

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)

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