory IMO Member State Audit Scheme in 2022, the OSS dedicated its third division, the Cooperation and Strategic Maritime Initiatives Division (CSMID), in conducting preparatory activities and handling external relations of MARINA to ensure Philippines' compliance. Moreover, the service unit is the Secretariat of the IMSAS Council, created by virtue of Executive Order No. 84, series of 2019.

**Relative thereto, the Philippine maritime administration has:**

1. Taken steps to determine gaps in legislation and in charters of the concerned agencies;
2. Concluded inter-agency awareness or orientation programs for IMSAS;
3. Established audit teams for the mock audit;
4. Named audit members and observers;
5. Finalized Audit Plan for the conduct of the internal mock audit;
6. Organized series of workshops and capacity building for its technical personnel including auditors;
7. Conducted Verification Audit; and
8. Drafted the International Maritime Organization (IMO) Strategy, among others.



Moreover, several actions were and will be undertaken for the IMSAS preparation such as:

1. Issuance of the Department Order (D.O. No. 2018-006) on the Creation of an Inter-Agency Council on the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) to strengthen the cooperation, coordination and collaboration of the concerned government agencies performing maritime administration functions. With the strong support of President Rodrigo Roa Duterte has signed Executive Order No. 84, further institutionalizing the Inter-agency Council on the IMO Member State Audit Scheme (IMSAS).
2. Constitution of MARINA IMSAS Technical Working Group and Internal Committees.
3. Strong support to the adoption of the Maritime Industry Development Plan (MIDP) Program 5 through its Roadmapping workshops with the stakeholders both from government and private sector.
4. Pursue the finalization and passage of the pending House Bill providing for a Maritime Code for the full and effective implementation and enforcement of international maritime instruments to which the Philippines is a State Party as part of its national legislation.
5. Operationalization of the third Division in the OSS and absorbing the Job Order personnel into permanent plantilla positions ensured compliance with the directive of the President of the Philippines to protect the rights of employees. This also ensured professional and competent personnel who are dedicated to assist in the country's compliance with IMSAS as well as to facilitate technical assistance and capacity building. Likewise, the Division coordinates with external relations of the MARINA to ensure complete and effective implementation of the IMO Instruments.
6. Conduct of Inter-agency Seminars/Workshops for uniform understanding and interpretation, and transposition of the mandatory IMO Instruments into national and subsidiary legislation.
7. Drafted long term and detailed Work Plan on the implementation of IMO Instruments which includes mock audit, finalization of gap analysis and drafting of policies and issuances and monitoring of implementation.
8. Continuous gap analysis between the existing international instruments to which have not been fully enforced in the Philippines vis-à-vis its national legislation.
9. Undertake subsequent actions by the maritime administration based on the results of the mock audit, internal assessment and verification audits.





## MEPSEAS Project

Aside from IMSAS, the OSS is also the focal point for the Marine Environment Protection of the South-East Asian Seas (MEPSEAS) Project which is a 4 –year follow-up phase (2018-2021) to the IMO – Norwegian Agency for the Development Cooperation Project on Assistance to East Asian Countries in Ratifying and Implementing IMO Instruments for the Protection of the Marine Environment (IMO – NORAD Project) Phase 1. The said Project aims to reduce the risks and impacts of environmental issues related to maritime transport in the ASEAN region and to support the Sustainable Development Goals (SDGs), especially SDG 14 – “conserve and sustainably use the oceans, seas and marine resources for sustainable development”.

In August 2019, the Philippines hosted the Second High-Level Regional Meeting on MEPSEAS wherein representatives of the maritime administration from seven (7) participating Member States, strategic partners, among others, discussed the progress in the implementation of the project activities in their National Action Plans.

These were just some of the accomplishments of OSS for 2018 to 2019 which would not have been possible without the support and coordination from the stakeholders, private and government agencies. Rest assured that the OSS will continually work in attaining its goal of promoting the Philippine Ship Registry, complying effectively with the international standards and transforming the Philippines into a major maritime nation.



## 2020 AND BEYOND

With the creation of the framework for the Ten-Year Maritime Industry Development Program (MIDP) for 2018 to 2028, the government and the private sector in a series of sessions aforementioned set the roadmap to respond to the challenges brought about by global, political, economic and technological trends and developments. The MIDP framework for the Overseas Shipping Sector is consistent and supportive of the United Nations 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SGDs) and the International Maritime Organization Strategic Plan for 2018 to 2023. This OSS Roadmap Framework reflects the AmbisyonNatin 2040 (The Life We Want), and the Philippine Development Plan 2017-2022.

The societal goal identified for the MIDP is “inclusive growth and socio-economic development through the Philippine maritime industry.”

**The national maritime policies which would entail the development and use of the diplomatic, economic, and informational powers of a nation to secure national objectives are:**

1. The Philippines as a major maritime nation.
2. Adhere and transform to international obligations and responsibilities into national laws.
3. The Philippines as a human resource capital for ship management and other maritime services.
4. Generate sustainable employment opportunities.
5. Regulatory systems and measures to ensure ease of doing business in the maritime industry.





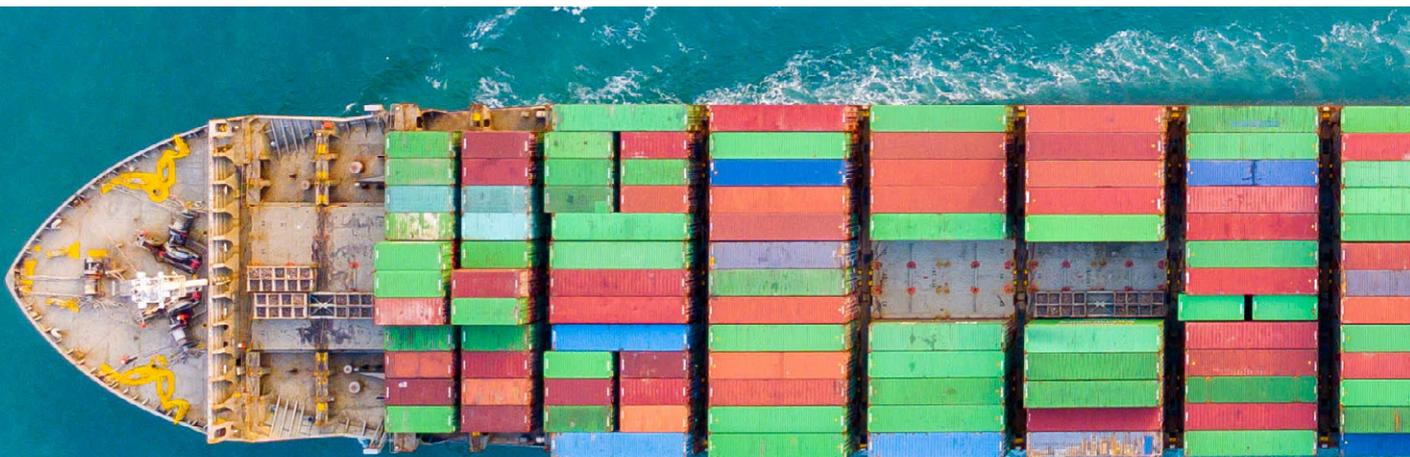
In order to identify priority areas for government intervention and serve as a roadmap in the attainment of national objectives, the sector identified its national maritime agenda: A well developed and globally oriented maritime industry effectively providing logistic support for the country's economic growth and national development.

**Finally, the sectoral objectives and sector strategies are:**

1. Promote and enhance maritime safety, security, and protection of the maritime environment:
  - Ensure the shared responsibility between the government and the private sector in the implementation and enforcement of global rules and raising the standards of shipping to address safety concerns through:
    - Consultation of policies with stakeholders and continuous dialogue and crafting of industry roadmap with the stakeholders.
  - Establish a methodology to monitor, assess and improve the MIDP and ensure continuous review and verification of effectiveness of meeting the objectives of the MIDP through:
    - Certification under an International Management System (IMS).
  - Adhere to international obligations and responsibilities to project the country as a responsible member of an international maritime community by:
    - Maintaining its representation in international, regional and national organizations
    - Ensuring that the Philippines maintain its seat at the IMO Council Hosting of regional and national capacity building measures
    - Supporting the IMO Regional Presence in East Asia in the Philippines
    - Creating and maintaining additional Maritime Attaché posts in strategic parts of the world

Reporting regularly to the IMO through the Global Integrated Shipping Information System (GISIS) and updating of the Country Maritime Profile (CMP)

- Identify, consolidate and legislate all maritime administration related functions into a single maritime administration.
  - Adopt an integrated and coordinated approach to give full and complete effect to our obligations and responsibilities in international treaties and conventions.
    - Coordination with relevant agencies on the ratification or accession and implementation, enforcement monitoring and reporting of mandatory IMO instruments.
    - Creation of dedicated Conventions Office to handle ratification of instruments and draft equivalent national or subsidiary legislation.
  - Optimize benefits of membership international / regional arrangements and bilateral partnerships by:
    - Adopting and implementing IMO instruments and international arrangements related to maritime safety and security by complying with the IMSAS requirements and passage into law of the proposed Bill on the full and effective implementation and enforcement of mandatory international instruments to which the Philippines is a State party to.
  - Foster support and confidence to our multilateral/bilateral partners through:
    - Continuous negotiation and conclusion of bilateral shipping agreement with other countries.
2. Promote the overseas shipping sector as an instrument towards the creation of employment and business opportunities.
- Promote and expand the Philippine ship registry by:
    - Providing the legal framework which updates and restructures the law on ship registration to allow shipowners to enter into long term vessel acquisition, development, modernization and expansion programs and encourage hiring of Filipino seafarers; clearly set out the procedures for ship registration, priority of claims and ship mortgages and limits of liability.
    - Providing a legal framework that would allow foreign investment in SEC registered shipping companies whose ships should be managed by the Philippine managers and manned by full Filipino crew.
    - Simplifying clearance requirements to facilitate entry and exit of ships at ports.
    - Enacting a law which grants an indefinite tax exemption to shipping companies engaged in overseas trade.
  - Ensure responsible membership in the international maritime community by:
    - Ratifying IMO Conventions relating to safety security of ships and those relating to protection of the marine environment.



- Complies with applicable maritime conventions and other relevant conventions.
- Development and improvement of maritime routes and sea trade linkages to ensure connectivity and trade by:
  - Strengthening its coordination with other maritime agencies.
  - Aligning operations of its ports and shipping industry with internationally recognized standard through MOU on Port State Control and internationally accepted practices for port safety, health and security.
  - Enacting law on voluntary pilotage, professionalize pilotage services and impose liabilities on pilot errors which cause damage.
  - In coordination with other agencies, ensuring economic integration and trade competitiveness through better transport and logistic service and availability of goods and services for trade such as the ASEAN RORO Network and BIMP-EAGA routes.
  - Supporting the implementation of the multimodal transport framework agreement to establish a competent single body to oversee the multimodal transport operations.
- Provide financial and technological assistance to the industry by granting:
  - Access to financing by the Philippine shipping companies by simplifying procedures on ship registration maritime liens, ship mortgage, liability limits and allow arrest of ships.
  - Access to foreign financing by amending PD 1521 and enact a new ship mortgage law, amend hierarchy of liens.
- Access of incentives
  - Exemption from income tax by adopting a tonnage tax system.
- Provide favorable climate of foreign investments in shipping enterprises by:
  - Maintaining and improving overall organizational performance and capabilities through standardization of management/business processes (ISO/IMS Certification).
  - Ensuring ease of doing business through online registration, streamlining of documentary requirements, digitization of certification, and the automation of the registration application process.
  - Simplifying clearance requirements to facilitate the entry and exit of ships to lower shipping costs which will eventually benefit consumers.
- Carriage of Philippine cargo
  - Increase Philippine participation in the carriage of government Philippine cargo by requiring Philippine cargo to be carried by Philippine flagged ships strictly implementing PD 1466.



# Introduction to the Industry

## The Overseas Shipping Service

The overseas shipping sector demonstrates a crucial and essential role in the development and growth of the country's economy. This sector holds the key in the promotion of the Philippines as a ship registry or a flag of choice that would lead to more employment opportunities not only for Filipino seafarers but also for land-based workers with a view of further expanding other maritime services and maritime professionals.

The sector fully supports in making the Philippines as a strong maritime nation considering its contributions to the balance of payments position, generation of foreign exchange earnings and other related government revenues, and the provision of employment opportunities for the Filipino seafarers and other ancillary workers. It also ensures the integrity of the Philippine-registered ships engaged in international voyages through the implementation of national and international maritime laws and regulations.

### Sector Performance

Overseas shipping companies which intend to acquire and operate ships for international voyages are required to be accredited with MARINA pursuant to Memorandum Circular (MC) 181 issued on 23 July 2003.



## A. Overseas Shipping Companies Accredited Under MC No. 181

**Table 1**

Total Number of Overseas Shipping Companies Accredited under Memorandum Circular 181

Year	Total of Companies	Total of Paid-up Capital (in Philippine Peso)
2014	65	1,092,448,440.00
2015	65	1,532,923,864.00
2016	64	1,521,517,824.00
2017	61	2,179,495,424.00
2018	62	2,445,899,900.00
2019	61	2,567,513,900.00

Source: Overseas Shipping Service, MARINA (2019)

**Figure 1**

Number and Paid-Up Capitalization of Accredited Overseas Shipping Companies under MC 181 2014- 2019

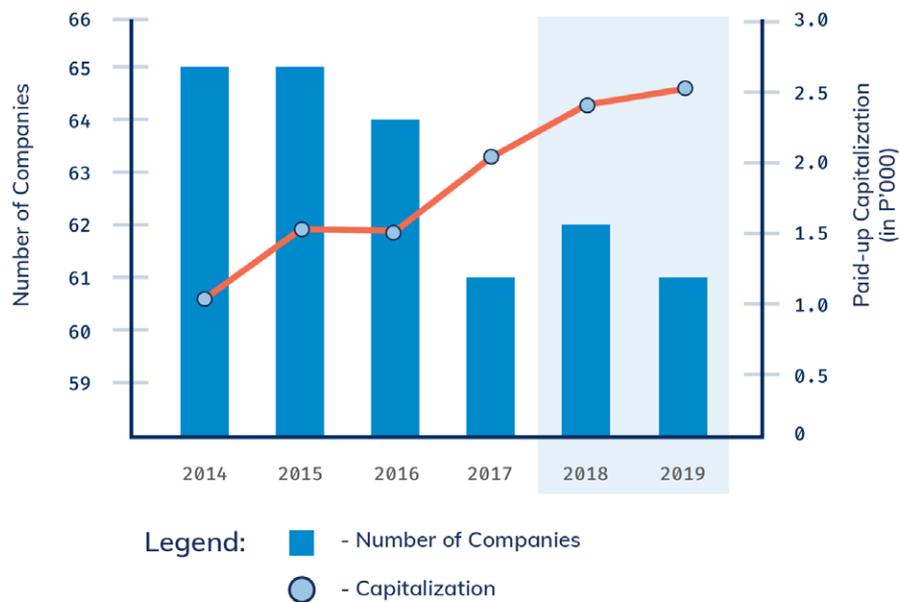


Table 1 and Figure 1 show that the number of overseas shipping companies that were accredited under MC 181 declined from a total of 65 in 2014 to 61 companies in 2019.

## B. Other Maritime Enterprises Accredited Under MC No.186

**Table 2**

Accredited No. of Companies under MC 186

Year	Number of Companies	Capitalization (in Philippine Peso)
2014	414	4,248,393,442.09
2015	475	3,154,921,570.65
2016	466	3,270,650,406.38
2017	487	4,091,039,702.03
2018	501	4,673,476,703.41
2019	516	8,313,024,797.18

Source: Overseas Shipping Service, MARINA (2019)

To cover other maritime companies which intend to engage in ship management, shipping agency, ship chandling and multi-modal transport operations, MARINA issued Memorandum Circular No. 186 on 23 July 2003. As of 2019, there were 516 other maritime enterprises registered under this Circular with a total of Php 8.313 million capitalization.

## C. Fleet Structure

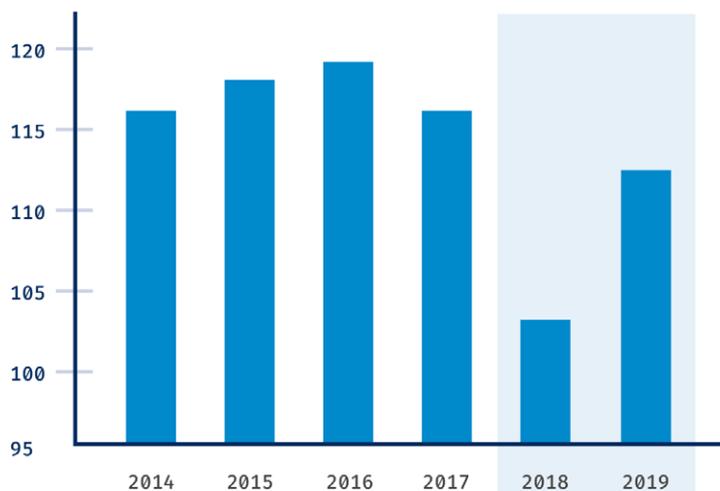
**Table 3**

Year	Number of Ships	Total DWT
2014	116	4,624,414.00
2015	118	4,865,710.00
2016	119	4,498,855.00
2017	116	3,827,971.00
2018	103	3,337,827.00
2019	113	4,405,909.00

Source: Overseas Shipping Service, MARINA (2019)

**Figure 2**

Number and Tonnage of Philippine-registered Overseas Fleet (2014 – 2019)



Source: Overseas Shipping Service, MARINA (2019)

Table 3 and Figure 2 show that in 2014, 116 overseas ships were registered under the Philippine flag while 113 ships were registered as of 31 December 2019.

**Table 4**  
Philippine-Registered Overseas Fleet by Type of Service (2014-2019)

Year	2014		2015		2016		2017		2018		2019	
	No.	%										
General Cargo	28	24.14	27	22.88	28	23.53	29	25.00	24	22.86	23	20.35
Bulk Carrier	61	52.59	64	54.24	63	52.94	56	48.28	53	50.48	70	61.95
Tanker	12	10.34	15	15.71	17	14.29	20	17.24	20	19.05	19	16.81
Roll-on Roll-off	1	0.86	-	-	-	-	-	-	-	-	-	-
Livestock Carrier	8	6.90	8	6.78	7	5.88	6	5.17	4	3.81	-	-
Car/Vehicle Carrier	1	0.86	-	-	-	-	-	-	-	-	-	-
Container Carrier	2	1.72	2	1.69	2	1.68	2	1.72	-	0.96	-	-
Multi-Purpose Dry Cargo	3	2.59	2	1.69	2	1.68	2	1.72	1	0.95	-	-
Cable Layer	-	-	-	-	-	-	1	0.86	1	0.95	1	0.88
<b>Total</b>	<b>116</b>		<b>118</b>		<b>119</b>		<b>116</b>		<b>103</b>		<b>113</b>	

Source: Overseas Shipping Service, MARINA (2019)

Table 4 shows that from 2014 to 2019, bulk carriers continue to be the dominant ship type followed by general cargo carriers. Overall, overseas fleet are highly varied as there are other type of ships like car carriers, livestock carriers, container ships, multi-purpose dry cargo ships, tankers, and RO-RO ships in the Philippines.



## D. Special Permit Issued to Domestic Ships to Temporarily Engage in International Voyages

**Table 5**

No. of Special Permits Issued to Domestic Ships to Temporarily Engage in International Voyages (2014 – 2019)

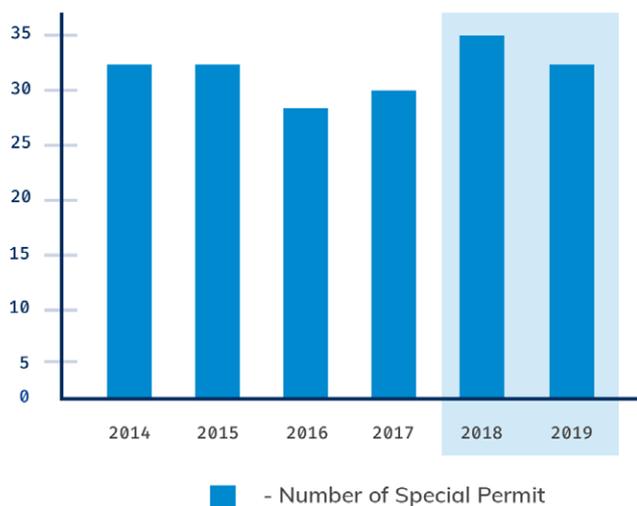
Year	Number of Special Permits
2014	33
2015	33
2016	28
2017	30
2018	35
2019	33

Source: Overseas Shipping Service, MARINA (2019)

Table 5 and Figure 3 show that from 2014 to 2019, there were 192 special permits issued under the MARINA Circular No. 2013-04. This figure does not include Special Permits issued by MARINA Regional Offices.

**Figure 3**

Number of Special Permits Issued to Domestic Shipping Ships to Temporarily Engage in International Voyages (2014 – 2019)



Source: Overseas Shipping Service, MARINA (2019)

The number of special permits issued fluctuate considering that domestic shipping companies apply only for a special permit if the market condition warrants additional tonnage. This mechanism however has provided domestic ship operator with the opportunity to participate in the carriage of our country's exports or imports through its short term deployment in international operations of tramping ships normally utilized in inter-island trade.

## E. Contributions of the Overseas Shipping Sector to the National Economy

This Section covers the revenue derived from Philippine registered ships collected by the Bureau of Internal Revenue (BIR), MARINA and the Bangko Sentral ng Pilipinas.

### 1. 4.5% Withholding Tax

In December 2019, the 4.5% withholding taxes on the gross charter hire remitted to the Bureau of Internal Revenue (BIR) reached Php 33.427 million with 110 bareboat chartered ships.

**Table 6**

Philippine-Registered Overseas Fleet 4.5% Withholding Tax on the Gross Charter Hire

Year	Number of Chartered Ships	Tax Payments (in Philippine Peso)
2014	114	52,488,817.52
2015	117	44,765,396.35
2016	118	38,687,619.38
2017	114	40,307,398.61
2018	101	40,808,745.32
2019	101	30,254,100.15

Table 6 shows that the payment of 4.5% withholding tax on the gross charter hire remitted to the Bureau of Internal Revenue (BIR) decreased since the number of bareboat charter ships decreases.

Source: Overseas Shipping Service, MARINA (2019)

**Table 7**

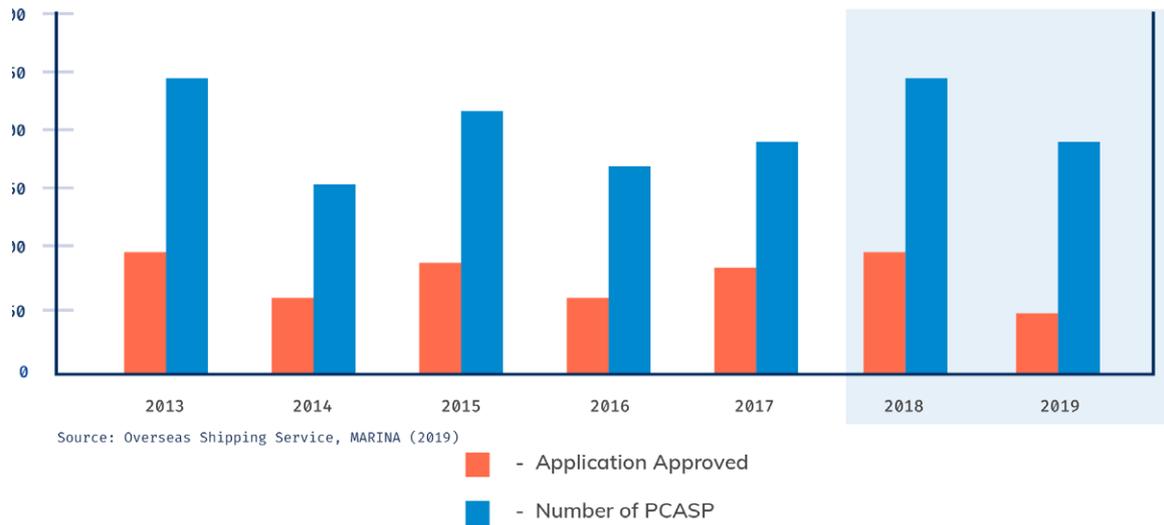
Number of Supernumerary Permits Issued

Year	Application Approved	No. of PCASP
2013	96	247
2014	56	151
2015	80	219
2016	56	161
2017	65	187
2018	85	241
2019	43	192

Source: Overseas Shipping Service, MARINA (2019)

**Figure 4**

Number of Supernumerary Permits (2013 – 2019)



This data show the applications for supernumerary permit issued to privately contracted armed security personnel (PCASP), as supernumeraries onboard Philippine-registered overseas ships.

## 2. Revenue Derived from Philippine-Registered Overseas Ships as Collected by MARINA

**Table 8**

Revenue Derived from Philippine-Registered Overseas Ships as Collected By MARINA  
(in Million Pesos)

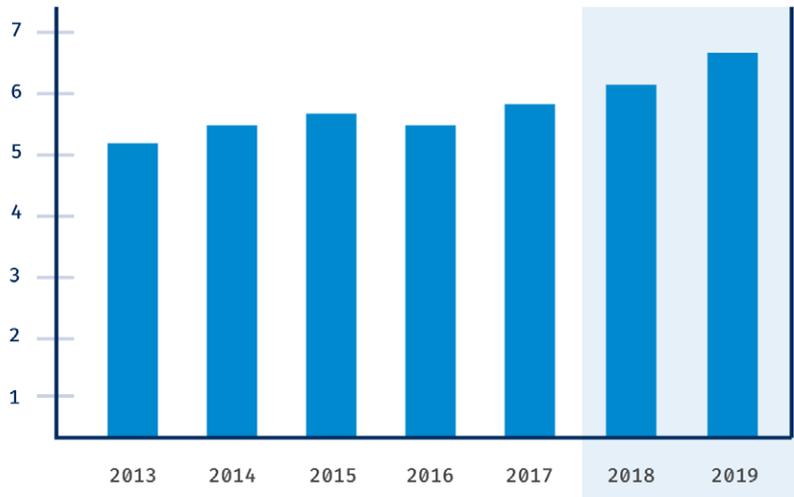
Year	Income (In Philippine Peso)
2014	8,845,062.00
2015	7,769,470.00
2016	8,123,650.00
2017	6,259,134.00
2018	6,684,953.00
2019	10,676,507.00

Table 8 shows a record of the revenue derived from the regular fees on various applications and certificates processed/ issued by the Overseas Shipping Service.

Source: Overseas Shipping Service, MARINA (2019)

**Figure 5**

Number of Supernumerary Permits (2013 – 2019)



Source: Bangko Sentral ng Pilipinas

■ - Remittances (in US\$ million)

Philippine-registered overseas ships are required by law to be completely manned by Filipinos. The basic salary of Filipino seafarers deployed onboard overseas trading ships are much higher than those of seafarers employed locally. Foreign exchange inflows remitted to seafarers' families is equivalent to 80% of their basic salary as mandated by law.

The Bangko Sentral ng Pilipinas (Central Bank of the Philippines) figures show that there was a steady increase in the remittances from overseas seabased Filipino workers for the five-year period of 2013 to 2017. From 2013 to 2015, there was a continuous increase of remittances by Filipino seafarers; but in 2016, remittances dropped from US\$5,792,459 to US\$5,572,148. A jump in the remittances occurred in 2017 amounting to US\$5,870,827. Remittances from the overseas seabased Filipino workers continue to increase in 2018 and 2019 having US\$ 6,139,512 and US\$ 6,539,246, respectively.



# Promotional and Developmental Initiatives

## Legal and Policy Reforms

### Proposed House Bills to Elevate PH Maritime Industry

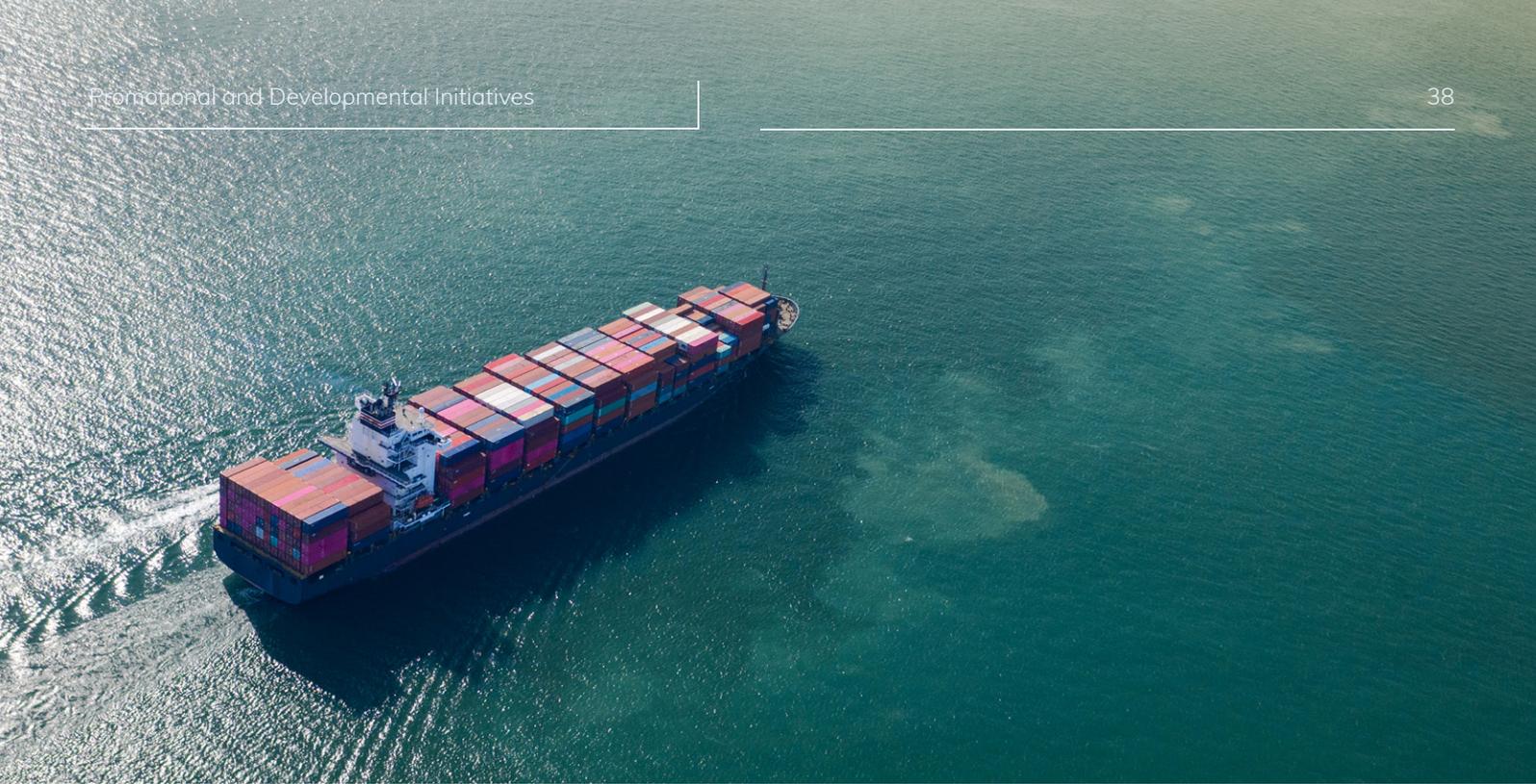
MARINA strongly supports three proposed draft Bills which are now pending in Congress as they are envisaged to promote the competitiveness of the Philippine maritime industry through the inclusion of the following measures in its legislative agenda and of the 17th Congress of the Philippines:

- “An Act providing for the Registration of Ships and Incentives therefor and other purposes” provides for a legal framework for the registration of ships to fly the Philippine flag and the reform of the maritime administration. Among its salient feature is the provision of a tonnage tax system in lieu of corporate income tax to simplify the taxation scheme applicable to ocean-going ships and align it with international practices.
- “An Act providing for the full and effective implementation and enforcement of international maritime instruments.
- “An Act providing for a Maritime Authority of the Philippines” seeks to reconstitute and reorganize the Maritime Industry Authority of the Philippines (MARINA).

