

Towards a
Nationally-Integrated and
Globally-Competitive
Philippine Maritime Industry



2019 ACCOMPLISHMENT REPORT
MARITIME INDUSTRY AUTHORITY



I. Key Policy Issuances

In 2019, the MARINA approved and issued a total of **18 policies** relating to ships, seafarers, and systems/good governance.

SHIPS

The agency continues to build on the thrust of enhancing maritime safety with the issuance of the **Maritime Safety Plan (Administrative Order No. 04-19)** that defined the following lines of effort for implementation mainly by MARINA Regional Offices:

- Intensified Safety Awareness and Information Campaign
- Strengthened Safety Standards
- Effective Enforcement
- Risk Mitigation and Coordinated Response
- Integrated IT Systems

DOMESTIC SHIPPING

In support of maritime tourism development under Program 2 and modernization drive of the government under Program 1 of the ten-year Maritime Industry Development Plan, and to enhance/strengthen the implementation and monitoring capabilities of the MARINA over recreational boats operating within Philippine Territorial Waters, **MC No. DS-2019-01** on the **Rules on the Registration, Licensing and Operation of Recreational Boats** was issued on 23 May 2019.

To provide incentives that include Protection of Investment or Route Protection, 50% off Fees and Charges, Priority in Licensing and Certification, and Special Permit for a maximum period of 90 days pending issuance of Certificate of Public Convenience, the revised **Rules in the Grant of Missionary Status (MC No. DS-2019-02)** was issued on 11 June 2019.

The **Rules on the Mandatory Insurance to Cover Liability for Damage to Fixed or Floating Objects (MC No. DS 2019-03)** was also issued in order to address the absence of compensatory regime arising from lack of sufficient port facilities for damages caused by Philippine-registered ships. Limits of liability according to ship size (gross tonnage) are prescribed by the Circular.

OVERSEAS SHIPPING

Philippine domestic ships are also granted flexibility in operations under the **Rules in the Registration and Documentation for Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade (MC No. OS-2019-02)** subject to compliance with qualification and documentary requirements and registration procedures.



An amendatory policy on the **Rules in the Acquisition of Ships under Presidential Decree No. 760, as amended, (MC No. OS-2019-02)** was also issued to consider charter contract period and authorizing supernumeraries onboard Philippine-registered ships.

SHIPBUILDING AND SHIP REPAIR

To further ensure compliance with relevant environmental standards as required by IMO and national rules and regulations, **MC SR 2019-01 on Revised Rules and Regulations Relating to Registration and Licensing of Shipbuilding and Shiprepair facilities and for other purposes**, was issued on 25 October 2019

To provide standard requirements and guidance for the registration and licensing of shipbuilding and ship repair facilities, MC-SR-2019-02 on **Registration and Licensing of Shipbuilding and Ship Repair Facilities and Entities without Dry-docking Facilities** were also formalized in new MARINA circulars on 25 October 2019.

SEAFARERS

A breakthrough policy issuance is the **Rules and Regulations in the Issuance of Seafarer's Record Book (SRB) and Seafarer's Identity Document (MC MD-2019-01)** to enhance and streamline the requirements and processing of SRBs and implement the 2003 ILO Convention No. 185.

Continuing compliance with the STCW Convention of 1978, as amended, led to the revision of **Policies, Standards and Guidelines for the Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE) Programs (Joint CHED-MARINA Memorandum Circular No. 01, Series of 2019)**.



Further, **Guidelines on the Joint CHED-MARINA Evaluation and Inspection of Higher Education Joint CHED-MARINA Memorandum Circular No. 01, Series of 2019)** was also issued as part of their authority in the administration and supervision of maritime education programs.

To ensure better compliance by affected Filipino seafarers, transitory period for assessment requirements of Masters, Chief Mates, OICs of Navigational Watch and GMDSS Radio Operators was extended to June 30, 2020 with the **Revised Rules and Mandatory Minimum Requirements in the Assessment of Competence of Seafarers (MC SC-2019-01)**.

The MARINA also issued **joint circulars** on standards for assessment of competence, medical fitness, recognition of medical practitioners, and verification of onboard training with the **CHED, Department of Health (DOH), and Philippine Coast Guard (PCG)** by virtue of Executive Order No. 63, series of 2018.

SYSTEMS AND GOOD GOVERNANCE

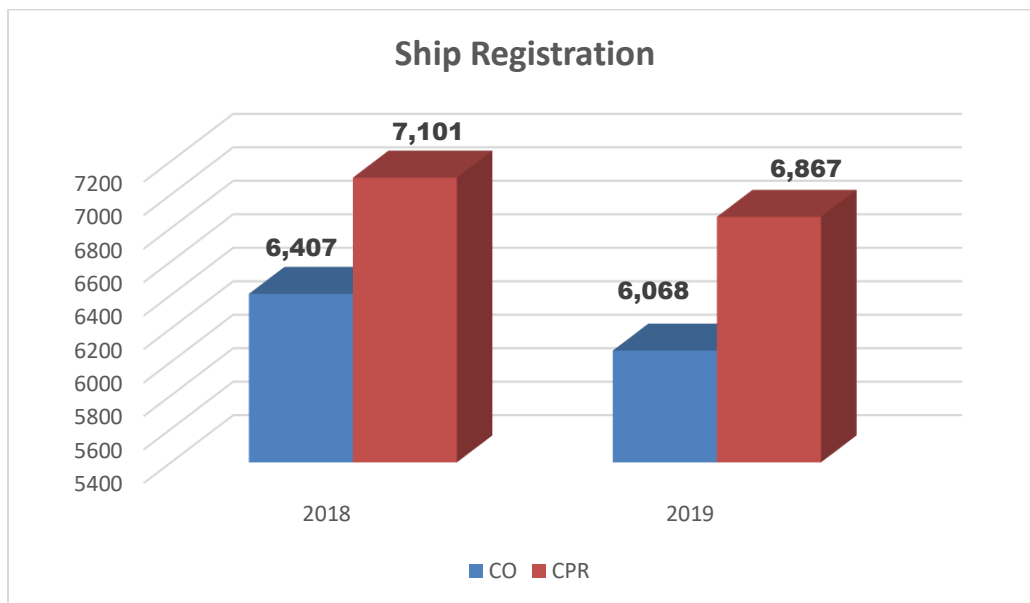
Republic Act No. 11261 otherwise known as the “**First Time Jobseekers Assistance Act**” and Its IRR were also adopted through **MC SC-2019-02** that waives collection of fees from first time jobseekers when obtaining Certificates of Proficiency in Basic Training (COP BT) and Ship Security Awareness Training and Seafarers with Designated Security Duties (COP SSAT-SDSD).

