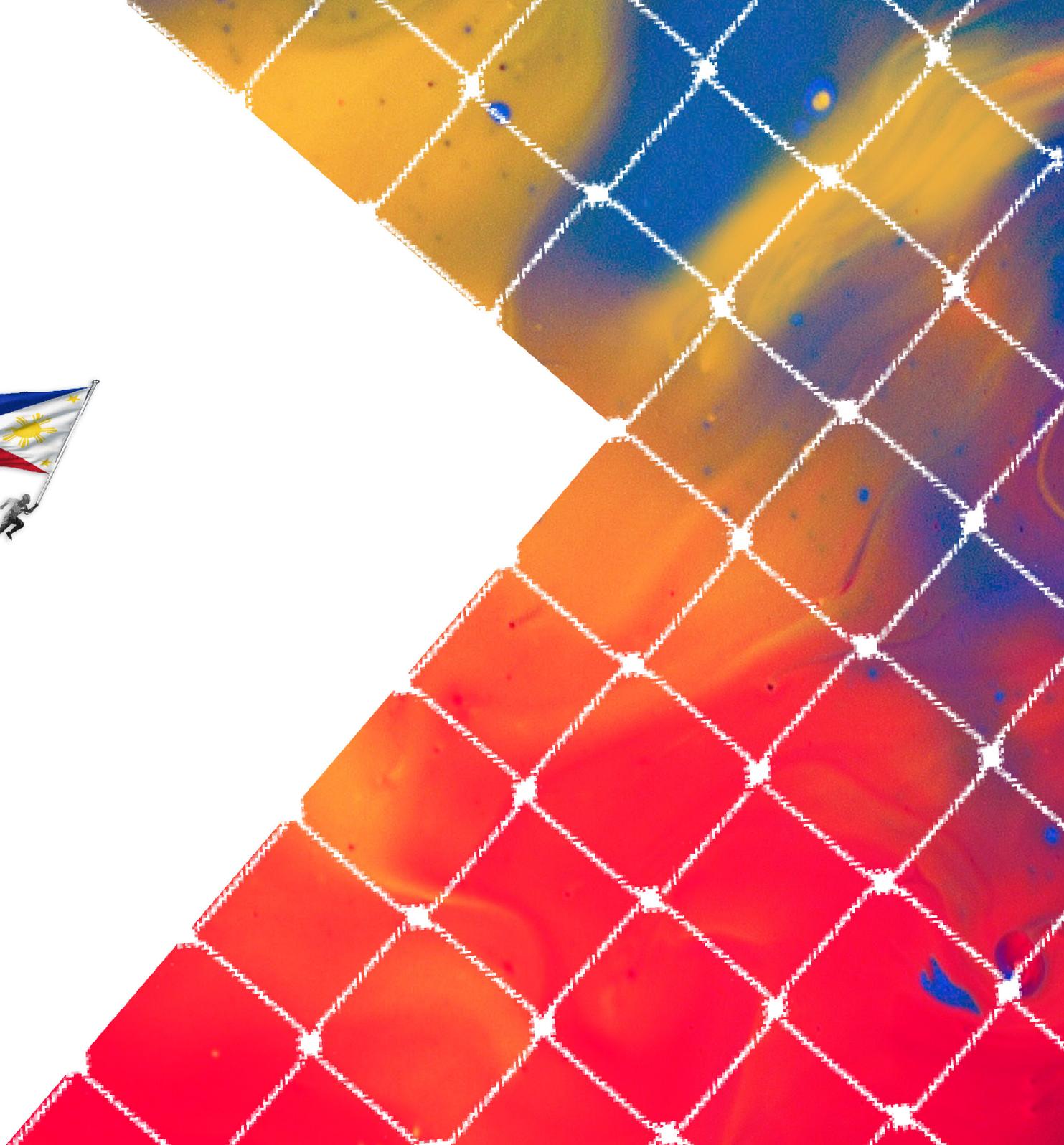




PHILIPPINES
CANDIDATURE
IMO COUNCIL CATEGORY C
2022 - 2023



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The Philippines in the IMO

Aiming to continue its unwavering commitment of promoting the welfare of seafarers and safety of ships, as well as preserving the sustainability of the marine environment and maritime transport, the Philippines presents its candidature for re-election to uphold its position in the International Maritime Organization (IMO) Council under Category C for the 2022-2023 Biennium.

