

# The Philippine Maritime Industry

## MARINA Completes 10-yr Maritime Roadmap Formulation Process

The Maritime Industry Authority (MARINA) has completed the formulation process of the Masterplan under the 10-year Maritime Industry Development Plan (MIDP) launched at the external stakeholders' validation workshop held in Pasay City on 11 December 2018.

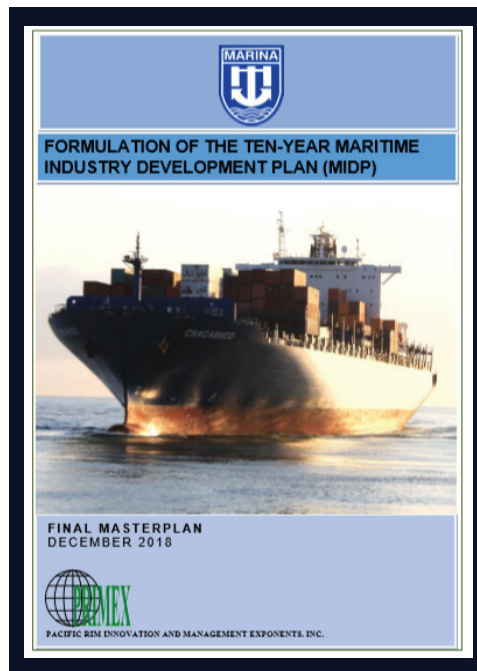
The 10-year MIDP aims to accelerate the achievement of a nationally integrated and globally competitive maritime industry by developing and supporting an organizational culture and practice of leading in maritime education, innovation, technology, and sustainability.

In the workshop, MARINA Officer-In-Charge Vice Admiral Narciso A Vingson Jr presented the overview of the MIDP.

"The formulation of MIDP 2019-2028 is a participatory process, enabling us to deeply understand the present conditions of the maritime industry and draw up a comprehensive long-term plan for its sustainable growth and development," Vice Admiral Vingson said.

The MARINA came up with the eight (8) flagship programs under the MIDP: the upgrading of domestic shipping in support of the nautical highway development, the development of shipping services for

maritime tourism, the development of Coastal and Inland Waterways Transport (CIWT) system, the strengthening of safety standards of Philippine registered fishing vessels, the enhancement of maritime safety in the Philippines, the modernization of maritime security in the Philippines, the establishment of a maritime innovation and knowledge center and the development of global maritime hub wherein one of its projects is the promotion of the Philippine flag registry.



### INSIDE STORIES

#### PAGE 2

The Industry in 2018  
MARINA Hosts the IMSAS Inter-agency Mock Audit Opening and Closing Meetings

#### PAGE 3

MARINA Hosts Regional Training Course on MCI  
MARINA to Enhance Safety of Fishing Vessels, Crew

#### PAGE 4

MAGIC Orientation and Workshop IMO NMTP  
Workshop OSS Issued Circulars

#### PAGE 5

PH Re-Elected to IMO Council  
Ferry Safety is a Shared Responsibility—MARINA Additional Ratified Conventions

## House Approves HB 8394

The Philippine maritime administration has conquered another milestone in strengthening the country's maritime administration functions as the House of Representatives approved House Bill 8394 entitled: "An Act Providing for the Full and Effective Implementation and Enforcement of International Maritime Instruments of which the Philippines is a State-Party". The said House Bill will ensure that the Philippines will fully implement its obligations and responsibilities contained in a number of IMO mandatory instruments 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.



## 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 coincided with the MARINA 44th Anniversary. The mock audit is a simulation of the mandatory audit under the International Maritime Organization (IMO) Instruments Implementation Code (IIC 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 International Maritime

Organization (IMO) Inter-agency Member State Audit Scheme (IMSAS) in 2021.

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 was done with the intention of maximizing the learning potential of all participants in preparation for the IMSAS audit in 2021 by utilizing all capable personnel throughout the whole process of the exercise which included activities held as far back as 2017 such as calibration seminars for auditors, gap analysis and audit plan development workshops.

## The Industry in 2018

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 national maritime interests of the country to make the Philippines as a ship registry or a flag of choice that would lead to more employment opportunities not only for our Filipino seafarers but also for land-based workers with a view of further expanding other maritime services and maritime professionals.

From the performance of its regulatory function of the MARINA, the sector contributes to the national economy arising from the collection of fees from various applications and certificates processed and issued by the Overseas Shipping Service of the MARINA.

**Table 1. REVENUES DERIVED FROM PHILIPPINE-REGISTERED SHIPS AS COLLECTED BY MARINA (IN MILLION PESOS)**

YEAR	INCOME (PESO)
2014	8,869,812.00
2015	7,769,470.00
2016	8,123,650.00
2017	6,259,134.00
As of Dec. 15, 2018	6,495,492.00

Table 1 shows a record high of Php 8.87 million in 2014 compared to the generated income of Php 6.5 million in 15 December 2018. This revenue is derived from the regular fees on various applications and certificates processed/issued by the Overseas Shipping Service.