Implementing the statutory requirements of Republic Act No.11314 otherwise known as the “**Student Fare Discount Act**” (**MC No. GC-2019-01**) was also undertaken to amend the agency’s policy MC 2017-03.

II. Operational Highlights

Figures below represent the accomplishments of MARINA under the Major Final Output 2 (MFO2):

1. SHIP REGISTRATION



From January to December 2019, there was a total of 12,935 ship registration certificates (Certificate of Ownership and Certificate of Vessel Registry) issued by MARINA while a total of 13,508 issuances for ship registration certificates were recorded in CY 2018. The figures shows that there is a slight decrease of 4.24% in the issuance of registration certificates.

Programs such as Mobile registrations were continuously being conducted by CO and MROs to achieve zero percent of illegal / colorum operation on vessels 35 GT and below. Central Office reported an increase of 8.32% in the issuance of

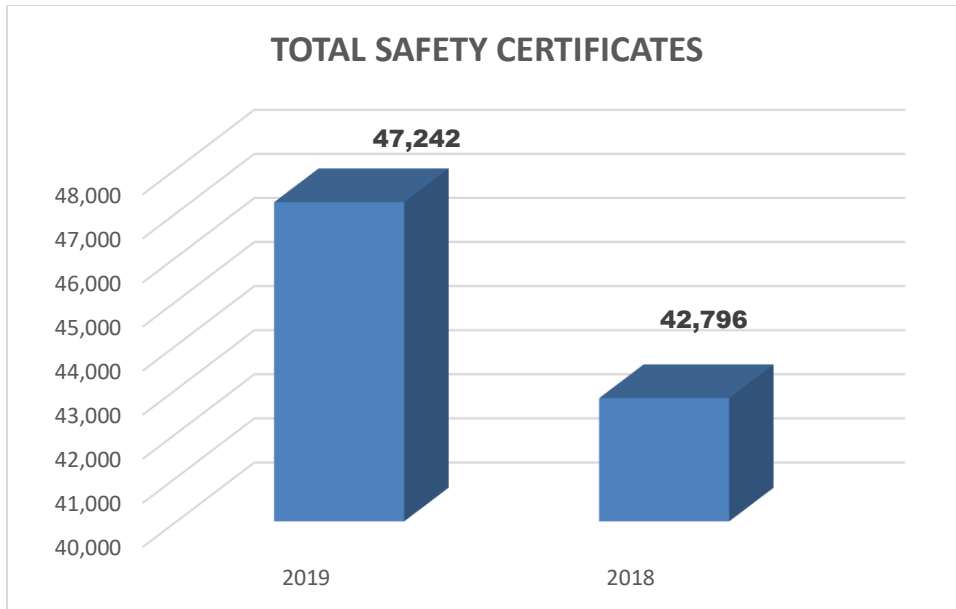
registration certificates, from a total of 733 in 2018 to 794 in 2019. However, the recorded slight decrease came from the registration certificates issued in the Maritime Regional Offices (MROs) specifically from MRO VIII (Tacloban), MRO IX (Zamboanga), MRO X (Cagayan de Oro) & MRO XI (Davao).

2. SAFETY CERTIFICATES ISSUED TO VESSELS



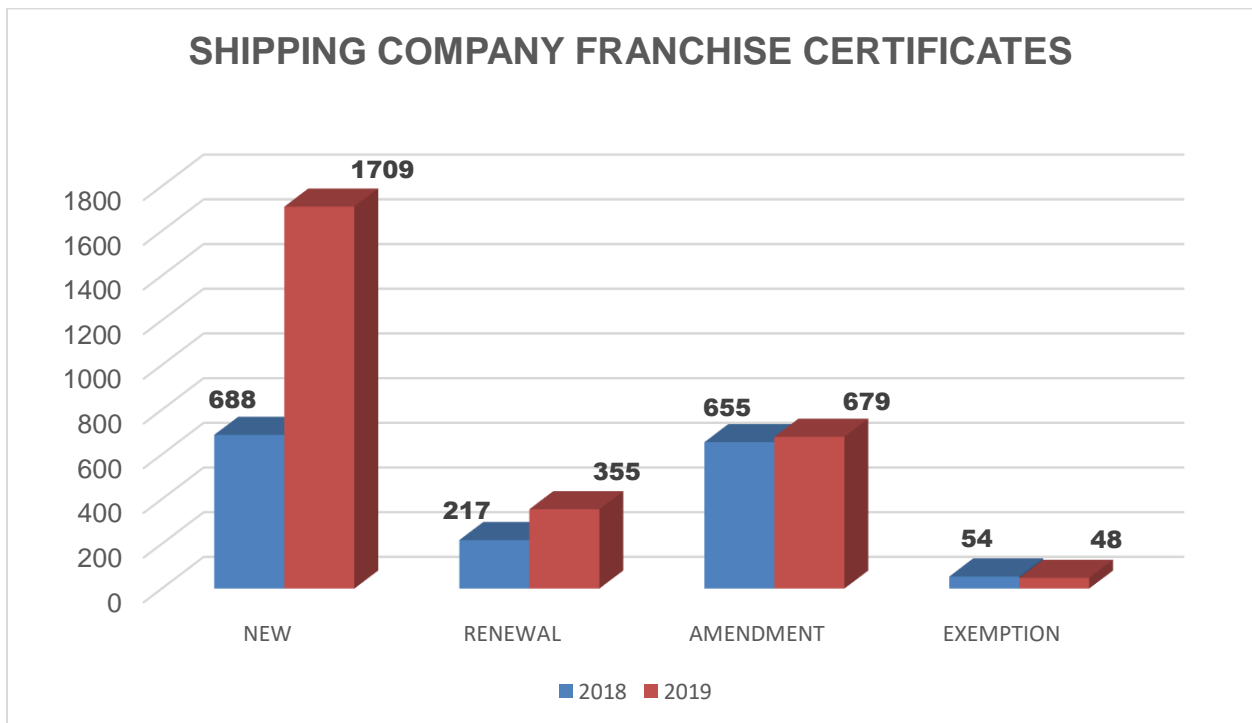
The following safety certificates are the applicable certificates required by MARINA to Philippine-registered vessels prior to their operation:

1. Minimum Safe Manning Certificates (MSMC);
2. Passenger Ship Safety Certificate PSSC);
3. Cargo Ship Safety Certificate (CSSC);
4. Cargo Safe Safety Construction Certificate (CSSCC);
5. Cargo Ship Safety Equipment Certificate (CSSEC);
6. High-Speed Craft Safety Certificate (HSCSC);
7. Certificate of Fitness (COF);
8. Fishing Vessel Safety Certificate (FVSC); and
9. Exemption Certificate.



For the year 2019, MARINA issued a total of 47,242 safety certificates while 42,796 safety certificates were issued in 2018, showing an increase of 10.39% or a positive difference of 4,446 in the issuance of safety certificates.

3. FRANCHISE CERTIFICATES

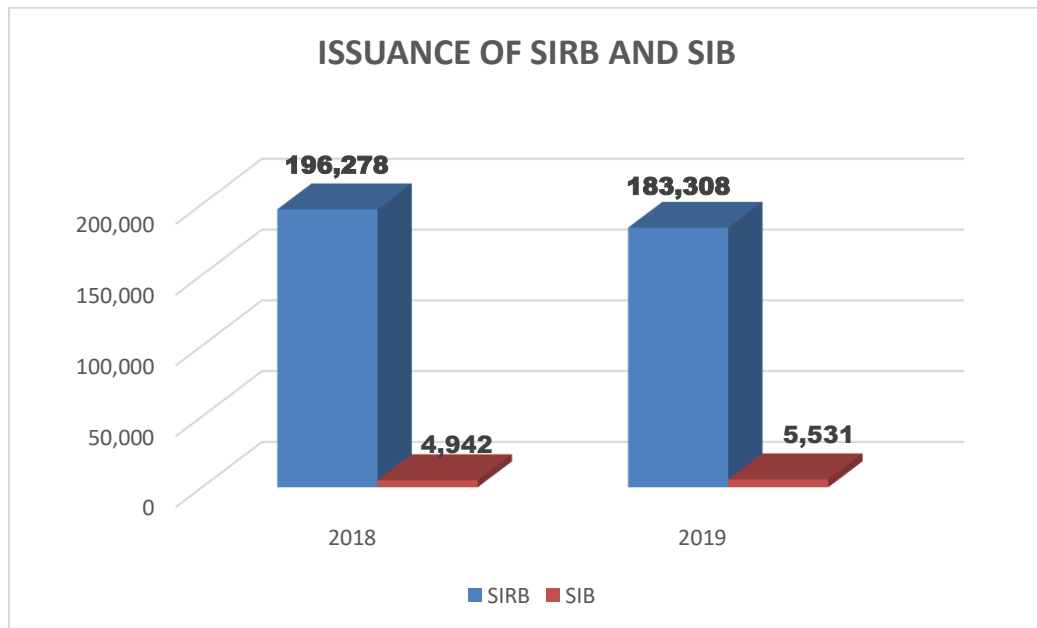


The Certificate of Public Convenience (CPC) refers to the license or authority issued by MARINA to a domestic ship operator to engage in domestic shipping. Issuances relating to CPCs cover New, Renewal/extension, Amendment and Exemption from CPC.

For CY 2019, a total of 2,788 CPCs was reported while a total of 1,614 CPC issuances was recorded in 2018. This shows that there is a significant increase of 72.74% (1,174 issuances) from last year's CPC issuance.

The significant increase may be attributed to the mobile registration that the MROs conducted in Palawan and Mabini, Batangas for MRO IV and General Luna, Siargao for MRO XIII. CPCs were issued mostly to tourist boats.

4. SEAFARER'S SERVICE RECORD BOOKS



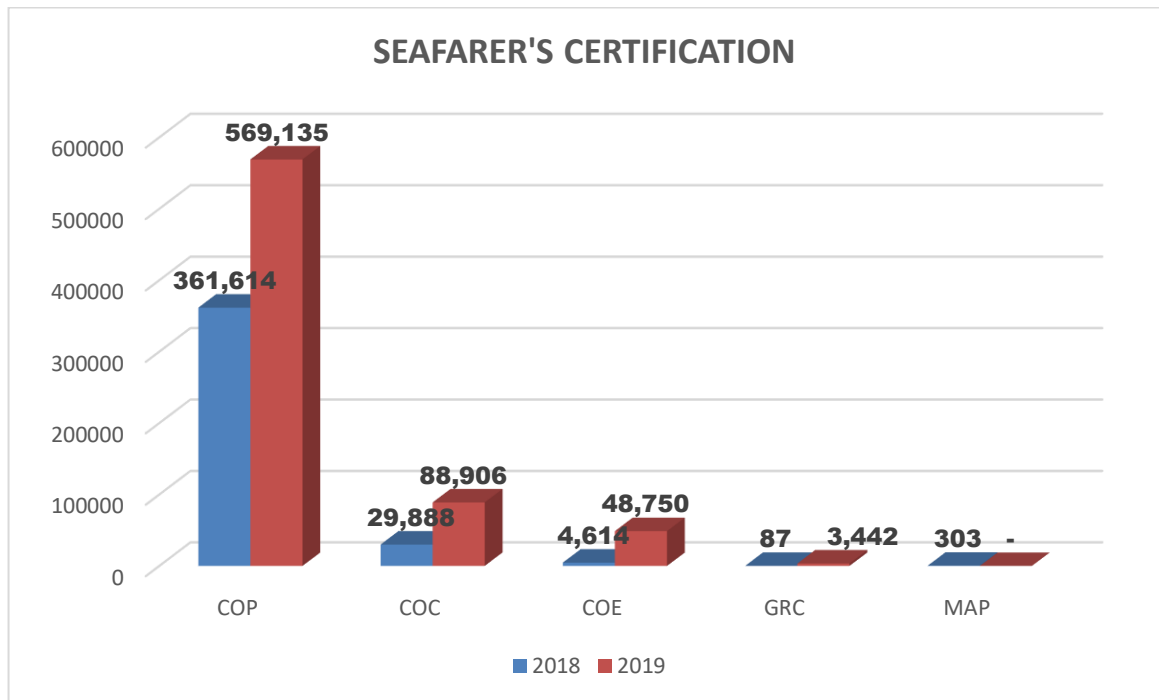
The Seafarer's Identification and Record Book (SIRB) refers to an identity document and record book issued by the Maritime Industry Authority (MARINA) to all Filipino seafarers and others including cadets. This is where rendered services on board ships are recorded.