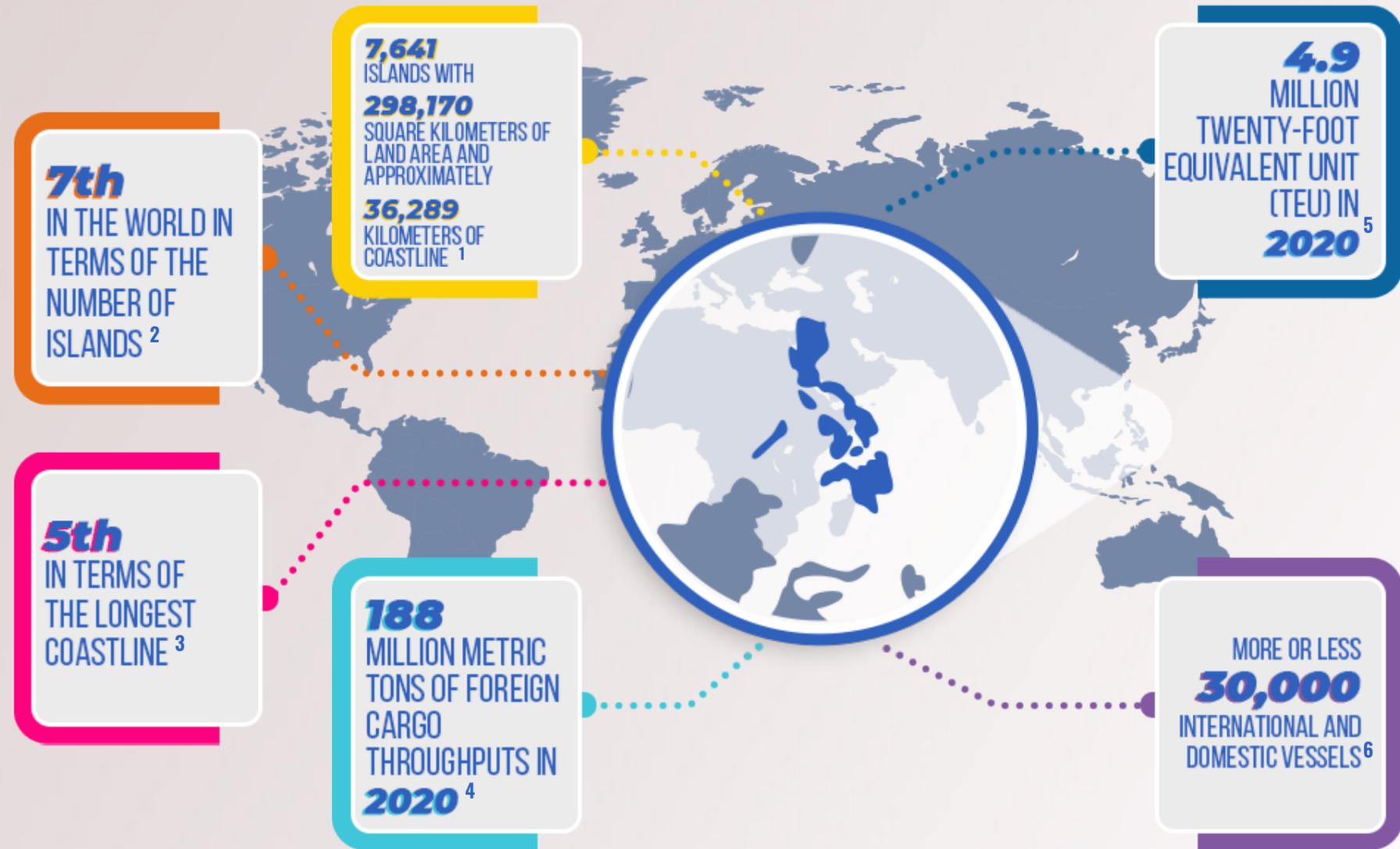
The Philippines has been a member to the IMO since 1964 and was first elected to the IMO Council in 1997 and since then has been re-elected under Category "C". It has ratified and acceded to 28 IMO Conventions, and is in the process of ratifying/acceding to other IMO and International Labour Organization (ILO)



Conventions and Protocols. The country also actively participates in various IMO Technical Cooperation Programs (ITCP) aimed at building capabilities in implementing international maritime regulations and standards.

Likewise, the Philippines is home to the IMO Regional Presence for Technical Cooperation in East Asia since 2003 and has seconded staff to support the Regional Coordinator. The said office has remained pivotal in implementing and delivering the ITCP, which helped pave the way for the ratification and implementation of IMO Conventions in the region.

The Philippines as a Maritime Nation



¹10th-year Maritime Industry Development Plan (MIDP)

²<https://www.worldatlas.com/articles/which-country-has-the-most-islands.html>

³Philippine Ports Authority (PPA) 2020 Statistics

⁴<https://www.worldatlas.com/articles/which-country-has-the-most-islands.html>

⁵Philippine Ports Authority (PPA) 2020 Statistics

⁶Maritime Industry Authority - Management Information and Systems Service (MARINA-MISS)



The Philippines as a Major Provider of Competent Seafarers

- Being the “**PREFERRED SEAFARERS OF CHOICE**”, the Philippines represents the largest nationality of maritime crew serving the international merchant fleet.

YEAR	TOTAL NO. OF DEPLOYED OVERSEAS SEAFARERS
2019	497,680
2020	213,299
2021 (January to June)	162,966

(Source: Philippine Overseas Employment Administration, 2019 to June 2021)

Total number of all registered active seafarers: **864,442** ⁷

Total number of domestic seafarers (2016-2020): **51,646** ⁸

- Filipinos comprise the largest nationality of seafarers by rank (Senior Officers and Junior Officers) and by ratings, and across all departments (Deck, Engine, Catering) aboard merchant cargo vessels (Bulk Carriers, Tankers, General Cargo/Container Ships).

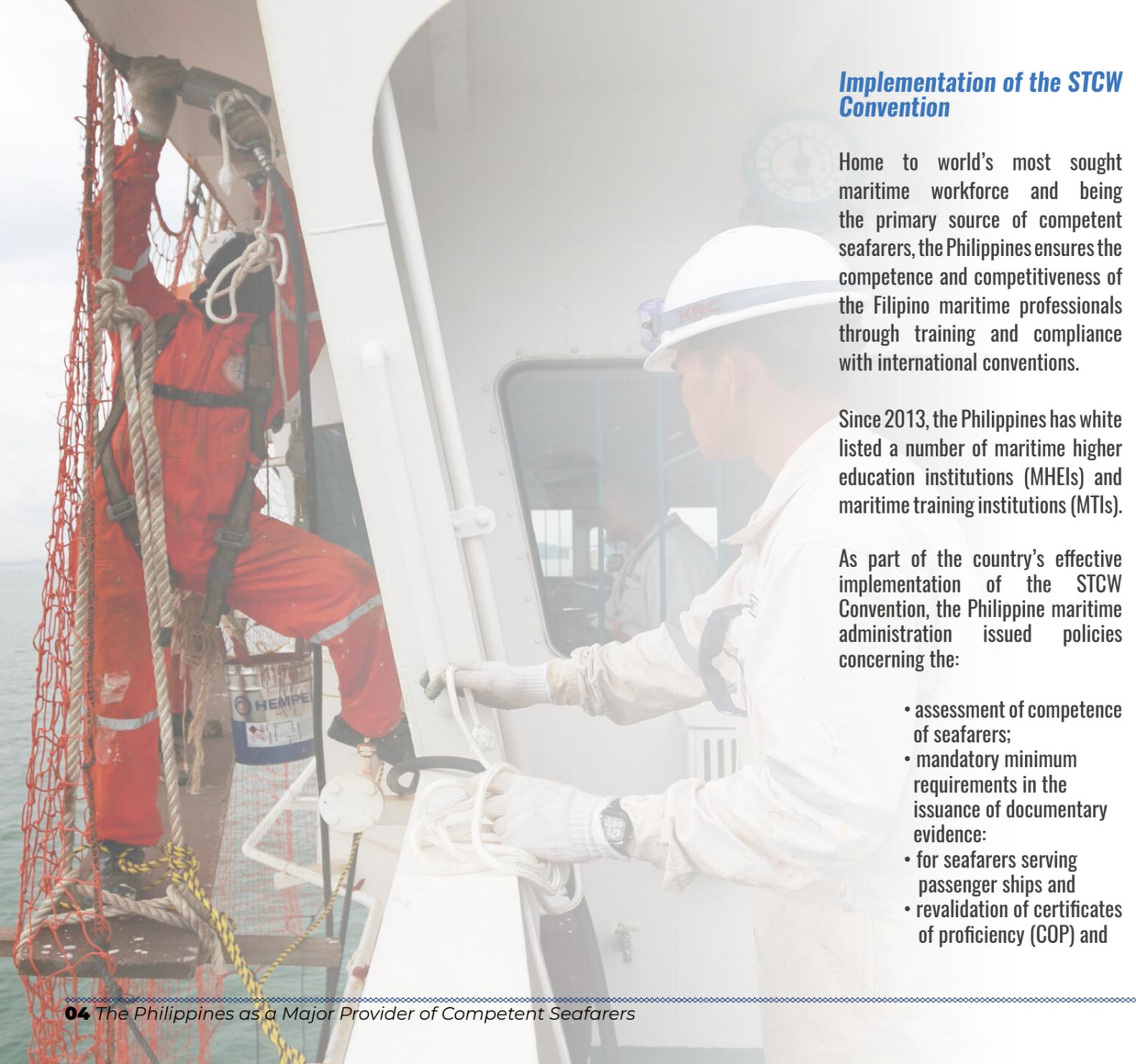
US\$5,232,977 foreign remittances from seafarers (seabased) recorded from January to October 2020 ⁹