**Table 2. PHILIPPINE-REGISTERED OVERSEAS FLEET (4.5% WITHHOLDING TAX FOR BAREBOAT) CHARTERED SHIPS**

YEAR	TAXPAYMENTS (IN PESO)	NO. OF CHARTERED SHIPS
2014	52,488,817.52	114
2015	44,765,396.35	117
2016	36,687,619.38	118
2017	40,927,499.34	114
As of Dec. 15, 2018	30,099,074.69	103

Table 2 shows that the payment of 4.5% withholding tax remitted to the BIR decreased since the number of bareboat charter ships decreases.



# MARINA Hosts Regional Training Course on Maritime Casualty Investigation



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.

Moreover, Atty. Josephine Marie Uranza of the IMO Coordinator for the Regional Presence for East Asia explained the technical assistance that the IMO is willing to extend to its member states and the importance of marine casualty investigation in determining the root causes of accidents, rather than apportion blame or liability, for the enhancement of maritime safety policies.

## MARINA to Enhance Safety of Fishing Vessels, Crew

Aiming to enhance the safety measures on Philippine fishing vessels traversing to high seas and its crew, the Maritime Industry Authority (MARINA) organized the technical seminar on the International Maritime Organization (IMO)’s 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.

MARINA Deputy Administrator for Operations Nanette Villamor – Dinopol welcomed the international maritime experts in the Philippines and expressed MARINA’s willingness to promote a safe culture in the fishing industry, specifically in the construction and the design of fishing vessels, as well as the working conditions of the

crew members.

At the event, 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.



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



The Maritime Industry Authority (MARINA) conducted the Multi-Sectoral Advisory Group on IMO Concerns (MAGIC) Orientation and 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.

Resource speakers from various agencies lend their expertise to the Orientation. Atty. Josephine Marie Uianza, IMO Regional Presence in East Asia; Capt Rolando Lizaro N Punzalan, PCG, Deputy Chief of Coast Guard Staff for Plans, Programs and International Affairs, PCG; Dir. Rogelio E. Villanueva, Director, Maritime and Ocean Affairs Office, DFA; Ms. Blanca Piñero of the Documentation Section of the IMO (through video call); and Atty. Jean Ver P. Pia, PhD, Director, Overseas Shipping Service, MARINA.

## IMO National Maritime Transport Policy Workshop

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.

Undersecretary for Maritime Felipe A. Judan of the Department of Transportation delivered the welcoming message to kick off the three-day Workshop. The Vice President for Academics of WMU, Professor Neil Bellefontaine, WMU Associate Professor Henning Jensen and Atty. Josephine Marie G. Uianza, IMO Regional

Coordinator for East Asia were the instructors for the delivery of the NMTP Training Package.

This Training Package was developed by the WMU for the IMO and includes nine modules. The topics include 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.



# Philippines Re-elected to the International Maritime Organization Council



B, and 20 Member States under Category C. Of the 160 votes cast under Category C, there were 159 valid votes and 1 invalid vote. The Philippines came in at the 11th place out of the 24 candidates under Category C, earning 124 votes. Permanent Representative to the IMO and member of the Philippine

Delegation to A30, Gilberto Asuque, stated that “The election of the Philippines in the Council could be seen as global support for its work in the IMO towards promoting the interest, safety and welfare of seafarers through safer ships. The Philippines is a major source-country of seafarers for the global maritime fleet providing some 30% of the total manpower complement of commercial ships on international routes. Our advocacy for seafarers has been the fundamental purpose for Philippine participation in the work of the IMO pursuant to the foreign policy of promoting the interest of the overseas Filipino worker.”

The Philippines will uphold its position to the Council of the International Maritime Organization (IMO) under Category C as the Philippine maritime administration seeks on candidature for the 2020-2021 Biennium.

## 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.

At the 2nd ASEAN Regional Forum (ARF) Workshop on Ferry Safety held in Guangzhou, China on 26-28 November 2018, 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.

According to Dir. Jose Venancio Vero of the MARINA – Maritime Safety Service (MSS), safety of life at sea is a moral obligation and this workshop will produce a stronger coordination and unified effort toward the enhancement of capacity building

The Philippines has been re-elected to the Council of the International Maritime Organization (IMO) under Category C for the 2018-2019 biennium. The election was held on 01 December 2017 during the 30th Session of the IMO Assembly (A30) at the IMO Headquarters in London. The re-election to the Council, which is the Executive Organ of the IMO and is responsible for supervising the work of the Organization, provides the Philippines an opportunity to strongly participate in the drafting of new rules and regulations for the industry. The IMO Council is composed of 40 Member States: 10 Member States under Category A, 10 Member States under Category

## Additional Ratified Conventions

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:

- \* 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 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 on Load Lines, 1966 (Load Line Protocol 88);
- \* Protocol of 1988 Relating to the International Convention for the Safety of Life at Sea, 1974, as Amended (SOLAS PROT 1988);
- \* 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).

Thirty-two (32) more conventions are to be ratified wherein six (6) have their National

Interest Analysis (NIA) being developed in support of its possible ratification.

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.



# OVERSEAS SHIPPING SERVICE 2018 HIGHLIGHTS

International Maritime Organization (IMO) Inter-agency Member State Audit Scheme (IMSAS) Technical Working Group Meeting (October 10, 2018)



14th and 15th Multi-sectoral Advisory Group on IMO Concerns (MAGIC) Meetings (August 29, 2018 and October 16, 2018)



Inter-agency Cooperation Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) National Task Force Meeting (October 17, 2018)



Private Stakeholders Meeting (October 18, 2018)