In 27 November 2018, 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”.

Few months later, on 20 May 2019, House Bill No. 9042 or “An Act providing for the Registration of Ships and Incentives therefore and other purposes” was likewise approved by the Lower House that prompted its transmittal to the Senate





to push for the amendment of the olden Mortgage Decree and improve the country's flag registry.

In August of the same year, it was re-filed as House Bill No. 4020 at the House of Representatives and was referred to the Committee on Transportation. Seeking to integrate all competitive advantages of the Philippines as one of the world's premiere and major provider of competent seafarers to the global shipping market, one of the biggest shipbuilding industries globally, and for being strategically situated along the international sea lanes of commercial ships catering to the world trade, the Chair, Hon. Edgar Mary S. Sarmiento, and the members of the Committee expressed their support to the Bill.

In 29 January 2020, an Inter-Agency Technical Working Group (TWG) was constituted by the Department of Transportation (DOTr) Assistant Secretary for Maritime with representatives from the MARINA, Philippine Coast Guard (PCG), and Philippine Ports Authority (PPA) to discuss and redraft the proposed HB 8394 entitled "An Act providing for the full and effective implementation and enforcement of international maritime instruments" which was re-filed and renumbered as HB 00333 and HB 5222.

These Bills were further revisited during the TWG Meeting on 05 February 2020 which was called

to reflect the intent of the maritime administration taking into account the respective mandates of the relevant agencies performing flag, port and coastal state functions consistent with the international maritime mandatory instruments. The Meeting was spearheaded by the MARINA in coordination with the Presidential Legislative Liaison Office (PLLO).

The said House Bills will cover the international maritime instruments to which the Philippines is a state party such as: a.) The International Convention for the Safety of Life at Sea, 1974 and its Protocols of 1978 and 1988 and Agreement of 1996; b.) The International Convention for the Prevention of Pollution from Ships, 1973, its Protocol of 1978 and its Protocol of 1997; c.) The Convention on the International Regulations for Preventing Collisions at Sea 1972; d.) The International Convention on Load Lines 1966 and its Protocol of 1988, as amended in 2003; e.) The International Convention on the Tonnage Measurement of Ships 1969; and f.) All other international instruments, codes, recommendations, procedures and guidelines implementing or applying these Conventions.

With these legislative initiatives, MARINA has always envisioned a truly owned Philippine merchant fleet sailing safely for international trade over a healthy and clean maritime environment.

## Key Policy Issuances

Consistent with promotion of the integrity of the Philippine registry, the MARINA had developed policies and guidelines designed to upgrade overseas shipping operations and foster dependability and credibility of the Philippine flag, especially bareboat chartered ships.

### Overseas Shipping Sector

#### Issued MARINA Circulars:

- MARINA Circular No. OS-2019-01 – Further Amendment of MARINA Circular No. 182 on the Rules in the Acquisition of Ships Under Presidential Decree (PD) 760, as amended
- MARINA Circular No. OS-2019-02 – Rules in the Registration and Documentation for Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade
- MARINA Circular No. 2018-01 – Rules on the Accreditation of Recognized Organizations (ROs) in accordance with the IMO Recognized Organization Code

#### Issued Flag Advisories:

- MARINA Advisory No. 2019-01 – Providing Updates on the International Convention for the Prevention of Pollution from Ships, 1973/1978, Regulations for the Prevention of Air Pollution from Ships (MARPOL Annex VI)
- MARINA Advisory No. 2019-02 – MARINA Overseas Shipping Service Information and Monitoring System
- MARINA Advisory No. 2019-03 – Issuance of Special Permit for Operation of Domestic Ships Exclusively in the Brunei Darussalam – Indonesia – Malaysia – Philippine East ASEAN Growth Area (BIMP – EAGA) Routes
- MARINA Advisory No. 2019-06 – Effect of the Transitory Provision of MARINA Circular No. 2018-01 to Existing Memorandum of Agreement (MOA) with Recognized Organizations
- MARINA Advisory No. 2019-08 – List of Approved IMO Resolutions / Circulars Approved Amendments on the International Convention for the Safety of Life at Sea (SOLAS) during the 97th and 98th Maritime Safety Committee (MSC) Sessions

## Issued Flag Advisories:

- MARINA Advisory No. 2019-12 – Authentication through Apostille-Effect on Documentary Requirements
- MARINA Advisory No. 2019-29 – Identified Gateway Ports Relevant to the Issuance of Special Permit for Operation of Domestic Ships Exclusively in the BIMP-EAGA Routes
- MARINA Advisory No. 2018-36 – UN Security Council Note Verbale SCA/4/18(16) dated 14 September 2018 concerning the Ships of Democratic People's Republic of Korea (DPKR)
- MARINA Advisory No. 2018-27 – Guidelines for Applicants who Intend to be Accredited as Recognized Organizations Pursuant to MARINA Circular No. 2018-01
- MARINA Advisory No. 2018-19 – List of Approved IMO Circulars and Resolutions Approved During the 99th Session of the Maritime Safety Committee (MSC)
- MARINA Advisory No. 2018-17 – List of the Philippines' Accession to the International Maritime Organization (IMO) Conventions and Protocols
- MARINA Advisory No. 2018-08 – Travel Advisory To All Vessels Plying Trade in the Libyan Coast
- MARINA Advisory No. 2018-07 – Entry of Philippine-registered ships in the port of Sudan
- MARINA Advisory No. 2018-01 – NAVIONICS - Unlicensed and Unofficial distribution of Chilean Nautical Charts

## Collaborating with the Industry



### Marina Strengthens Collaboration with Overseas Shipping Stakeholders

For the past years, the Overseas Shipping Service (OSS) has established an unwavering commitment to involve its stakeholders in the performance of its functions by ensuring that they would be able to participate in the review of trends and developments, as well as issues confronting the overseas shipping sector of the maritime industry.

To further boost and strengthen the collaboration and coordination with the government agencies and private sector whose interests are anchored on the overseas shipping industry, the MARINA, through the Overseas Shipping Service (OSS), conducts semi-annual and year-end meetings with the private stakeholders.

## 2018 Semi-Annual Meeting with the OSS Private Stakeholders

With the inevitable conduct of the mandatory audit in 2022 under the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS), the OSS organized the 2018 Consultative Meeting with the Private Stakeholders of the Overseas Shipping Sector held on 12 July 2018 at Pasay City to ensure the cascade of information which may play a significant role for further compliance with international commitments of the country.

The Forum was graced by His Excellency, Carlos S. Salinas, who shared his insights on the framework of the Philippine Overseas Shipping that would foster development of a fleet of safe, secure, reliable, environmentally sound and efficient vessels serving both domestic and international market supporting national development, promoting stability of trade and enhancing national security; a roadmap that would allow the Philippines to continue to expand its role as the primary provider of global maritime professionals; a national agenda that would transform the country into a global maritime service center that will effectively implement international standards, government and policy development while promoting safe

and secure and the protection of the marine environment.

Geared towards this goal, the OSS was able to tap the expertise of Atty. Josephine G. Uranza who delivered a briefer of the IMO and results of the National Maritime Transport Policy, Atty. Jean Ver P. Pia, PhD, on the preparatory activities undertaken by the Philippine maritime administration for the IMSAS and status of Philippines' ratification of international maritime conventions and instruments, and then Capt. (now Rear Admiral) Rolando Lizon N Punzalan Jr PCG on Port State Control.

The OSS took the liberty of using this Forum for the launching the Overseas Shipping Service Information and Monitoring System (OSSIMS) in pursuance of the Ease of Doing Business Law, and for the distribution of the first publication of the OSS Biennial Report.

Consultative fora such as this, is decisive in achieving a globally competitive Philippine maritime industry.

## 2018 Year-End Meeting with the OSS Private Stakeholders

During the 2018 year-end meeting with the involved stakeholders conducted on 06 February 2019, the MARINA highlighted the importance of active cooperation and collaboration in achieving the plans and programs for the maritime industry, specifically those under the 10-year maritime industry development plan (MIDP).

Atty. Jean Ver Pia of the MARINA – OSS discussed the activities under the different components of having an attractive Philippine registry which is one of the projects under the Priority Program #5: Establishment of the Global Maritime Hub of the 10-year MIDP.

These include the: (1) Strengthening of regional and international cooperation such as with the Association of Southeast Asian Nations (ASEAN) and other similar bilateral agreements to support the competitive position of Philippine Flag Vessels; (2) Strengthening of shipping services for Philippine export and import trade transportation; (3) Development and promotion of ship financing schemes, and incentives for ship owning and shipping industry; (4) Review and improvement of bare-boat chartering program

and ship mortgage law; (5) Strengthening of ship management, ship brokerage, ship handling and ship insurance services; and (6) Strengthening of the maritime administration through ratification and implementation of international maritime instruments and restructuring of MARINA.

The OSS also discussed about the draft amendments to the MARINA circulars on the “Rules in the Acquisition of Ships under Presidential Decree (PD) 760, as amended, “Rules on the Accreditation of Maritime Enterprises”, and “Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-registered ships whether Trading Overseas or Domestic” respectively.

The meeting ended with the re-launching of the MARINA – OSS online registration system to promote ease and convenience in doing business in the overseas shipping industry.





## 2019 Semi-Annual Meeting with OSS Private Stakeholders

The Maritime Industry Authority (MARINA) delivered updates on its program of activities concerning the overseas shipping industry on 24 July 2019, at the semi-annual meeting with private stakeholders of the overseas shipping sector.

The MARINA provided a summary of accomplishments from January to June 2019 and future activities for the second half of 2019, including a discussion on follow-through actions on the legislative agenda of MARINA relating to the improvement of overseas shipping sector and updates from the Standards of Training, Certification, and Watchkeeping for Seafarers Office (STCWO).

There was also consultation on the status of the review of two policies relating to the development of a global maritime hub under the 10-year MIDP. This relates to the Rules in the Registration and Documentation for Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade and Further Amendments on the Rules in the Acquisition of Ships under Presidential Decree No. 760, as amended.

The draft circulars on the amendment on Special Permit to Engage in International Voyages and Draft Rules on the Conduct of Flag State Inspection and Audit to Philippine Registered Ships Engaged in International Voyages were also discussed to gather comments from stakeholders.

## 2019 Year-End Meeting with the OSS Private Stakeholders

To further strengthen the collaboration with the private stakeholders of the overseas shipping sector and to present its accomplishments for 2019, the Maritime Industry Authority (MARINA), through the Overseas Shipping Service (OSS), convened a Consultative Meeting with the Private Stakeholders of the said sector on 19 February 2020 at the MARINA Central Office.

Atty. Jean Ver P. Pia, PhD, Director of the MARINA – Overseas Shipping Service (MARINA – OSS), graced the meeting by requesting the support and cooperation of the stakeholders on the following identified OSS strategic deliverables for the next three years: a.) IMSAS Council – Approved Philippine IMO Strategy; b.) Draft Republic Acts on the Implementation of IMO Conventions for Loadline, Tonnage, ColReg, MARPOL and SOLAS; c.) Model Merchant Shipping Agreement; d.) Negotiated Bilateral Agreements using the model Merchant Shipping Agreement with at least three countries; and e.) Memorandum Circular on the online registration for the Philippine registered vessels operating overseas.

“We strive for the country not only to be a leader in the supply of maritime professionals, but also to evolve into a national and global center for maritime services as this promote economic growth and create significant employment opportunities,” Atty. Pia added as she conveyed the country’s role in the global maritime industry.

During the meeting, Atty. Pia showed the accomplishments of the overseas shipping sector for 2019 such as the issuance of flag advisories, policy review, registered overseas ships, best practices for good governance, spearheaded and participated capacity-building activities, re-election of the Philippines to the IMO Council under Category C and inclusion to IMO Whitelist, among others.

She likewise conducted a consultation on the Amendment to MARINA Circular No. 2013-04 or the “Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-registered Domestic Ships to Operate in International Voyages” and the full implementation of the Overseas Shipping Service Information and Monitoring System (OSSIMS).

The said Consultation Meeting was concluded with an Open Forum wherein representatives from the government agencies and private stakeholders exchanged views and comments on matters concerning the overseas shipping sector.

Meanwhile, the stakeholders were informed during the meeting that the two (2) MARINA Circulars on Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade and the further Amendment to Memorandum Circular No. 182 were approved during the 270th Meeting of the MARINA Board on 25 July 2019. It can be recalled that the two MARINA Circulars were tackled during the Private Stakeholders Meeting in July 2019.



## MARINA, IRS Sign MOA for Statutory Certification and Services

The MARINA and International Register of Shipping (IRS) signed the Memorandum of Agreement (MOA) Governing the Delegation of Statutory Certification and Services for Ships Registered in the Philippines on 14 October 2019 at the MARINA Central Office.

The MARINA Officer-In-Charge Administrator Vice Admiral Narciso A Vingson Jr commended the IRS for accepting the duties and responsibilities as Recognized Organization to perform statutory certification and services for Philippine shipping companies and their Philippine-registered ships, pursuant to the Recognized Organization Code and the MARINA Circular No. 2018 – 01.

The MOA, as presented by the Director of the MARINA-Overseas Shipping Service (MARINA-OSS), Atty. Jean Ver P. Pia, consists of two (2) parts. The first part provides the main agreement which includes the application, purpose, general conditions, execution of functions, legal basis, interpretation, equivalents and exemptions, reporting to the flag state, development of rules and regulations, information and liaison, supervision/audit/oversight function and other conditions. The second part contains the three (3) Annexes, which provide the list of applicable instruments, Degree of Authorization for a particular applicable document, and requirement of reporting to the MARINA.

## Merchant Shipping Agreements

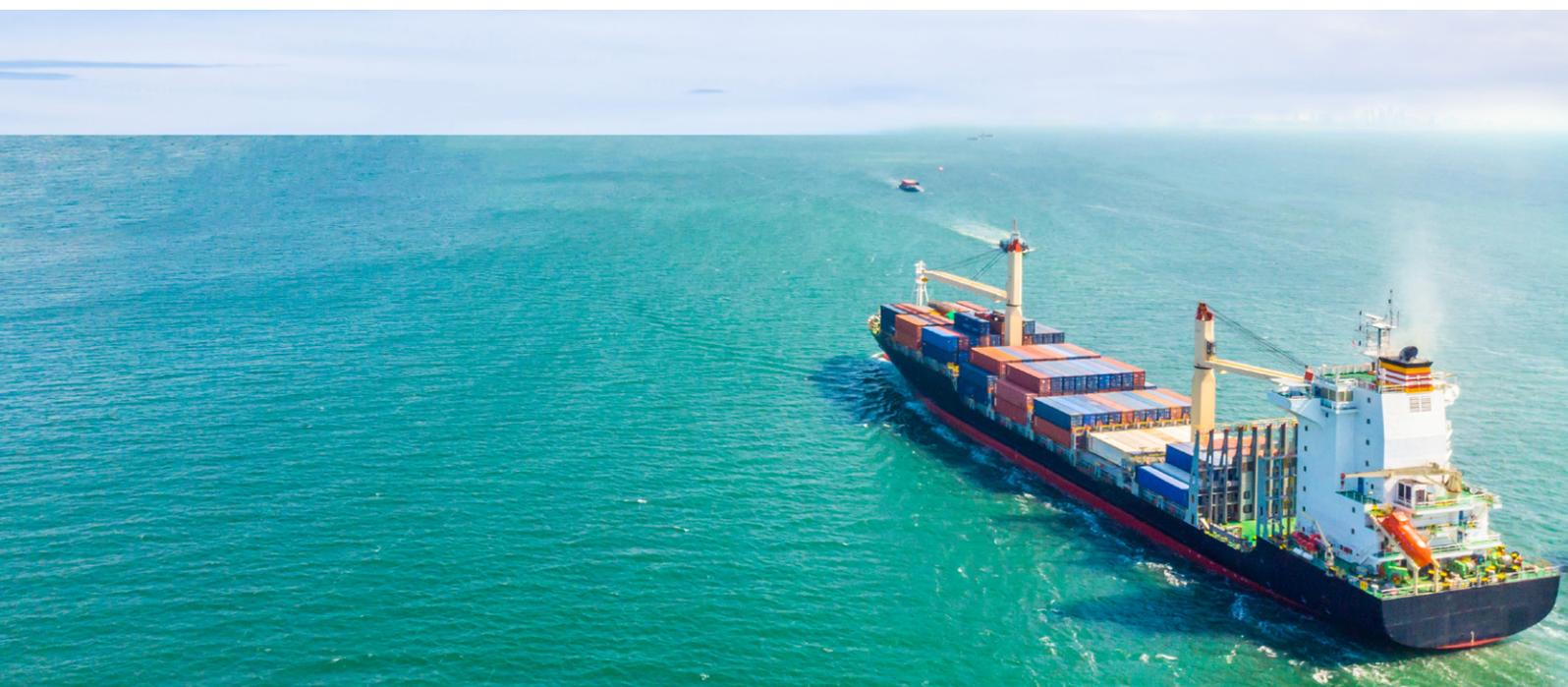
Aiming to enhance the competitiveness and increase market opportunities of the Philippine flag vessels in the carriage of trade, the Philippines actively participates in negotiations of bilateral agreements.

The Philippines, through the Maritime Industry Authority (MARINA), is the Chair of the Sub-committee on Shipping of the National Economic Development Authority-Tariff and Related Matters (NEDA-TRM). The Model Agreement on Merchant Shipping was formulated and updated by the said committee.

The Sub-committee on shipping handles all issues on shipping as they relate to the conduct of international trade and the formulation of Philippine drafts bilateral shipping agreement.

The MARINA acts as the Chairman while the Department of Transportation (DOTR), Department of Foreign Affairs (DFA), Department of Trade and Industry (DTI), NEDA, Philippine Ports Authority (PPA), and Bureau of Customs (BOC) comprise the members of the Sub-committee.

The Philippine Model Agreement on Merchant Shipping intends to promote facilitation of transportation of goods between countries, eliminate hindrances which impede the development of sea trade between each port, support measures, as far as possible, for the transportation of goods to and from third countries, promote the employment, improve conditions of work and welfare of each country's seafarer employed on each ship. The Model likewise aims for parallel registration of ships in both countries, recognition of nationality of each other's ships, ship's documents and crew documents, applicability of national legislation, safe manning of ships, facilitation of entry, stay and departure of crew, assistance in cases of maritime casualties, provisions of measures in case of offenses committed by crew onboard the ship, settlement of labor disputes, payment of shipping services and establishment of a Joint Committee on Maritime Affairs.



## Signed Merchant Shipping Agreements

Merchant Shipping Agreement	Date Signed	Date Ratified	Entered into Force
Philippines and Bangladesh	10 October 1989	11 June 1991	15 March 1995
Philippines and Brunei Darussalam	27 January 2003	22 April 2004	-
Philippines and Cyprus	7 September 1984 9 November 2006 (Amendment)	22 October 1984	06 June 1985
Philippines and Iran	08 October 1995	-	-
Philippines and Netherlands	22 March 2000	May 2000	22 June 2000
Philippines and Norway	22 October 1999	15 February 2000	06 March 2000
Philippines and Viet Nam	27 February 1992	July 1997	05 August 1997

## Memoranda of Understanding (MOU)/ Memoranda of Agreement (MOA) on Recognition of Certificates under the Terms of the 1978 STCW Convention, as amended

The Philippines, through the MARINA as the single maritime administration, likewise negotiates Memorandum of Agreement (MOA) on Recognition of Certificates under Regulations 1/10 of the Standards of Training, Certification and Watchkeeping (STCW) Convention, as amended.

The Memorandum of Agreement under Regulation I/10 provides reciprocal benefits to both Governments by providing the facility for the recognition of STCW certificates and by serving as a guidepost for Port State Control Authorities in evaluating the validity of such certificates and documentary evidences. It likewise facilitates the employment of Filipino seafarers in the flagged vessels of the Contracting Party.

The term Memorandum of Agreement (MOA) was used instead of Understanding in order to make the document legally binding. The MOA will be in effect for a period of five (5) years and shall automatically be renewed for successive periods of five (5) years unless a written notice is received by either Party at least six (6) months before the date of normal expiration.

## Memoranda of Understanding (MOU)/ Memoranda of Agreement (MOA) on Recognition of Certificates under the Terms of the 1978 STCW Convention, as amended

### MOU/MOA

### Date Signed

Philippines and Antigua and Barbuda	16 October 2001
Philippines and Australia	21 October 2002
Philippines and Bahamas	10 September 2001
Philippines and Barbados	22 April 2002
Philippines and Belgium	12 June 2003
Philippines and Belize	No Date
Philippines and Brazil	07 February 2012
Philippines and Brunei Darussalam	13 September 2001
Philippines and Cambodia	02 October 2002
Philippines and Croatia	Croatian side - 04 November 2017 Philippines side - 05 July 2017
Philippines and Cyprus	13 September 2001
Philippines and Denmark	03 August 2001
Philippines and Dominica	25 April 2003
Philippines and Egypt	05 January 2007
Philippines and Eritrea	17 April 2006
Philippines and Georgia	06 May 2003
Philippines and Hellenic Republic	12 March 2003
Philippines and Hongkong	29 October 2001
Philippines and Indonesia	16 September 2002
Philippines and Iran	25 June 2012
Philippines and Ireland	25 April 2003
Philippines and Isle of Man	11 January 2002
Philippines and Italy	24 April 2002
Philippines and Jamaica	21 April 2005
Philippines and Japan	21 January 2000
Philippines and Jordan	06 September 2018
Philippines and Korea	05 June 2002
Philippines and Kuwait	No Date
Philippines and Liberia	Liberia - 21 May 2002 Philippines - 05 June 2002

## MOU/MOA

	Date Signed
Philippines and Luxembourg	28 June 2002
Philippines and Malaysia	21 October 2002
Philippines and Malta	11 January 2002
Philippines and Marshall	08 October 2001
Philippines and Mongolia	12 June 2003
Philippines and Netherlands	31 May 2001
Amendment of the Agreement	14 June 2016
Philippines and Norway	19 November 2001
Philippines and Panama	26 July 2002
Amendment of the agreement	25 June 2016
Philippines and Poland	02 September 2004
Philippines and Portugal	07 March 2007
Philippines and Qatar	09 August 2006
Philippines and Saint Christopher & Nevis	05 July 2007
Philippines and Singapore	25 August 2001
Philippines and St. Vincent & the Grenadines	29 July 2005
Philippines and South Africa	05 November 2006
Philippines and Sweden	29 February 2002
Philippines and Switzerland	28 March 2005
Amendment of the agreement	03 March 2016
Philippines and Thailand	Thailand side - 13 December 2017 Philippines side - 16 January 2018
Philippines and Ukraine	02 September 2004
Philippines and Vanuatu	26 September 2001

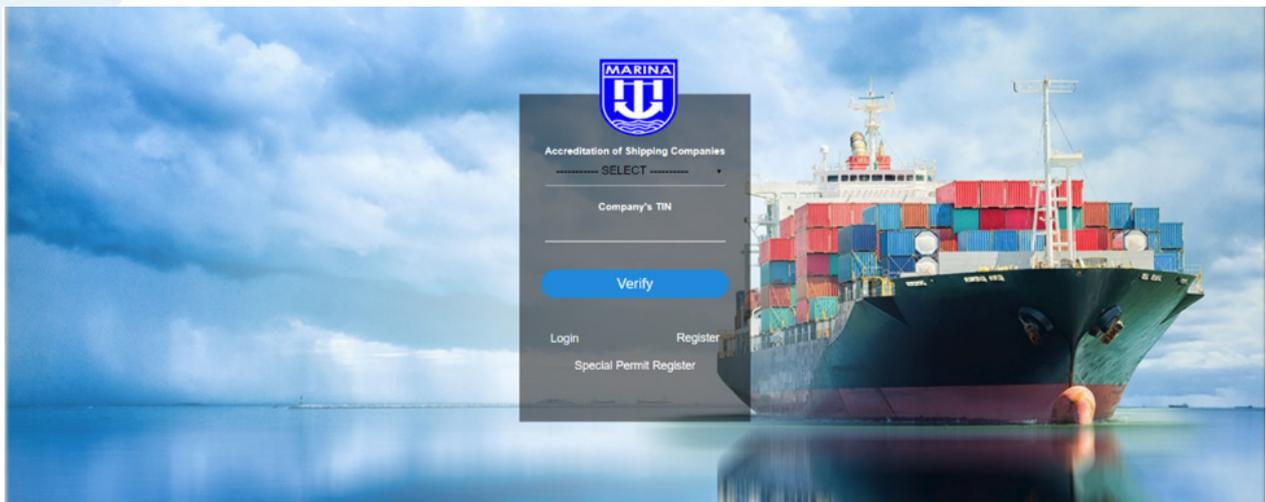
## MARINA Intensifies Campaign through OSSIMS

Aiming to intensify its campaign to eliminate bureaucratic red tape, avert graft and corruption, the MARINA establishes the Overseas Shipping Service Information and Monitoring System (OSSIMS).

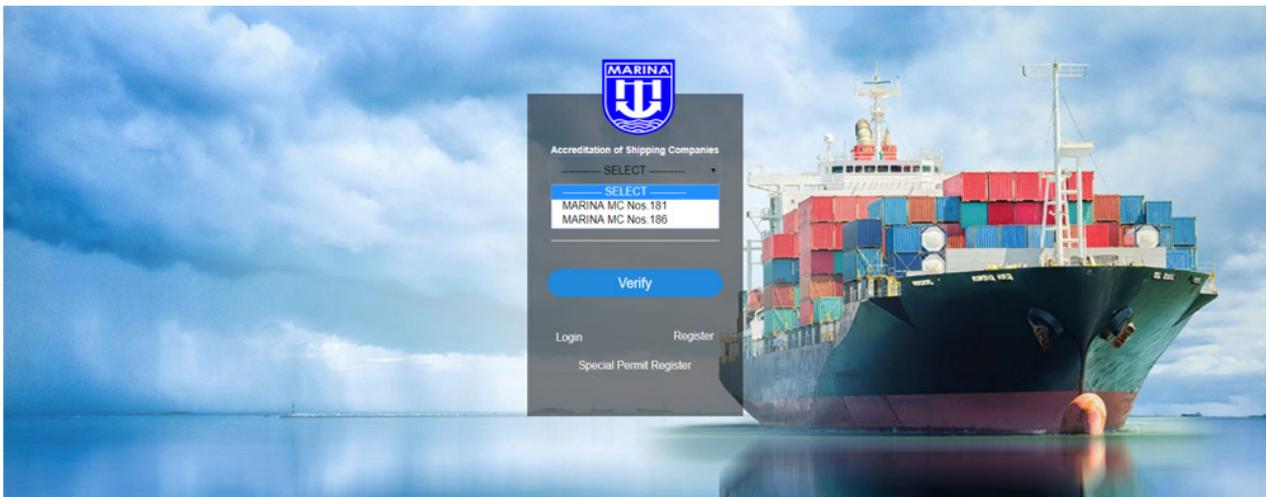
Through the MARINA Advisory No. 2019-02, the OSSIMS was launched to promote transparency and sustain ease of doing business.

For the guidance and reference of the stakeholders, below is the procedure on how to access the application:

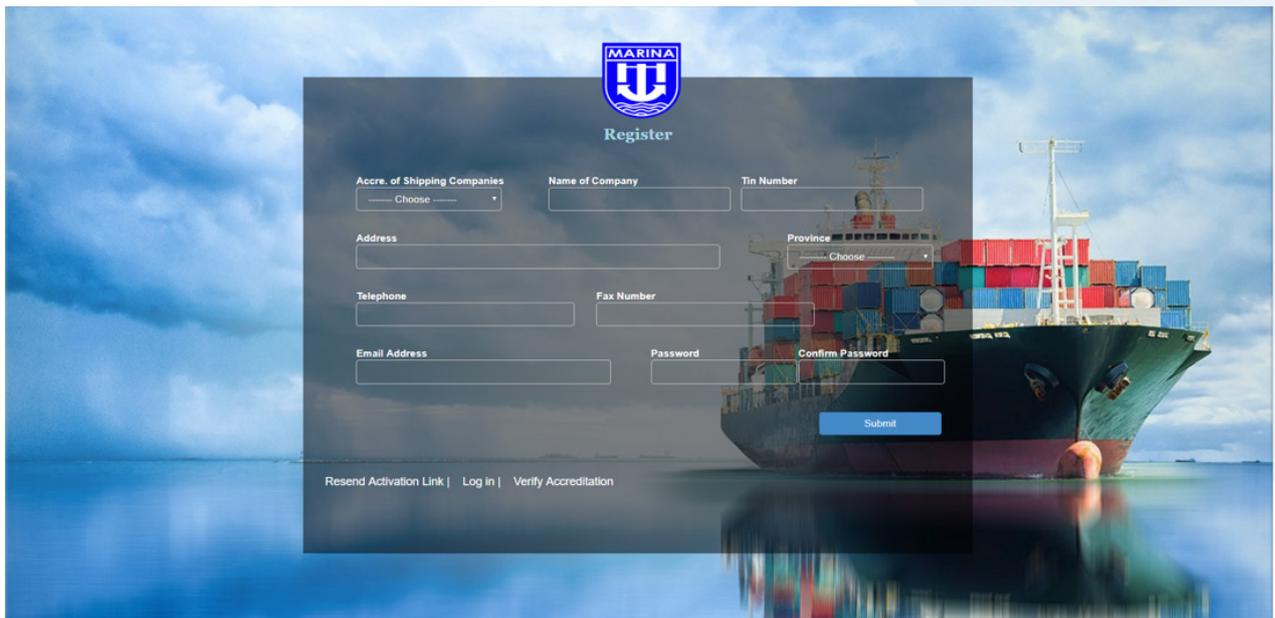
1. Go to <https://ossims.marina.gov.ph>



2. For existing companies, select the ACCREDITATION OF SHIPPING COMPANIES and enter the Company's Taxpayer Identification Number (TIN) then click the verify button. Click OK.