- Filipino seafarers have been dubbed as the “**SAILING AMBASSADORS**” of the Philippines for having demonstrated before the global maritime community the best traits of the Filipinos.

⁷Maritime Industry Authority (MARINA), September 2021

⁸Maritime Industry Authority (MARINA), 2016-2020

⁹Bangko Sentral ng Pilipinas (BSP)



Implementation of the STCW Convention

Home to world's most sought maritime workforce and being the primary source of competent seafarers, the Philippines ensures the competence and competitiveness of the Filipino maritime professionals through training and compliance with international conventions.

Since 2013, the Philippines has white listed a number of maritime higher education institutions (MHEIs) and maritime training institutions (MTIs).

As part of the country's effective implementation of the STCW Convention, the Philippine maritime administration issued policies concerning the:

- assessment of competence of seafarers;
- mandatory minimum requirements in the issuance of documentary evidence;
- for seafarers serving passenger ships and
- revalidation of certificates of proficiency (COP) and

- competency (COC),
- mandatory training courses;
- monitoring of maritime education programs [with the Commission on Higher Education (CHED)]; and
- clarificatory circular or the five-year validity of the MARINA Professional ID to seafarers.

The Philippines' deep understanding of the concerns and aspirations of seafarers enables it to play an important role in ensuring that their competencies and training remain relevant through the 2010 Manila Amendments to the STCW Convention and that their safety and welfare are protected through the 2006 Maritime Labour Convention.

Moreover, as of 2020, the Philippines has forged Memoranda of Agreement with 49 countries on Recognition of Certificates under Regulation I/10 of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers.¹⁰

¹⁰MARINA - Overseas Shipping Service (MARINA - OSS)

Philippine Blockchain Enabled Automated Certification System

In order to maximize the use of digitalization or automation in the systems and processes to speed up services for the stakeholders, the Philippines, through the MARINA, introduced the Blockchain Enabled Automated Certification System. The said system aims to create an information system that will integrate the existing information systems being used by the organization and is envisioned to institutionalize a highly efficient information system for the organization and its stakeholders.

The Blockchain also provides web-enabled information system that can withstand the influx of application 24/7 and database availability and integrity in order to provide greater visibility of employees' business critical applications, other important data information and information data processing. It likewise allows secured access of information by the employees, executive management team, and its respective stakeholders to improve overall collaborative effort and timely decision-making within the organization.

It also provides necessary and relevant information which can be used by the organization to formulate policies, rules, and regulations.

Whitelisted to the ILO SID Convention

The Philippines was whitelisted by the International Labour Organization for being the first ratifying Member State to comply and meet the minimum requirements of the Seafarers' Identity Documents Convention 2003, as amended (SID Convention 185).



The **Philippine** Shipbuilding Industry

The **Philippines** is the **5th largest shipbuilding nation** in terms of global shipbuilding order book.¹¹

In addition, the country has 118 shipyards¹² and has a growing shipbuilding sector with a capacity of close to a million GT.

In 2019, the Philippines exported a total of US\$ 557 Million worth of shipbuilding and ship repair (SBSR) goods.¹³

421	LICENSED SHIPBUILDING AND SHIP REPAIR ENTITIES IN 2019
126	IMPORTED SECONDHAND SHIPS FOR DOMESTIC USE IN 2019
103	IMPORTED NEWLY BUILT SHIPS FOR DOMESTIC USE IN 2019
70	LOCALLY CONSTRUCTED SHIPS FOR DOMESTIC USE IN 2019
19	LOCALLY CONSTRUCTED SHIPS FOR EXPORT IN 2019

Note: These were large cargo ships with an average of above 38,000 GT.

(Source: Maritime Industry Authority - Shipyards Regulation Service, 2019)

Shipbuilding Output:

- **Ninety-eight percent (98%) of the country's shipbuilding output are less than 60,000 GT vessels exported by a handful of foreign shipyards, only 2% for the domestic market.¹⁴**
- **The current largest shipyard based in the country, Tsuneishi Heavy Industries Inc., has built its biggest 19 bulk carrier ships.¹⁵**

¹¹Barry Rogliano Salles (BRS) Group, 2019

¹²Philippines Board of Investments and Department of Trade and Industry (DTI)

¹³Philippines Board of Investments and Department of Trade and Industry (DTI)

¹⁴Philippines Board of Investments and Department of Trade and Industry (DTI)

¹⁵MARINA Shipyards Regulation Service (MARINA - SRS)

The **Philippines** as a Major Crew Change Hub

Pursuant to Resolution MSC.473 (ES2) or the "Recommended Action to Facilitate Ship Crew Change, Access to Medical Care and Seafarer Travel During the COVID-19 Pandemic", the Philippine Maritime Administration approved the Board Resolution No. 2020-04-04 to fully support the recognition of the seafarers as "key workers" and recommends the smooth processing of their documentation, repatriation, and receipt of necessary assistant from the government.

