

The Philippine Nautical Highway

919-KM NATIONAL NAUTICAL HIGHWAY

THREE NAUTICAL HIGHWAYS

- 1 WESTERN NAUTICAL HIGHWAY
- 2 CENTRAL NAUTICAL HIGHWAY
- 3 EASTERN NAUTICAL HIGHWAY

NO. OF ROUTES	NO. OF OPERATORS	NO. OF VESSELS	TOTAL PORTS	NO. OF SERVED ROUTES	NO. OF ROUTES SERVED BY NON RORO
28	32	112	41	26	1

Promotion of Recreational and Cruise Vessels for Philippine Tourist Destinations



The Philippine Major Ports

- 342 ports (public and private ports excluding fishing ports) in December 2020

Shipealls	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

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

The Philippines as a Member of the International Maritime Community

- Plays a role in implementing the efforts of the Association of Southeast Asian Nations (ASEAN) towards an integrated maritime transport in the region
- Party to the Tokyo MOU on Port State Control
- Member of the Regional Cooperative Agreement on Combatting Piracy and Armed Robbery in Asia-Information Sharing Center (ReCAAP-ISC)
- Current Chair of RECAAP Governing Council
- Active participant in the ASEAN-OSRAP (ASEAN Oil Spill Response Action Plan)
- Member of the ASEAN Port Association
- Strategic partner in the Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA) project active member of the Asia-Pacific Economic Cooperation Transportation Working Group (APEC-TWG)
- Active participant in Organisation for Economic Co-operation and Development (OECD) – Working Party 6 on Shipbuilding as observer

Strong Collaboration and Cooperation with IMO on Marine Environment Protection

- The GEF-UNDP-IMO Project on Removing the Capacity Barriers for Implementing Energy Measures for International Shipping
- The IMO-NORAD Cooperation Programme to assist East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment:
- The Global Maritime Energy Efficiency Partnerships Project or GloMEEP to increase uptake and strengthen the implementation of energy efficiency measures for shipping;
- The GloFouling Project to focus on the control and management of ships' biofouling to protect the marine ecosystem from the negative effects of aquatic invasive species and to reduce the transfer of the latter; and
- The Marine Environment Protection for Southeast Asia 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).

Philippine Mechanisms for the Implementation of the International Maritime Instruments

- 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 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.

- A. One-Stop-Shop (OSS)
- B. Vaccination of Filipino Seafarers
- C. Free COVID-19 Testing for Offsigners
- D. Establishment of a Quarantine Facility
- E. Initiatives to Facilitate Employment of Seafarers
- F. Conduct of Remote Inspections
- G. Institutions of Blended Learning

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.



The Philippines in the IMO

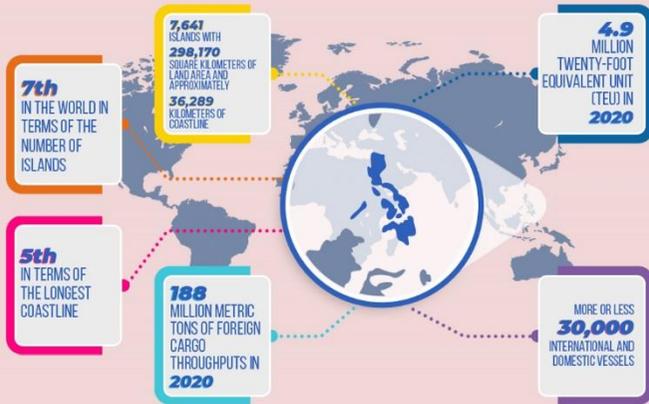
- A member state of the IMO since 1964
- An active member of the IMO Council Category C since 1997
- Ratified and acceded to 28 IMO Conventions
- Home to the IMO Regional Presence for Technical Cooperation in East Asia since 2003 and has seconded staff to the office



<https://marina.gov.ph/ph-candidature-to-imo-council-c/>

Link to the Philippine Candidature to the IMO Council Portal

The Philippines as a Maritime Nation



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 marine fleet.
- Filipino seafarers have been dubbed as the “**SAILING AMBASSADORS**” of the Philippines.

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

- Total number of all registered active seafarers (as of September 2021): 864,442**
- Total number of domestic seafarers (2016-2020): 51,646**
- 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

a. Implementation of the STCW Convention

- Home of the world’s most sought maritime workforce and being the primary source of competent seafarers.
- Since 2013, the Philippines has white listed a number of maritime higher education institutions (MHEIs) and maritime training institutions (MTIs).
- Has signed the Implementing Rules and Regulations (IRR) of Executive Order No. 63 to further strengthen Maritime Industry Authority’s (MARINA) authority in the implementation of the STCW Convention together with Commission on Higher Education (CHED), Department of Health (DOH), and Philippine Coast Guard (PCG).
- Forged Memoranda of Agreement with 49 countries on Recognition of Certificates under Regulation 1/10 of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers.

b. Philippine Blockchain Enabled Automated Certification System (In progress)

c. Whitelisted to the ILO SID Convention

The Philippines was the first ratifying Member State to comply with the Convention.

The Philippine Shipbuilding Industry

- The **Philippines** is the **5th largest shipbuilding nation** in terms of global shipbuilding order book. (Source: BRS Group, 2019)
- The country has **118 shipyards** and has a growing shipbuilding sector with a capacity of close to a million.
- In 2019, the Philippines exported a total of **US\$ 557 Million** worth of shipbuilding and ship repair (SBSR) goods.

421	LICENSED SHIPBUILDING AND SHIPREPAIR 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.

Shipbuilding Output:

- 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
- The current largest shipyard based in the country, Tsuneishi Heavy Industries Inc., has built its biggest **19 bulk carrier ships**

The Philippines as a

MAJOR CREW CHANGE HUB

Filipino seafarers have been recognized as “**KEY WORKERS**” by the Philippine Maritime Administration through the approval of the MARINA Board Resolution No. 2020-04-04 last 23 April 2020.

A. Philippine Green Lane

The Philippines implemented a whole of government approach, involving several government departments and agencies, such as foreign affairs, immigration, transportation, health, labor and employment, maritime administration, quarantine, coast guard, and port authorities (air and sea) through 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.

The Philippines has opened the following ports to serve as international hub 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:

Philippine International Hub and Gateway Ports for Ships’ Crew Change



B. Facilitation of Crew Change

In May of 2020, the Department of Transportation (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.

THE PHILIPPINE MARITIME INDUSTRY DEVELOPMENT PLAN (MIDP)