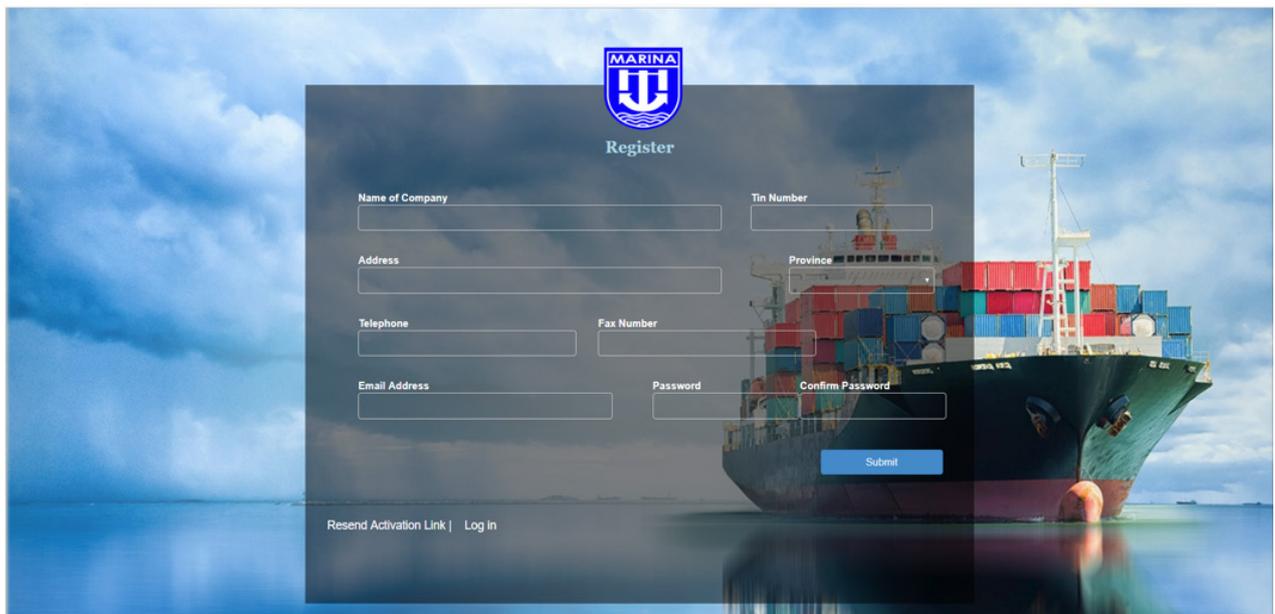


- a. For New Companies, Click the Register link in Step 1, then you will be redirected to registration page:(<https://ossims.marina.gov.ph/registration.php>). Fill up all the necessary information needed. Proceed to Step 4



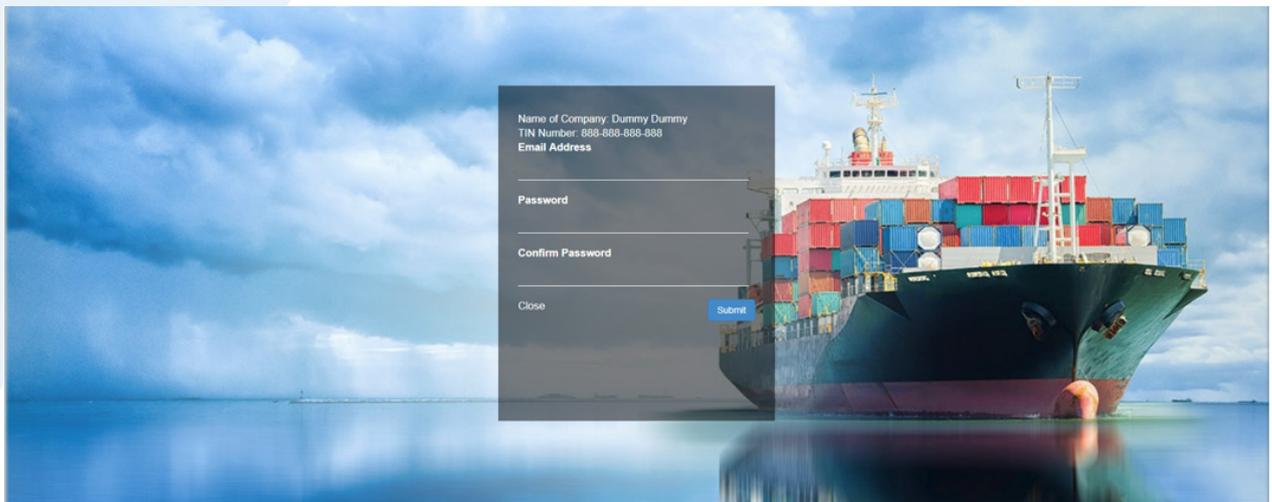
The screenshot shows the MARINA Register page for new companies. The page features the MARINA logo at the top center, with the word "Register" below it. The registration form includes the following fields: "Accre. of Shipping Companies" (a dropdown menu with "Choose" selected), "Name of Company", "Tin Number", "Address", "Province" (a dropdown menu with "Choose" selected), "Telephone", "Fax Number", "Email Address", "Password", and "Confirm Password". A blue "Submit" button is located at the bottom right of the form. At the bottom left, there are links for "Resend Activation Link", "Log in", and "Verify Accreditation". The background of the page is a large image of a cargo ship at sea under a blue sky with clouds.

- b. For Special Permits, Click the Special Permit Register link in Step 1, then you will be redirected to Special Permit Registration page: ([https://ossims.marina.gov.ph/SpecialPermit\\_Registration.php](https://ossims.marina.gov.ph/SpecialPermit_Registration.php)). Fill up all the necessary information needed. Proceed to Step 4.

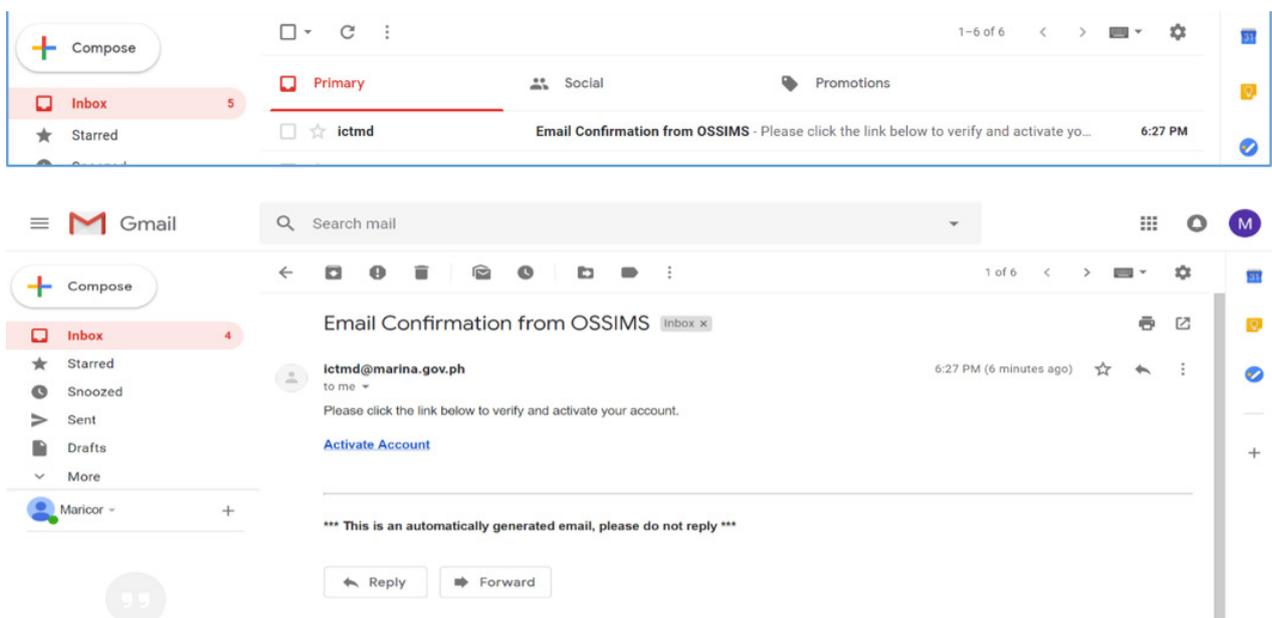


The screenshot shows the MARINA Register page for special permits. The page features the MARINA logo at the top center, with the word "Register" below it. The registration form includes the following fields: "Name of Company", "Tin Number", "Address", "Province" (a dropdown menu with "Choose" selected), "Telephone", "Fax Number", "Email Address", "Password", and "Confirm Password". A blue "Submit" button is located at the bottom right of the form. At the bottom left, there are links for "Resend Activation Link" and "Log In". The background of the page is a large image of a cargo ship at sea under a blue sky with clouds.

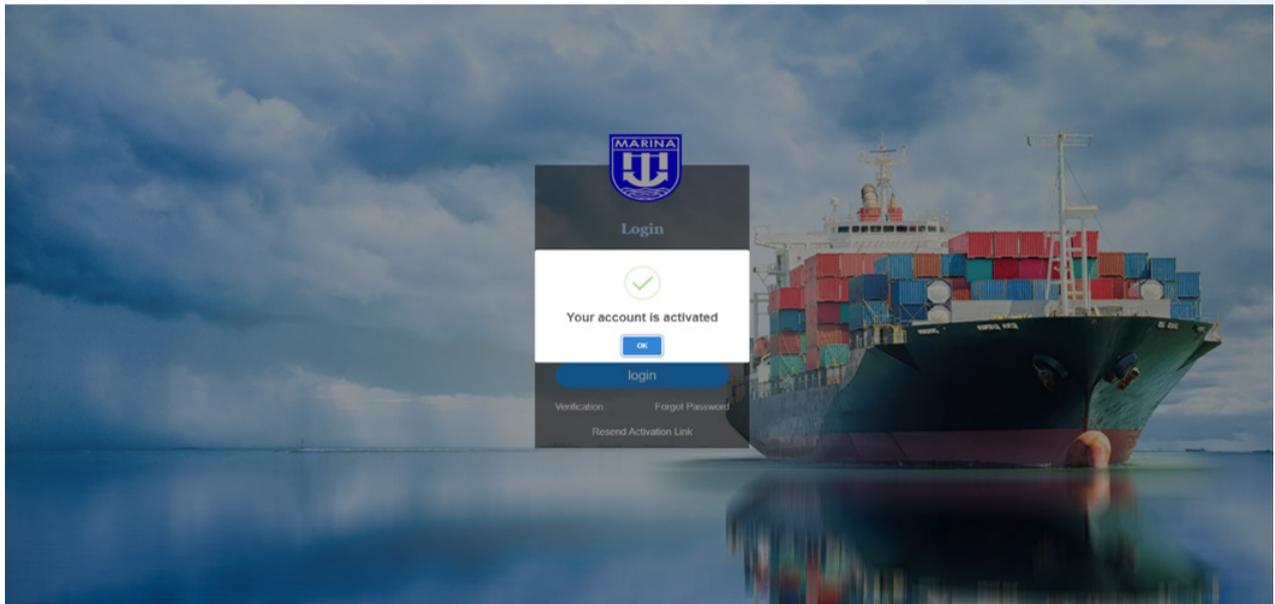
3. After verification in Step 2, you will be redirected to the Create Email address and Password page. Enter company's email address and password (password should be alphanumeric and minimum of 8 characters), then click submit button. Confirmation window will appear that you have successfully submitted your email.



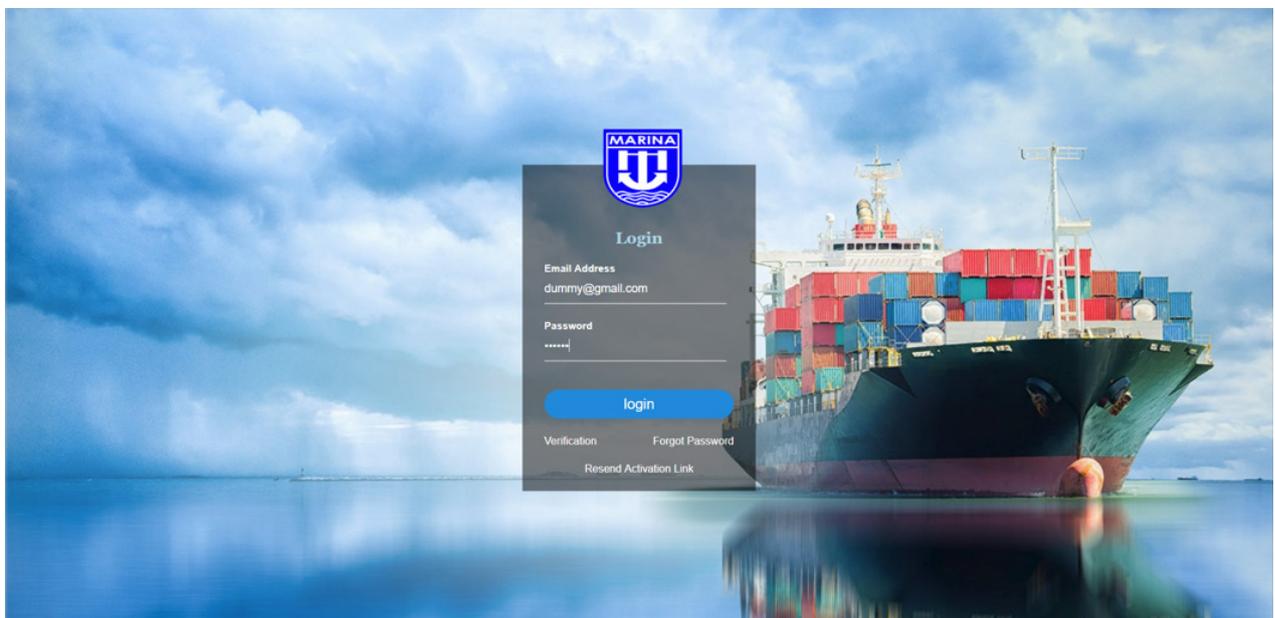
4. Check your email for the Email Confirmation from OSSIMS. Then click Activate Account.



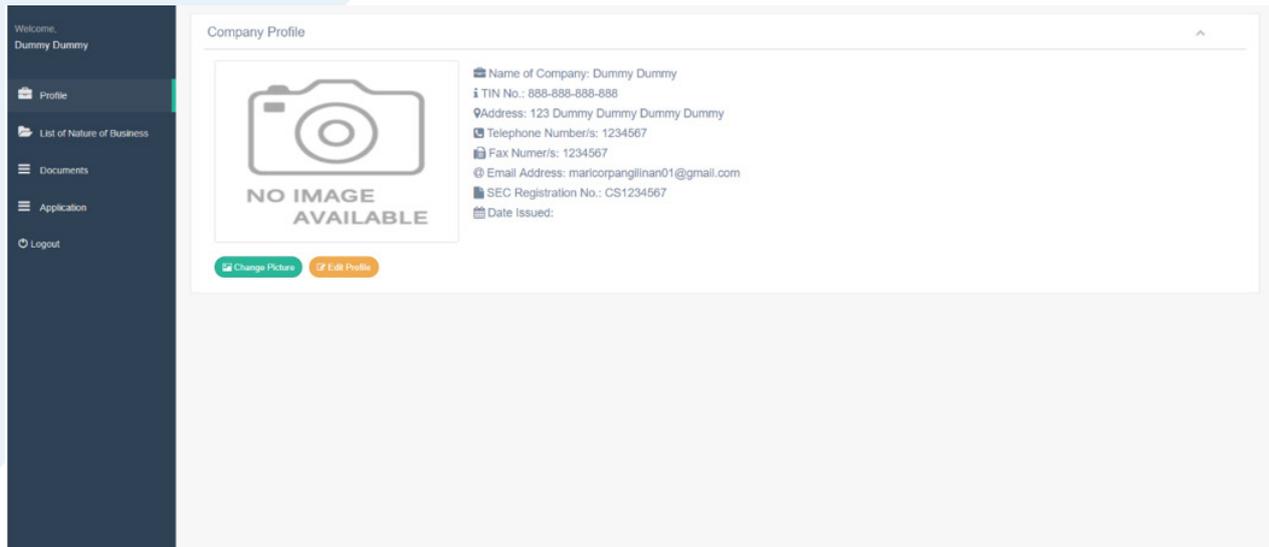
5. After you click the Activate Account link in Step 4, confirmation window will appear, then click OK and proceed to LOG IN page.



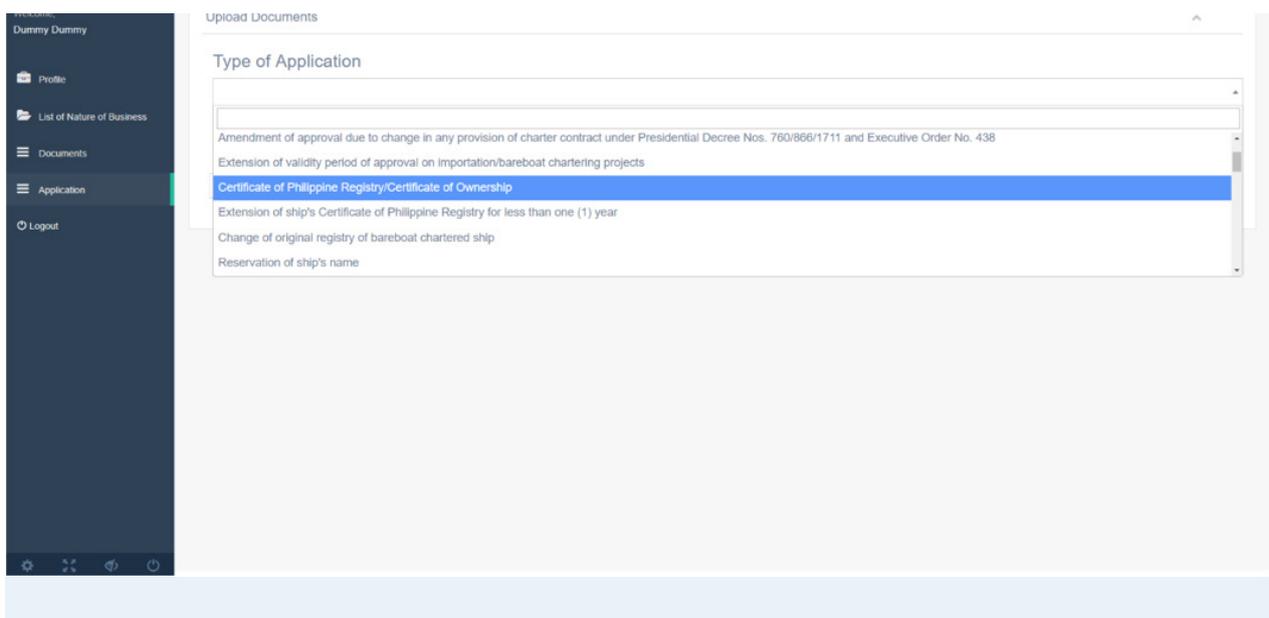
6. LOG IN the company's email address and password.



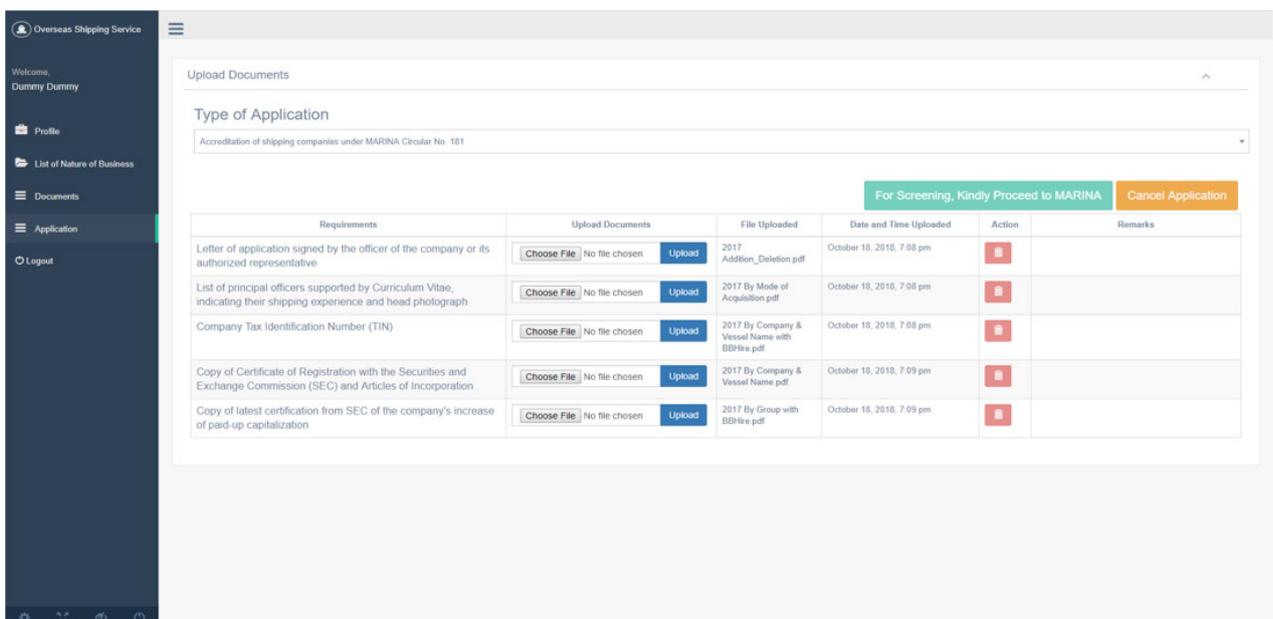
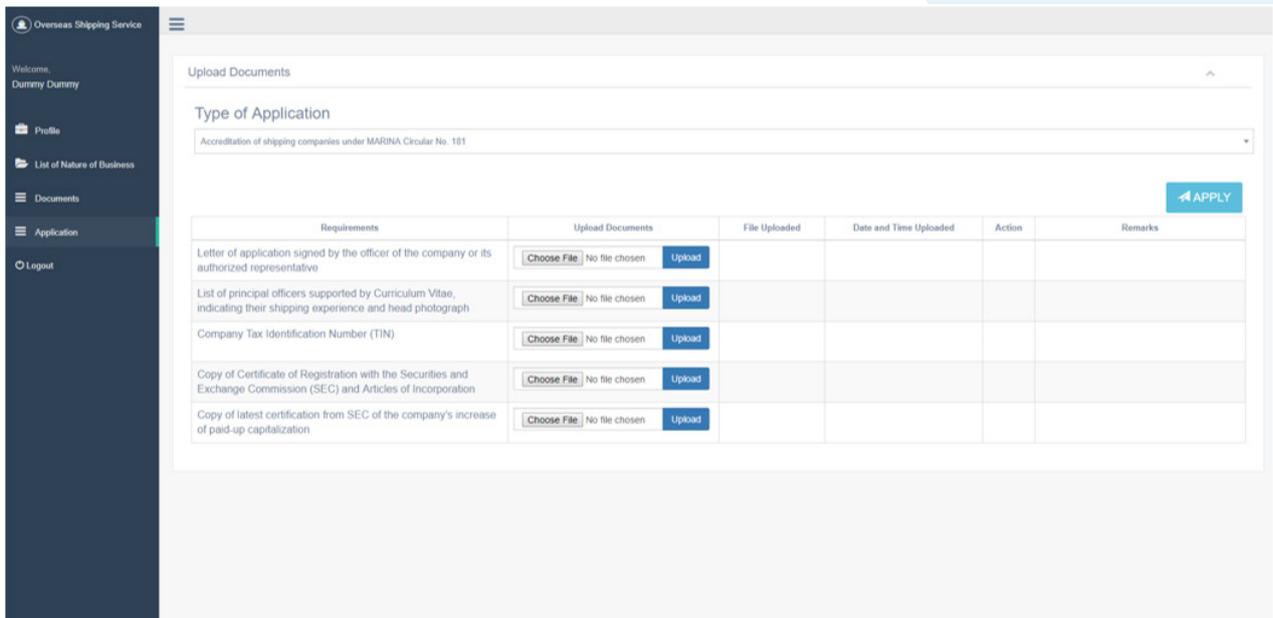
7. After successful log in, you will be redirected to the Company's Profile page.



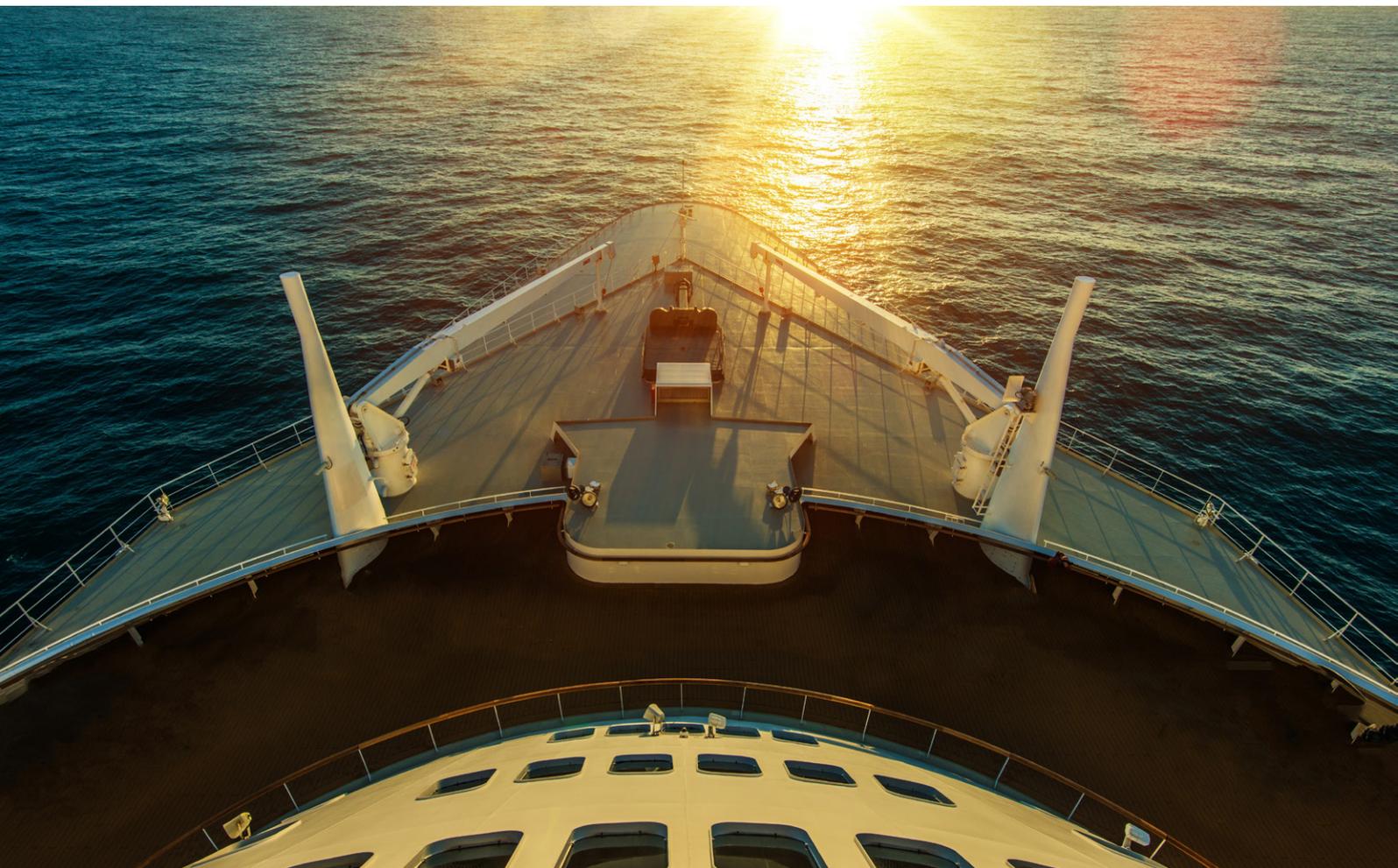
8. Click the Application tab, then select TYPE OF APPLICATION. The set of requirements of that application will be listed..



- Click the Choose File button then select the file that you will upload. Click the Upload button. Only PDF files with less than 2MB size per document can be uploaded. After all the requirements are uploaded, click the APPLY button.



10. Check for status. If all documents are complete, proceed to the OSS for final evaluation and issuance of Authority to Accept Payment (ATAP). The application will not be accepted if the documents are incomplete or not acceptable upon verification. Notice of deficiency will appear in the Remarks portion along with why the application is incomplete.
11. The OSS has the option to cancel the application if the submitted documents are not completed within two (2) months from activation of the account.
12. Upon payment of the applicable fees, the application will be accepted for final evaluation and issuance of the appropriate approval and/or certificates.
13. The submission of documents as post approval conditions shall apply.
14. The provisions of Republic Act (R.A.) 10173, otherwise known as the Data Privacy Act on protection of confidentiality, preserve the integrity and promote the availability of data for authorized use shall apply.



# International Commitments

## International Maritime Organization (IMO)



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 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 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);
- b. Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974, as Amended (SOLAS PROT 1978);
- c. Protocol of 1988 Relating to the International Convention on Load Lines, 1966 (Load Line Protocol 88);
- d. Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974, as Amended (SOLAS PROT 1988);
- 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 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. In fact, the Philippines was re-elected as member of the IMO Council under the said category during the 31st Session of the IMO Assembly at the IMO Headquarters in London on 29 November 2019.



## Introduction and Membership

### Philippines Re-elected to Council of IMO

The IMO Council Members under Category C are states that have special interest in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world. The Philippines has been an active council member under the said category since 1997.

The re-election to the Council, which is the Executive Organ of the IMO responsible for supervising the work of the Organization, provides the Philippines a continued opportunity to strongly participate in the drafting of rules and regulations that aim to promote a safe, green and sustainable global maritime industry. The Philippines has also been a cooperative member of the IMO since 1964 as it observes and enforces the rules on safety and security of shipping, and effectively implements procedures for the prevention of marine environmental pollution.



During the election, the Philippine delegation emphasized the indispensable role of the country in forwarding the vision, mission and goals of the IMO as it is the major provider of maritime workforce to the international fleet. Recognized as the world's seafarer of choice, Filipino seafarers who are deployed in internationally-flagged vessels are estimated to be at more than 440,000, composing almost 30% of the total seafaring population.

As the Philippines successfully secured again its position in the IMO Council, the Maritime Industry Authority (MARINA) Officer-In-Charge Administrator VAdm Narciso A Vingson Jr conveyed that the country will remain steadfast in its commitment to serving the global maritime industry and contributing to the work of the IMO, especially through the strengthening of maritime labor and increased representation at IMO meetings and programmes by the maritime attaché post.

"Our competitive stance in the seafaring industry is brought about by the deeply-rooted trust and confidence which foreign principals or ship owners share towards Filipino maritime professionals, as they are well-educated, well-trained and well-equipped to move the world through shipping. It is along these capacities and contributions that the Republic of the Philippines banners its membership in the IMO Council," VAdm Vingson said during the opening session of the IMO Assembly.

The Philippine delegation for the 31st Session of the IMO Assembly is headed by Ambassador to the United Kingdom Antonio M. Lagdameo and is composed of officials from the Department of Foreign Affairs, House Committee on Transportation, the MARINA and the Philippine Coast Guard.



## Supported Various IMO 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 of the 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 Philippine Maritime Attaché Post in London

Consistent with the policy of the government to promote, expand and modernize the Philippine merchant fleet, as well as ensure the competence and welfare of Filipino seafarers, Executive Order No. 612 was issued in 1980 creating Maritime Attaché Posts to serve in diplomatic missions or consular offices abroad. In support to this executive issuance, the then Department of Transportation and Communications (DOTC) issued Department Order No. 2015-015 to provide the rules and procedures for the assignment of officials and personnel from the MARINA and the PCG to the Philippines' Foreign Service Posts. The Department of Foreign Affairs (DFA) likewise supported this endeavor and housed the Maritime Attaché (MA) and the Technical Adviser on Maritime Affairs (TAMA) in the Philippine Embassy in London. The MA post in London supports the Permanent Representative (PermRep) of the Philippines to the IMO. This is concurrently held by no less than the Ambassador Extraordinary and Plenipotentiary of the Philippines to the United Kingdom of Great Britain and Northern Ireland, H.E. Antonio Manuel R. Lagdameo.

The MA in London (as the first posting) shows the importance given by the Philippines to its membership in the International Maritime Organization (IMO) since 1964 and as an IMO Council Member since 1997. Through the shared vision of increased Philippine participation and visibility in IMO meetings, the continued posting manifests the commitment in further enhancing the active, substantial and timely participation to different international initiatives.

To raise the consciousness on the important obligation of the Philippines as a responsible member of the IMO, the post is complemented by another mechanism created under Department Order No. 2016-002 by the then DOTC. By virtue of this DO, the Multi-Sectoral Advisory Group on

IMO Concerns (MAGIC) was created to serve as a permanent forum to bring together relevant agencies and institutions to articulate the country's position on numerous IMO thematic concerns.

This is important in view of the specialized nature of the agenda discussed in the IMO specially on important issues in seafaring and shipping by lending their support to the development of guidelines for fair treatment of seafarers, the provision to improve the quality of onboard training for seafarers, facilitation of seagoing service for candidates for certification, development of measures to improve domestic ferry safety, among other concerns. Furthermore, the MA post provides a direct link on the policy making adopted internationally and within the context of the reality of maritime safety and protection of the marine environment.

As principal implementors of the standards being adopted by the IMO to the reality obtaining in the Philippines, the PCG and MARINA have posted various Maritime Attachés and Technical Advisers in London, namely: RAdm Robert N Patrimonio PCG, Commo Eustacio Nimrod Enriquez PCG, RAdm Rolando Lizor N Punzalan Jr PCG and Mr. Arsenio F. Lingad II. Director Sonia B. Malaluan, and Capt Weniel A Azcuna PCG is currently holding the MA and TAMA post from 18 December 2018, for a term of three (3) years.

With the further support of the Department of Foreign Affairs (DFA), Department of Transportation (DOTr) and Department of Budget and Management (DBM), additional Maritime Attaché posts are being proposed in strategic parts of the world. This is consistent with the policy declaration on promotion, expansion and modernization of the Philippine merchant fleet, the promotion of the competitiveness of competent Filipino seafarers worldwide and the protection of their welfare.