Philippine Green Lane

The Joint Circular No. 1, which was issued specifying the guidelines for the establishment of the Philippine Green Lane to facilitate the speedy and safe travel of seafarers including their safe and swift disembarkation and crew change during the COVID-19 pandemic, was a product of the concerted efforts of the following government agencies:



With the issuance of the Joint Circular on Green Lane for Seafarers and whole-of-government approach, the Philippines is being promoted as an international hub for crew change. This paves the way for the influx of more trade in Philippine ports and helps ensure the uninterrupted supply chain of goods.

The Philippines has opened the following ports to serve as international hubs and gateway ports for ships' crew change, following health requirements and protocols in accordance with the COVID-19 Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF-EID) policies and procedures:



These issuances are likewise consistent with the recommended procedures of the International Maritime Organization (IMO) as contained in its Circular Letter No. 4204/Add.14 dated 05 May 2020 on the "Coronavirus (COVID-19) – Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic".

Facilitation of Crew Change

The Department of Transportation (DOTr) and its attached agencies have been working towards facilitating the crew change of Filipino seafarers both for embarkation and disembarkation. In relation to this commitment, the DOTr has issued the Protocol on Crew Change and Repatriation of Seafarers covering the procedures for joining, leaving a ship and repatriation, including the special procedures for leaving a cruise ship docked in Philippine seaports.

Crew Change Statistics

Ships Served	Seafarers Served	
	Filipino	Foreign
3,920	56,290	8,553

(Source: Department of Transportation, October 2020 - August 2021)

The Philippine Maritime Industry Development Plan (MIDP)

The Philippines prepared its long-term plan through the MIDP as the roadmap for the accelerated development of the Philippine Maritime Sector from 2019-2028. The MIDP has nine priority programs each of which is attainable through indispensable component elements and key activities:

UPGRADING OF DOMESTIC SHIPPING IN SUPPORT OF THE NAUTICAL HIGHWAY DEVELOPMENT



DEVELOPMENT OF SHIPPING SERVICES FOR MARITIME TOURISM



DEVELOPMENT OF COASTAL AND INLAND WATERWAYS TRANSPORT (CIWT) SYSTEM



STRENGTHENING OF SAFETY STANDARDS OF PHILIPPINE-REGISTERED FISHING VESSELS



DEVELOPMENT OF A GLOBAL MARITIME HUB



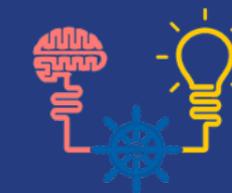
ENHANCEMENT OF MARITIME SAFETY IN THE PHILIPPINES



MODERNIZATION OF MARITIME SECURITY IN THE PHILIPPINES



ESTABLISHMENT OF A MARITIME INNOVATION AND KNOWLEDGE CENTER (MIKC)



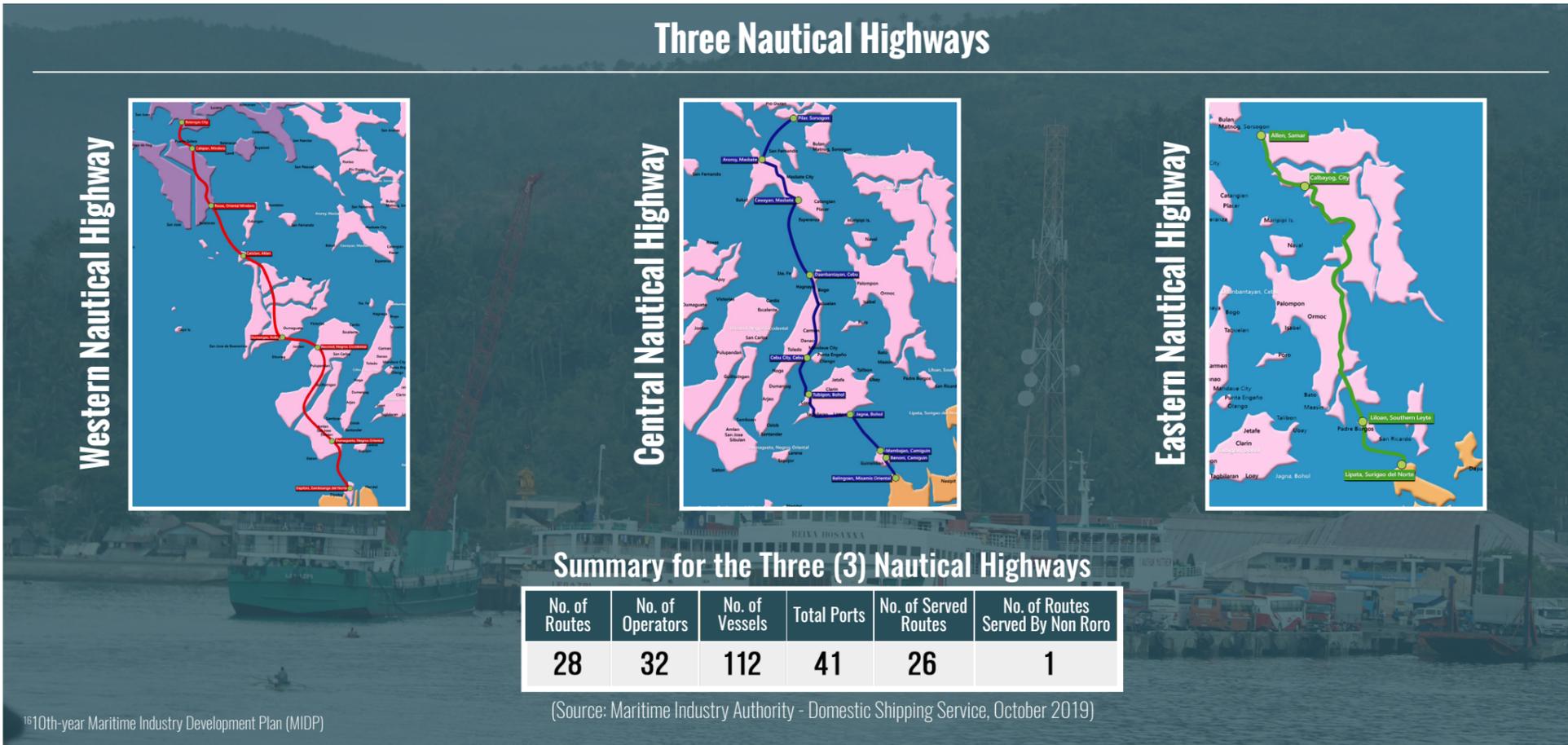
ADVANCE THE DEVELOPMENT AND PROVISION OF QUALIFIED AND COMPETENT SEAFARERS AS WELL AS HUMAN CAPITAL REQUIREMENTS FOR THE GLOBAL MARITIME INDUSTRY