In 2019, MARINA issued a total of 183,308 SIRBs (new and renewal) while a total of 196,278 SIRBs were issued in 2018. The figure shows a slight decrease of 6.61%.

The Seafarer’s Identification Book (SIB), on the other hand, is a document issued to all Filipino seafarers and other ship personnel complement onboard vessels below 35 GT. The increase of 11.92%, from the total issuance of 4,942 in 2018 to 5,531 in 2019 was a result of the active campaign of MARINA thru mobile registration wherein the necessary documents will be issued to the crew manning the vessels.

5. SEAFARER’S CERTIFICATION

The Certificates such as Certificate of Proficiency (COP), Certificate of Competency (COC), Certificate of Endorsements (COE), Certificate of General Radio Communications (CRG) are issued by MARINA to seafarers complying the international standards.



A significant increase of 79.12% in the issuance of the above-mentioned certificates was noted, from a total of 396,506 in CY 2018 to 710,233 issuances in CY 2019.

The significant increase is attributable to the renewal of certificates of seafarers issued in 2014/2015 during the transition period wherein PRC issued and MTC issued certificates were replaced with MARINA issued certificates.

III. Other Important Reports

MARINA Accomplishments corresponding to the Program Expenditures Classification (PREXC) Indicators and Targets for 2019

Organizational Outcome 1:

“Global competitiveness of maritime industry enhanced”

MARITIME INDUSTRY PROMOTION AND DEVELOPMENT PROGRAM

Performance Indicators	Baseline	2019 Target	2019 Actual
<i>Outcome Indicator(s)</i>			
1. Percentage increase in the number of operating ships	11,144	10% or 1,144	58.63% or 6,707

The MARINA has registered a total of 6,707 operating ships which exceeded our target by 5,653 or 48.63% more ships for CY 2019.

Performance Indicators	Baseline	2019 Target	2019 Actual
<i>Outcome Indicator(s)</i>			
2. Number of policies formulated, updated, issued and disseminated	16	16	18

The MARINA has issued a total of 18 policies, in the form of Memorandum Circulars. It exceeded its target by 2 policies more. Parallel to these policy issuances, it likewise issued 29 MARINA Advisories and Flag State Advisories combined.

Organizational Outcome 2:

“Accessibility, safety and efficiency of maritime transport services improved”

MARITIME INDUSTRY REGULATION AND SUPERVISION PROGRAM

Performance Indicators	Baseline	2019 Target	2019 Actual
<i>Outcome Indicator(s)</i>			
3. Percentage of clients who rate the frontline services as satisfactory or better	70%	70%	90% or 11,937

For CY 2019, a total of 12,664 clients responded to satisfaction survey, and 90% or 11,397 respondents rated MARINA services as Very Satisfactory.

Performance Indicators	Baseline	2019 Target	2019 Actual
<i>Outcome Indicator(s)</i>			
4. Percentage increase in the number of Filipino seafarers certified as meeting international standards	37,960	10% or 3,796	255% or 96,937

A total of 96,937 seafarers were certified as meeting the international standards through the issuance of competency or proficiency Certificates under Regulations II, III and IV of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

The MARINA has exceeded its target by 245% or 93,141. Factor of this huge increase can be attributed to the renewal of STCW related certificates issued in 2014. It can be recalled that it was in 2014 that MARINA assumed the STCW function by virtue of EO 75 s. of 2013 and RA 10635. The Agency commenced the issuance of Certificate of Competency (COC), Certificate of Endorsement (COE) for seafarers in the management and operational levels and Certificate of Proficiency (COP) to seafarers in the support levels. These certificates have a validity of 5 years.

Performance Indicators	Baseline	2019 Target	2019 Actual
Outcome Indicator(s)			
5. Percentage of applications received are acted upon within the standard processing time.	100%	100%	100% or 1,134,084

MARINA has attended to and processed a total of 1,134,084 applications and these were acted upon within or earlier than the Standard Processing Time (SPT).

Performance Indicators	Baseline	2019 Target	2019 Actual
Outcome Indicator(s)			
6. Percentage of complaints / reports of violations received are acted upon within the standard processing time	100%	100%	100% or 854

The MARINA has received a total of 854 complaints/reports of maritime violations and these were acted upon within the standard processing time (SPT) through the issuance of Show Cause Orders and/or Decisions/Resolutions.

IV. Status of Programs / Activities / Projects Implemented for CY 2019

SHIPS



Re-activation of the Cavite – Metro Manila Ferry Boat Service

In December, the MARINA launched the Cavite – Manila ferry service with DOTr, the PPA, and PCG in response to the need to aid decongest heavy traffic.

An average of more or less 200 passengers availed of the free ferry service for its first month of operation.