## Multi-sectoral Advisory Group on IMO Concerns (MAGIC)

The Philippines, being a member of the International Maritime Organization (IMO) and a major supplier of seafarers in the global market, must reassure the international maritime community of the Philippines' adherence to the conventions, rules and regulations set by the IMO and other international regulatory bodies.

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 thematic maritime issues and concerns. It likewise substantiates the country's unwavering commitment to the goals of the IMO and the international maritime community.



### Composition of the MAGIC

#### The Standing Committee

<b>Chair</b>	:	Maritime Industry Authority (MARINA)
<b>Vice – Chair</b>	:	Philippine Coast Guard (PCG)
<b>Members</b>	:	Philippine Ports Authority (PPA) Cebu Ports Authority (CPA) Philippine Merchant Marine Academy (PMMA) Office for Transportation Security (OTS)
<b>Affiliated Members</b>	:	Representatives from relevant agencies as well private sector, organizations, associations, entities with an interest
<b>Secretariat</b>	:	The Overseas Shipping Service

### Among the functions of MAGIC are:

1. Identifies trends, developments and challenges in the shipping and maritime world that the Philippines is anticipated to face;
2. Identifies issues of concern to the Philippines and provide strategic directions based on emerging trends, developments and challenges;
3. Identifies areas where the Philippines can be a substantial partner with other States;
4. Identifies where the Philippines can present and share new knowledge that will benefit the global maritime industry;
5. Coordinates with the Department of Foreign Affairs (DFA) on the convening of a pre-delegation meeting of all attendees one (1) week before the IMO scheduled meeting which will also serve as a clearing house of all interventions prepared;
6. Convenes post delegation meetings to discuss the recommendation in order to identify and prioritize which areas need policy formulation; and,
7. Foster collaboration on all the Agenda of all the Committee and Sub-Committee meetings.

Since its adoption and establishment, several MAGIC meetings were conducted. Under the MAGIC mechanism, Committee and Sub-Committee Groups were likewise established and convened. This is for the purpose of drafting Philippine position and intervention as it may be determined and ensure its timely submission.

To further strengthen the MAGIC and Philippine participation in IMO meetings, the MAGIC Organizational Structure was established through the issuance of Administrative Order No. 03-19.

The MARINA, other government agencies and the private sector attend and participate in IMO meetings held at the IMO Headquarters, London and this was strengthened with the establishment of the MAGIC. Immersion through IMO meetings (including preparation for the meetings) not only raises the level of consciousness among attendees but also helps ensure that the contribution remains relevant in the context of the reality in the Philippines.





## Multi-sectoral Advisory Group on IMO Concerns (MAGIC) Orientation/Workshop

The Maritime Industry Authority (MARINA) conducted the Multi-Sectoral Advisory Group on IMO Concerns (MAGIC) Orientation/Workshop. The Orientation was held on 14 February 2018 at MIDAS Hotel in Pasay City.

Undersecretary for Maritime of the DOTr, Felipe A. Judan in his Opening Remarks emphasized that the Philippines, as a responsible member of the IMO, must be able to substantiate its unwavering commitment to the goals of IMO for safe, secure and efficient shipping on clean oceans. He also stressed that the Philippines, being a major supplier of seafarers, is concerned not only on the education and training of seafarers but also the contribution of the seafarers while onboard to be able to give confidence to shipping companies.

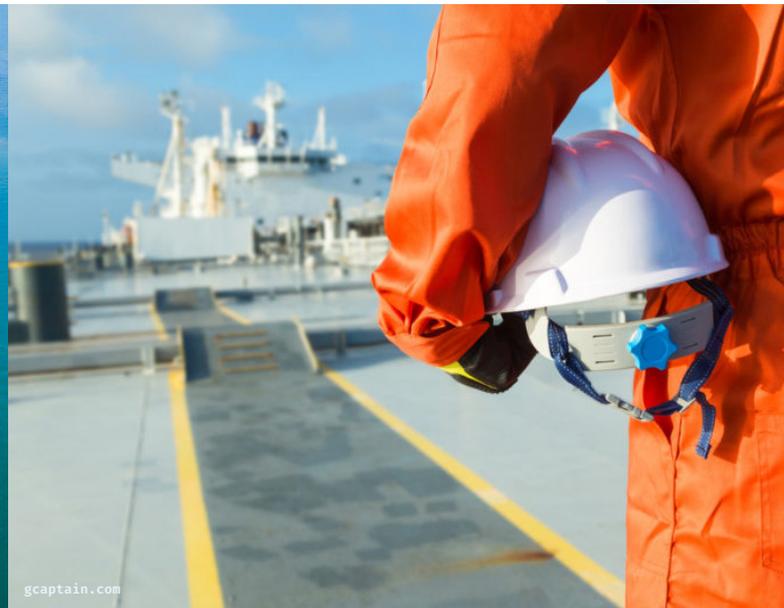
Atty. Josephine Marie Uranza, IMO Regional Presence in East Asia, presented an overview of the work, structure and creation of the IMO as well as its mission and regulatory framework.

Atty. Jean Ver P. Pia, PhD, Director, Overseas Shipping Service, MARINA, discussed the background of MAGIC, its composition as well as the MAGIC and Cluster meetings and Workshops conducted by the MARINA. She also presented the list of IMO meetings attended by the Philippines and the matrix of technical assistance requested by the Philippines to IMO. The efforts of the MARINA together with the DFA through the re-election of the Philippines to the IMO Council Category C were also discussed. She likewise provided updates on the efforts to ensure compliance with 2022 IMO Member States Audit Scheme (IMSAS) and the Succession Program of the Maritime Attaché Post in London. She also presented the Junior Professional Officer (JPO), Annual Accomplishment of the IMO Regional Presence in East Asia and the 70th Anniversary of the Adoption of the IMO Convention for the information of the attendees.

Capt Rolando Lazor N Punzalan (now Rear Admiral), PCG, Deputy Chief of Coast Guard Staff for Plans, Programs and International Affairs, PCG, provided a presentation on how to use and access the IMODOCS documents and shared his experience as a Technical Adviser for Maritime Affairs in London.

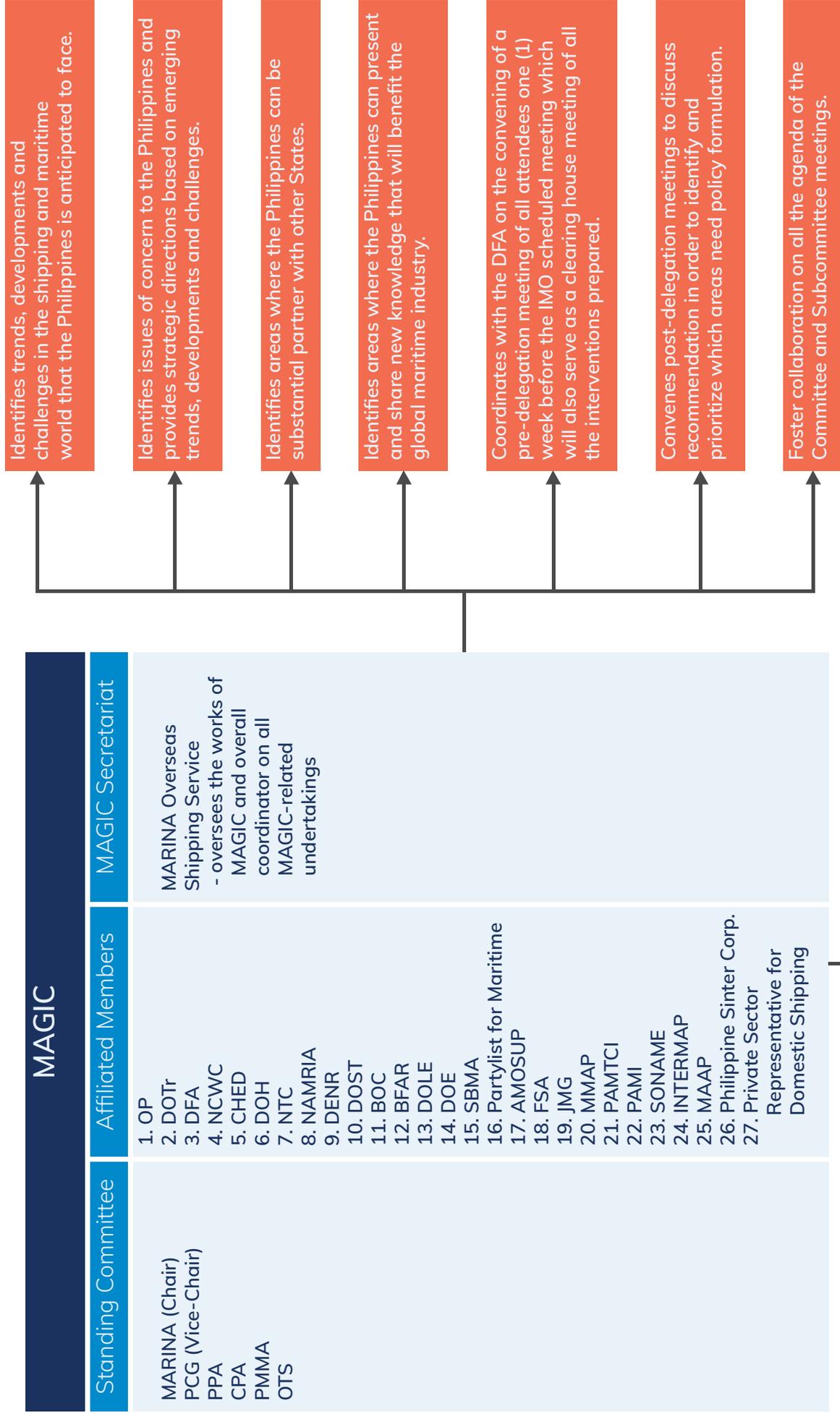
Dir. Rogelio E. Villanueva, Director, Maritime and Ocean Affairs Office, DFA, discussed the procedure on determining the possible attendees for each of the IMO meetings. He also provided administrative reminders for effective attendance in IMO Meetings.

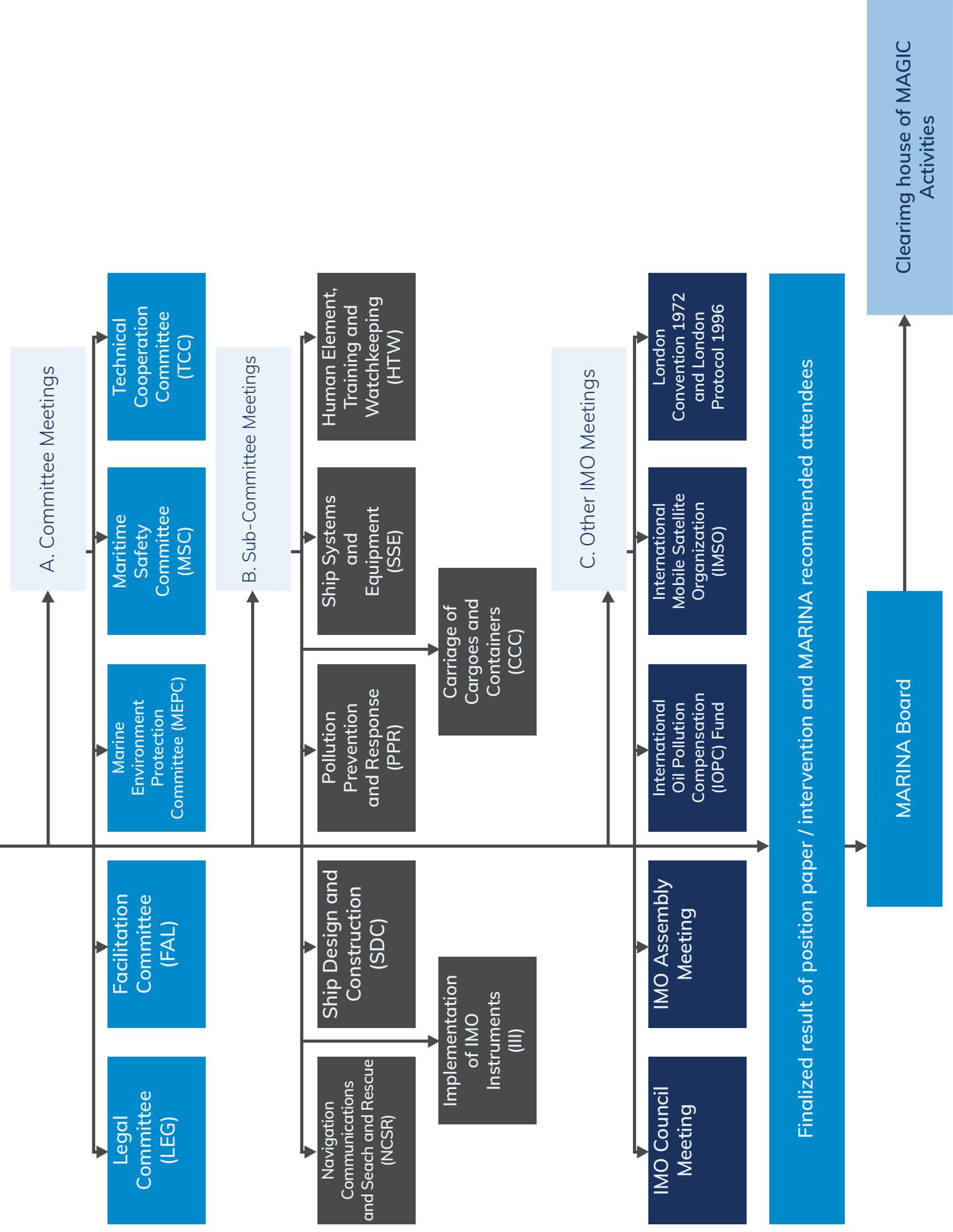
An innovative feature of video conferencing was used during the MAGIC Orientation with Ms. Blanca Piñero of the Documentation Section of the IMO. A video presentation on how to use the IMO Documents and IMO Web Account was shown and discussed.



# ORGANIZATIONAL STRUCTURE

## Multi-sectoral Advisory Group on IMO Concerns (MAGIC)





# Ratification and Accession to IMO Instruments

## 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 through the Department of Transportation (DOTr) Department Order No. 2015-016.

The Committee is responsible on the following:

- a. Develops and adopts a national work programme
- b. Formulates a National Maritime Policy and Strategy to support its implementation
- c. Identifies resource requirements and proposes institutional arrangements
- d. Organizes and implements information campaigns
- e. Organizes and presents a series of seminars or workshops
- f. Develops a monitoring mechanism to assess progress
- g. Proposes, for Government approval, primary and supporting legislations
- h. Facilitates capacity development initiatives
- i. Holds regular meetings

- j. Performs such actions as may be necessary

In addition to its ratification efforts, the ICCRIMC covers an array of international commitments including the Marine Environment Protection of the South East Asian Seas (MEPSEAS) and GloFouling Partnerships Project (GloFouling). The ICCRIMC serves as the National Task Force to ensure that the National Strategic Action Plans (NSAP) for both projects are carried out thereby promoting an integrated and sustainable maritime industry and guaranteed global competitiveness.



## Actions Undertaken

1. Drafted National Interest Analysis (NIA) for the following IMO Instruments:
  - Cape Town Agreement of 2012 on the Implementation of the Provisions of 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels (Cape Town Agreement);
  - International Convention on the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F);
  - The Hongkong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hongkong Convention);
  - International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 and Protocol of 2010 to the Convention (HNS); and
  - Nairobi International Convention on the Removal of Wrecks (Wreck Removal Convention);
2. Finalization of Executive Order on “Constituting the Interagency Coordinating Committee to Facilitate the Ratification and Implementation of IMO Conventions” (to include other Department and Agencies related in the ratification and implementation of IMO instruments).
3. Drafting of the progress monitoring chart on all ratification efforts, identification of focal agencies and their respective assigned priority maritime instruments are made and determined.
4. In anticipation of the enactment of House Bills 456 and 1286, the draft House Bill on International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004 (BWM) and International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS) has been converted to IRR of the aforementioned House Bill.
5. Drafting of IRR for International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS 2001); and International Convention for the Control and Management of Ships' Ballast Water and Sediments (Ballast Water Management Convention) 2004.
6. The draft Terms of Reference of the ICCRIMC TWG Correspondence Group on BWM and AFS Conventions has been discussed and the members have been identified.
7. The Lead Agencies/Focal points for the 27 unratified IMO instruments have been identified.
8. The composition of the ICCRIMC Coordinating Council and TWG has been identified and intends to eventually convening the ICCRIMC Coordinating Council.
9. The Marine Environment Protection for Southeast Asia Seas (MEPSEAS) Project has been discussed and considered by the TWG. National Strategic Action Plan and National Work Plan for BWM and AFS has been drafted and was adopted by the TWG and will be further improved by incorporating the Compliance, Monitoring and Enforcement Mechanism.

10. Under the MEPSEAS Project, the ICCRIMC likewise pushes forward the creation of a MARINA Training Institute and the proposed construction of a 2-storey dormitory building which aim to house the processing of seafarers-related applications, ship documentations and a training center.
11. The Inter-Agency Coordinating Committee thru the UP- Marine Science Institute, has become an avenue for the realization of the Ballast Water Management Workshop Convention Seminar-Workshop and conduct of Port Biological Baseline Survey to capacitate agencies and stakeholders to further strengthen their roles and participation in implementing and adopting the ballast water management in the country.
12. Drafting of the Joint Memorandum Circular on GloFouling which identifies agencies and stakeholder which hold significant roles in ensuring that the commitments under the GloFouling are implemented to address the transfer of aquatic invasive species through ships' biofouling.
13. Demonstration sites such as in-water cleaning and biofouling inspection and cleaning methodologies in shipyards and drydocks are identified.
14. Capacity Building Program such as the Global Maritime Security Integrated Technical Cooperation Programme (ITCP) Security Needs Assessment which will aid the maritime administration to identify prevailing gaps in legislation, national organization, and physical security and operational aspects in order to enhance maritime security, was conducted on 24-28 February 2020.



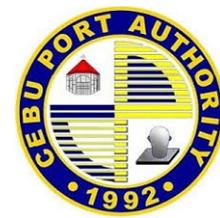
## Composition of Participants

The government agencies actively involved in the meetings are as follows:

1. Office of the Assistant Secretary for Maritime, DOTr;
2. Maritime and Ocean Affairs, Department of Foreign Affairs (DFA);
3. MARINA;
4. Philippine Coast Guard (PCG);
5. Philippine Ports Authority (PPA);
6. Cebu Port Authority (CPA);
7. Subic Bay Metropolitan Authority (SBMA);
8. Bureau of Fisheries and Aquatic Resource, Department of Agriculture (BFAR-DA);
9. Biodiversity Management Bureau, Department of Environment and Natural Resources (BMB-DENR);
10. Environmental Management Bureau, DENR (EMB-DENR);
11. University of the Philippines – Marine Science Institute (UP-MSI);
12. UP – Institute of Environmental Science and Meteorology (UP-IESM); and
13. Other agencies, stakeholders and/or experts deemed relevant and necessary.



PHILIPPINE  
PORTS  
AUTHORITY



# ICCRIMC PROGRESS CHART

As of 05 August 2020

Key Element/Activities	Timeline	OPR	Status
I. Marine Environment Protection of The South East Asian Seas (MEPSEAS) Project			
• National Strategic Action Plan			
1. Preparatory Phase			
1.1 Institutional Arrangements	2018-2019	DOTr, MARINA, ICCRIMC TWG	
• Draft Executive Order for ICCRIMC		OP	
1.2 National Legislation (IRR)	Q1-Q4 2020	MARINA, ICCRIMC	
2. Implementation Phase			
2.1. Stakeholders Consultation, Awareness and involvement	2019-2021	MARINA, PCG, BMB, BFAR, WIMA	
2.2. Capacity Development			
• Maritime Training Institute	2020	MARINA	
• IMO Training of Trainers	28-30 May 2019	PCG, MARINA	
• Training for Port State Control Officers on BWM	19 Aug and 13 Sep 2019	PCG, MARINA	
• National Training on LPIR for BWM and AFS	7-10 Oct 2019	MARINA	
• National Training for PSC Officers/ FS Officers on BWM	Q2 2020	PCG, MARINA	
• Training of Trainers for BWM	Q3 2020	MARINA	
• Marine Technology Conference	2021	DOST-PCIEERD, UP-IESM, UP-MSI	
• MTCC Training in Shanghai	2019-2022	MARINA, PPA, PCG, DENR-BMB, UP-MSI, UP-IESM, DENR-EMB, DOST	
2.3. Research Technology and Infrastructure Development	2019-2020	MARINA, PPA, PCG, DENR-BMB, UP-MSI, UP-IESM, DENR-EMB, DOST-PCIEERD, DENR-ERDB, DA-BFAR	
2.4. Information and Research Sharing	2021	MARINA, BMB	
2.5. Compliance Monitoring and Enforcement Mechanisms	2020	MARINA, PCG, PPA, DENR, DOH,	
2.6. Sustainable Financing Schemes	2018-2022	MARINA	

Legend:



Completed



in Progress



Did not commence yet

Key Element/Activities	Timeline	OPR	Status
II. GloFouling Project			
1. National Task Force	2019	ICCRIMC	Did not commence yet
2. National Strategic Action Plan			
2.1. Preparatory Phase	2018	MARINA	Did not commence yet
2.1.1. Legal, Policy and Institutional Review			Completed
2.1.2. Setting up NTF			
• Draft Joint Memorandum Circular; OR	2019-2020	MARINA	in Progress
• ICCRIMC as NTF per DOTC 2015-016			Completed
• Workshop/Meeting to present the GloFouling Partnerships Project and discuss the composition of the National Task Force (NTF) and the National Work Plan	Sep 2019	ICCRIMC, MARINA	Completed
• Draft National Biofouling Management Strategy and Action Plan	2019-2020	NTF	in Progress
• National Status Assess Report	2021-2022	National Consultant	Did not commence yet
• National Economic Assessment Report	2021-2022	National Consultant	Did not commence yet
• National Cross-sectoral outreach strategy	2021-2022	NTF	Did not commence yet
2.1.3. National Legislation	2022	NTF	Did not commence yet
2.2. Implementation Phase			
2.2.1. National Awareness Raising Workshop	2021	MARINA, NTF	Did not commence yet
2.2.2. Capacity Development			
• IMO GloFouling Research and Development (R&D) Forums	2019-2021	MARINA	in Progress
• Participate in National Training on:	2020-2022	MARINA, NTF	Did not commence yet
a. the transfer of IAS through biofouling and biofouling management for shipping and non-shipping pathways (general course)			Did not commence yet
b. Inspection methodologies			
c. Biofouling management plans and record book			
d. In-water cleaning			
e. Dry dock operations and application of AF paints			
• Implement/ Identify demonstration site	2020-2022	MARINA, NTF	Did not commence yet
• Global Project Task Force (GPTF) Meetings	2019-2021	MARINA, NTF	in Progress
2.2.3. Information and Research Sharing	2022	MARINA, NTF	Did not commence yet
2.2.4. Compliance Monitoring and Enforcement Mechanisms			Did not commence yet
2.2.5. Sustainable Financing Schemes	2018-2022	MARINA	in Progress

Legend:



Completed



in Progress



Did not commence yet

Key Element/Activities	Timeline	OPR	Status
III. Ratification Efforts			
1. IMO Conventions Identified as Priority for Ratification			
1.1. Cape Town Agreement of 2012 on the Implementation of the Provisions of 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels (Cape Town Agreement 2012)		MARINA-MSS	
1.2. International Convention on the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F Convention 95)		MARINA-STCWO	
1.3. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HONG KONG Convention)		MARINA-SRS	
1.4. International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 and Protocol of 2010 to the Convention (HNS PROT 2010)		MARINA-LS	
1.5. Convention on Facilitation of International Maritime Traffic (FAL)		PPA	
1.6. Nairobi International Convention on the Removal of Wrecks (NAIROBI WRC 2007)		PCG	
1.7. SALVAGE Convention 89		PCG	
1.8. SAR Convention 79		PCG	
1.9. BUNKERS Convention 01		PCG	
1.10. OPRC/HNS 2000		PCG	
1.11. SUA Convention 2005		PCG	
1.12. SUA Protocol 2005		PCG	
1.13. INTERVENTION Convention 69		PCG	
1.14. INTERVENTION Protocol 73		PCG	
1.15. FUND Protocol 76		MARINA, PCG	
1.16. FUND Protocol 2003		MARINA, PCG	
1.17. LLMC Convention 76		MARINA, PCG	
1.18. LLMC Protocol 96		MARINA, PCG	

## Legend:



Completed



in Progress



Did not commence yet

Key Element/Activities	Timeline	OPR	Status
III. Ratification Efforts			
2. Other IMO Conventions Identified Low Priority for Ratification			
2.1.	PAL Convention 74	MARINA, PPA, CPA	
2.2.	PAL Protocol 76	MARINA, PPA, CPA	
2.3.	PAL Protocol 90	MARINA, PPA, CPA	
2.4.	PAL Protocol 02	MARINA, PPA, CPA	
2.5.	IMSO Amendments 2006	NTC, DICT	
2.6.	IMSO Amendments 2008	NTC, DICT	
2.7.	CSC Convention 72	MARINA, PPA, CPA	
2.8.	CSC Amendments 93	MARINA, PPA, CPA	
2.9.	Space STP Protocol 73	MARINA, PCG	
2.10.	NUCLEAR Convention 71	MARINA, PNRI, DENR-EMB	
2.11.	SFV Protocol 93	MARINA, BFAR	
2.12.	SOLAS Agreement 96	MARINA-MSS	
2.13.	CLC Convention 69	MARINA, PCG, DOE, DENR- EMB/ BMB	
2.14.	CLC Protocol 76	MARINA, PCG, DOE, DENR- EMB/ BMB	

TARGET YEAR	CONVENTIONS	LEAD AGENCY	RATIFICATION/ACCESSION OF THE IMO INSTRUMENT																													
			Consideration of International Maritime Convention for ratification				Creation of a Technical Working Group (TWG)				National Interest Analysis				Consultation with concerned agencies/stakeholders				Recommendation for ratification/accession				Finalization of Ratification Package				Certificate of Concurrence				Req ratific sup docum	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
2022	1) Cape Town Agreement of 2012 on the Implementation of the Provisions of 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels (Cape Town Agreement 2012)	Maritime Industry Authority (MARINA)	Priority (M55)	For reconstitution, 2020				2020				2021	2020			June 2021	June 2021			June 2021			June - December 2021									
2022	2) International Convention on the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F Convention 95)		Priority (STCWO)	For reconstitution, 2020				October 2020				4Q 2020 - 2Q 2021				July 2021	August 2021			August - December 2021												
2022	3) The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HONG KONG Convention)		Priority (SRS)									2020			2020	2021			2021					2021								
2021	4) International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 and Protocol of 2010 to the Convention (HNS PROT 2010)		Priority (LS)																2020													
	5) Convention on Facilitation of International Maritime Traffic, 1965, as amended	Philippine Ports Authority (PPA)	Priority																													
	6) Nairobi International Convention on the Removal of Wrecks (NAIROBI WRC 2007)	Philippine Coast Guard (PCG)	Priority (CG8)																													
	7) SALVAGE Convention 89 (International Convention on Salvage)		Priority (CG8)																													
	8) Search and Rescue (SAR) Convention		Priority (CG2)																													
2021	9) BUNKERS Convention 01		Priority (CG9)	2020				2020				2020			2020			2020				2020	January 2021									
	10) OPRC/HNS 2000		Priority (CG9)																													
	11) SUA CONVENTION 2005 (Suppression of Unlawful Acts against the Safety of Navigation)		Priority (CG14)																													
	12) SUA Protocol 2005		Priority (CG14)																													
	13) INTERVENTION Convention 69 (Intervention in the High Seas)		Priority (CG14)																													
	14) INTERVENTION Protocol 73		Priority (CG14)																													
	15) FUND Protocol 76		MARINA, PCG	Priority																												
	16) FUND Protocol 2003	MARINA, PCG	Priority																													
	17) LLMC Convention 76	MARINA, PCG	Priority																													
	18) LLMC Protocol 96	MARINA, PCG	Priority																													
	19) PAL Convention 74	MARINA, PPA, CPA	Secondary Priority																													
	20) PAL Protocol 76	MARINA, PPA, CPA	Secondary Priority																													
	21) PAL Protocol 90	MARINA, PPA, CPA	Secondary Priority																													
	22) PAL Protocol 02	MARINA, PPA, CPA	Secondary Priority																													
	23) IMSO Amendments 2006	NTC, DICT																														
	24) IMSO Amendments 2008	NTC, DICT																														
	25) CSC Convention 72	MARINA, PPA, CPA	Low Priority																													
	26) CSC Amendments 93	MARINA, PPA, CPA	Low Priority																													
	27) Space Special Trade Passenger Agreement (STP) Protocol 73	MARINA	Low Priority																													
	28) NUCLEAR Convention 71	MARINA, PNRI, DENR-EMB	Low Priority																													
	29) SFV Protocol 93	MARINA, BFAR	Incorporated in CTA																													
	30) SOLAS Agreement 96	MARINA	Not Applicable to PHL																													
	31) CLC Convention 69	MARINA, PCG, DOE, DENR- EMB/BMB	Deemed unnecessary with the PHL ratification of CLC Protocol of 1992																													
	32) CLC Protocol 76	MARINA, PCG, DOE, DENR- EMB/BMB	Deemed unnecessary with the PHL ratification of CLC Protocol of 1992																													





## GLOMEEP

Aiming to increase uptake and strengthen the implementation of energy efficiency measures for shipping, the MARINA actively participated and facilitated the execution of the Global Maritime Energy Efficiency Partnerships Project or GloMEEP.

Through the Department of Transportation and Communications' (DOTC) Department Order No. 2015-010, series of 2015, the Philippines was confirmed as the Lead Pilot Country in the Global Environment Facility (GEF) - United Nations Development Programme (UNDP) - International Maritime Organization (IMO) project on transforming the Global Maritime Transport Industry towards a low carbon future through improved energy efficiency.

The GEF-UNDP-IMO Project team was also created wherein the MARINA was named as the National Focal Point and the Administrator as the National Coordinator of the Project. The members of the team composed of the Planning Service of DOTC, Marine Environmental Protection Command (MEPCOM) of the Philippine Coast Guard (PCG), and the Port Operations and Services Department of the Philippine Ports Authority (PPA).

As the National Focal Point, the MARINA, in collaboration with the International Maritime Organization (IMO), organized a three-day Workshop on the "Prevention and Control of Shipping and Port Emissions" held on 15 to 17 May 2018 at the Midas Hotel, Roxas Boulevard, Pasay City.

The said Workshop aimed to further assist the maritime administrations, port authorities and their personnel in understanding sources of emissions in ports, and potential solutions and strategies to address these emissions. It was also intended to train participants in the use of two new guides which were developed under the GloMEEP Project in collaboration with the International Associations of Ports and Harbours (IAPH), namely: Guide for a Port Emission Status Assessment, and Guide for the Development of a Port Emission Reduction Strategy.

Moreover, it was likewise presumed that with the accession of the Philippines to the Protocol of 1997 Amending the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL Annex VI), the next step is to effectively enforce and implement the Protocol through transposing it into a national law. Efforts were made by the Philippine maritime administration as it proposed House Bill 49 dated 30 June 2016 entitled “An Act to Prevent and Control Pollution from Ships, Provide Penalties Therefor and for Other Purposes” and House Bill 1843 dated 21 July 2016 entitled “An Act Preventing and Controlling Pollution from Ships and Providing Penalties Therefor”.

Further, it was recommended to push forward and fast track the pending House Bill entitled “An Act Providing for a Maritime Code the Full and Effective Implementation and Enforcement of International Maritime Instruments of which the Philippines is a State-Party”.

GloMEEP, a three-year project, was launched at Singapore during the IMO-Singapore Future-Ready Shipping 2015 Conference on September 28, 2015. It is focused on building capacity to implement technical and operational measures in developing countries where shipping is increasingly concentrated. The project was also created for the successful implementation of Annex VI (Air Pollution) of the International Convention for the Prevention of Pollution from Ships (MARPOL) 1973, as modified by Protocol of 1978. GloMEEP aspires for the creation of a strong partnership and coordinated actions among 10 developing countries and, at each country level, systematically pursue legal, policy, and institutional reforms; awareness-raising and capacity building activities; and establishment of public-private partnerships to encourage technology transfer.