The Philippine Nautical Highway

Being an archipelagic country, expanding market linkages and connecting one island to another is vital to stimulate economic development. Thus, the Philippines is currently expanding and upgrading the National Nautical Highway network and facilities to meet the expected increase in demand for more economical, efficient, safe, and secure domestic shipping services.

The Philippines has a total of 919-km national nautical highway¹⁶ which contributes to the improvement of inter-island transport of people and goods in the country. Currently, the Philippines has three (3) nautical highways linking its major islands and provinces.



¹⁶10th-year Maritime Industry Development Plan (MIDP)

Promotion of Recreational and Cruise Vessels for Philippine Tourist Destinations

Cruise tourism is emerging as the new business in the Philippines and is projected to attract more visitor arrivals in the future.

Various cruise tourism initiatives are currently undertaken at the Ports of Coron and Puerto Princesa, Palawan and Tagbilaran Port in Bohol. Moreover, the construction of a Cruise Ship Port at the Island of Siargao, the Surfing Capital of the Philippines, is ongoing.



Cruise Terminals in the Philippines¹⁷

- 1 SOUTH HARBOR - PORT MANAGEMENT OFFICE (PMO) NATIONAL CAPITAL REGION
- 2 ALAMINOS, BATANES, CALAYAN, CURRIMAO, OMNICO, SALOMAGUE – PMO NORTHERN LUZON
- 3 ROMBLON AND AZAGRA – PMO BATANGAS
- 4 LEGAZPI – PMO BICOL
- 5 PUERTO PRINCESA, CORON, EL NIDO – PMO PALAWAN
- 6 BORACAY – PMO PANAY/GUIMARAS
- 7 CHAPUL – PMO EASTERN LEYTE/SAMAR
- 8 PALOMPON – PMO WESTERN LEYTE/BILIRAN
- 9 TAGBILARAN – PMO BOHOL
- 10 BENONI – PMO MISAMIS ORIENTAL/CAGAYAN DE ORO
- 11 HAYANGGABON – PMO SURIGAO

¹⁷Philippine Ports Authority (PPA)

The **Philippine** Major Ports

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

342 PORTS (PUBLIC AND PRIVATE PORTS EXCLUDING FISHING PORTS) IN DECEMBER 2020¹⁸

Shipcalls	2017	2018	2019	2020 (DUE TO PANDEMIC)
DOMESTIC	437,054	457,048	491,836	237,650
FOREIGN	11,954	11,391	11,262	7,935
TOTAL	449,008	468,439	503,098	245,585

(Source: Philippine Ports Authority Statistics, 2017-2020)

Cargo Throughput (m.t.)	2017	2018	2019	2020 (DUE TO PANDEMIC)
DOMESTIC	25,921,451	105,390,180	104,428,354	69,586,356.35
FOREIGN	36,925,443	155,563,292	161,988,855	118,727,186.14
TOTAL	62,846,894	260,953,472	266,417,209	188,313,542.49

(Source: Philippine Ports Authority, 2017-2020)

¹⁸Philippine Ports Authority (PPA), Subic Bay Metropolitan Authority (SBMA), and Cebu Port Authority (CPA), 2020

The **Philippines** as a Member of the International Maritime Community

The Philippines has participated in regional cooperative agreements aimed at effectively carrying out the goals of the IMO such as in maritime transport, security, safety, and marine environment protection.

- 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.
- It is party to the **Tokyo MOU on Port State Control** and cooperates with member states in promoting maritime safety, protecting the marine environment, and safeguarding the working and living conditions on board ships.

Below is the Port State Control Inspection Data for year 2020 provided by the National Port State Control Service (NPSCS):

Authority	No. of Inspection	NO. OF INSPECTION WITH DEFICIENCIES	NO. OF DEFICIENCIES	NO. OF DETENTION	DETENTION PERCENTAGE
PHILIPPINES	2,130	439	1,122	4	0.19%

- The Philippines is a member of the **Regional Cooperative Agreement on Combatting Piracy and Armed Robbery in Asia-Information Sharing Center (ReCAAP-ISC)** and currently

serves as the Chair of RECAAP Governing Council. It has adopted the IMO Guidelines and Best Management Practices Against Piracy and has consistently advocated coordination between ship owners and Governments when attending to cases of ships that have been taken over by pirates on matters such as the safety of seafarers while under the custody of pirates; provision of continued support to families while the seafarers are under the pirates' control and provision of post-incident counseling or trauma management for seafarers and their families.

- It cooperates with neighboring countries in Anti-Smuggling, Anti-Illegal Drugs, Anti-Illegal Fishing, Anti-Drug Trafficking, and Anti-Human Trafficking.

- The Philippines is also an active participant in the **ASEAN-OSRAP** (ASEAN Oil Spill Response Action Plan), the Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas, and the

Sulawesi Sea Oil Spill Response Network.

- It is a member of the **ASEAN Port Association** and adopts internationally accepted best practices for port safety, health and security among members.
- For the strategic priorities and projects to spur economic development in remote and less developed areas under the **Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA)** project, the country continues its groundwork on the resumption of Davao-General Santos-Bitung (DGB) Route.
- The Philippines is an active member of the **Asia-Pacific Economic Cooperation Transportation Working Group (APEC-TWG)** which aims to achieve liberalization of transportation services and works to enhance the safety of APEC transport systems to encourage economic development in the Asia-Pacific region in all transportation modes – land, sea, and air.
- Active participant in **Organisation for Economic Co-operation and Development (OECD) – Working Party 6 on Shipbuilding** as observer.