More vessels will be authorized to ply the route in the succeeding months with the support of Shogun Ships Co., Incorporated, Starlite Ferries Incorporated, Seaborne Shipping Lines Incorporated, and Pinoy Catamaran Corporation.

Institutional Support Mechanism Workshops on the Modernization of Passenger Boats

The MARINA also conducted a series of Institutional Support Mechanism Workshops on the Modernization of Passenger Boats in Manila, Batangas, Tacloban, and Surigao from June to November intended to disseminate information and awareness on MC 2016-02 (Phase-out of Wooden-hulled Ships) with the participation of SONAME, DBP, BOI, OTC, LBP, PPA, PCG and BIAP.

The establishment of institutional support mechanisms is pursuant to MARINA Circular No. 2016-02 (Revised Rules on the Phase Out of Wooden-Hulled Ships Carrying Passengers in Domestic Shipping) to afford affected shipowners/operators with appropriate and affordable financing facilities, schemes, and incentives for the acquisition and construction of ships with modern design and better hull material as well as construction of port/berthing facilities and the assistance of concerned government agencies.



SEAFARERS

The safety and security of life at sea, protection of the marine environment and safe delivery of global goods depend heavily on the professionalism and competence of the maritime workforce. One of the top priorities of the MARINA is to ensure that our seafarers are well-educated, well-trained, and well-equipped to man internationally flagged vessels since the Filipino seafaring population comprises around 30% of the world's movers.

As part of our continuing compliance with EMSA whose final inspection is scheduled in the first quarter next year, evidence of completion & commissioning of IT support system was submitted in October. As relayed during the Usapang STCW, this pertains to our E-

Certification System, which envisions to adopt the BlockChain Technology. We also commissioned the conduct of mock inspection in time for the scheduled audit by EMSA.

SYSTEMS AND GOOD GOVERNANCE

MARINA Citizen's Charter 2019

The agency submitted its revised Citizen's Charter last December 6, 2019 in compliance with Memorandum Circular No. 2 of the Anti-Red Tape Authority (ARTA). This implements the *Ease of Doing Business and Efficient Government Service Delivery Act of 2018*. The law provides for stricter administrative and criminal liabilities to civil servants who fail to observe their citizen's charter.

The revised Citizen Charter incorporates the core applications of MARINA in its Central and Regional Offices relating to domestic and overseas shipping, franchising, seafarers, and support applications for legal clearance and data verification.

ARTA shall review all government processes and recommend revisions, whenever necessary, which includes further streamlining of processes and reclassification of applications as simple, complex, or highly technical.

Copy of the revised Citizen Charter can also be accessed at <https://marina.gov.ph/citizens-charter>.

MARINA Integrated Seafarer Management Online (MISMO) System

Spearheaded by the STCW Office, the MARINA established an online certification system otherwise known as the MARINA Integrated Seafarer Management Online (MISMO) System. This initiative decentralized the processing of seafarer-related applications and streamlined the processing time for the issuance of Seafarer's Identification Documents (SID), Seafarer's Identification and Record Books (SIRB) and STCW Certificates throughout our regional offices.



From a total of five days to issue Certificates of Competence (COC), Proficiency (COP) and Endorsement (COE), MISMO reduced the processing time to only thirty (30) minutes. The eight-hour standard processing time for Seafarer's Identification and Record Book (SIRB) has also been decreased to only fifteen (15) minutes. Better service is now being experienced by our seafarers, and our thrust is to continue the shift to fully automating all our systems in the next couple of years.

The services within MISMO can be availed of at online-appointment.marina.gov.ph.

MARINA Central Office Processing Center (COPC)

As part of the agency's active implementation of ease of doing business wherein processes can be made easier and faster, all applications in the MARINA Central Office for the issuance of seaman's books to ship licensing and registration and other MARINA-related transactions will be processed at the COPC, Parañaque Integrated Terminal Exchange (PITX). Decentralizing the frontline services of the MARINA shall aid its Administration in delivering better policy development initiatives, while processing is being attended to by designated MARINA staff with due efficiency.



Compliance Stage Revalida for the Performance Governance System (PGS)

The MARINA was conferred the Compliance Status under the Performance Governance System by the Institute for Solidarity in Asia (ISA) during the Public Governance Forum (PGF) Revalida held on 28 November 2019 at the Bayanihan Center, Unilab Compound, Mandaluyong City.

The MARINA began its Performance Governance System (PGS) journey back in 2011 with the aim to improve the practice of governance within its agency. The Agency has since completed the initiation stage that focused on formulating basic governance

documents that are anchored on strategic positioning until the recent bestowal of the Compliance Status.

Embedding Good Governance

The revival of the PGS initiative was put into priority as part of the 2018 14-Point Agenda. Gearing towards the PGF Revalida, the MARINA embarked on various refresh, cascading, and score boarding sessions over the course of the past months that were actively participated by Unit Directors and staff.

Key governance mechanisms were established for the smooth management of MARINA's governance strategy. The Agency's Strategy Map 2022 was put in place; the Multi-Sector Governance Council at the national level and the Multi-Sectoral Advisory Board (MSAB) at the regional level were convened; and strategic deliverables were successfully cascaded to the MARINA Central Office service units and Regional Offices.

Full Speed Ahead

With MARINA's recent conferral of the Compliance Status, it sets out to make the necessary preparations to advance to the Proficiency Stage of the PGS. The third stage centers on the advancement of the strategy as performance in the units are monitored, evaluated, and harmonized with the daily operations through a highly-functional office for strategy management.



10-Year Maritime Industry Development Plan (MIDP)

The formulation of the 10-Year MIDP is pursuant to Presidential Decree No. 474 of 1974 otherwise known as the “*Maritime Industry Decree Act of 1974*”.

The entire formulation process was guided by relevant national legislation and plans, particularly the *AmBisyon 2040*, Philippine Development Plan (PDP) 2017-2022,

Republic Act No. 11032 or the “*Ease of Doing Business and Efficient Government Service Delivery Act*”, United Nations Sustainable Development Goals (SDG 2030), and relevant Philippine Government international and regional commitments for the maritime sector.