The 10 Lead Pilot Countries (LPCs) are Argentina, China, Georgia, India, Jamaica, Malaysia, Morocco, Panama, South Africa, and Philippines.

As the GloMEEP project ended on December 2018, the MARINA awaits for further instructions from the IMO.



## GLOFOULING

With the different available modes of transportation in the country, shipping has always been the most efficient mode often used in the carriage of goods and transport of people. However, shipping has its advantages and disadvantages.

The marine environment is vulnerable to the harmful effects of the maritime industry. Factors affecting marine environment include greenhouse gas emissions, climate change and aquatic invasive species.

As one of its benefits, shipping produces employment making the country as one of the top producers of seafarers and the 5th largest shipbuilding in the world. However, the said developments may complement with disadvantages such as the transfer of harmful aquatic organisms from one place to another which is an important issue to be addressed through the GloFouling Project.

As the country's maritime administration vis-à-vis the international community, the Maritime Industry Authority (MARINA) takes the lead in protecting the marine environment from the negative effects of invasive species as it was determined as the National Lead Agency (NLA) on the GloFouling Partnerships project as the Philippines became the Lead Partnering Country in the Global Environment Facility (GEF) – United Nations Development Programme (UNDP) – International Maritime Organization (IMO) project on “Building Partnerships to Assist Developing Countries Minimize the Impacts from Aquatic Biofouling.”

The MARINA Administrator and Overseas Shipping Service Director (OSS) are the National Focal Point (NFP) and alternate National Focal Point respectively, while the said agency is the National Project Coordinator (NPC).

As NFP, NLA and NPC in the GloFouling project, they are expected to: a.) Develop the National Workplan for the implementation of GloFouling nationally assigned activities; b.) Provide free access to information required for the implementation of the project tasks; c.) Authorize, facilitate and assist, subject to adequate prior notification and formal clearance, site visits by technical experts to support the implementation of the project tasks; d.) Provide financial, logistical and other support to the activities of the programme; and e.) Communicate the relevant developed reports and activities at regional level in an effort to find synergies, opportunities for regional cooperation and harmonization of national strategies and regulatory framework.

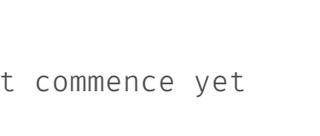
A National Task Force (NTF) was also formulated for the effective implementation of GloFouling-related activities at the country level. It was composed of the MARINA, Department of Transportation (DOTr), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Department of Environment and Natural Resource (DENR), ship owning/operation industry, shipbuilding/repair industry, U.P. Marine Science Institute, Department of Science and Technology (DOST), organizations that deal with aquatic biofouling, and other agencies to be determined by the NLA.

The GloFouling project focuses 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.

# GLOFOULING PARTNERSHIPS PROJECT

## (2018-2022)

As of June 2020

Key Element/Activities	Timeline	OPR	Status
1. Legal, Policy and Institutional Review  National Focal Point and National Project Coordinator in place	2018	MARINA	
2. Set up a National Task Force –  Plan A  Draft Joint Memorandum Circular (JMC) for the constitution of the National Steering Group and Task Force for the Implementation of the Project;  - Plan B  ICCRIMC as NTF per DOTC Department Order No. 2015-016 and subsequently institutionalized in draft Executive Order	2018-2020	MARINA	 
Conduct Workshop/Meeting to present the GloFouling Partnerships Project and discuss the composition of the National Task Force (NTF) and the National Work Plan	12-13 September 2019	ICCRIMC, MARINA	
- National Workshop and Task Force Meeting for the Lead Partnering Countries of the Project	2019-2020	NTF	
a. Draft National Biofouling Management Strategy and Action Plan (including theme and venue for demonstrations site)	2021-2022	National Consultant	
b. National Status Assessment Report published and endorsed by NTF	2021-2022	National Consultant	
c. National Economic Assessment Report published and endorsed by NTF	2021-2022	NTF	
d. National Cross-sectoral outreach strategy developed and endorsed by NTF			

Legend:



Completed



in Progress



Did not commence yet

# GLOFOULING PARTNERSHIPS PROJECT

## (2018-2022)

As of June 2020

Key Element/Activities	Timeline	OPR	Status
3. National Legislation  National legal assessment, leading to appropriate and sustainable national biofouling management measures	2022	NTF	Did not commence yet
4. National Awareness Raising Workshop on Biofouling Management  Conduct of National Awareness Raising Workshops on Biofouling Management	2021	MARINA, NTF	Did not commence yet
Conduct a National cross-sectoral outreach plan	2021	MARINA, NTF	Did not commence yet
5. Capacity Development  Participate in the IMO-GloFouling Research and Development (R&D) Forums	30 September – 04 October 2019	MARINA	Completed
	2021		Did not commence yet
a. Participate in National Training on:	2020-2022	MARINA, NTF	Did not commence yet
1) the transfer of IAS through biofouling and biofouling management for shipping and non-shipping pathways (general course)			Did not commence yet
2) Inspection methodologies			Did not commence yet
3) Biofouling management plans and record book			Did not commence yet
4) In-water cleaning			Did not commence yet
5) Dry dock operations and application of AF paints			Did not commence yet
b. Implement/ Identify demonstration site	2020-2022	MARINA, NTF	in Progress
c. Participate in Global Project Task Force (GPTF) Meetings to monitor the project	18-20 March 2019	MARINA, NTF	Completed
	2021		Did not commence yet

Legend:



Completed



in Progress



Did not commence yet

# GLOFOULING PARTNERSHIPS PROJECT

## (2018-2022)

As of June 2020

Key Element/Activities	Timeline	OPR	Status
<p><b>6. Information and Resource Sharing</b></p> <p>Develop national website for dissemination of information and awareness raising</p>	2022	MARINA, NTF	
<p><b>7. Compliance Monitoring and Enforcement Mechanisms</b></p> <p><b>a. Implement demonstration site</b></p> <p><i>Option 1: Demonstration site on in-water cleaning. Site visits to witness the demonstration of existing and novel in-water cleaning technologies, as well as projects to showcase the operation of in-water cleaning technologies used in commercial applications. Demonstration Projects may encompass both shipping and non-shipping in-water cleaning and biofouling management tools.</i></p> <p><i>Option 2: Demonstration site on in-water biofouling inspection tools and procedures for recreational craft. Application of in-water biofouling inspection tools such as ROVs, hand-held cameras, divers and molecular approaches. Such demonstration projects are likely to be most feasible by focusing on trials in recreational marinas where a wide range of vessels with differing biofouling statuses should be available. Projects should focus on practical tools for use by national authorities to assess risk.</i></p> <p><i>Option 3: Demonstration site to showcase biofouling inspection and cleaning methodologies in shipyards and dry docks. Site visits to shipyards and dry-docks to introduce participants to the reality and scale of biofouling and to showcase the diversity and complexity of the issue. Visits should be timed to encompass the inspection of vessels immediately after drying to examine biofouling communities as well as ensuring that cleaned vessels are available to demonstrate the complexity of niche areas on vessels</i></p> <p><i>Option 4: Demonstration site to showcase biofouling management in high value marine ecosystems (such as Marine Protected Areas - MPAs). Theoretical and/or practical exercises to examine current approaches to managing biofouling on vessels visiting high value areas with a view to developing appropriate measures that can be applied in LPCs.</i></p>			
<p><b>8. Sustainable Financing Mechanisms</b></p> <p>Seek and secure support from IMO and the GloFouling Project</p>	2018-2022	MARINA	

Legend:



Completed



in Progress



Did not commence yet



## MARINA Hosts Workshop, Meeting on GloFouling Partnerships Project

To raise awareness on the negative effects of invasive species to the marine environment, the Philippines, through the Maritime Industry Authority (MARINA), hosted the National Workshop and Task Force Meeting on GloFouling Partnerships Project on 12 to 13 September 2019.

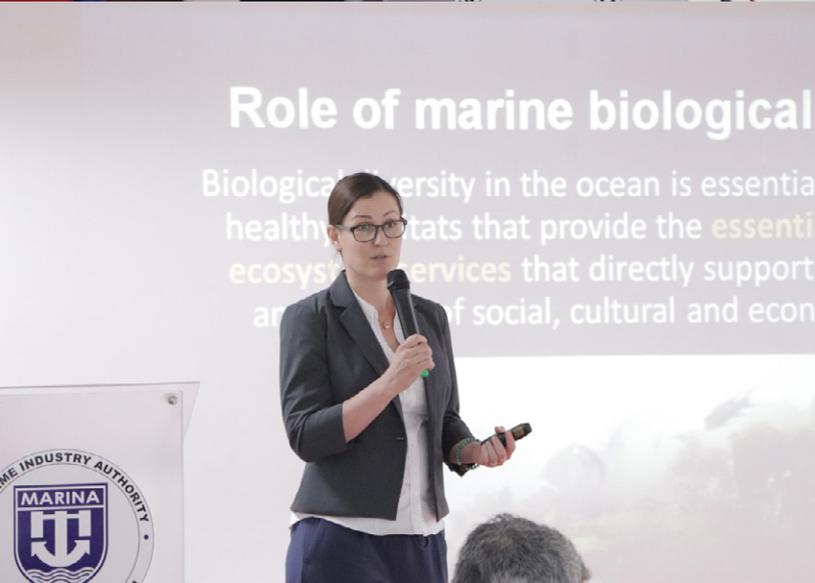
The said activity was intended to present an overview of the GloFouling Partnerships Project and to bring together the national stakeholders who will be part of the National Task Force and to discuss the National Work Plan.

During the activity, Mr. John Alonso of the IMO GloFouling Project Coordination Unit spearheads the discussion regarding the project's structure and partners, role of Lead Partnering Countries such as the Philippines, international regulatory status on biofouling, key elements for the development of a national strategy, introduction and review of legal policy, and capacity building activities at a national level.

Likewise, Assistant Director Sonia Gorgula of the Australia's Department of Agriculture and Water Resources discusses about invasive species and their impacts, biofouling, and development of a national policy on biofouling management and marine biosafety.

Regional expert and Executive Director of the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) and the country's Project Coordinator, on the other hand, report about the regional and national status of the GloFouling Partnerships Project.

Aside from representatives from the IMO, Australia's Department of Agriculture and Water Resources, and PEMSEA, the National Workshop and Task Force Meeting were attended by representatives from the Department of Foreign Affairs (DFA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), MARINA, Bureau of Fisheries and Aquatic Resources (BFAR), Subic Bay Metropolitan Authority (SBMA), Cebu Port Authority (CPA), University of the Philippines – Institute of Environmental Science and Meteorology (UP-IESM), and UP – Marine Science Institute (UP-MSI).





## MEPSEAS

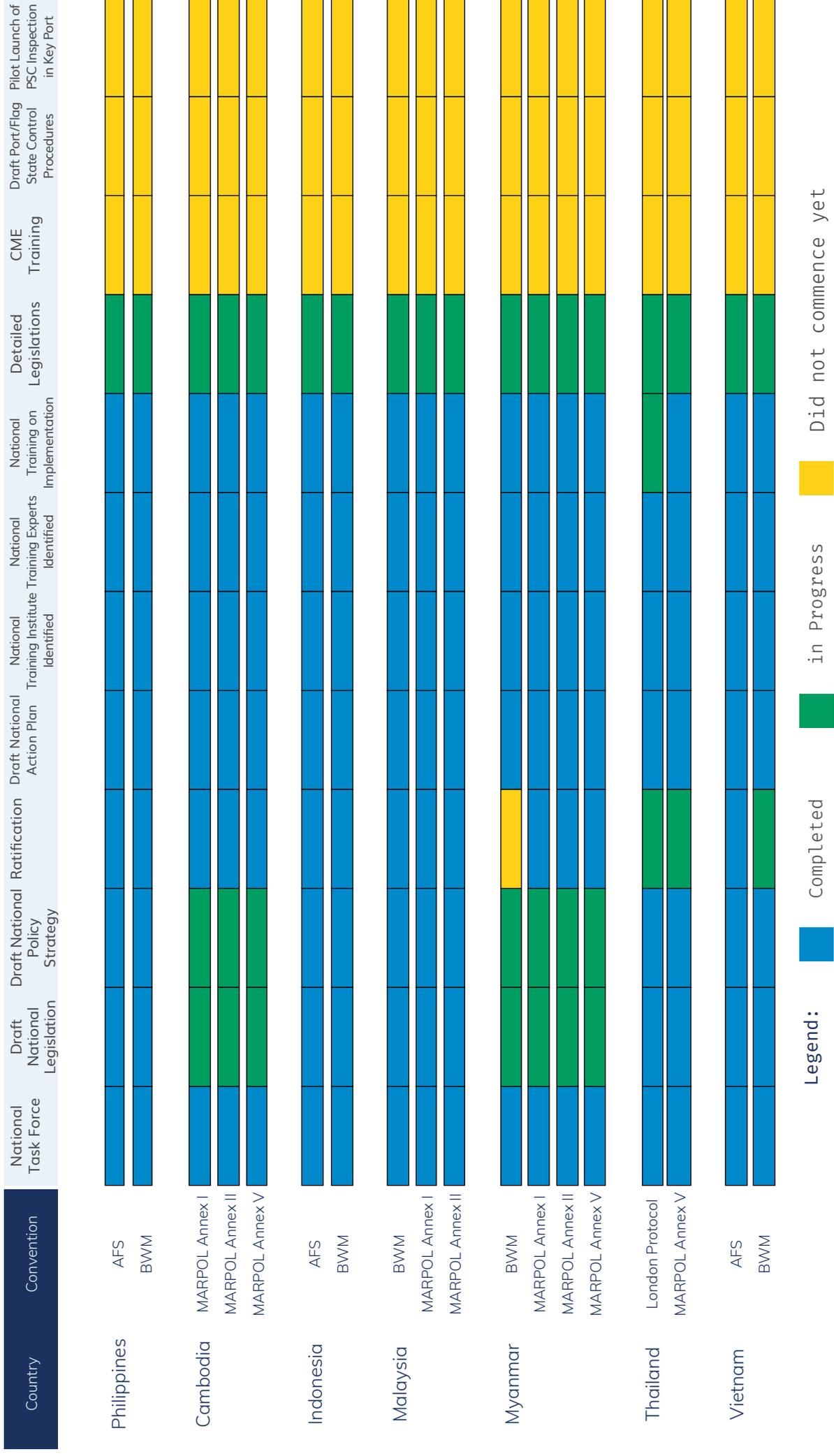
In order to express the country's commitment in having a sustainable transport system and in protecting the marine environment, the MARINA actively collaborates and takes part in the implementation of the two high-priority treaties of the four-year (2018-2021) Marine Environment Protection for Southeast Asian Seas (MEPSEAS) Project.

Through the Inter-agency Cooperation Committee on the Ratification and Implementation of Maritime Conventions Technical Working Group (ICCRIMC TWG), 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) are being prioritized as the group drafted the Implementing Rules and Regulations (IRR), Terms of Reference (TOR), National Strategic Plan and National Work Plan on the two conventions.

The International Convention on the Control of Harmful Anti-fouling Systems on Ships forbids the usage of harmful organotin compounds and prevents the utilization of other unsafe substances in anti-fouling systems or the method of coating and covering the ships to avoid the attachment of unwanted organisms. While the Ballast Water Management Convention aims to create procedures and standards in order to manage the ballast water and sediments of ships. It will as well avoid the spread and transfer of dangerous aquatic organisms from one place to another.

# MEPSEAS PROGRESS CHART

as of May 2020



Legend: ■ Completed ■ in Progress ■ Did not commence yet

# NATIONAL STRATEGIC ACTION PLAN FOR BWM AND AFS CONVENTIONS (2018-2022)

As of May 2020

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
<b>I. Preparatory Phase</b>				
<b>1. Institutional Arrangements</b>	Institutionalize a coordinating mechanism that will systematize and consistently coordinate programmes, actions and technical input of the concerned government agencies and stakeholders and promote coordinated implementation and monitoring.			
	a. Convene ICCRIMC to present the MEPSEAS Project and the proposed NWP and updated NSAP for comments	11 July 2018	DOTr, MARINA	Done. Conducted on 11 July 2018
	b. Conduct TWG meetings to review and finalize draft Executive Order to institutionalize ICCRIMC	Aug, Oct, Dec 2018	MARINA, ICCRIMC TWG	Done. Conducted on 11 July 2018 and 12 September 2018
	c. Submit final draft of EO to ICCRIMC for approval	Q1 2019	MARINA, DOTr	Done. EO Submitted to DOTr on 16 April 2019 for its onward transmittal to OP
	d. Endorse the final draft of the EO to Office of the President	Q2 2019	ICCRIMC, DOTr, OP	Pending. The EO is still with DOTr
<b>2. National Legislation</b>	Formulate national legislation and implementing rules and regulations (IRR) to support the implementation of BWM and AFS Conventions			

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
I. Preparatory Phase				
	a. Evaluate existing mandates, competencies, and capacities of relevant agencies relating to ballast water management and biofouling.	Q4 2018	ICCRIMC Correspondence Group	Done
	b. Conduct of Writeshop on drafting of legislation of BWM and AFS	Q4 2019	MARINA, TWG	Done. BMB-DENR Conducted Seminar-Workshop on BWM Convention on 18-20 September 2019.  MARINA conducted the TRAIN-IMPLEMENT Course on 07-10 October 2019.  Drafting of legislation on BWM and AFS are for consolidation of the National Consultant
	c. Review of lawyers on the consolidated legislation on BWM and AFS	Q1 2020	MARINA, Lawyers of concerned agencies	Pending. To conduct TWG meeting of lawyers who attended the Train-Implement Course to review the legislation.
	d. Review and refine the draft legislation and prepare the draft House Bill (BWM and AFS)	Q2 2020	MARINA, TWG, ICCRIMC	
	e. Conduct stakeholders consultation and information campaign of the draft legislation (BWM and AFS)	Q3 2019 – Q2 2020	MARINA	
	f. Seek approval of the legislation (BWM and AFS)	2022	MARINA Board, ICCRIMC	Republic Act (RA) to be drafted because of additional roles and responsibilities of the agencies to implement the BWM and AFS
	g. Draft subsidiary regulations (Circulars) by relevant agencies	Q1-Q4 2020	Relevant agencies	
	- PCG Marine Environmental Protection Rules and Regulations including BWM Convention			For approval of DOTr

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
<b>II. Implementation Phase</b>				
<b>3.</b>	<b>Stakeholders Consultation, Awareness and Involvement</b>			
	Raise awareness of stakeholders on the requirements of the BWM and AFS Conventions including the national strategy and action plan to support its implementation			
	a. Develop and distribute info graphics and information materials to relevant stakeholders	Q1 2019	MARINA –Strategic Comm., WIMA	<p>Provided IMO with MAPSEAS Leaflet translated to Filipino language</p> <p>Uploaded the MEPSEAS Trivia Pamphlet on the MARINA Website</p> <p>On-going. MEPSEAS Pamphlet and leaflet are still for printing for 2020</p>
	b. Conduct a seminar on BWM convention and its requirements	Q3 2019	BMB/MARINA	Done. Conducted by BMB-DENR on 18-20 September 2019
	c. Conduct IEC campaigns on ballast water management	Continuing	MARINA, PCG, WIMA	
	d. Mainstream BWM and AFS into existing national action plans	2019-2021	BMB, BFAR	
	- Integrate BWM and AFS SAP into National Biodiversity Strategic Action Plan			
	e. Conduct of TWG for the Domestic Implementation of BWM and AFS	Q1 2020	Lead: UP Members: DENR, BFAR, PCG, MARINA and Port Authorities with International Ports	Need to have Roadmap for BWM and AFS for domestic ships similar to sulphur cap

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
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## II. Implementation Phase

4.	<b>Capacity Development</b>  Enhance individual and institutional capacities through a comprehensive national training program to support effective implementation of BWM and AFS Convention  Enhance capacities of personnel of concerned stakeholders with direct responsibilities in the implementation of AFS and BWM Conventions such as:	a. Identify the Maritime Training Institution to be engaged in the conduct of national trainings	Q4 2018	MARINA /ICCRIMC	Done. MARINA Training Institute in Bacolod was identified but have yet to be operationalized
		b. Operationalize MARINA Training Institute	2020	MARINA	Draft proposed AO on the operationalization of the Training Institute is still pending with PPS, MARINA
		c. Participate in the IMO Training of Trainers (Singapore)	Q2 2019	PCG, MARINA (under MEPSEAS Project)	Done. Conducted on 28-30 May 2019 and was attended by Engr. Pascua and Engr. Denzon
		d. Participate in Training for Port State Control Officers on the Guidelines for PSC relating to ballast water management	Q3 2019	PCG, MARINA (with support from Tokyo-MOU)	Done. PCG attended the training on 19 August to 13 September 2019
		e. Conduct National Training on LPIR for BWM and AFS Convention (for legal specialist regulating agencies and stakeholders)	Q4 2019	MARINA (under MEPSEAS Project)	Done. Training conducted by MARINA on 07-10 October 2019
		f. Conduct of National Training for Port State Control Officers Flag State Officers on the Guidelines for PSC relating to ballast water management	Q2 2020	PCG, MARINA (with support from Tokyo-MOU)	To request expert mission from Tokyo MOU through PCG as member country to conduct training
		g. Conduct Training of Trainers on BWM (Trainers of maritime schools and training centers)	Q3 2020	MARINA	Can be conducted on MARINA Regional Office VII or CPA
		h. Participation in the Regional Marine Technology Conference in SG	2021		
		i. Participation in the Training in MTCC Shanghai on BWM			
		j. Training on Port Biological Baseline Survey	Q4 2019 – Q1 2020	MARINA, PPA, PCG, DENR-BMB, UP MSI, UP IESM, DENR-EMB, DOST (with IMO support)	BMB-DENR conducted the Training on Port Biological Baseline Survey (PBBS) on 02-04 December 2019
		k. Training on the IMO Technical Guidelines	2021	All relevant agencies (with IMO support)	
		l. Strengthen existing laboratories (testing and sampling facilities)	2020-2022	PCG, UP IESM, DOST, DENR-EMB	

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
<b>II. Implementation Phase</b>				
5. Research, Technology and Infrastructure Development	Conduct baseline studies and researches on AIS, strengthen knowledge and information in the field of invasive alien species introduced by ships, and promote the development of homegrown technologies			
	a. Establish the project task team for the conduct of port biological survey	Q1 2020	MARINA, PPA, UP EISM, UP MSI, DENR-BMB, BFAR, DENR-EMB	
	b. Conduct port biological baseline survey in major ports	Q2 2020	MARINA, PPA, UP MSI, UP IESM, DENR- BMB, DENR-EMB, DOST-PCIERRD	
	c. Promote research and development initiatives for homegrown technologies through the conduct of an annual Maritime Research and Technology Forum/ PhilMarine Expo	2019, 2020,2021, 2022	MARINA, DOST-PCIERRD, DENR- BMB, DENR-ERDB, DA-BFAR	
d. Development of database on marine biodiversity	2020	BFAR, DENR-BMB, DENR-EMB		
6. Information and Resource Sharing	Establish web-based information to facilitate effective communication and efficient flow of information on invasive aquatic species.			
	a. Develop the web based information system facility	2021	MARINA, BMB	
7. Compliance Monitoring and Enforcement Mechanisms	Strengthen existing compliance monitoring and enforcement (CME) mechanisms to include BWM and AFS requirements			MARINA, in its letter to IMO dated 17 April 2020 provided the composition of the Philippine CME National Team

Key Element	Objective/ Activities/Actions	Timeline	Responsible Agency/Office	Remarks
<b>II. Implementation Phase</b>				
	a. Review existing Port State Control and compliance monitoring and enforcement (CME ) systems, guidelines and procedures	Q1 2020	PCG, MARINA, DENR, PPA, DOH	
	b. Develop PSC guidelines and procedures to integrate BWM requirements	Q2 2020	PCG, MARINA	
	c. Identify a pilot port	Q4 2020	PCG, MARINA, PPA	
	d. launch PSC procedure for inspection	Q4 2020	PCG, MARINA, PPA	
	e. PCG as PSC			
	- Implementation of BWM to foreign ships entering the Philippines waters MARINA as FSA			For domestic ships – to conduct TWG to consider the implementation of BWM
	- To require compliance with BWMP and BWM Record Book			
<b>8.</b>	<b>Sustainable Financing Mechanisms</b>			
	<b>Identify funding mechanisms to effectively implement the NSAP for AFS and BWM and related activities to ensure effective and sustainable implementation</b>			
	a. Establish partnership with relevant government agencies such as DOST and BFAR (for research and development of homegrown technologies)	Continuing	MARINA	
	b. Seek and secure support from the IMO Technical Cooperation Program, in support of activities identified in the NSAP	2018 - 2022	MARINA	- Green Shipping-Green Port-Green Shipyard (GGG) initiatives - Port Biological Baseline Survey (PBBS) - Maritime Knowledge Center
	c. Seek technical support from JICA, NORAD			



## Philippines Hosts Second High-Level Regional Meeting on MEPSEAS

The Philippines, through the Maritime Industry Authority (MARINA), hosted the Second High-Level Regional Meeting on Marine Environment Protection of the Southeast Asian Seas (MEPSEAS) on 27 to 29 August 2019, bringing together heads of maritime agencies from participating International Maritime Organization (IMO) Member States.

As the chair of said meeting, MARINA OIC – Administrator Vice Admiral Narciso A Vingson Jr reiterated the country’s commitment to participate and comply with its obligations to the MEPSEAS Project.

“Through the Philippine maritime administration, we shall remain steadfast in our efforts in ensuring the full and effective implementation of our priority maritime environment conventions,” VADM Vingson said.

The IMO Project Coordination Unit and international consultants led the session by providing updates regarding the MEPSEAS Project website, initial steps undertaken to capacitate countries in implementing the provisions and requirement of the Conventions, results of the Train the Trainers (TTT) held in Singapore on 28 to 30 May 2019, and initial delivery of the training modules covering the Ballast Water Management (BWM) Convention, Anti-Fouling System (AFS) Convention, and MARPOL Annex V.



## MARINA, DENR Enhance Ballast Water Management in PHL Shipping Sector

The Maritime Industry Authority (MARINA) and the Department of Environment and Natural Resources – Biodiversity Management Bureau (DENR-BMB) jointly pursued the effective management of ballast water in the Philippine shipping sector through a seminar-workshop on the Ballast Water Management (BWM) Convention on 18 to 20 September 2019.

The three-day event, which was initiated by the DENR – BMB, supported the notion that shipping activities should be in harmony with the environment. It also coincided with the celebration of the Maritime and Archipelagic Nation Awareness Month (MANAMO) which aimed to raise the awareness and literacy of Filipinos on the country's archipelagic feature.

To date, the MARINA, together with the DENR – BMB and other concerned government agencies, is in the process of finalizing the rules and regulations on the BWM Convention to control the transfer of invasive aquatic species by ships, as well as to fully and effectively implement the international convention for the control and management of ships' ballast water and sediments.

The country's strategic action plan on the BWM, on the other hand, is undergoing further study and consultation.



## MARINA Hosts Training on Legal Implementation of BWM and AFS Conventions

To ensure the effective implementation of the Ballast Water Management (BWM) and Anti-Fouling Systems (AFS) Conventions, the Maritime Industry Authority (MARINA) held the National Legal, Policy and Institutional Reforms (LPIR) Training focused on Implementation (Train-Implement Course) on 07 to 11 October 2019 at the MARINA Central Office.

Gracing the opening ceremony, MARINA Officer-in-Charge Administrator VADM Narciso A Vingson Jr expressed the strong commitment of the country to effectively implement policy and institutional processes under the Marine Environment Protection of the South-East Asian Seas (MEPSEAS) Project. "This project is a clear demonstration of the continued commitment of the ASEAN countries to move towards a sustainable maritime transport

system, and to address significant marine environmental issues through the effective and full implementation of marine environment protection conventions in the South East Asian Region, particularly in beneficiary countries such as the Philippines," VADM Vingson said.

The Train-Implement Course is an essential component of the National Strategic Action Plan which aims to identify the critical milestones along the reform path and implementation needs in transposing the Conventions into a national legislation.



# Implementation and Enforcement

## IMO Member State Audit Scheme (IMSAS)

In preparation for the incoming IMO Member State Audit Scheme (IMSAS) in 2022 and every seven (7) years thereafter, the Department of Transportation (DOTr) issued Department Order (DO) No. 2018-006 for the creation of Inter-agency Council of attached DOTr agencies 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.

The said Department Order also led to the creation of the IMSAS Technical Working Group (TWG) to assist the Council and handle gap analyses for the implementation of IMO instruments.

In order to strengthen the participation and involvement of other departments/agencies performing flag, coastal and port State functions and obligations under the relevant IMO instruments, Executive Order No. 84 was issued by the Office of the President in 2019.

The DOTr, together with the MARINA and other members of the Philippine maritime administration, spearheads the adoption and effective implementation of the following mandatory IMO Instruments: a.) safety of life at sea (SOLAS 1974 and its 1988 Protocol); b.) prevention of pollution from ships (MARPOL); c.) standards of training, certification and watchkeeping for seafarers (STCW 1978); d.) load lines (LOAD LINE 66 and its 1988 Protocol); e.) tonnage measurement of ships (TONNAGE 1969); and f.) regulations for preventing collisions at sea (COLREG 1972) for a vibrant, safe and sustainable maritime development.



### The IMSAS Council is composed of the following:

<b>Chair</b>	:	Department of Transportation (DOTr)
<b>Vice – Chair</b>	:	Maritime Industry Authority (MARINA)
<b>Members</b>	:	Department of Foreign Affairs (DFA)
		Philippine Ports Authority (PPA)
		Cebu Ports Authority (CPA)
		Philippine Coast Guard (PCG)

The IMSAS TWG consists of the following:

<b>TWG Chair</b>	:	Assistant Secretary for Maritime, DOTr
<b>Vice – Chair</b>	:	Deputy Administrator for Operations, MARINA
<b>Members</b>	:	Department of Foreign Affairs (DFA) Philippine Ports Authority (PPA) Cebu Ports Authority (CPA) Philippine Coast Guard (PCG) National Mapping and Resource Information Authority (NAMRIA) Environmental Management Bureau (EMB) Bureau of Fisheries and Aquatic Resources (BFAR) Commission on Higher Education (CHED) Office for Transportation Security (OTS) Philippine National Police Maritime Group



## Substantial Components of IMSAS Preparation

### Phase 1. Capacity Building and Gathering of Information

- The MARINA IMSAS Support Team underwent capacity building and gathering of information from July to December 2017
- Determined gaps between the existing international instruments which have not been fully enforced in the Philippines vis-à-vis its national legislation
- Drafted long-term and detailed Implementation Plan on the implementation of IMO instruments
- Inter-agency Workshop on the preparation for IMSAS was held on 22 to 24 November 2017
  - Validation of GAP analysis, Pre Audit Questionnaire
  - Drafted Executive Order on IMSAS “Creating an Inter-Agency Council on the International Maritime Organization Member Audit Scheme”
- Calibration of Auditors held on 12-13 February 2018
  - The training provides uniform understanding and interpretation of all related issuances with respect to IMSAS
- Training/Workshop on the IMSAS Preparation for Maritime Administration held on 18-22 February 2019
  - Assisted the Philippine maritime administration in the process of preparing for the audit under the IMSAS and provided participants with advice on the structure and mechanism necessary for enhancing the capacity and effectiveness of implementation of mandatory IMO instruments and the Ill Code
- Training Course for Auditors under the IMSAS held on 22 and 24-27 April 2019
 

Provided the necessary tools for training internal and external auditors – auditors’ perspective will allow the participants to foresee potential findings and effectively address these before the audit proper.
- Writeshop on the Drafting of the Overall Maritime Strategy on 29-30 April 2019
  - Produced the initial draft of the National Maritime Strategy and Cross Table of Responsibilities under the Ill Code, which were subjected to numerous consultations with the IMSAS Council and TWG

### Phase 2. Finalization of Gap Analysis and Drafting of Policies and Issuances

## Phase 3. Approval and Implementation of Issuances and Conduct of Mock Audits

- Focuses on the approval of all proposed issuances and orientation and familiarization of concerned agencies.
- Established mock audit mechanisms in accordance with the Framework and Procedures for IMSAS (Resolution A.1067 (28)) to assess the Philippines' compliance to its obligations and to ensure continuity of these simulations
- Special task force or a team of auditors duly designated by the IMSAS TWG assisted in the conduct of mock audit, including preparation of detailed audit plan, audit interviews, audit reports and follow-up and verification audits.
- Inter-agency Meeting on the Finalization of List of Auditors for the mock audit held on 30 January 2018 and 14 November 2019
- Pre-Audit Meeting and Development of Audit Plan last 05-06 April 2018 and 25 November 2019
- Established a uniform understanding and agreement on the following areas for the development of an Audit Plan: Audit assignment and schedule; Audit scope; and Areas to be audited
- Conducted the inter-agency mock audits of DOTr, MARINA, PCG, PPA, CPA, NTC, , SBMA, NAMRIA, NTC and PAGASA last:
  - 25 May to 05 June 2018: Inter Agency Mock Audit Phase 1
  - 07 February 2020: Inter-Agency Follow-Up Audit Phase 1
  - Quarterly Internal Assessments
- Audit Reports and Action plans submitted and discussed by the TWG.
- Consolidated Action plan shall be reviewed and assessed by the Council.