Philippine Maritime Strategy

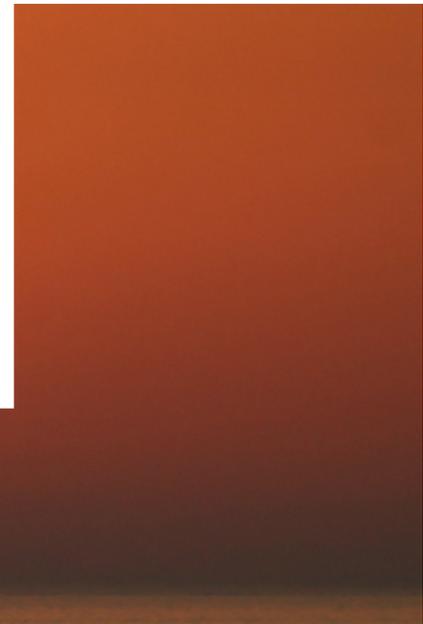
The country's IMO Member State Audit Scheme (IMSAS) Council has approved the Philippine Maritime Strategy on the Implementation and Enforcement of Relevant IMO Instruments which aims to strengthen the maritime transport, enhance the safety and security of shipping and ensure the protection of the marine environment. It includes Key Performance Indicators (KPIs) for flag, coastal, and port States to monitor the performance of each agency with respect to compliance to mandatory IMO instruments

The Council also approved the Cross Table of Responsibilities which clearly delineates the obligations and interrelationship among maritime entities performing flag State, port State, and coastal State functions as prescribed by the relevant IMO Instruments.

Philippine Mechanisms for the Implementation of the International Maritime Instruments

As a responsible member of the IMO, the Philippines, through its maritime administration, should ensure the full and complete implementation of international maritime instruments to which it is a state party. It created several internal mechanisms in pursuit of this goal through the:

- Multi-sectoral Advisory Group on IMO Concerns (MAGIC)
- Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC)
- IMO Member State Audit Scheme (IMSAS) Technical Working Group (TWG) and Council



The Philippines has hosted a number of IMO conferences/seminars for 2019 and 2020 in furtherance of the goals and mandate of the Organization:

1. National Training Course on Assessment and Examination of Seafarers held on 06-10 May 2019;
2. National Workshop on Design and Development of Curricular for the Implementation of STCW held on 13-17 May 2019;
3. Second High-Level Regional Meeting on MEPSEAS from 27 to 29 August 2019;
4. National Workshop and Task Force Meeting for Lead Partnering Countries of the Global Environment Facility – United Nations Development Programme-International Maritime Organization (GEF-UNDP-IMO) Project on “Building Partnerships to Assist Developing Countries to Minimize the Impacts from Aquatic Biofouling” (GloFouling Partnerships) held on 12-13 September 2019;
5. National Legal, Policy and Institutional Reform (LPIR) Training Focused on the Implementation (TRAIN-IMPLEMENT Course) from 07-11 October 2019;
6. National Workshop on MARPOL Annex V and Port Reception Facilities under the Integrated Technical Cooperation Programme (ITCP) of the IMO held on 21-25 October 2019; and
7. First Virtual General Training Course on Biofouling Management and Invasive Aquatic Species held from 14 to 17 December 2020.



IMO Award for Exceptional Bravery at Sea

The Philippine Coast Guard (PCG) officer, Ensign Ralph O Barajan, was awarded the International Maritime Organization (IMO) Award for Exceptional Bravery at Sea on 24 February 2021 due to his exceptional bravery.

Ensign Barajan was the off-duty Coast Guardian who ensured the safety of 62 lives, including his own, aboard ill-fated passenger vessel, MV Siargao Princess in the waters of Cebu on 07 November 2019.

Scholarship Programs

As of 2019, there are 188 Filipino graduates from World Maritime University (WMU)¹⁹ who have been appointed to key management positions in the Philippine maritime administration and have represented the country in various committees and sub-committees of IMO and other international organizations such as ASEAN, APEC, BIMP-EAGA, APHoMSA, HACCAM and other like regional partnerships.

¹⁹International Commitment Fund FY 2022

Strong Collaboration and Cooperation with IMO on Marine Environment Protection

1. The GEF-UNDP-IMO Project on Removing the Capacity Barriers for Implementing Energy Measures for International Shipping;
2. The IMO-NORAD Cooperation Programme to assist East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment;
3. The Global Maritime Energy Efficiency Partnerships Project or GloMEEP to increase uptake and strengthen the implementation of energy efficiency measures for shipping;
4. 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
5. 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).



Consistent with UN SDG 5, the Philippines fully supports Resolution A. 1147 (31) preserving the legacy of the World Maritime Theme for 2019 and achieving a Barrier-free Working Environment for Women in the Maritime Sector by providing office space and secretariat for the Women in Maritime Association

– Asia (WIMA Asia) and through the government-wide Gender and Development Programme.



Women in Maritime - Philippines

Women in Maritime Philippines (WIMAPHIL) advocates gender equality, protection of the marine environment and safe and secure shipping.

WIMAPHIL aims for the following:

CAPACITY BUILDINGS

- To conduct awareness campaign on UN Sustainable Development Goals (SDGs).
- To provide opportunity for men and women on gender sensitivity training (GST) and other gender related concerns.

ASSUMES STAKEHOLDERS' ROLE IN PROMOTING THE UN SUSTAINABLE DEVELOPMENT GOALS (SDGS)

- To establish strong relations with the stakeholders for the promotion of the advocacy.

PARTNERSHIP DEVELOPMENT

- To coordinate through partnership with IMO, UN and other organizations, Local and National Government, Civil Society and Non-Government Organizations (NGOs) for the provision of technical assistance and other related concerns.

COMMUNICATION and VISIBILITY

- To conduct deeper understanding on SDGs specifically the promotion of gender equality through information, education and communication.
- To utilize the social network and the media as platform for WIMA advocacy.

SUSTAINABILITY

- To establish mechanism for men and women to sustain activities via conference, fund raising and enhanced networking.
- To collaborate with various International and Regional Maritime organization, the national and local government and the NGOs.
- To conduct fund raising activities.



IMO Goodwill Maritime Ambassadors

The Philippines has three (3) IMO Goodwill Maritime Ambassadors who aim to promote the maritime and seafaring professions and raise awareness of the positive benefits of choosing a career at sea or other maritime profession.