In 2019, the MIDP went through thorough discussions during the Inter-Agency Technical Committee for Transport Planning (IATCTP) Meetings and was approved in principle by the National Economic and Development Authority Board Committee on Infrastructure (NEDA-INFRACOM) last 05 August 2019.

To date, the agency works hand-in-hand with the NEDA, other relevant government agencies and concerned private entities in the finalization of the MIDP’s Investment Plan.



Re-election to the International Maritime Organization (IMO) Council Category C

The Re-election of the Philippines to the IMO Council Category C for Biennium 2020 – 2021 further strengthened the country’s position in maritime labor and representation in the organization.

States under Category C have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.

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.

Alongside the Philippines are 19 other states (Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Kuwait, Malaysia, Malta, Mexico, Morocco, Peru, Singapore, South Africa, Thailand and Turkey).



Executive Order No. 84, series of 2019

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

This milestone strengthens the Philippine maritime administration’s performance of its obligations and commitments as a Member State to the IMO.

The IMSAS Council is composed of the DOTr Secretary as Chairperson and MARINA Administrator as Vice Chairperson. Representatives from the Department of Foreign Affairs (DFA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), and Cebu Port Authority (CPA) act as members.

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.

An inter-agency IMSAS council was also created through Executive Order No. 84 that institutionalized the working framework by which all maritime agencies in the Philippines are expected to coordinate and work toward the successful audit in 2021.

Philippine Hosting of the 2nd High Level Regional Meeting of the Marine Environment Protection Committee for the Southeast Asian Seas (MEPSEAS)

The Philippines through the MARINA, hosted the 2nd High Level Regional Meeting on 27-29 August 2019 in Manila. The high-level regional meeting was attended by delegates from Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand, Vietnam, as well as strategic partners from the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), Women in Maritime – Asia and Philippines, Tokyo MOU Regional Port State Control Organization, ASEAN Maritime Transport Working Group Chair's representative, Norwegian Agency for Development Cooperation (NORAD), and Maritime Technology Cooperation Center (MTCC) Asia.

Although the meeting was attended by mostly male delegates, it can be noted that for the project management team (the consultants and training experts for the MEPSEAS project), we have three (3) male and two (2) female which manifests gender equitable participation. It should likewise be noted that one of the strategic partners for the realization of this project is the Women in Maritime – Asia and the Philippines. As such they will be involved in all activities including policy and decision-making process and capacity building activities. The activities of this project are meant to strengthen the participation and role of women on marine environmental issues in view of the effects of invasive aquatic species to our coasts and to millions of lives.

One of the components of the National Strategic Action Plan (NSAP) is towards the operationalization of the MARINA Training Institute in Bacolod. This will serve as a training facility to capacitate our technical personnel on international maritime instruments. As such, this will provide an equal opportunity for men and women in MARINA to learn and develop.

Cooperation for the Implementation of Scientific and Technology for Maritime Transport Applications (STMTA)

A joint PCIEERD-MARINA Project Management Team to implement transport related Science and Technologies activities (STAs) and Research and Development (R&D) on the following area of cooperation: (a). alternative fuels and energy efficient water transportation technologies; (b). renewable energy technologies and innovations; (c). new and emerging technologies in maritime transport, modernization of merchant fleets and Intelligent Transport Systems (ITS) for maritime use; and, ship research & development center. On-going projects are:

1. De La Salle University (DLSU) - Mapua University - PCIEERD - MARINA - PPA - PCG: Low Cost Automatic Identification System (AIS). The project is about the development of a low cost AIS to be used by domestic ships, 300 GT and higher as well as vessels below 300 GT. (JRST)

2. Aklan State University (ASU)-Metallica Shipyard - PCIEERD-MARINA: Hybrid ROPAX Trimaran using Energy Wave as Alternative Source of Energy. Ongoing construction of the hybrid trimaran project. (MBY & JRST)
3. University of Cebu - PCIEERD -SONAME - MARINA: Establishment of Towing Tank & Cavitation Tunnel. SRS as member of the STMTA actively attends the collaboration meeting on the Tow Tank Research Facility. (MBY)
4. Call for Proposal for Ship's Ballast Water and Biofouling Treatment Systems for Marine Vessels. SRS as a member of the STMTA actively attends the evaluation of proposals. (JRST)

V. Financial Reports (CY 2019 and CY 2018)

Revenue Collection (in thousand pesos)

PARTICULARS	Acct. Code	2019			2018		
		Revenue Target	Revenue Collection	% of Collection	Revenue Target	Revenue Collection	% of Collection
General Income							
Permits and Licenses							
Franchising & Licensing Fees	603	48,446	35,399	73.07%	54,716	33,940	62.03%
Other Permit Fees	605/608	93,087	94,731	101.77%	75,009	109,002	145.32%
Registration Fees	606	62,786	61,281	97.60%	69,722	63,365	89.45%
Fines and Penalties	609/629	-	27,954		-	28,470	
Service Income							
Clearance and Certification Fees	613	221,127	251,516	113.74%	222,807	127,727	57.33%
Inspection Fees	617	74,338	83,467	112.28	70,557	81,069	114.90%
Processing Fees	621	210,602	173,903	82.57%	191,033	167,792	87.83%
Other Service Income	628	146,597	144,164	98.34%	143,004	140,201	98.04%
Other Income							
Miscellaneous	678						
TOTAL FUND		856,983	872,415	101.80%	826,848	750,556	90.77%
Tonnage Fees Fund	628	60,000	69,118	115.20%	60,000	75,031	125.05%
GRAND TOTAL		916,683	941,533	102.68%	886,848	825,597	93.09%

Cause of Decrease in Targets in Franchising and Licensing

1. Due to the implementation of mobile registration from 2014 to 2017, practically almost all of the domestic vessel operators are duly licensed. Collections made for CY 2018 and 2019 mostly came from new applicants.
2. On the part of the Domestic Shipping Services, the phasing out of wooden-hulled-ships caused also the office to lower its target in 2019.
3. Both reasons stated in 1 and 2 also caused the decrease of actual collections of revenue.