## Phase 4. Monitoring of Implementation

- Last checkpoint to verify and ensure full implementation of all requirements of the Conventions of relevant agencies. In preparation

## Legislative Initiatives

1. Three (3) Bills on the full and effective implementation and enforcement of international maritime instruments were filed during the 18th Congress – namely House Bill Nos. 0333, 5222 and 5758, which were considered in the TWG of Congress.
2. Aside from the National Legislation on maritime instruments, agencies are likewise drafting secondary legislation through Implementing Rules and

Regulations (IRRs) and Memorandum Circulars to ensure compliance with the IMSAS requirements such as the Marine Environment Protection Rules and Regulations from the PCG; the IRRs for Conventions on Ballast Water Management and Anti-Fouling Systems for ICCRIMC; the IRRs of LOADLINE, TONNAGE, COLREG and SOLAS from PCG; MC on Performance of Oversight Function, AO on Trainings and Documentation of Surveyors, AO on Communication of Information to IMO and MC on Accreditation of Recognized Organizations from MARINA, among others.



## Duterte Signs EO 84 Institutionalizing IMSAS Council

President Rodrigo Roa Duterte signed the Executive Order No. 84 institutionalizing the Inter-agency Council on the IMO Member State Audit Scheme (IMSAS) on 02 July 2019.

This milestone further strengthens the Philippine maritime administration's performance of its obligations and commitments as a Member State to the International Maritime Organization (IMO).

EO 84 serves as the legal framework of the IMSAS Council to fulfill its functions relative to the adoption of the provisions of applicable international instruments and conventions, as well as mechanisms to certify that the Philippines fully satisfies its responsibilities as a flag, port, and coastal State. Above all, the IMSAS Council shall ensure that its member agencies fully and effectively implement and enforce the IMO Instruments in an integrated manner.

The IMSAS seeks to assess the level of implementation and enforcement of the provisions of mandatory IMO instruments pertaining to safety of life at sea, prevention of pollution from ships, standards of training, certification, and watchkeeping for seafarers, load lines, tonnage, as well as regulations for preventing collisions at sea.

## MARINA Holds 1st IMSAS Council Meeting

The Philippines will be audited under the IMO Member State Audit Scheme (IMSAS) in 2022 and every seven (7) years thereafter. The mandatory audit of all IMO Member States commenced from 01 January 2016 with the objective of determining the extent to which they give full and complete effect to their obligations and responsibilities contained in a number of IMO treaty instruments.

In preparation for the IMSAS, the Maritime Industry Authority (MARINA), as the Philippine flag administration and secretariat of the IMSAS Council, spearheads trainings, workshops, meetings, mock audits and other related activities. These aims to strengthen inter-agency coordination and capacitate the involved agencies.

The first Inter-agency Council meeting on IMSAS was convened last 13 June 2019 at the MARINA Central Office to consider the preparatory activities undertaken by the agencies performing maritime administration functions.

During the first IMSAS Inter-agency Council meeting, the Department of Transportation (DOTr) OIC – Undersecretary for Maritime Fernando Juan C. Perez spearheaded the discussions on the draft Philippine IMO Strategy and Cross Table of Responsibilities. Other members of the IMSAS Council from the following agencies are likewise present: Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Office for Transportation Security (OTS), Subic Bay Metropolitan Authority (SBMA), National Telecommunications Commission (NTC), National Mapping and Resource Information Authority (NAMRIA), and Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA).

The draft Philippine IMO Strategy contains the measures that the Philippines will adopt to fully and effectively implement and enforce the mandatory IMO Instruments it has ratified. These includes the International Convention on the Safety of Life at Seas (SOLAS) and its Protocols, International Convention for the Prevention of Pollution from Ships (MARPOL) and its Protocols, International Regulations for Preventing Collisions at Sea (COLREG), International Convention on Load Lines, and International Convention on the Tonnage Measurement of Ships, and the International Convention for the Standards of Training, Certification and Watchkeeping (STCW), as amended, for seafarers. It provides the key performance indicators (KPIs), timeline, office, and budget to ensure that specific activities will be performed by the appropriate focal points within the stated deadline.

Once approved, the Strategy will fulfill the requirement of the IMO Instruments Implementation Code (III Code), as the IMSAS audit standard, for an overall maritime strategy on IMO instruments.

Furthermore, the Council exchanged views on the Cross Table of Responsibilities, specifically on the delineation of the roles and responsibilities of the Philippine government entities performing maritime administration functions. The cross table is a useful tool in identifying the flag, port and coastal State functions being performed by the maritime administration vis-à-vis the mandatory international maritime instrument.

Meanwhile, the Council also discussed the draft Department Order on the designation of a single point of contact for IMSAS 2022 and the follow-through actions after the inter-agency IMSAS mock audit in 2018 and follow-up audit in 2019. In order to simulate an actual IMSAS audit cycle, verification audits and internal quality audits will be conducted.

## MARINA Hosts Training, Write-shop for IMSAS 2022

To further improve the implementation of international standards in the country's maritime industry, the Maritime Industry Authority (MARINA) hosted another training course and write-shop for auditors under the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS).

On 22-27 April 2019, training expert from IMO and the International Maritime Safety Security Environment Academy (IMSSEA) Mourad Ghorbel, discussed the roles and responsibilities of the audit team, the audit preparation and processes among others. He also trained the auditors in recognizing and resolving potential challenges that may be encountered during the audit processes.

The two-day write-shop on 29-30 April 2019, on the other hand, was allotted for the drafting of the country's pre-audit questionnaire and national maritime strategy to ensure that its international obligations and responsibilities as a flag, port and coastal State are met.

MARINA Officer-in-Charge Vice Admiral Narciso Vingson Jr believed that the continuous support of various government agencies in the country's preparation for the IMSAS audit in 2022 is vital in the enhancement of the Philippine maritime industry.

The training course was participated by representatives from the Department of Transportation (DOTr), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), National Telecommunications Commission (NTC), National Mapping and Resource Information Authority (NAMRIA) and Maritime Industry Authority (MARINA).



## MARINA Gears-up for IMSAS 2022



To gear-up the country's overall performance as a Member State in the incoming International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) on 2022, the Maritime Industry Authority (MARINA) hosted a training and workshop for the Philippine maritime administration on 18 to 22 February 2019.

IMO Consultant, Mr. Mourad Ghorbel, administered the activity to assist the government before the scheduled audit that will look into the country's implementation and enforcement of mandatory IMO conventions including the Safety of Life at Seas (SOLAS), International Convention for the Prevention of Pollution from Ships (MARPOL), Convention on International Regulations for Preventing Collisions at Sea (COLREGS), International Convention on Load Lines, and International Convention on the Tonnage Measurement of Ships and the International Convention for the Standard of Training, Certification and Watchkeeping for seafarers.

Ghorbel discussed the procedures of the IMSAS such as the review of the purpose, scope, and objectives of the audit, the presentation of observations, the delivery of actions by the member state being audited, and the conduct of special meetings prior to or after the audit closing meeting.

The responsibilities of the Philippines as an IMO Member State was also be deliberated which include: to prepare for the mandatory audit, to address the audit findings through corrective actions, and to conduct capacity-building of its personnel, as needed. Finally, various learning exercises and activities were also conducted to measure the country's readiness for the audit.



## MARINA Hosts the IMSAS Inter-agency Mock Audit Opening and Closing Meetings

The Philippine maritime administration, through the Maritime Industry Authority (MARINA), held the Inter-Agency Mock Audit Opening and Closing Meetings at the Midas Hotel, Roxas Boulevard, Pasay City on 25 May 2018 and 05 June 2018, respectively. The mock audit was held from 28 May to 01 June 2018 which coincides with the MARINA 44th Anniversary. The mock audit is a simulation of the mandatory audit (IMSAS) under the International Maritime Organization (IMO) Instruments Implementation Code (III Code) to determine the extent of compliance by the Philippines in implementing and enforcing its functions under mandatory international maritime instruments as a flag, port and coastal State and to address deficiencies and observations. The Philippines is scheduled to undergo its next IMSAS Audit in 2022.

The two meetings marked the beginning and end of the mock audit activities. This was participated by different related maritime agencies whose mandates include giving full and complete effect to the provisions of the international maritime instruments. The mock audit covered assessment areas enumerated under the IMO Non-Exhaustive List of Obligations and the Auditors Manual included in the III Code.

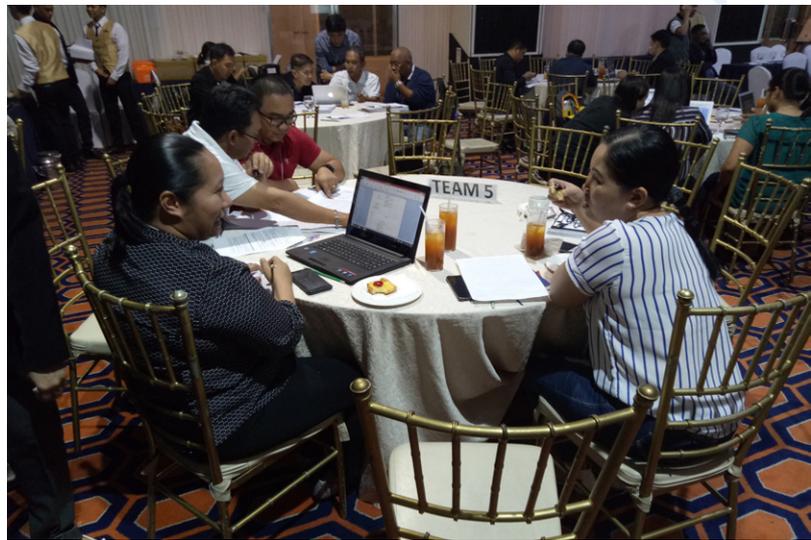


## Pre-audit Meeting and Development of Audit Plan for the Conduct of Mock Audit in Preparation for IMSAS 2022

The Maritime Industry Authority (MARINA) held a Pre-Audit Meeting and Development of Audit Plan at Midas Hotel, Pasay City on 05-06 April 2018.

The said inter-agency meeting was conducted as part of the preparatory activity in preparation for the IMSAS Mock Audit which is scheduled from 25 May to 05 June 2018. The Philippines is scheduled to be audited in 2022 on its implementation and enforcement of mandatory international maritime instruments to which it is a party to.

The Meeting consisted of series of discussions, in plenary and in groups, according to the teams developed during the Finalization of List of Auditors and Calibration of Inter-Agency Auditors, which were conducted on 30 January 2018 and 12-13 February 2018, respectively.



## IMSAS PROGRESS CHART

### As of 16 July 2020

Key Element/Activities		Timeline	OPR	Status
2019				
1.	Issuance of Executive Order No. 84, s. 2019	02 July	OP	
2.	IMSAS Mock Audit Phase 1			
2.1	Inter-Agency Follow-Up Audit	07 February	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2.2	Internal Assessments	July-September October-December	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2.3	Pre-Verification Audit Meeting	25 November	MARINA, PCG, PPA	
3.	Training/Workshop on the IMSAS Preparation for Maritime Administration	18-22 February	DFA, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, OTS, PAGASA	
4.	Training Course for Auditors under the IMSAS	22, 24-27 April	DOTr, MARINA, PCG, NTC, NAMRIA	
5.	Writershop on the Drafting of an Overall Maritime Strategy and Cross Table of Responsibilities	29-30 April	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
6.	Inter-Agency IMSAS TWG Meetings	29 May	DOTr, MARINA, PCG, PPA, SBMA, NTC, NAMRIA, PAGASA	
		14 November	MARINA, PCG, PPA, CHED, PNP-MG	
7.	Inter-Agency IMSAS Council Meeting	13 June	DOTr, MARINA, PCG, PPA, CPA, OTS, SBMA, NTC, NAMRIA	
8.	Pre-Verification Audit Meeting	25 November	Auditors from MARINA, PCG and PPA	
9.	Quarterly Reporting to Congress	September	MARINA OSS	

Legend:



Completed



in Progress



Did not commence yet

## IMSAS PROGRESS CHART

As of 16 July 2020

Key Element/Activities	Timeline	OPR	Status
<b>2020</b>			
1. IMSAS Mock Audit Phase 1			
1.1 Inter-Agency Verification Audit	20-24 January	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
1.2 Internal Quality Audits	September (TBC)	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2. IMSAS Mock Audit Phase 2			
2.1 Inter-Agency Mock Audit	November (TBC)	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
3. Consolidation and Finalization of Cross Table of Responsibilities and IMO Strategy	2nd Quarter	MARINA-OSS (as IMSAS Council Secretariat)	
4. Inter-Agency IMSAS Webinar (IMSAS Reorientation)	26 June		
5. Inter-Agency IMSAS Council Meetings	10 June	DOTr, MARINA, DFA, PCG, PPA, CPA	
6. Inter-Agency IMSAS TWG Meetings	09 September (TBC)	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
	24 November (TBC)	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
7. Quarterly Reporting to Congress	31 January	MARINA-OSS	
	30 April	MARINA-OSS	
	31 July	MARINA-OSS	
	October	MARINA-OSS	

Legend:



Completed



in Progress



Did not commence yet

## IMSAS PROGRESS CHART

As of 16 July 2020

Key Element/Activities	Timeline	OPR	Status
<b>2021</b>			
<b>1. IMSAS Mock Audit Phase 2</b>			
1.1 Inter-Agency Follow-Up Audit	<b>February</b>	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
1.2 Internal Quality Audits	<b>June</b>	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
1.3 Inter-Agency Verification Audit	<b>TBD</b>	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
1.4 Internal Quality Audits	<b>TBD</b>	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
<b>2. Inter-Agency IMSAS Reorientation</b>	<b>March</b>	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
<b>3. Inter-Agency Writeshop on the Pre-Audit Questionnaire</b>	<b>April</b>	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
<b>4. Signing of Memorandum of Cooperation with IMO</b> <i>(18 months before IMSAS audit)</i>	<b>April</b>	DOTr	
<b>5. Submission of Pre-Audit Questionnaire to IMO</b>	<b>June</b>	MARINA Single Point of Contact	
<b>6. Quarterly Reporting to Congress</b>	<b>January</b> <b>April</b> <b>July</b> <b>October</b>	MARINA-OSS MARINA-OSS MARINA-OSS MARINA-OSS	

Legend:



Completed



in Progress



Did not commence yet

## IMSAS PROGRESS CHART

As of 16 July 2020

Key Element/Activities	Timeline	OPR	Status
<b>2022</b>			
1. Inter-Agency Verification Audit	January	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2. IMSAS Audit	October	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
3. Quarterly Reporting to Congress	January April July October	MARINA-OSS MARINA-OSS MARINA-OSS MARINA-OSS	

Legend:



Completed



in Progress



Did not commence yet

# IMO Technical Assistance and Regulatory Framework

## Philippines Elected as Chair of 4th Session of Joint FAO/ILO/IMO Working Group on IUU Fishing in Spain

The Philippines was elected as the chair of the fourth FAO/ILO/IMO Joint Working Group (JWG) meeting on Illegal, Unreported, and Unregulated Fishing during the Ministerial Conference on Fishing Vessel Safety and Illegal, Unreported and Unregulated Fishing (IUUF) in Torremolinos, Málaga, Spain on 21 to 25 October 2019.

The nomination of the Deputy Administrator for Operations of the Maritime Industry Authority (MARINA) Engr. Nannette Z. Villamor-Dinopol was made by Spain, seconded by Chile and supported by Japan, European Commission and other members of the JWG. Engr. Villamor-Dinopol is also the head of the Philippine delegation. She is accompanied by the Maritime Attaché-London Philippine Embassy and representatives from BFAR, PCG, DFA and MARINA.



The JWG on IUUF was created to address issues that surround IUU Fishing. The proliferation of this activity affects legitimate fishers, including Filipino fisherfolk who rely on this trade as their source of livelihood. IUU Fishing also damages the marine environment when IUU fishers employ illegal and/or destructive equipment when catching fish. Since their activity is neither recorded nor reported, they will tend to engage in overfishing, thus destroying marine ecology. By establishing a unified understanding on the responsibilities, policies, and rules and regulations of flag, port, coastal and market states, these adverse effects shall altogether be reduced if not eliminated.

One of the important points in the agenda of the fourth session is the training of fishing personnel and states with fleet managing, food processing, and food distribution companies. This is a related component to the Cape Town Agreement (CTA) which is currently undergoing studies and consultations in the Philippines. Parties to the CTA are expected to pursue the safety and welfare of their fisherfolk.





## MARINA to Enhance Safety of Fishing Vessels, Crew

Fishing is the world's most dangerous occupation. There are issues relating to exploitation of fisheries, fishers and the standards of fishing vessels. There is a long-standing cooperation between the IMO, Food and Agriculture Organization of the United Nations (FAO) and International Labour Organization (ILO) on safety at sea in the fisheries sector and on measures to combat IUU fishing. Four international treaties set standards that cover these issues. The FAO Port State Measures Agreement strengthens port State measures to prevent illegally caught fish from entering the global market. The ILO Work in Fishing Convention No. 188 sets basic standards for decent work conditions in the commercial fishing industry. The IMO's Convention on Standards of Training Certification and Watchkeeping for Fishing Vessels sets the certification and minimum training requirements for crews of seagoing fishing vessels. The fourth treaty, and the only one that has not yet entered into force, is the IMO Cape Town Agreement (CTA) that outline safety standards for fishing vessels and details regulations that countries, party to the Agreement must adopt to ensure the safety of the vessels, their crews and fisheries.

Aiming to enhance the safety measures on Philippine fishing vessels traversing the high seas and the competence and welfare of its crew, the Maritime Industry Authority (MARINA), in coordination with the International Maritime Organization (IMO), hosted the technical seminar on the Cape Town Agreement (CTA) and the international convention on the Standards of Training, Certification, and Watchkeeping for fishing vessel (STCW-F) personnel held in Manila on 25 to 26 October 2018. The two Conventions are important multilateral instruments for the global fishing sector. The Seminar Workshop is intended to move forward the ratification process for the Philippines as an archipelagic country heavily dependent on the seas for fishing, aquaculture, shipping and seafaring industry.



Prior to the event, the speakers, observers and key government officials went on a field visit to the Navotas Fishport Complex in Navotas City being supervised by the Philippine Fisheries Development Administration (PFDA). The purpose is for a short briefing of the PFDA functions as well as an observation of the available on-board safety equipment, safety certifications, and working conditions of the fishing crew members of one of the vessels berthed at the fish port.

The gathered information was then used as points of discussion at the two-day event. Speakers from the IMO, Mr. Matthew Camilleri of the FAO and subject expert consultants, Mr Ari Gudmundsson and Mr. Nigel Campbell gave presentation on the IMO and its work on the safety of fishing vessels, its role in the ratification process, and an outline of the Cape Town Agreement. This was followed by further presentation on the current status of the Agreement, challenges and advantages it presents and the interactions with other regulatory instruments.

The Food and Agriculture Organization (FAO) presented the positive impacts of ratifying the CTA which included the reduction in accidents involving fishing crew members, intensification of control and surveillance over fishing vessels navigating inside a country's exclusive economic zone, and the overall improvement in the safety culture in the fishing industry.

Another major discussion were the risks brought about by illegal, unreported, and unregulated (IUU) fishing that are noted to be more evident on developing and coastal countries like the Philippines. The FAO emphasized how IUU fishing could lead to drug smuggling and human trafficking, if remained uncontrolled by the state.

The day was concluded with discussions on the practicalities of ratification by the Philippines with respect to implementation, flexible provisions, exemptions, certification and implications to port State control. These were given by Atty. Josephine Marie G. Uianza, IMO Regional Presence in East Asia, Ms. Courtney Farthing of the Pew Charitable Trusts, Observers from the Apostleship of the Sea, First Safety Foundation, and the Fisheries and Marine Institute of Memorial University of Newfoundland were present along with Philippine delegates from Office of the Executive Secretary, Senate of the Philippines, House of the Representatives, Department of Foreign Affairs (DFA), Philippine Coast Guard (PCG), Bureau of Fisheries and Aquatic Resources (BFAR), Philippine Fisheries Development Authority (PFDA), Philippine Association of Maritime Training Centers, Inc., Alliance of Philippine Fishing Federation, Inc., SoCCSKSarGen Federation of Fishing and Allied Services, Inc., Apostleship of the Seas, Oceana Philippines and different service units of MARINA.



## MARINA Hosts Regional Training Course on Maritime Casualty Investigation

With a great demand for shipping, there is a greater demand for ships but the odds for the maritime mishaps continue to rise. Quite several marine casualties in the Philippines were recorded, making it one of the countries with most ferry-casualties. According to the Insight Report on Safety in the Passenger Ferry Industry, there were 10,855 deaths in 2017 in ferry mishaps. To name a few, in June 2008, the capsizing of the Philippine Ferry Princess of the Stars resulted to 814 fatalities. In 2013, the Philippine Passenger Ferry St. Thomas of Aquinas collided with a cargo ship and then sank, causing 137 fatalities.

To enhance the approaches in uncovering the causes of maritime accidents and consequently prevent future occurrences, the Maritime Industry Authority (MARINA) hosted the ten-day Regional Training Course on the implementation of the International Maritime Organization (IMO) Casualty Investigation Code in Manila on 05-16 November 2018.

MARINA OIC Vice-Admiral Narciso Vingson Jr. welcomed foreign and local maritime professionals participating in the training and encouraged them to make the most out of the learning experience for the promotion of safety of life at sea and the protection of the marine environment.

“Through this ten-day training, our objective is to be mutually enlightened and to have a uniform understanding and application on the provision of the Casualty Investigation Code. Therefore, we will be better equipped with the understanding on the occurrences and causes of the maritime casualties, to prevent losses of lives and property at sea and to have a unified approach in conducting maritime safety investigations,” Vice-Admiral Vingson said.

IMO speakers and experts on marine casualty investigation Capt. Michael Squires and Mr. Atilla Piraliloglu shared their knowledge and expertise on the improvement of maritime practices for casualty investigation through in-depth discussions on the provisions of the Casualty Investigation Code, analysis of different case studies, global issues and concerns, as well as the identification of the

contributing factors of maritime accidents. According to Capt. Squires, safety investigation, as intended by the IMO, is a process of systematic search to uncover the “who, what, when, where, why and how” of a maritime accident/incident. “To properly conduct casualty investigations, one needs sufficient motivation, training, experience, and clear knowledge on safety legislations,” Captain Squires shared.

Meanwhile, thirty (30) maritime professionals from the ten (10) member states of the IMO from the Philippines, Cambodia, Malaysia, Myanmar, Timor Leste, Democratic People’s Republic of Korea, Maldives, Iran, Sri Lanka, and China were provided with opportunities to exchange views and ideas through group exercises on “the code”.



## IMO National Maritime Transport Policy Workshop for the Philippines

As part of the International Maritime Organization’s (IMO) strategy to assist countries to put into place a National Maritime Transport Policy (NMTP), the Maritime Industry Authority (MARINA) held a National Maritime Transport Policy Workshop in Manila on 6-8 March 2018.

This Training Package was developed by the WMU for the IMO. The topics included defining and designing maritime policy, strategies and objectives, the development process, clarifying the role of international maritime law and its integration in policy making, economic maritime setting and delineating national priorities, environmental rationale and mainstreaming it into the policy process, safety and security factors, and recognizing the value of seafarers in maritime policy.

Mr. Luisito U. Delos Santos of MARINA also delivered a briefing on the current state of maritime policy in the Philippines including an overview of the framework of the Ten-Year Maritime Industry Development Plan (MIDP) which was launched June 2017.

In the course of drafting the recommendations and conclusions of the Workshop, the participants which included representatives from the ANGKLA Party List, BFAR, DFA, DICT, DOST, DOT, DTI, DOTr, EMB, MARINA, NEDA, NTC, OP, OTC, OTS, OWWA, PCG, and PPA recognized the need for coordination as part of the development process of the NMTP in view of the complexity of the national maritime industry regulatory system.



## International Maritime Solid Bulk Cargoes (IMSBC) Code

Maritime transportation is a big player to socio-economic progress of archipelagic countries like the Philippines. It builds linkages by transfer of goods and people in cheaper means. However, despite the ease brought by the said maritime practice, the security of the elements involve, particularly in the carriage of solid bulk cargoes, are still at risk.

With the belief that safety shall never be compromised, the Philippines strengthens its measures towards the handling and carriage of solid bulk through the observance of the International Solid Bulk Cargoes (IMSBC) Code.

The IMSBC Code, which replaces the Code of Safe Practice for Solid Bulk Cargoes (BC Code), aims to provide information and proper precautions

on the danger associated with the shipment of solid bulk cargoes. It harmonizes the procedures and securities to be followed regarding loading, trimming, carriage and discharge of solid bulk in compliance with the provisions of the Safety of Life at Sea (SOLAS) Convention.

Intending to perform the country's obligations as a responsible member State of the IMO and to fully comply with the provisions of the said international maritime instrument, the Philippine maritime administration drafted a Joint Department Order regarding the creation of an Inter-agency Committee on the IMSBC Code.

As indicated in the DOTr-signed Joint Department Order, the Committee is tasked to do the following:

- a. Ensures the full and effective implementation and enforcement of the IMSBC Code;
- b. Provides a platform for the adoption of regulations implementing the technical annexes, provisions and requirements of the Code as well as future amendments to such technical provisions;
- c. Ensures compliance of the Philippines with its duties and obligations to the international community by:
  - i. the effective exercise of its jurisdiction and control over ships flying its flag, and
  - ii. ensure responsible ship operations for ship registered in the Philippines; and
- d. Provides for a policy framework by which it may consistently carry out its obligations to conduct port State control inspections on ships of other States, whether parties to the Convention or not, when they are within the waters, ports, harbors and offshore terminals of the Philippines.



## Composition of IMSBC Code

The Committee will be composed of the following agencies:

<b>Chair</b>	:	Undersecretary for Maritime, Department of Transportation (DOTr)
<b>Vice – Chair</b>	:	Administrator, Maritime Industry Authority (MARINA)
<b>Members</b>	:	Assistant Secretaries for Maritime, DOTr Deputy Administrator for Operations, MARINA General Manager, Philippine Ports Authority (PPA) General Manager, Cebu Port Authority (CPA) Commandant, Philippine Coast Guard (PCG) Director, Mines and Geosciences Bureau (MGB) – DENR Department of Interior and Local Government (DILG) Cagayan Economic Zone Authority (CEZA) Bases Conversion and Development Authority (BCDA) Subic Bay Metropolitan Authority (SBMA) Authority of Freeport Area of Bataan (AFB) PHIVIDEC Industrial Authority (PHIVIDEC) Autonomous Region in Muslim Mindanao (ARMM)

The committee shall also be assisted by a **Technical Working Group (TWG)** consisting of representatives from the following:

<b>TWG Chair</b>	:	Assistance Secretary for Maritime, (DOTr)
<b>Vice – Chair</b>	:	Deputy Administrator for Operations, MARINA
<b>Members</b>	:	Maritime Industry Authority (MARINA) Philippine Coast Guard (PCG) Philippine Ports Authority (PPA) Cebu Port Authority (CPA) Mines and Geosciences Bureau (MGB) – DENR Cagayan Economic Zone Authority (CEZA) Bases Conversion and Development Authority (BCDA) Subic Bay Metropolitan Authority (SBMA) Authority of Freeport Area of Bataan (AFAB) PHIVIDEC Industrial Authority (PHIVIDEC) Autonomous Region in Muslim Mindanao (ARMM)

## Activities Regarding the Implementation of the IMSBC Code

Date	Activity
27-30 June 2017	<p>National Awareness Workshop on the Implementation of the International Maritime Solid Bulk Cargo (IMSBC) Code, with Special Focus on Cargoes that may Liquefy</p> <p>The International Maritime Organization (IMO) Integrated Technical Cooperation Programme (ITCP), in coordination with the Maritime Industry Authority (MARINA), organized the said Workshop on 27 – 30 June 2017 at the New World Manila Bay Hotel, Manila.</p> <p>The Workshop aims to promote the safe handling and carriage of solid bulk cargoes in accordance with the provisions of the IMSBC Code including the determination of the flow of moisture point of materials which are susceptible for liquefaction. The Workshop also aims to raise awareness on the existing processes within the concerned agencies to prevent the loss of ships, cargoes and the loss of lives.</p>
19 July 2017	<p>Memorandum for the Administrator, MARINA</p> <p>The Overseas Shipping Service (OSS) submitted the Report on the IMSBC Workshop to the Administrator.</p>
24 January 2018	<p>ITCP, IMO Letter to OSS dated 23 January 2018</p> <p>The OSS received on 24 January 2018 the ITCP, IMO letter providing OSS the Mission Report on the IMSBC Workshop prepared by Mr. Alfredo Parroquin-Ohlson, Head, Cargoes and Technical Cooperation Coordination, Maritime Safety Division, IMO.</p>
09 March 2018	<p>Inter-Agency Meeting on IMSBC held on 09 March 2018 at MARINA Board Room.</p> <p>The Meeting agreed to draft a Joint Department Order (JDO) in order to address the specific issue of identifying the duties and responsibilities of maritime agencies to be able to implement, enforce and achieve compliance with the mandatory provisions of SOLAS Chapter VI and the IMSBC Code.</p>
19 March 2018	<p>Memorandum for the Undersecretary for Maritime, DOTr</p> <p><a href="#">The OSS provided the Undersecretary the Highlight of the Inter-Agency Meeting on IMSBC held on 09 March 2018 at MARINA Board Room.</a></p> <p>Enclosed Documents:</p> <ol style="list-style-type: none"> <li>1. Mission Report on the IMSBC Workshop by Mr. Alfredo Parroquin-Ohlson</li> <li>2. Attendance Sheet</li> <li>3. Matrix of Philippine Comments and Recommendation on the said Mission Report</li> </ol>

Date	Activity
20 March 2018	<p>Letter to the participants of the Inter-Agency Meeting on IMSBC</p> <p>The OSS provided the participants the Highlights of the Inter-Agency Meeting on IMSBC held on 09 March 2018 at MARINA Board Room.</p> <p>Enclosed Documents:</p> <ol style="list-style-type: none"> <li>1. Mission Report on the IMSBC Workshop by Mr. Alfredo Parroquin-Ohlson</li> <li>2. Attendance Sheet</li> <li>3. Matrix of Philippine Comments and Recommendation on the said Mission Report</li> </ol>
28 March 2018	<p>Draft Proposed Joint Department Order on the Creation of an Inter-Agency Committee on the Implementation of the IMSBC Code</p> <p>The OSS provided copies to the Legal Service and Maritime Safety Service, MARINA and requested for their respective comments and inputs.</p>
27 April 2018	<p>Draft Proposed Joint Department Order on the Creation of an Inter-Agency Committee on the Implementation of the IMSBC Code</p> <p>The OSS provided copies to the participants of the Inter-Agency Meeting on IMSBC and requested for their respective comments and inputs.</p>
04 July 2018	<p>Letter request for Comments and Inputs on the Draft Proposed Joint Department Order Draft Proposed Joint Department Order on the Creation of an Inter-Agency Committee on the Implementation of the IMSBC Code</p> <p>The OSS requested comments and inputs from the stakeholders especially the affected government agencies.</p> <p>Enclosed Document: Draft Proposed JDO</p>
30 April 2018 – 01 August 2018	<p>The OSS compiled all the comments and inputs on the draft JDO during this period.</p>
03 August 2018	<p>Memorandum for the Secretary of the Department of Transportation (DOTr) MARINA requested the DOTr to consider the attached Joint Department Order creating an Inter-Agency Committee on the Implementation of the International Maritime Solid Bulk Cargoes (IMSBC) Code, as well as the comments received from other agencies.</p> <p>Enclosed documents:</p> <ol style="list-style-type: none"> <li>1. Matrix of the Draft Proposed JDO and comments</li> <li>2. Briefer on IMSBC Code</li> </ol>
13 September 2018	<p>Email from the Office of the Assistant Secretary for Maritime</p> <p>The OSS received a copy of a Memorandum from the Legal Service, DOTr to the Assistant Secretary for Maritime dated 15 August 2018 which finds the creation of the Inter-Agency Coordinating Committee to be legally in order.</p>

Date	Activity
20 March 2018	<p>Letter to the participants of the Inter-Agency Meeting on IMSBC</p> <p>The OSS provided the participants the Highlights of the Inter-Agency Meeting on IMSBC held on 09 March 2018 at MARINA Board Room.</p> <p>Enclosed Documents:</p> <ol style="list-style-type: none"> <li>1. Mission Report on the IMSBC Workshop by Mr. Alfredo Parroquin-Ohlson</li> <li>2. Attendance Sheet</li> <li>3. Matrix of Philippine Comments and Recommendation on the said Mission Report</li> </ol>
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13 September 2018	<p>Memorandum for the Secretary of the Department of Transportation (DOTr) MARINA submits the final draft of the proposed JDO together with its Aide-mémoire for the Department's consideration and approval.</p>

Date	Activity
18 September 2018	<p>Memorandum for the Secretary of the Department of Transportation (DOTr)</p> <p>MARINA submits the final draft of the proposed JDO together with its Aide-mémoire for the Department's consideration and approval.</p>
08 October 2018	<p>DOTr-signed Joint Department Order (JDO) on IMSBC Code</p> <p>MARINA received from DOTr the signed JDO dated 08 October 2018</p>
16 October 2018	<p>Memorandum for the Secretary of the Department of Transportation (DOTr)</p> <p>MARINA requested DOTr for the endorsement of the JDO to the Department of Science and Technology.</p> <p>Enclosed documents:</p> <ol style="list-style-type: none"> <li>1. Draft Endorsement Letter to DOST</li> <li>2. DOTr-signed JDO on IMSBC Code</li> <li>3. Aide-mémoire</li> <li>4. Briefer on IMSBC Code</li> </ol>

Through the said initiatives that are actively participated and effectively implemented by the Maritime Industry Authority (MARINA), together with its partner agencies, a safer, greener and more competitive Philippine maritime industry is something to foresee.