Accomplishments in 2020

1. Endorsement of Policy Paper to the House of Representatives which contains five workable recommendations:

- A. Recognizes seafarers as “essential workers”;
- B. Facilitates crew changes at designated ports in the Philippines;
- C. Facilitates the unimpeded return and travel for redeployment of our seafarers;
- D. Adopts quarantine and testing protocols;
- E. Uses OWWA funds for quarantine and testing requirements.

2. Creation of a Special Project Team under the Office of the IMO Goodwill Maritime Ambassador of the Philippines. The Special Project Team aims to assist in planning and organizing the activities of the IMO Goodwill Maritime Ambassador. The said team is composed of young Merchant Marine Officers and Engineers, who are active seafarers and have the experience working onboard international vessels.

3. Social media platforms for wider reach and network for all their activities.

4. Conduct of Career Orientation Webinars (COW) on the maritime profession.

5. A4 for a Module Campaign. The said project aims to assist the schools and students in continuing their studies amidst the pandemic, through the production of modular-based lessons used in blended learning.

6. Seafarers Delivering Christmas Campaign. The purpose of the said project was to share Christmas to the seafarers, their family and to everyone.

7. Ensure the safe and successful repatriation of Filipino seafarers in light of the COVID-19, working in close coordination with the Philippine government through the Department of Foreign Affairs (DFA), Department of Labor and Employment (DOLE), Department of Transportation (DOTr), and Department of the Interior and Local Government (DILG).

8. Continue to advocate marine environmental protection through a campaign against single-use plastic. A digital promotion of ecobrick activities was launched as part of the PTC Group’s Earth Day Celebration.

9. Conducted mental health and well-being webinars.

10. Heeded the call of Secretary-General Kitack Lim to recognize the critical function and role of seafarers and find ways to facilitate their movement to and from ships all over the world in order to keep the international fleet operating, ensuring the continuity of global trade. Representations were made with the Senate of Republic of the Philippines, as well as the leadership of the Inter-Agency Task Force (IATF) on Emerging Infectious Diseases, the governing body for the Philippines’ response to COVID-19, to recognize the Filipino seafarers as key workers, enabling continued world trade and contributing significantly to the Philippine national economy. This effort contributed to the inclusion in IATF Resolution #36 the facilitated movement of Filipino seafarers. The same representation was made in connection with the forthcoming vaccination roll-out program where seafarers, as front liners and key workers, will be given priority.



The **Philippine** Maritime Administration’s Best Practices During the COVID-19 Pandemic

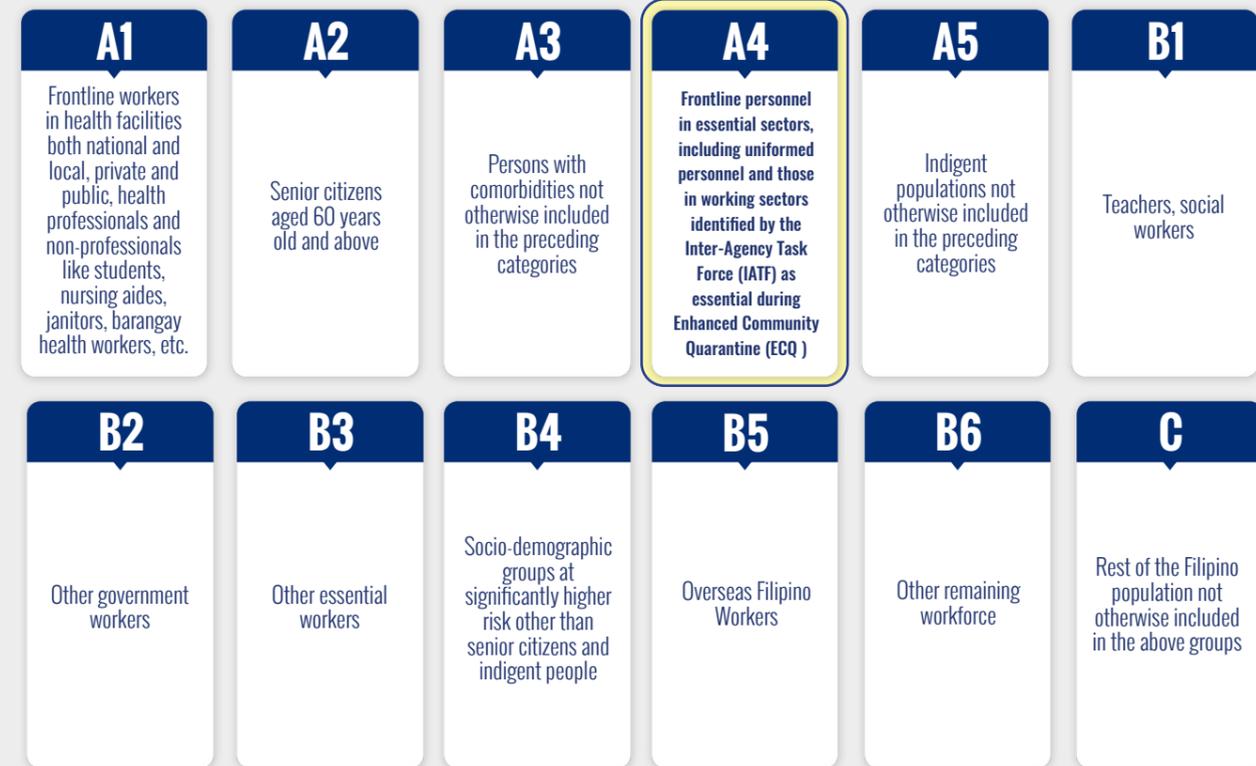
The agencies comprising the Philippine maritime administration joined forces to uphold the maritime industry amidst the unprecedented challenges brought by the COVID-19 pandemic.

Vaccination of Filipino Seafarers

The Philippines, through the Department of Transportation (DOTr) and Maritime Industry Authority (MARINA), ensures that Filipino seafarers will be prioritized for COVID-19 vaccination program. Recognized as key workers, Filipino seafarers are vital in maintaining supply chains in the maritime industry.