Cause of Increase in Target for Other Permit Fees

1. The implementation of MC 152, which requires passenger ships to undertake dry-docking every year and every two years for other vessels, caused the increase of collections in 2018. This prompted the office to increase also its target for CY 2019. Such increase is not so material thereby making the targeting plan effective.

Cause of Decrease in Target for Registration Fees

1. The decrease in target is due to the Vessel Retirement Program pronounced by the Secretary that Old vessels, 35 years old and above shall be phased out.

Cause of Increase in Clearance and Certification Fees

1. Actual increase of collections, however, is due to the implementation of the MARINA Integrated Seafarers Management Online (MISMO). The activity to be done at the MARINA/STCW office is only for the actual preliminary evaluation of their respective applications, and for the scheduled date of the final evaluation of the seafarers and for the release of certificates. On the scheduled date, Authority to accept payment (ATAP) is also done at the MARINA/STCW office but actual payment of which is done by the seafarers to the Bayad Center.

Cause of Increase in Inspection Fees

1. Inspection activities were increased due to strict implementation of Maritime Safety Plan in connection with the vessel Retirement Program.

Cause of Increase in Processing Fees

1. The increase is caused by the implementation of the MARINA Integrated Seafarers Management Online (MISMO) where applications for issuance of Certificates are done online. The MARINA will make its preliminary evaluation of the documents submitted by the applicants online. The applicants will be informed for available dates for final evaluation and once the applicant has chosen a specific date, such date shall be the final date of evaluation, and the actual release of Certificates. On the evaluation date, is also the day the applicant shall make payment to the Bayad Center basing the Authority to Accept Payment (ATAP) issued by MARINA/STCWO.

Expenditures

Funding Year / Object Class	Allotment Received <i>(a)</i>	Obligations Incurred <i>(b)</i>	Unobligated Balance <i>(c = a - b)</i>	Disbursement <i>(d)</i>	Utilization Rate	
					As to Obligation <i>(e = b / a)</i>	As to Disbursement <i>(f = d / a)</i>
CY 2018	1,120,130,733.00	1,091,755,832.18	28,374,900.82	903,663,625.72	97.47%	80.67%
PS	404,101,553.00	398,010,542.42	6,091,010.58	384,818,309.84	98.49%	95.23%
MOOE	521,647,180.00	507,538,458.22	14,108,721.78	418,295,696.69	97.30%	80.19%
CO	194,382,000.00	186,206,831.54	8,175,168.46	100,549,619.19	95.79%	51.73%
CY 2019	1,061,784,802.43	1,044,955,660.88	16,829,141.55	908,816,625.26	98.42%	85.59%
PS	461,586,962.00	461,171,878.67	415,083.33	459,116,703.16	99.91%	99.46%
MOOE	391,587,671.97	390,380,205.21	1,207,466.76	343,722,217.05	99.69%	87.78%
CO	208,610,168.46	193,403,577.00	15,206,591.46	105,977,705.05	92.71%	50.80%

Based on the above matrix, there is a slight improvement in the overall utilization rate both on the Obligation and Disbursement of Maritime Industry Authority (MARINA), covering the period FY 2018 vs. 2019. Generally, available allotments were obligated in accordance with the appropriations authorized for the purpose. Bulk of the unobligated allotment represents residual savings from Programs/Activities/Projects (P/A/Ps) implemented during the year.

Also, as seen on the matrix, the majority of the undisbursed obligation is under the Capital Outlay (CO) portion. All of the big-ticket items in the CO were obligated but not yet delivered and paid resulting in low disbursement utilization. It is important to note that we utilized quarterly released cash allocation in both years catering both current and previous year's payables.

Lastly in FY 2019, MARINA prepared its Annual Plan and Budget (APB), specifying the details and schedules of targeted P/A/Ps for the year. This helps in the improvement of MARINA's absorptive capacity by timely execution of activities and attainment of expected benefits.

VI. Other Agency Accomplishments

1. Gender and Development

1.1 The internal creation of the MARINA GAD Unit in-charge in the implementation of GAD activities in MARINA, specifically they shall:

- a) Coordinate efforts of the different CO Services and MARINA Regional Offices and advocate for the integration of GAD perspectives in all their systems and processes;
- b) Spearhead the preparation of the agency annual performance-based GAD Plans, Programs and Budget and be responsible for submitting the

consolidated GAD Plans and Budgets of the Agency as needed, in responding to PCW 's comments or requests for additional information;

- c) Lead in monitoring the effective implementation of GAD-related policies and the annual GAD Plans, Programs and Budget and suggest corrective measures to improve implementation of GAD PAPs and GFPS activities;
- d) Lead the preparation and consolidation of the annual GAD Accomplishment Report and other GAD Reports that maybe required under the MCW;
- e) Ensure that all personnel of the agency including the finance officers (e.g. accountant, budget officer, auditors) are capacitated on GAD;
- f) Consolidate the TWG's resolutions on the comments received from the PCW on the submitted MARINA GAD Plans & Budget and GAD Accomplishment Report and undertakes the revision of the same for approval of the Head of the GAD FP TWG and the Administrator and PCW endorsement to DBM;
- g) Coordinate with the GAD Technical Working Group and relevant government agencies on GAD related matters;
- h) Prepare/Submit necessary reports in compliance with the requirement of the PCW and other related government agencies;
- i) Draft Memoranda and other communication relative to GAD; and
- j) Attend to GAD meetings (Internal/external) as may be directed.

1.2 Creation of MARINA GAD Pool of Trainers

A pool of GAD Trainers was created tasked to develop a customized MARINA GAD Training Modules and conduct Gender Sensitivity Training to MARINA employees nationwide, and eventually to the maritime industry.

The MARINA conducted its first batch of Training of Trainers from 19 to 22 November 2019 attended by members of the GAD Focal Point System both from Central Office and MARINA Regional Offices.