## Marine Environment Protection Committee (MEPC) Group

In line with the goal of addressing climate change and other environmental problems, the Maritime Industry Authority (MARINA) spearheads the Marine Environment Protection Committee (MEPC) Group under the International Maritime Organization (IMO). The MEPC addresses environmental issues, such as the control and prevention of ship-source pollution covered by the MARPOL treaty, including oil, chemicals carried in bulk, sewage, garbage and emissions from ships, including air pollutants and greenhouse gas emissions. Other matters covered include ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and identification of special areas and particularly sensitive sea areas.



Under MARINA's remit, the MEPC Group has identified the focal/support agencies and activities on the following agenda items: 1) harmful aquatic organisms in ballast water; 2) air pollution and energy efficiency (Implementation of MARPOL, Annex VI); 3) Reduction of greenhouse gas (GHG) emissions from ships; 4) follow-up work from the Action Plan to address marine plastic litter from ships; 5) identification and protection of Special Areas, emission control areas (ECAs); 6) pollution prevention and response; and 7) technical cooperation activities for the protection of the marine environment. The concerned agencies are monitoring the actions being undertaken for the purpose of drafting the Philippine position paper to be submitted to the IMO.



## IMO Invites MARINA to a Resource Mobilization Workshop in Korea

The International Maritime Organization (IMO) invited the Maritime Industry Authority (MARINA) to a Resource Mobilization Workshop in South Korea on 26-30 November 2018.

In his meeting with officials of the MARINA, Mr. Youngso Kim, Head of IMO's Technical Cooperation Division on Resource Mobilization and Partnership said that the IMO aims to build networks, develop partnership and foster good relationship among member States of the Organization.

He likewise mentioned that the IMO's resource mobilization program is centered on knowledge partnership where the Organization can share its expertise and experience in investments and development cooperation. The program also targets to accelerate the ratification or accession of various IMO instruments and assists members in setting up the required strategies for their effective implementation.

Two (2) participants from IMO Member States will be invited to the workshop wherein the Philippines will be represented by the MARINA and the National Economic Development Authority (NEDA).

Representatives from ASEAN countries, Korea, Japan, Australia, New Zealand as well as the World Bank, Asian Development Bank, the ASEAN Secretariat will also participate in the said workshop.



## MARINA Holds Workshop on Ships' Garbage Disposal

The Philippines, which is an archipelagic country, is greatly dependent on our rich and diverse marine environment for food, transport, commercial fishing, aquaculture and tourism industry. However, based on the Earth Day Network's Statistics in 2018, the country ranked as the third largest contributor of plastic waste to global waters, after Indonesia and China.

It was further reported that the country contributes an alarming figure of 1.88 million metric tons of "mismanaged plastic waste" in seas each year. These plastic and other garbage are toxic to our marine environment as it leads to its deterioration or worst, to its total devastation.

Hence, as the country's single maritime administration, the Maritime Industry Authority (MARINA), in coordination with the International Maritime Organization (IMO), hosted the National Workshop on MARPOL Annex V and Port Reception Facilities on 23 to 25 October 2019 at the MARINA Central Office to prepare the Philippines in the effective implementation of MARPOL Annex V or the Regulations for the Prevention of Pollution by Garbage from Ships, as amended.



Atty. Josephine Uranza, International Maritime Organization (IMO) Regional Coordinator and Presence in East Asia, informed the participants on the main objectives of the Workshop as she delivered her opening message.

“This workshop seeks to raise awareness of the participants on various issues associated with ship sourced marine litter. It is also intended to familiarize participants with the international regulatory requirements related to MARPOL Annex V, port reception facilities and waste management. Likewise, it aims to provide the best practices for port reception facilities. Lastly, to enhance the knowledge and capacity of maritime management officials for the effective implementation and enforcement of MARPOL Annex V and port reception facilities,” Atty. Uranza said.

IMO expert, Mr. Peter Van den Dries, discussed the sources and impact of marine litter and its international policy response and examples of preventive and remedial measures. He likewise provided presentations about port reception facilities, waste management practices at commercial, fishing and recreational ports, and incentive-based systems for ship-generated waste.

Mr. Mark Lim Yew Guan and Mr. Kelton Lim, IMO experts from the Maritime Port Authority (MPA) of Singapore, talked about MARPOL in general, revised MARPOL Annex V and its recent developments, port state control in general and port state control on MARPOL Annex V. The discussions continued with the country presentations on the implementation and enforcement of MARPOL Annex V and port reception facilities in the country.

Meanwhile, participants and guests had an overview on the system of handling garbage and available reception facilities in the country through an on-site visit at the South Harbor, Port Area, Manila.

The workshop was concluded with an interactive discussions and adoption of the resolutions of the Workshop.



# Association of Southeast Asian Nations (ASEAN)

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.

The ASEAN began as stipulated in the Kuala Lumpur Transport Strategic Plan (KLTSP) 2016-2025, the ASEAN Master Plan as connectivity and other maritime-related measures instituted by the said Association.

The KLTSP is a 10-year masterplan for the ASEAN transport sector which aims to enhance regional economic integration.

The Philippines actively participates to the ASEAN Maritime Transport Working Group (MTWG) Meeting. It is the principal coordinating and implementing arm of the ASEAN Senior Transport Officials Meeting (STOM) that advances maritime transport related programs, projects, and activities under the KLTSP.

The ASEAN MTWG Meetings and Senior Officials Meetings are being conducted twice a year to monitor the progress in the implementation of the KLTSP (2016-2025) and to discuss various ASEAN transport related initiatives, such as the Memorandum of Understanding on the Improvement of Safety Standards and Inspection for Non-Conventions Ships within the ASEAN Member States (AMS) which was signed during the 24th ASEAN Transport Ministers Meeting (ATM) held on 09 November 2018 in Bangkok, Thailand.

The concluded ASEAN transport Meetings participated by the Philippines are the following:

## 2018

The concluded ASEAN transport Meetings participated by the Philippines are the following:

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

## 2019

- 37th ASEAN Maritime Transport Working Group Meeting (MTWG) – 05-07 March 2019, Singapore
- 38th ASEAN Maritime Transport Working Group Meeting (MTWG) – 21-23 August 2019, Singapore

The ASEAN Regional Forum (ARF) Workshop on Ferry Safety aims to deepen the communication and cooperation with ARF Member States, and to establish a platform for experience exchange in ferry safety-related issues in the Asia – Pacific region.

- ASEAN Regional Forum (ARF) Workshop – 26 - 28 November 2018, China

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.

- 3rd ASEAN Regional Forum (ARF) Workshop on Ferry Safety – 12 - 14 November 2019, China

## Participation in the 35th, 36th, 37th, and 38th MTWG Meetings

In order to achieve greater connectivity, efficiency, safety and sustainability in maritime transport within ASEAN, the MARINA participated in the 35th, 36th, 37th and 38th Association of South East Asian Nations Maritime Transport Working Group (ASEAN MTWG) Meeting held in Singapore on 27 February – 01 March 2018, August 14-16, 2018, 05-07 March 2019 and 21-23 August 2019, respectively.

During the meetings, the Deputy Secretary (Hub Strategy) of the Ministry of Transport of Singapore, Mr. Calvin Phua, emphasized the importance of enhancing efforts to improve maritime connectivity, to further integrate and connect ASEAN. He likewise pointed-out that the MTWG should continue to work together on programs to raise awareness on maritime transport safety as well as contingency plans for marine accidents, and develop initiative on the ASEAN Green Ship Strategy.

The meetings were attended by the delegates from all ASEAN Member States, staff members of the ASEAN Secretariat, representatives from the Federation of ASEAN Shipowners's Associations (FASA), International Maritime Organization (IMO), Global Initiative for South East Asia (GISEA), Maritime Safety Administration of China (China MSA), Ministry of Shipping of India, Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan, and the Ministry of Oceans and Fisheries of ROK.

## Ferry Safety is a Shared Responsibility – MARINA

The Maritime Industry Authority (MARINA) stressed that the safety of domestic passenger ferries is a 'shared responsibility' among public and private sectors that are involved in the formulation, implementation, and enforcement of rules and regulations on maritime safety during the 2nd ASEAN Regional Forum (ARF) Workshop held on 26-28 November 2018 in Guangzhou, China.

At the 2nd ASEAN Regional Forum (ARF) Workshop, the MARINA, in collaboration with the Guangdong Maritime Safety Administration (MSA), 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.

In the ARF workshop, Engr. Bernardo Pollo of the MARINA – Maritime Safety Service shared the mechanisms to implement and enforce ferry safety rules and regulations for the enhancement of design and construction of ferries, ferry appliances and equipment, as well as human element as source of risk to safe and effective shipping. The said mechanisms encompass audit-based inspection system, domestic ship safety standards' development in Philippines and regional cooperation, and other related new technologies.

Moreover, the head of the Philippine delegation, Engr. Marc Anthony Pascua of the MARINA Region VII, discussed the policies towards enhancement of ferry safety in the country.

The MARINA also tackled its initiatives and best practices on the enhancement of domestic passenger ferry operations such as capacity building measures on enforcing applicable rules, promoting use of fit-for-purpose vessels, encouraging safety culture and strengthening cooperation on ferry safety within the ARF framework.



Finally, the Philippine delegation expressed its appreciation to its fellow ARF organizers, recognizing how the platform generates initiatives and best practices from the ASEAN member states and ARF member countries for the promotion of safe domestic ferry operations.

This commitment of imposing ferry safety continued as the 3rd ASEAN Regional Forum (ARF) was conducted on 12 to 14 November 2019 at Guangzhou, China. The said forum was likewise participated by the MARINA.



**THE  
OVERSEAS  
SHIPPING  
SERVICE**



The overseas shipping sector plays a vital role in the country's economic development. In response to the operational realities in the overseas shipping sector and this Authority's regulatory/supervisory and promotional/developmental functions, the general functions of the OSS are, as follows:

### **Promotional Studies:**

- 1** Recommends the adoption and implementation or appropriate courses of action, policies and measures that would further the interest of the Philippines maritime industry;
- 2** Recommends the adoption review, updating, implementation and monitoring of the overseas shipping sector's plans, programs, projects, incentives system, financing schemes, standards, criteria, policies, rules, regulations, and guidelines for the development of a competitive overseas shipping fleet;
- 3** In coordination with other MARINA service units and other relevant agencies, determine trends on the utilization of Philippine registered domestic ships in the overseas trade, freight/charter rates and the financial performance of Philippine overseas shipping companies;
- 4** Undertakes evaluation, review and analysis of the presentation and future economic and commercial shipping trends, practices and markets, regulation systems covering ocean freight services including ocean intermediaries such as ship agents, ship management companies and sea freight forwarders.

### **International Maritime Instruments:**

- 5** Undertakes or assists in the conduct of studies, review and evaluation of relevant international maritime instruments which may affect the Philippine maritime industry;
- 6** Prepares the position/information/discussion papers for ratification of/accession to and/or implementation of said international maritime conventions, laws, codes, resolutions, rules and regulations, as applicable;
- 7** Recommends the adoption, review, updating and implementation of laws, policies, rules, regulations, guidelines and measures, including advisories, in compliance with ratified international maritime conventions or relevant international maritime instruments issues/adopted by the international maritime and related organizations, to which the Philippines is a Party/Member State.

## Agreements:

- 8 Undertakes measures to implement related bilateral agreements entered into by the Philippines;
- 9 Undertakes all the necessary administrative/technical arrangements and maintains transparency relative to bilateral relations and negotiation process in coordination with the bilateral partners and prospective partners and with relevant government agencies and private sector associations/entities;
- 10 Provides assistance in the formulation of criteria that will serve as guidepost of parties during negotiations involving bilateral shipping agreements;
- 11 Maintains/coordinates relations with the provides position/information papers and the necessary technical advice to relevant government agencies involved in the implementation of bilateral and multilateral shipping agreements/arrangements and international, regional and sub-regional maritime transport agreements/arrangements directly affecting the Philippine maritime industry;
- 12 Participates in the negotiations of bilateral multilateral shipping agreements and international, regional and sub-regional maritime transport agreements/arrangements;
- 13 Monitors the progress of the commitments of the different flag state administrations to such agreements/arrangements vis-à-vis the country's progress thereon.

## Flag State Functions:

- 14 Evaluates and recommends appropriate action on all applications/requests or overseas shipping companies/maritime entities relating to accreditation, acquisition of ships for overseas utilization of domestic ships in international trading, ship registration and documentation, special permits for temporary change in trading status or utilization of ships in the overseas trade, importation or marine engines/spare parts, incentives availment and related applications pursuant to existing MARINA policies, rules and regulations and their implementing rules and regulations;
- 15 Coordinates with national and international agencies on the effective implementation of flag State administration functions;
- 16 Monitors compliance of the Philippines with its obligation to generate and submit periodic and updated reports to the IMO, GISIS as well as to other international organizations, as may be required;

- 17** Coordinates with other Flag State Administrations and Port State Control Authorities and international, regional and national organizations on policy matters affecting the management and operation of the Philippine international shipping sector;
- 18** Conducts or participates in the conduct of public consultation in coordination with concerned Units of the Authority, relevant government agencies, private sector associations and other entities regarding issues and concerns on the provision of overseas shipping services, proposed laws, programs, projects, policies, rules, regulations and guidelines in relation to the briefing/orientation on newly approved issuances and international shipping developments;
- 19** Recommends the development and maintenance of databases and monitoring systems on overseas shipping operations in terms of compliance of overseas shipping companies and Philippine flag ships with international maritime safety and environmental standards, existing MARINA policies, rules, regulations, guidelines and other requirements, in coordination with the relevant MARINA offices;
- 20** Identifies external/internal information that will serve as inputs to the discharge of the regulatory/supervisory and promotional/developmental functions covering the overseas shipping sector, in coordination with appropriate services units of the Authority, private sector, shipping conferences/associations, local/foreign independent operators and relevant government agencies;
- 21** Prepares response/reply to inquiries relating to the discharge of the regulatory/supervisory and promotional/developmental functions covering the overseas shipping sector;
- 22** Undertakes preparation of position/information/discussion papers on matters/issues relating to the discharge of the regulatory/supervisory and promotional/development functions covering the overseas shipping sector.

### **Representation in Meetings:**

- 23** Conducts regular monitoring of the scheduled meetings of international, regional and sub-regional maritime organizations;
- 24** Prepares and/or coordinates the preparation of all the necessary position/discussion/information/technical papers, including intended interventions, in collaboration with appropriate MARINA service units, concerned government agencies and private sector associations/entities for the consideration of Management, prior to the participation/attendance or designated MARINA officials/staff to such meetings;

25

Represents the Authority in international maritime conferences, meetings and negotiations, as may be assigned by higher authorities; and

26

Performs such other functions as may be assigned by higher authorities.



# The Three Divisions of the OSS

## A. Maritime Registry Division (MRD)



The MRD performs the regulatory and supervisory function of the OSS. Under the said function, the MRD evaluates all applications of the overseas shipping companies and other maritime enterprises or entities pertaining to the accreditation of overseas shipping companies and other maritime enterprises or entities. It likewise processes applications for the acquisition of ship either for purposes of availment of incentives/flag protection through importation/outright purchase/construction by local shipbuilders or by bareboat chartering/lease-purchase/ lease-irrevocable purchase. It also handles the registration of Philippine overseas ships by issuance of Certificate of Ownership/Certificate of Philippine Ship Registry, records of changes of ships documents ownership, annotation of Mortgages and Encumbrances and issuance of Certificate of Deletion from Philippine Registry. This includes the documentation of Philippine Overseas Ships through the issuance of safety, security and statutory certificates, Continuous Synopsis Record (CSR), Special Permit for the temporary utilization of domestic ships in the overseas trade and letter authority for supernumeraries / expatriates onboard Philippine-registered ships in international trade.

Other related applications being handled are applications under the Implementing Rules and Regulations (IRR) of RA Nos. 7471 and 9301, application for temporary/permanent conversion of status from domestic to international trading, application for the sale, charter/lease and subsequent arrangement of vessels in the international trade owned/operated by Philippine National for foreign-owned and controlled enterprises, and other relevant applications/requests related to ship registration documentation and licensing.

The MRD likewise conducts monitoring by: a.) Maintaining and updating the Register of Philippine Overseas Ships, and records liens, mortgages and encumbrances of Philippine-registered overseas ships in the Book of Register; b.) Maintaining and updating of the Register of other Maritime Enterprises; c.) Coordinating with the Bureau Internal Revenue (BIR) on monitoring payments or withholding taxes on bareboat charter hire and documentary taxes on overseas shipping-related transactions; d.) Undertaking monitoring activities for the Philippine Register of Overseas Ships, accreditation of overseas shipping companies and other maritime enterprises, special permits, bonds requirements, tax payments, Continuous Synopsis Record, Republic Act No. 7471, as amended, Statutory Certificates and others.

In furtherance of the MARINA's vision to be a strong and dynamic maritime authority of the Philippines, the MRD performs the following promotional and developmental functions:

- a.) **Supports** and assists in formulating policies, rules and regulations that will promote and develop the Philippine Ship Registry and other maritime enterprises;
- b.) **Schedules** periodic meetings with private stakeholders to strengthen the collaboration between them and MARINA and to involve them in MARINA's plans and programs;
- c.) **Improves** services to its clients by streamlining the documentary requirements on applications, standard processing time, digitization of documents and speedy action on urgent requests of shipping companies involving Philippine-registered ships abroad on a 24/7 basis during weekends, non-working days and/or after office hours;
- d.) **Works** on the Overseas Shipping Service International Monitoring System (OSSIMS) certification for applications being processed in the Overseas Shipping Service; and
- e.) **Encourages** OSS staff's attendance and participation in seminars, workshops and meetings to immerse them in leadership training, improve work attitude, expose them to new technologies and enhance knowledge and competence for effective and efficient delivery of service to the public; and
- f.) **Provides** update to the MARINA Management on compliance rate of Philippine registered vessels in the different Port State control (PSC) Memorandum of Understandings.

## B. International Shipping Development Division (ISDD)



The ISDD performs the promotional and developmental functions of the OSS. Pursuant to its mandate, the ISDD focuses on activities of various international organizations. It serves as the clearinghouse and repository of all information and pertinent documents relative to matters and activities involving organizations such as: International Maritime Organization (IMO), Association of Southeast Asian Nations (ASEAN), Brunei-Indonesia-Malaysia East Asian Growth Area (BIMP-EAGA), Asia-Pacific Economic Cooperation (APEC), International Labour Organization (ILO), and Asia Pacific Heads of Maritime Safety Agencies (APHOMSA).

The ISDD performs the following functions and responsibilities:

- a.) **Oversees** all activities related to the fulfillment of the MARINA's commitment to international organizations. It operationalizes and monitors the status of implementation of agreements;
- b.) **Reviews** existing policies and develops new policies on international commitments relative to matters concerning maritime transportation, in coordination with stakeholders;
- c.) **Serves** as first point of contact of all information concerning international matters and provides necessary assistance to other service offices;
- d.) **Functions** as focal group and liaison between the OSS, the Division and other concerned agencies/offices;
- e.) **Ensures** representation of the MARINA to inter-agency technical committee meetings and conferences, participate in pre departure briefings and post-activity briefings conducted by the Department of Transportation (DOTr) or Department of Foreign Affairs (DFA);
- f.) **Disseminates** relevant information, advisories and policies on the commitments of MARINA to international organizations in coordination with relevant agencies/offices and respond to queries related thereto;
- g.) **Drafts** reports with regard to international maritime activities of MARINA;
- h.) **Keeps record of other necessary documents/papers** relevant to the commitments of MARINA to international organizations and bilateral agreements needed by the Division;
- i.) In consultation with the Administrator, **determines** attendees to meetings or in case the MARINA could not be represented, **requests** the DFA or its respective posts to represent MARINA;

- j.) In coordination with the MARINA Human Resource Management and Development Division (HRMDD), **coordinates with DFA and DOTr** for the complete processing of travel authorities for the MARINA representative to meetings;
- k.) In coordination with the **MARINA service offices, provides** comments, position papers or interpretation to agenda items or issues, pertinent documents and reports; and
- l.) **Performs** other functions as may be assigned by higher authorities.

The IMO/ILO Matters Sub-unit shall have the following functions:

- a.) **Assists** in the process of ratification of IMO and ILO Conventions protocols;
- b.) **Coordinates** in the preparation of draft circulars and advisories adopting relevant IMO rules and regulations to be applied to ships registered in the Philippines and engaged in international voyage;
- c.) **Prepares** and coordinates the drafting of necessary information papers for the consideration of the MARINA Management in the participation of MARINA Management on Flag State Administration matters including but not limited to its intended interventions to relevant IMO Meetings;
- d.) **Monitors** IMODOCS regularly and farm them out to relevant offices agencies for information or appropriate action;
- e.) **Coordinates** with other concerned government agencies and private sector on international issues affecting the operation and management of Philippine-registered vessels;
- f.) **Coordinates** with national and international agencies in the implementation of Flag State Administration functions;
- g.) **Coordinates** with other Flag State Administration and international, regional and national organizations on policy matters affecting the management and operation of the Philippine international shipping sector;
- h.) **Acts** as the Secretariat of the Multi-Agency Advisory Group on IMO Concerns (MAGIC); and
- i.) **Performs** other functions as may be assigned by higher authorities.

The ASEAN Sub-unit shall have the following functions:

- a) **Coordinates** with relevant government agencies and other ASEAN Member States in the fulfillment of the planned integration of the logistics and maritime transport services sector in the ASEAN Region as stipulated in the Brunei Action Plan and its successor, the ASEAN Master Plan on Connectivity and such other maritime-related measures, which may be instituted by the ASEAN;
- b) **Recommends** to the MARINA Management, when there is participation, its course of action on actions made by the different working groups and officials' meetings of the ASEAN, such as but not limited to the Maritime Transport Working Group (MTWG), ASEAN Regional Forum (ARF), Coordinating Committee on Services (CCS) / Logistics and Senior Transport Officials' Meeting (STOM) and other related meetings;
- c) **Performs** other functions as may be assigned by higher authorities.

The Agreements Sub-unit shall have the following additional functions:

- a) **Prepares** and assists in the formulation of criteria for entering bilateral shipping agreements with other countries.
- b) **Ensures** to keep the process of bilateral relation open to bilateral partners and prospective partners;
- c) **Coordinates** the conduct of Joint Committee on Maritime Affairs;
- d) **Coordinates** with other government agencies in the process of negotiation;
- e) **Provides** information papers on any proposed bilateral shipping negotiation;
- f) **Represents** the MARINA in negotiating agreements where the Philippines has entered into or proposed to enter into;
- g) **Assists** in coordinating bilateral negotiations; and
- h) **Performs** other functions as may be assigned by higher authorities.

## C. Cooperation and Strategic Maritime Initiatives Division (CSMID)



Through the issuance of MARINA Administrative Order No. 10-17, series of 2017, the third division of the Overseas Shipping Service named the Cooperation and Strategic Maritime Initiatives Division (CSMID) was created to handle matters on Philippines' compliance with the rules, regulations and standards required by the International Maritime Organization (IMO). It is the monitoring body to ensure that the Philippines give full and effective implementation and enforcement to mandatory IMO Conventions and other international agreements and arrangements. It likewise serves as the first point of contact to all information concerning international maritime matters.

The Division has two sub-unit: the IMSAS Unit and the Special Concern Unit.

The IMSAS Unit handles the preparation to the IMO Member State Audit Scheme (IMSAS) in 2021. It assists the IMSAS TWG, IMSAS Council and National Task Force to be constituted to ensure that the Philippines will give full and complete implementation and enforcement of the mandatory IMO Conventions through the drafting of maritime conventions and instruments into national legislation, rules and regulations. It shall have the following additional functions:

- a.) **Identification** of obligations and responsibilities;
- b.) In support of the IMSAS TWG, **reviews and revises** the national policy and strategy (Philippine Maritime Strategy);
- c.) In support of the IMSAS TWG, **reviews and revises** the executive issuance for the establishment of the National Task Force;
- d.) **Drafts** Action Plan for IMSAS Audit with timelines;
- e.) **Coordinates** with other concerned government agencies;
- f.) **Conducts** orientation workshop and mock audit on IMSAS; and
- g.) **Performs** such other functions as may be necessary.

The other sub-unit is the Special Concerns Unit which coordinates with concerned service units to ensure representation on inter-agency technical meetings. This sub-unit handles planning and Philippine hosted meetings, seminars and workshops conducted by the MARINA in coordination with the IMO and other international organizations in relation to ratification, accession and implementation of IMO Conventions and Protocols.

# The Men and Women of OSS





**ATTY. JEAN VER P. PIA, PhD**  
**Director of the Overseas Shipping Service (OSS)**

As Director of the OSS since November 2015, Atty. Pia is responsible for the promotion and regulation of the overseas shipping sector. She provides overall direction and supervision to the three divisions of the OSS, namely: Maritime Registry Division (MRD), International Shipping Development Division (ISDD) and the Cooperation and Strategic Maritime Initiatives Division (CSMID).

A lawyer by profession, she is a Career Executive Service Eligible (CSEE). In terms of educational background, Atty. Pia took up her Doctor of Philosophy (PH.D) in Cardiff University, Cardiff, Wales, United Kingdom from October 2010 and graduated last 21 July 2017. She obtained her Masters of Science (MSc) in Maritime Administration at the World Maritime University, in Malmo, Sweden from May 2002 to October 2003. Both post-graduate studies were funded by the Sasakawa Fellowship of Japan and the Nippon Foundation/Seafarers International Research Centre (SIRC), respectively.

Atty. Pia took her Bachelor's Degree in Laws (LI.B) at the San Beda College, Manila from 1994 to 1999 and passed the 1999 Philippine Bar Examination. Before entering the College of Law, she took her Bachelor of Arts degree in Major in Political Science at the University of Santo Tomas, Manila from 1990-1994.



## MARIA GRACIA ASEGUADO SANTOS

### Administrative Assistant I

Ms. Santos started her journey as a Computer Secretariat Graduate at New Era University, Diliman, Quezon City. Her humble beginnings commenced in MARINA as a JICA-Expert Secretary under four Japanese Consultants assigned at the Domestic Shipping Service of the MARINA, dispatched by Ministry of Land Infrastructure and Transport of Japan, from 2000 until 2011. She was later employed as a Job Order at the Domestic Shipping Service and Office of the Administrator from 2012-2015. She now works as Administrative Assistant I at the Overseas Shipping Service.



## GEORGE C. GALUPO, JR.

### Administrative Aide IV

Mr. Galupo started working in a private institution under the Neat Engagement Company in 2015 as a Client Service Aide. After a year, he was hired by the MARINA as Administrative Aide IV and became a part of the Overseas Shipping Service (OSS) family reporting to the Director's Office. He may seem very quiet but he is a talented singer.



## SEGUNDO ROY A. CASTROVERDE

### Clerk at the Maritime Registry Division (MRD)

Mr. Castroverde also known as "Kuya Bim" started in September 2004 in the Administrator's Office under then MARINA Administrator Vicente T. Suazo, Jr. He was then transferred to the Legal Service in the Administrative and Finance Office. Lastly, he was assigned at the Overseas Shipping Service on 01 July 2011. Having been in the government service for several years, Kuya Bim has gained a lot of friends which he met along the way. He is married to Mrs. Lydia Q. Castroverde with a daughter named Allision Clair A. Castroverde. Aside from his family, he considers MARINA to be his second home.

## Maritime Registry Division (MRD)



### PERLA S. CHUA

#### Supervising Maritime Industry Development Specialist

Ms. Chua is the current Officer-In-Charge of the MRD of the MARINA – OSS. She is an alumna of the Philippine Christian University (PCU) where she finished her two-year Secretariat Course and her Bachelor of Business Administration in 1990. She handles the regulatory, promotional and developmental functions of the MRD. She has been involved in the formulation of policies relating to the development of the overseas shipping, attended several training and workshops to enhance her technical know-how to be an efficient and competent public servant. She has a twin sister and was born in the year of the Tiger.



### CEFARINA L. TADINA

#### Senior Maritime Industry Development Specialist

Ms. Tadina is a degree holder in Bachelor of Science in Commerce, Major in Economics. She has been with the Overseas Shipping Service of the MARINA as Senior Maritime Industry Development Specialist (Sr. MIDS). As Sr. MIDS, she is chiefly responsible for evaluating various types of applications related to Philippine-registered ships engaged in international trade, accreditation of maritime enterprises among others. Prior to her transfer to MARINA in 2006, Ms. Tadina began her government service at the former Telecommunications Office-NCR, where she supervised the preparation of periodic statistical reports on telegraph stations operations in the Region. Ms. Tadina's more than a decade of experience in OSS has helped her continually developed her knowledge and in-depth understanding of maritime registry process.