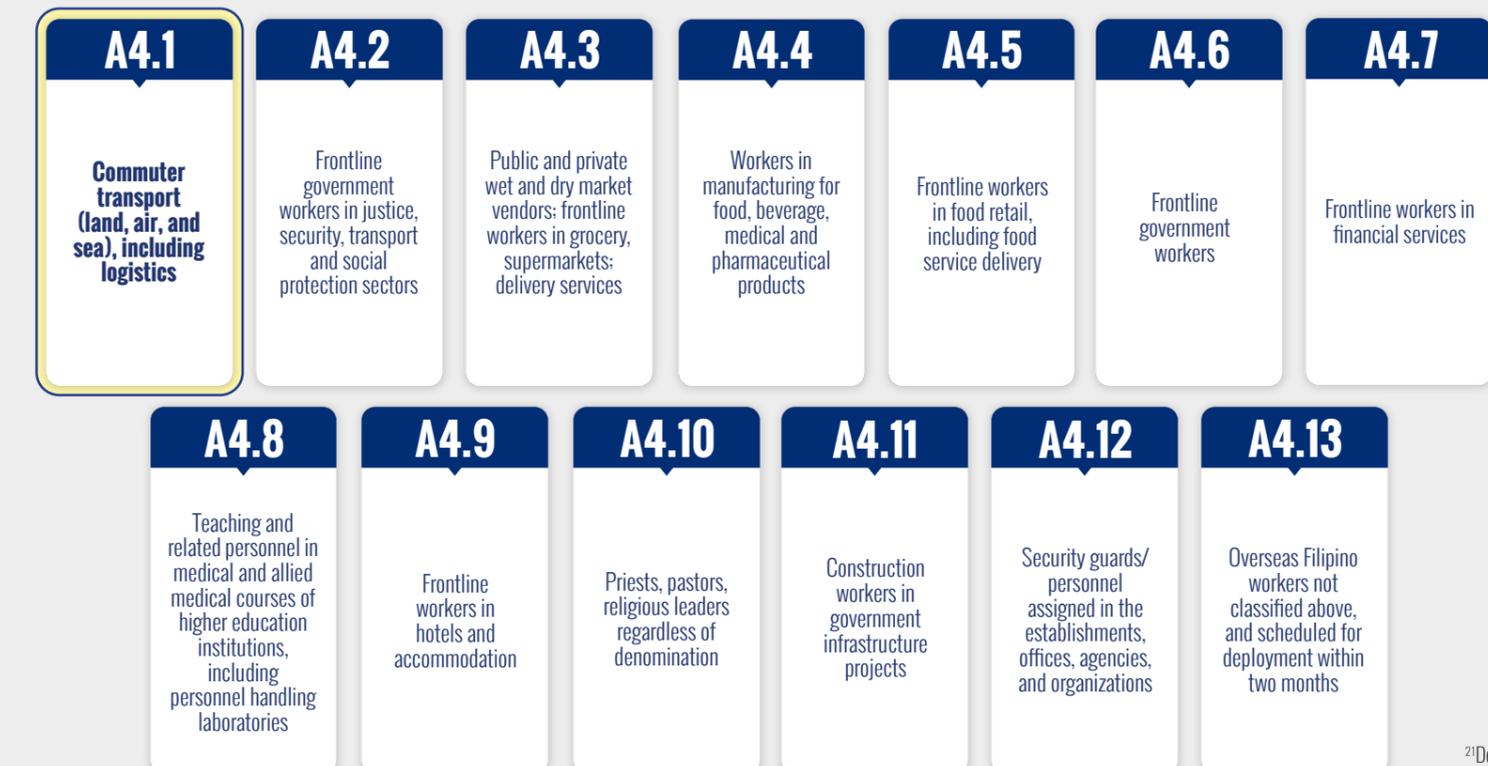


Priority List for the National Vaccination Program ²⁰



²⁰ Department of Transportation (DOTr)

Priority List for the National Vaccination Program ²¹



²¹Department of Transportation (DOTr)

One-Stop-Shop (OSS)

To assist the Overseas Filipino Workers (OFWs), specifically Filipino seafarers who will undergo mandatory facility-based quarantine against COVID-19, the OSS was established in Manila's airport terminals.

Free COVID-19 Testing for Offsigners

Filipino seafarers arriving in Philippine ports and airports in Manila, Bataan, and Batangas receive free COVID-19 tests.

The Department of Transportation (DOTr) allocated Php 270 Million for Filipino seafarers under the Bayanihan Act 2 or the "Bayanihan to Recover as One Act".²²

December 2020 to April 2021

61,236 Filipino seafarers already benefitted ²³

Establishment of a Quarantine Facility

A quarantine facility in Port of Capinpin in Bataan is established by the Philippine Ports Authority (PPA) for disembarking seafarers.

It has 124 bed capacity which includes 25 cubicles intended for high risk persons and separated by a full equipped Nurse Station.²⁴

Initiatives to Facilitate Employment of Seafarers

The Philippine maritime administration had rolled out a number of initiatives to facilitate the employment of our seafarers as well as to ensure their health and safety. Among others, the extension of validity of ships' crew certificates and documents whether onboard or ashore and extending the coverage of expiring Seafarers' Identification Record Book (SIRB) or Seafarers' Record Book (SRB).

²²Department of Transportation (DOTr)

²³Department of Transportation (DOTr)

²⁴Department of Transportation (DOTr)

Conduct of Remote Inspections

In view of the implementation of stringent social distancing and mobility restrictions to prevent further transmission of the COVID-19, the Philippines, through the Maritime Industry Authority (MARINA) implemented the conduct of remote inspection, survey, audit and compliance monitoring of companies, ships, and shipyards via online video communication platforms through the issuance of MARINA Advisory No. 2020-75.

Institutions of Blended Learning

The Maritime Industry Authority (MARINA) likewise issued additional guidelines on the conduct of training programs via "Blended Learning" mode during General Community Quarantine (GCQ) as a response to the need to provide a platform for our seafarers to complete their required training who may have been directly impacted as a result of quarantine lockdowns that prevented Maritime Training Institutions (MTIs) to deliver their programs face-to-face.

Lastly, the country ensures the continuous monitoring of daily shipping operations nationwide to ensure that the transport and delivery of goods and commodities remain unhampered amidst the pandemic.



The Philippines would greatly value the support for its re-election to the IMO Council under Category C for the 2022-2023 Biennium, to continually advance the mission of the IMO in ensuring safety of life and property at sea, sustainable shipping, and environmentally sound maritime industry.