1.3 Gender Profiling Survey in the Maritime Sector Agencies

Pursuant to the Manifesto of Support signed during the Gender and Transportation Summit last November 18, 2014, the maritime sector, which the MARINA actively participates, organized themselves to establish sex-disaggregated data base.

A Gender Profiling Tool/ Survey Form (GPF) was developed by the Maritime Sector Technical Working Group (MSTWG), composed of Attached and Sectoral agencies of the Department of Transportation, namely: the Cebu Ports Authority (CPA), Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Philippine Merchant Marine Academy (PMMA) and representatives of the DOTr Central Office with the technical assistance of the former Officers from the Philippine Commission on Women (PCW).

The survey is aimed at:

- a) Generating data and information that are vital to the development of gender-responsive plans, programs and projects in the Maritime Sector;
- b) Determine the level of participation of women and men in the formulation of policies and implementation of its major programs, projects and activities, specifically in their respective organization and eventually in the maritime sector as a whole; and
- c) To use the resulting profile as basis for interventions or actions that will promote women equity and empowerment in the maritime sector.

The survey has been pilot tested in the Maritime Sector agencies. The generated results were analyzed and several GAD related programs were identified and integrated in the maritime sector six (6)-year GAD Agenda (Y2020-2025)

2. Local and International Engagements and Activities

2.1. Local Engagements

- Multi-Sectoral Advisory Board (MSAB) Meetings (*Quarterly*)
- Technical Committee on Ships and Marine Technology (TC 86) (*March - November*)
- 144th Maritime Forum (*April*)
- Assessment of Road Roll-On/Roll-Off Terminal System (RRTS) in Support of the Nautical Highway Development Program (*April*)
- SONAME Technical Learning 2019 (*June*)
- Information Campaign on the Rights of Passengers under MARINA Circular No. 2018-07 (*July - October*)
- Maritime Safety Summit for Domestic Shipping (*August*)
- Orientation/Briefing on RA 11032 and Citizen's Charter by the Anti-Red Tape Authority (*November*)
- Multi-Sector Governance Council (MSGC) Meeting (*November*)

- Nationwide Verification and Validation of Tonnage and Load Line of Ships *(November)*
- Training on IMO Model Course *(November)*
- DOH-MIMAROPA-MARINA Technical Coordination Meeting on the Standards for Sea Ambulance Boats *(November)*

2.2. Foreign Engagements

- 37th ASEAN Maritime Transport Working Group (MTWG) Meeting *(March)*
- 2nd ASEAN Regional Forum (ARF) Workshop on Enhancing Regional Maritime Law Enforcement Cooperation and 11th ASEAN Regional Forum Inter-Sessional Meeting on Maritime Security *(March)*
- 3rd WMU International Women’s Conference *(April)*
- 3rd Advanced Maritime Leaders’ Programme *(April)*
- 47th Asia-Pacific Economic Cooperation (APEC) Transport Working Group Meeting *(April)*
- WIMA Asia – Empowering Women in Maritime “Bridging the Gap” *(April)*
- Hosting of IMO Member State Audit Scheme (IMSAS) Auditors Training Course *(April)*
- 20th Asia-Pacific Heads of Maritime Safety Agencies (APhMSA) Forum *(April)*
- 74th Session of the Marine Environment Protection Committee *(May)*
- 6th Session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW) *(May)*
- Joint MPA of Singapore and Carbon Pricing Leadership Coalition (CPLC) Shipping Experts’ Workshop *(June)*
- MARINA-Japanese Ship Machinery & Equipment Association (JSMEA) *(June)*
- Regional Workshop on Ratification and Effective Implementation of MARPOL Annex VI and IMO Data Collection System for Fuel Consumption *(June)*
- 47th ASEAN Senior Transport Officials Meeting and 3rd ASEAN-EU Senior Transport Dialogue *(June)*
- 2nd High Level Regional Meeting on Marine Environment. Protection of the Southeast Asian Seas (MEPSEAS) *(August)*
- Regional Workshop entitled “United Nations Development Assistance Framework: A Process to Mainstream the Maritime Sector” *(August)*
- Ministerial Conference on Fishing Vessel, Safety and Illegal, Unreported and Unregulated Fishing *(August)*

- e-Navigation Underway Asia-Pacific 2019 Conference and IMO Capacity-Building Workshop on e-navigation in Asia-Pacific Region *(September)*
- Workshop on General Principles of Drafting National Legislation to Implement IMO Conventions *(September)*
- Marine Accident Investigators International Forum (MAIIF) *(October)*
- Ministerial Conference on Fishing Vessel, Safety and Illegal, Unreported and Unregulated Fishing *(October)*
- National Workshop as Lead Partnering Country of the GEF-IMO-UNDP Glofouling Partnerships and National Task Force Meeting on Biofouling Management and Invasive Aquatic Species *(September)*
- 17th Annual Meeting of the Philippine Committee of Nippon Kaiji Kyokai (Class NK) *(September)*
- MTCC Asia 2nd Regional Workshop on Capacity Building for Climate Change Mitigation in the Maritime Shipping Industry *(September)*
- MARINA-Korea Offshore & Shipbuilding Engineering Cooperative (KOSEC) *(October)*
- IMO Workshop on MARPOL V and Reception Facility *(October)*
- National Training on the Legal Implementation of the Ballast Water and Anti-Fouling Systems *(October)*
- Ministerial Conference on Fishing Vessel Safety & Illegal, Unreported & Unregulated Fishing (MC-FVS & IUUF) *(October)*
- 4th Session of the Joint FAO/ILO/IMO Ad Hoc Working Group in Illegal, Unreported and Unregulated, Fishing (IUUF) and Related Matters *(October)*
- 6th Meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ship *(November)*
- 2nd ASEAN Expert Group in Green Ships (EGGS) Meeting *(November)*
- ASEAN Regional Forum Inter-Sessional Meeting on Maritime Security
- 23rd BIMP-EAGA Ministerial Summit and 28th Senior Officials and related meetings *(November)*

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