### GUIA G. GAMO

#### Senior Maritime Industry Development Specialist

Ms. Gamo is a Graduate of Technical Business Education and Bachelor of Business Administration at the Philippine Christian University (PCU). She started early in her government career. She has been assigned in different offices of MARINA and gained vast experience in some key support services of the said agency such as Planning and Policy Office and Management Information Systems Service. In 2007, she finished her Diploma Studies in Management, Port, Shipping and Transport at the Shipping and Transport College, Ro Herdaw, the Netherlands. Currently, she is a Senior MIDS under the Maritime Registry Division (MRD). Her job mainly involves evaluation of applications related to ships engaged in international trade and rendering assistance in the formulation of policies related to overseas shipping.



## LIGAYA V. ARUTA

### Senior Maritime Industry Development Specialist

Ms. Aruta is a former National Statistics Office employee. She joined the MARINA on 15 June 1992 as Clerk II at the Overseas Shipping Service and promoted as Maritime Industry Development Specialist I at the Manpower Development Service. She was again promoted as Maritime Industry Development Specialist II and now as Senior Maritime Industry Development Specialist at the Overseas Shipping Service. She finished her Bachelor of Science in Commerce Major in Accounting at the Polytechnic University of the Philippines.



## ALTHEA MARIE E. CALAG

### Maritime Industry Development Specialist II

Having a degree of BS Applied Economics, Thea started her career in the government in December 2014. She undertakes evaluation of applications, research activities and preliminary analysis on matters relevant to overseas shipping and is also highly involved in monitoring activities, preparation of inter-agency/consultation meetings report on policy review and formulation. She recently finished her Masters of Science in Maritime Affairs degree at the World Maritime University (WMU). In her five (5) years of public service, she has become a valuable asset to the organization, as attested by her commendable oral and written communication skills.



## JERMELITA D. ESTOLLOSO

### Administrative Assistant III

Ms. Estoloso was born in San Agustin Isabela. She was married and has two sons. She came to Manila to study in College, initially took-up Secretarial and Stenography Course. One of the requirements before graduation was to render the 200 hours Office training. Not knowing that her future was set to change when she set foot for the first time in the premises of the Maritime Industry Authority (MARINA), she was assigned to work in the Budget Division under the supervision of Kilusang Bayan for Credit Inc. (KBC at that time), now known as the MARINA Employees Cooperative, Inc. (MEC), and sent a letter to the school requesting to allow her to continue her studies in the evening class, which was granted. While working at the KBC, the Administrative and Finance Office (AFO) Director offered her to work in MARINA in September 1982 while she was still a Bookkeeper at KBC. Hence, after finishing her Secretariat and Stenography course she continued attending evening classes to pursue her Bachelor of Science in Business Administration (BSBA) Major in Management at Philippine Christian University (PCU). She has been asked to render service to different offices in MARINA such as ODAP, ODAO, Legal Service and Manpower Development Service in the absence of their Secretary. Also, she acted as Stenographer assisting in the quasi-judicial functions of the Office. She was sent to many places, as far as in Mindanao, to assist in the hearing and public consultation of all small boat operators. After her stenographic work, she was promoted as Secretary at the Overseas Shipping Service (OSS) and presently, as Administrative Assistant III at the same office.

# International Shipping Development Division (ISDD)



## NENITA S. ATIENZA

**Division Chief, Maritime Industry Development Specialist,  
International Shipping Development Division (ISDD)  
Director, Management Information Systems Service (MISS)**

Ms. Atienza was awarded as the model Division Chief of the MARINA in 2019. She has been with the MARINA since 1983. She rose from the ranks being a working student and at the same time a clerk at the Administrative and Finance Office for two (2) years. She then transferred to the Overseas Shipping Office. She was exposed to various aspects of maritime and other related maritime activities on maritime administration, flag registry function, trade and fiscal policy measures, bilateral agreements, among concerns.

An accountant by profession, she has attended previous international and national meetings, seminars/ workshops related to maritime matters in ASEAN, IMO and other countries. She holds a master degree in Business Administration. A recipient of various scholarships as she pursued her studies in Ports, Shipping and Transport Management at the International Maritime Transport Academy in Netherlands, Refresher Course in Ports and Shipping Transport in Viet Nam and Group Training Course in Tokyo, Japan.

She is happily married with three (3) children.



## JUDY L HONRADO

**Supervising Maritime Industry Development Specialist**

Ms. Honrado is a native of La Union and a typical Ilocana. She is the second child among three siblings. She took up her Bachelor's degree in Political Science at the Lyceum of the Philippines. She started her career in MARINA as Clerk of the Manpower Development Office in April 1997. She was with the Maritime Development Service for almost 16 years and had the chance to work at STCWO in 2013. After one and a half year, she became part of OSS as Senior MIDS. She has been promoted and is the current Officer-In-Charge of the ISDD. Born on the year of the rabbit and a mother of an 11 year-old boy who serves as her strength as she tries to survive the intricacies of life.



## CHARLIEMAGNE P. NOFUENTE

### Senior Maritime Industry Development Specialist

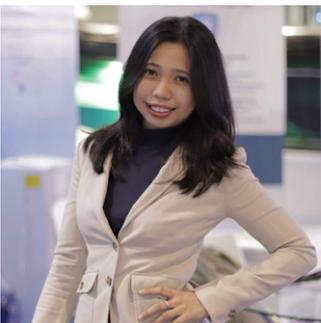
Mr. Nofuente is currently holding the position of Sr. MIDS in the International Shipping Development Division (ISDD) of the Overseas Shipping Service (OSS). He is a graduate of the Polytechnic University of the Philippines (PUP) – Taguig Campus with a Bachelor's Degree in Applied Mathematics. Mr. Nofuente started his career in the government at the Maritime Industry Authority in November 2014. He handles the Philippines Bilateral Agreements specifically the Merchant Shipping Agreement and the Global Integrated Shipping Information System (GISIS) of the IMO.



## DANA ANGELA D. FAJARDO

### Senior Maritime Industry Development Specialist

She grew up in the province of Cavite. In 2015, she graduated in the Lyceum of the Philippines University – Cavite Campus with a degree in BS Foreign Service. In October of the same year, she took on her first job in the Maritime Industry Authority (MARINA) as a Maritime Industry Development Specialist I. In 2019, Ms. Fajardo was promoted to Senior Maritime Industry Development Specialist handling tasks and documentation related to ASEAN Trade in Services and GloFouling Partnership Project.



## MARIA KRIZEL HIYAS H. VILLANUEVA

### Maritime Industry Development Specialist II

This old soul who was lost in this modern world ironically took up Bachelor of Mass Communication at the Pamantasan ng Lungsod ng Maynila (PLM) wherein she graduated as Magna Cum Laude of her batch. After college, she worked with Accenture Inc., and ABS-CBN News and Current Affairs Department as a Data Analyst and Researcher, respectively. Her government service began when she worked as a Writer at the Public Information Office (PIO) in the City Government of Valenzuela wherein she wrote press releases, speeches and messages of the city's Executive Chief. She was the one responsible in copywriting and proofreading the city's information dissemination materials like leaflets, pamphlets, and tarpaulins, among others. Currently, she is in-charge of the information dissemination of the MARINA – Overseas Shipping Service (OSS) and works as a Maritime Industry Development Specialist II at the OSS – ISDD.



## CHARMANE ANNE J. DELA CRUZ

### Maritime Industry Development Specialist I

Ms. Dela Cruz has been in the government service since 2017. Graduated at the University of the Philippines – Manila with a degree in BA Development Studies. After working as a Science Research Analyst at the Philippine Council for Industry, Energy and Emerging Technology Research and Development – Department of Science and Technology (PCIEERD-DOST), she started working for the Maritime Industry Authority (MARINA) as an Evaluator on February 2019. In October 2019, Ms. Dela Cruz was promoted to Maritime Industry Development Specialist I at the ISDD. Aside from her commitment to public service, Ms. Dela Cruz also actively takes part in their church activities as she leads their youth organization in Parañaque City.



## CHERRYL R. DUNGCA

### Administrative Assistant III

Ms. Dungca took up B.S. Computer Science at Our Lady of Fatima University. She started her career in the government service in 2005 at the Maritime Training Council (MTC), an attached agency of the Department of Labor and Employment (DOLE), as Job Order Personnel wherein she handled procurement of supplies and other administrative requirements of the agency. In 2012, the MTC was dissolved and some employees were absorbed by the Maritime Industry Authority (MARINA) as a result of the issuance of Executive Order No. 75. In July 2012 she served under the Administrative Division of the STCW Office wherein she handled procurement of supplies and performed as cashier who collects payment from seafarers applying for COP, COC and other certificates issued by MARINA. In 2015, she was given a plantilla position assigned at the ISDD as Administrative Assistant III and handles the administrative requirements for the upcoming workshops, seminars and other events of the office as well as its procurement, liquidation and reimbursement.



## REIGFRED DELA TORRE

### Administrative Aide IV

Mr. Dela Torre has been in the government for 30 years and is currently assigned in the ISDD as Administrative Aide IV. He started in 1990 at the Telecommunication Bureau under the then Department of Transportation and Communications (DOTC) as a Telegram Carrier.

# Cooperation and Strategic Maritime Initiatives Division (CSMID)



## PRECILA C. JARA

### Chief Maritime Industry Development Specialist

She is a graduate of Bachelor of Science in Computer Science at Rizal Technological University, Mandaluyong City. She was equipped with several trainings in maritime and finisher her Masters in Development Management at the Development Academy of the Philippines. She started in MARINA as Clerk II in 1994 and was recently promoted as the Chief MIDS of the CSMID. Her love for serving God, passion to make a difference and be a blessing to the government made her stay in the service.



## MARISSA G. ESGUERRA

### Supervising Maritime Industry Development Specialist Officer-In-Charge Chief, Quality Management Division, STCWO

Ms. Esguerra is a graduate of Bachelor of Science in Electronics and Communications Engineering at the Mapua Institute of Technology, she started working in the government under the National Telecommunications Commission (NTC) and transferred to MARINA in 2012. She earned her Master's Degree at the World Maritime University (WMU) in October 2016 specializing in Master of Science in Maritime Affairs specializing in Maritime Education and Training (MET) when she was elected as the Social Committee Chairperson of the WMU Student Council. She maybe an engineer and an auditor by profession but she is also an artist and a musician by heart.



## GERICO JOHN VINCENT A. MAGBOJOS

### Senior Maritime Industry Development Specialist

This Batangueño graduated with a degree in AB-Classical, Major in Philosophy at St. Francis de Sales Major Seminary in 2007. He obtained a post-graduate degree in Bachelor of Laws at San Sebastian College-Recoletos in 2013. Towards the end of his law studies, he was employed at the MARINA-STCW Office as document evaluator in the seafaring industry for certification. Far from the new-learned knowledge, in 2017, doors were opened to progress at the Overseas Shipping Service where he found interest in international commitments, policies and procedures, conference management, and communications. He found home away from home; He was recently conferred with an equivalent degree in Juris Doctor.



## JUSTINE NICOLE A. MOJICA

### Maritime Industry Development Specialist II

Ms. Mojica graduated as Magna Cum Laude from the University of the Philippines – Manila with a degree in Bachelor of Arts in Development Studies in 2017. After college, she worked with the Department of Social Welfare and Development (DSWD) and the Department of Transportation (DOTr). As Maritime Industry Development Specialist II, Ms. Mojica performs technical tasks related to the preparation of the Philippine maritime administration for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) in October 2022.



## SYRENE ALYSSA C. OCTAVIANO

### Maritime Industry Development Specialist II

Ms. Octaviano started her career at the Overseas Shipping Service since June 2017 as Evaluator of the newly created Division. In November 2019, she was promoted as Maritime Industry Development Specialist II and was assigned to assist in the planning, preparation and implementation of Work Program of the Division in accordance with the Office Plans and Budget. She likewise assists in the determination of the conference and international hosting needs of the Office. Moreover, she also assists in the Philippines' compliance with the IMO Member State Audit Scheme (IMSAS). She finished her Bachelor's Degree in Business Administration major in Financial Management as Cum Laude at the Central Philippine University, Iloilo City. To give herself an opportunity for further learning, she is currently taking up her Masters Degree in Management and Public Administration at the Philippine Christian University (PCU).



## BENJO G. PACHECO

### Maritime Industry Development Specialist I

Mr. Pacheco is a graduate of Philosophy at the University of the Philippines, with Paralegal Training at the same university and legal education exposure from University of Sto. Tomas, College of Civil Laws. He has gained substantial maritime academic exposure from the Philippine Merchant Marine Academy – Graduate School, and acquired relevant work experiences in sea-based manning agencies and on board passenger vessels plying international routes. He is currently detailed to CSMID, handling ICCRIMC, APEC and MARPOL-related activities. He is married to Madelyn Fidelino with two adorable kids, Caleb and Lucas.



## DHARLA MAYE Y. NAVAL, RPm

### Maritime Industry Development Specialist I

Ms. Naval is a graduate of BS Psychology at the National Teachers College in 2016. In the same year, she had passed the Board Licensure Examination for Psychometrician and Psychologists (BLEPP). After passing the said examination, she became an Account Supervisor at I-Promote People Enterprise, Inc. for two years. In 2019, she joined the government as a Job Order Contract in the Maritime Industry Authority (MARINA) under the Overseas Shipping Service (OSS). Last October 2019, Ms. Naval got promoted as Maritime Industry Development Specialist I in the same office. To further enrich herself on her chosen profession, Ms. Naval is currently taking up Master of Arts in Industrial Psychology at Eulogio Amang Rodriguez Institute of Science and Technology (EARIST).

## ATTY. MARIA SOTERANIA M. SIÑEL

Chief, International Shipping Development Division (ISDD)



When I was diagnosed with highly aggressive end stage Uterine Leiomyosarcorma (ULMS) with metastasis to lungs, bones and pancreas in February 2018, I chose to keep it private. But I was in a constant battle with a nagging voice from within that kept on persuading me to share my cancer journey to the public. In the hope that others may possibly learn something from my story, I decided to share bits and pieces on how I dealt and still dealing with my journey.

Let me start with a short background about the disease.

Leiomyosarcoma (LMS) is a rare type of cancer that affects soft muscles tissue. It has probably numbers of subcategories, mine being ULMS. As what I have read, LMS is a very individual, unpredictable and gut wrenching disease; hence, treatments and responses are by no means universal.

My journey started in 2017 when I experienced unbearable dysmenorrhea during and two to five days after my period and unexplained and persistent back and hip pain; and. Because of this pain, I have trouble sleeping and it has affected my job and day to day activities. I went to a number of doctors with different specializations and offered me various medications and treatments, but all did not give me any relief. As the days went by, the pain progresses more and more, and no doctors can give me the right diagnosis. So happy that after almost giving up on finding the right doctors and treatments, the Lord had finally led me and I really felt so privileged to be under the care of the best doctors in the country.

My cancer journey is such a hard road, I have to accept and make some big adjustments with my new normal. Before I was diagnosed with cancer, I never realized how life can change in a second and how dehumanizing cancer is. I used to be active in my professional and social life, but after diagnosis, I realized that life would not be the same as it was! I have been living in my new normal since 2018.

To me, my new normal can be likened to the effects of COVID-19 pandemic. During this COVID 19 pandemic we were all told to stay home- Well, I have long been advised to stay home, avoid public or crowded places and be cautious of every cough, sniffle and person around me as my immune system may take a hit. I have been in quarantine for almost two years now so I really crave for social interaction. To maintain my sanity and avoid depression, I am doing some home activities that can make me busy.

While cancer has immobilized me and temporarily robbed my independence but God has never and will never fail to amaze me with his goodness and mercy. I am still alive at this point after given only two months to live since diagnosis. Indeed, God is so good and I affirmed that my doctors are living portraits of the Divine Healer. Despite of my physical limitations, I still cherish the gift of life as life is so precious!

And even if I am challenged every day with pains, physical and psycho-social effects of my treatment, I still thank God for each day even knowing that it might not be easiest but trusting that I can endure every single day with a smile on my face despite the bumpy roads in my journey because I know He is my refuge and the source of my strength.

Yes, cancer has taken too much of me but when I come to think of it, it has taught me so many things, so why would I fret? Because of cancer, I learned to appreciate what I have taken for granted; I learned to find the small joys in life and embrace the simple things; I have learned how to stay positive even my world is collapsing; It has opened my eyes to many things where I was once blinded to; It revealed to me the people who matter and who I matter to; I realized how blessed I am to have a very loving, caring and supportive family and real friends; I experienced the loving kindness of my colleagues and even of strangers. I have so many reasons to be grateful for, but more than anything else, I thank God for teaching me how to be totally dependent on Him and put my complete trust in Him. Not much more can scare me now- not even death or life uncertainties because my God is mighty!

I may not know His plan for me as of the moment but I am holding on to His word that He makes all things beautiful in His time (Ecclesiastes 3:11), and Romans 8:28 which says "And we know that in all things God works for the good of those who love him, who have been called according to His purpose."

I believe in miracles! To God be all the Glory!

# List of Related Policy Issuances

## Presidential Decree (PD)

- PD 474 – Providing for the Reorganization of Maritime Functions in the Philippines, Creating the Maritime Industry Authority, and for other purposes
- PD 760 – Allowing the Temporary Registration of Foreign-Owned Vessels under Time Charter or Lease to Philippine Nationals for Use in the Philippine Coastwise trade subject to certain conditions
- PD 761 – Amending Section Eight Hundred Six of the Tariff and Customs Code of the Philippines, as amended, by Allowing the Registration of Vessels the Ownership of which is vested in Corporation or Associations, at least Sixty Percent of the Capital Stock or Capital of which belong to Citizens of the Philippines and for other purposes
- PD 866 – Amending PD 760 by Reducing the Term of the Lease or Charter Period to not less than One Year, Deleting the Word “Time” in the Title and Body of the Decree, and Allowing Overseas Use in Certain Cases
- PD 1221 – Requiring All Philippine-Owned and/or Registered Vessels to Undertake Repairs and Drydocking with MARINA-Registered Ship Repair Yards
- PD 1466 – A Decree Amending Presidential Decree No. 894, as amended
- PD 1521 – The Ship Mortgage Decree of 1978
- PD 1540 – Amending Section 24 (b) (1) of the National Internal Revenue Code, for the Imposition of a Special Rate of Withholding Tax for Rental, Lease or Charter Payments for Foreign Owned Vessels under Charter or Lease to Philippine Nationals
- PD 1711 – Further Amending Presidential Decree No. 760, as amended by Further Encouraging the Chartering of Especialized Ocean-Going Vessels and by Extending the Effectivity of the Decree Until 1999
- PMMRR – Philippine Merchant Marine Rules and Regulations

## Executive Order

- EO 667 – Extending Indefinitely the Effectivity of any Charter or Lease Contract pursuant to Presidential Decree 760, as amended
- EO 125 – Reorganizing the Ministry of Transportation and Communications Defining Its Powers and Functions and for Other Purpose
- EO 125-A – Amending Executive Order No. 125 Entitled “Reorganizing the Ministry of Transportation and Communications. Defining its Powers and Functions, and for Other Purposes.”
- EO 84 – Creation of an Inter-Agency Council on the International Maritime Organization Member State Audit Scheme

## Republic Act

- RA 7471 – An Act to Promote the Development of Philippine Overseas Shipping
- RA 9301 – An Act Amending Certain Provisions of Republic Act No. 7471, Entitled “An Act to Promote the Development of Philippine Overseas Shipping” and for Other Purposes

## Memorandum Circular

- MC 51 – Accreditation for purposes of BOI registration and/or availment of Incentives granted under the Omnibus Investment Code of 1987 (Executive Order No. 226) as provided for by the 1988 Investments Priorities Plan
- MC 90 – Implementing Guidelines for Vessel Registration and Documentation
- MC 116 – Lifting of Age Restriction of Vessels Registered Under Presidential Decree 760/866/1711
- MC 122 – Implementation of the International Safety Management (ISM) Code
- MC 137 – Amendment of Chapter XVII of the Philippine Merchant Marine Rules and Regulations (PMMRR) 1997 on Minimum Safe Manning for Seagoing Ships in International Trade
- MC 168 – Mandatory Ship Reporting System

- MC 181 – Rules in the Accreditation of Shipping Companies for Purposes of Acquiring/Operating Philippine-Registered Ships for International Voyages under Regulation XV of the Philippine Merchant Marine Rules and Regulations (PMMRR), 1997
- MC 182 – Rules in the Acquisition of Ships under Presidential Decree (PD) 760, as amended and Providing herewith the Implementing Rules under Chapter XV of the 1997 Philippine Merchant Marine Rules and Regulations (PMMRR) on Registration, Documentation and Licensing of Ships for International Voyages
- MC 186 – Rules on the Accreditation of Maritime Enterprises
- MC 193 – Rules on the Implementation of Maritime Security Measures for Philippine-Registered Ships Engaged in International Voyages
- MC 194 – Rules on the Provision/Installation of Ship Security Equipment
- MC 200 – Rules on the Issuance and Maintenance of Continuous Synopsis Record for Philippine-Registered Ships Engaged in International Voyages
- MC 2009-11 – Revised Schedule of Administrative Fines and Penalties for Maritime Violations/Offenses
- MC 2009-17 – Notification on the Change of Principal Office Address
- MC 2012-01 – Amending Memorandum Circular No. 182 on the Rules in the Acquisition of Ships under Presidential Decree (PD) 760, as amended, specifically on Bond Requirements
- MC 2012-02 – Amended Rules on the Issuance and Maintenance of Continuous Synopsis Record for Philippine-Registered Ships Engaged in International Voyages
- MC 2013-04 – Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Ships whether trading overseas or domestic
- MC 2015-01 – Amended Rules in the Acquisition of Ships under Presidential Decree No. 760, as amended and Providing Herewith the Implementing Rules Under Chapter XV of the 1997 Philippine Merchant Marine Rules and Regulations (PMMRR) on Registration, Documentation and Licensing of Ships for International Voyages
- MC 2015-05 – Revised Schedule of Fees and Charges
- MC 2017-01 – Amendment to MARINA Circular 2015-05 on the Revised Schedule of Fees and Charges
- MC 2018-01 – Rules on the Accreditations of Recognized Organizations Performing Statutory Certification and Services for Philippine Shipping Companies and their Philippine-Registered Ships, on Behalf of the Administration
- OS-2019-01 – Further Amendment of Circular No. 182 on the Rules in the Acquisition of Ships Under Presidential Decree (PD) 760, as amended
- OS-2019-02 – Rules in the Registration and Documentation for Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade

## Flag State Administration Advisory No.

- 1 – List of Organizations Recognized by the Administration
- 4 – Notice of All Philippine Overseas Shipping Companies
- 5 – Carriage of Cargo Securing Manual on Board Ships
- 6 – Compliance with the International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC, 1992)
- 9 – Exemption from Compliance/Extension of Period to Comply with the Global Maritime Distress and Safety System (GMDSS)
- 14 – High Incident of Stowaways at the Ports of the Dominican Republic
- 16 – Full Implementation of the International Safety Management (ISM) Code by 01 July 2002
- 17 – Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships
- 26 – Effectivity of the 2000 Amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended
- 35 – Additional Security Measure to Ensure the Safety and Security of Filipino Seafarers on board Ships within the Vicinity of the war area
- 36 – Contingency Measures in Case of the Outbreak of War in Iraq
- 52 – Effectivity of the 2001 and 2002 Amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended
- 54 – Recognized Security Organizations in the Implementation of the International Ship and Port Facility Security (ISPS) Code
- 58 – Strictly Implementation of Ban on Import of Prohibited Products, Oil Bunkering and Other Acts at the Ports of Nigeria
- 59 – Continuous Synopsis Record Onboard Philippines Ships Engaged in the International Voyages
- 2008-06 – Implementation of IMO Resolution A.955(23)-Amendments to the Principles of Safe Manning Resolution A. 890(21)
- 2008-11 – Reports on Marine Casualties and Incidents
- 2008-12 – Compliance of all Philippine Registered Ships Operating/Trading in International Waters to Observe the Rule in Flying the National Colors
- 2008-13 – Adoption of the Long-Range Identification and Tracking System (LRIT)
- 2008-16 – Coming Into Force of the Bunkers Convention

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| 2008-20 | – | RP Preparation for Compliance with Long Range Identification Tracking (LRIT) of Ships  |
| 2008-23 | – | Authority of the Undersecretary for Maritime Transport, DOTC and Officer-in-Charge, MARINA to Appoint Pole Star as Application Service Provider (ASP) and Data Center for Long-Range Identification and Tracking (LRIT) of Ships                       |
| 2009-07 | – | Measures to Prevent and Suppress the Acts of Piracy and Armed Robbery Against Ships off the Coast of Somalia   |
| 2009-08 | – | Implementation of IMO Unique Company and Registered Owners Identification Number Scheme  |
| 2009-11 | – | Practical Measures to Survive as a Hostage in a Piracy Attack  |
| 2009-12 | – | Best Management Practices to Deter Piracy in the Gulf of Aden and Off the Coast of Somalia   |
| 2009-15 | – | Submission of Notice to MARINA Whenever a Ship Intends to Pass through the Coast of Somalia or Gulf of Aden or Horn of Africa or Areas of Enhanced Risk  |
| 2019-17 | – | List of Classification Societies Which Entered into a Memorandum of Agreement with the Administration  |
| 2009-19 | – | Report of Ship Detention   |
| 2009-23 | – | Escort Operation of Japan Maritime Self-Defense Force (MSDF)   |
| 2009-25 | – | Latest Report on Piracy Situation in the Horn of Africa  |
| 2009-26 | – | Procedures on Conformance Testing on Shipborne Equipment for Long Range Identification and Tracking (LRIT) of Ships and the Process of Securing Conformance Test Report (Certificate) for Philippine Registered Ships Engaged in International Voyages |
| 2009-27 | – | Information of Internationally Recommend Transit Corridor (IRTC) for Ships Transiting the Gulf of Aden   |
| 2009-28 | – | Delisting of the Davao Gulf Area from the Listed Areas of the Lloyd's Joint War Commission (JWC)   |
| 2011-04 | – | Imposition of Fines by Brazil on Foreign Seafarers from Countries who are not Signatories to International Labor Organization (ILO) Convention 185   |
| 2011-06 | – | Carriage of Immersion of Suits on Philippine Registered Cargo Ships Engaged in International Voyages   |
| 2011-09 | – | 2011 Entry Into Force of the Amendments to the International Convention for the Safety of Life at Sea (SOLAS 74), as amended and International Conventions for the Prevention of Pollution from Ships (MARPOL) 73/74                                   |
| 2012-06 | – | Employment of Privately Contracted Armed Security Personnel Onboard Philippine-Registered Ships Transiting the High Risk Area in International Waters  |
| 2012-21 | – | Philippine Ratification of the Maritime Labour Convention 2006   |

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| 2012-23 | - | Interim Guidance to Private Maritime Security Companies Providing Privately-Contracted Armed Security Personnel Onboard Ships in the High Risk Area   |
| 2013-02 | - | 2013 Entry Into Force of MARPOL Annex VI, Chapter 4 – Regulations on Energy Efficiency for Ships  |
| 2013-04 | - | Incorporation in the Safety Management System of Procedures to Be Observed During Inclement Weather   |
| 2014-01 | - | Information About Ebola Cases in West Africa  |
| 2014-21 | - | Official Closure of Several Seaports in Ukraine   |
| 2014-22 | - | Measures to Prevent Ebola Virus in the Philippines  |
| 2014-23 | - | The Joint Concentrated Inspection Campaign of Regional Port State Control on STCW Hours of Rest from 01 September 2014 to 30 November 2014  |
| 2014-28 | - | 2015 Amendments to the International Safety Management (ISM) Code for the Safe Operations for Ships and for Pollution Prevention  |
| 2014-29 | - | 2015 Entry Into Force of the Amendments to the International Maritime Organization (IMO) Conventions  |
| 2015-02 | - | Gulf of Guinea Security Advisory  |
| 2015-19 | - | Entry into force on 01 January 2016 of the Amendments to the International Maritime Organization (IMO) Conventions  |
| 2015-20 | - | Prohibition on the Use of Harmful Organotins in Anti Fouling Paints on Ships/Boats  |
| 2016-01 | - | Current Policy of the Government of Sri Lanka on Foreign Ships Carrying Arms through Sea Marshall that will enter the Ports of Sri Lanka  |
| 2016-02 | - | Summary of most important International Maritime Organization (IMO) and International Labour Organization (ILO) Requirements Entering into Force from 1st of July 2015 to 1st July 2018 inclusive                   |
| 2016-08 | - | Revised Procedure for Urgent Requests, Applications or Filing of Reports involving Philippine-Registered Ships During Weekends, Non-Working Days and After Office Hours   |
| 2016-15 | - | List of Circulars approved during the 96th Session of the Maritime Safety Committee (MSC) Meeting   |
| 2016-21 | - | Prohibition on the Use of Thuraya Satellite Phone within the Indian Territorial Waters  |
| 2016-23 | - | IMO Circular Letter No. 3697 on Amendments to the SOLAS 1974, IGF Code, 1994 HSC Code, 2000 HSC Code, LSA Code and IMSBC Code   |
| 2017-02 | - | International Maritime Organization (IMO) Safety of Navigation 1 Circular 263 dated 23 October 2007 on the Guidance set forth Under Section 1.9 and 1.14 on Routeing Measures Other than Traffic Separation Schemes |

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- 2017-03 – Further Amendment of MARINA Advisory No. 2016-08 on the Revised Procedure for Urgent Requests, Applications or Filing of Reports Involving Philippine-Registered Ships During Weekends, Non-Working Days and After Office
  - 2017-04 – Sulu Archipelago, Sabah, Sulawesi and Celebes Sea Security Advisory
  - 2017-05 – Warning on the Dangers of Straying into the Territorial Waters of Indonesia and Sulawesi sea and Prohibition of Illegal Fishing
  - 2017-08 – List of International Maritime Organization (IMO) Amendments to enter into force this Year and the next
  - 2017-14 – Compliance to the Ballast Water Management (BMW) Convention, 2004
  - 2017-18 – Entry of Philippine-Registered Ships to Cuban Ports to Discharge Cargoes
  - 2017-19 – List of Circulars Approved Relating on Ballast Water Management Convention (BWM)
  - 2017-21 – Approved IMO Circulars relating to draft amendments to IMO Convention and Code
  - 2017-24 – Maritime Cyber Risk Management in Safety Management System
  - 2018-01 – NAVIONICS - Unlicensed and Unofficial distribution of Chilean Nautical Charts
  - 2018-07 – Entry of Philippine-registered ships in the port of Sudan
  - 2018-08 – Travel Advisory To All Vessels Plying Trade in the Libyan Coast
  - 2018-17 – List of the Philippines' Accession to the International Maritime Organization (IMO) Conventions and Protocols
  - 2018-19 – List of Approved IMO Circulars and Resolutions Approved During the 99th Session of the Maritime Safety Committee (MSC)
  - 2018-27 – Guidelines for Applicants who Intend to be Accredited as Recognized Organizations Pursuant to MARINA Circular No. 2018-01
  - 2018-36 – UN Security Council Note Verbale SCA/4/18(16) dated 14 September 2018 concerning the Ships of Democratic People's Republic of Korea (DPKR)
  - 2019-01 – Providing Updates on the International Convention for the Prevention of Pollution from Ships, 1973/1978, Regulations for the Prevention of Air Pollution from Ships (MARPOL Annex VI)
  - 2019-02 – MARINA Overseas Shipping Service Information and Monitoring System
  - 2019-03 – Issuance of Special Permit for Operation of Domestic Ships Exclusively in the Brunei Darussalam – Indonesia – Malaysia – Philippine East ASEAN Growth Area (BIMP – EAGA) Routes

- 2019-06 – Effect of the Transitory Provision of MARINA Circular No. 2018-01 to Existing Memorandum of Agreement (MOA) with Recognized Organizations
- 2019-08 – List of Approved IMO Resolutions / Circulars Approved Amendments on the International Convention for the Safety of Life at Sea (SOLAS) during the 97th and 98th Maritime Safety Committee (MSC) Sessions
- 2019-12 – Authentication through Apostille-Effect on Documentary Requirements
- 2019-29 – Identified Gateway Ports Relevant to the Issuance of Special Permit for Operation of Domestic Ships Exclusively in the BIMP-EAGA Routes





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