



## MARITIME INDUSTRY AUTHORITY

MAY 23 2022

MARINA ADVISORY NO. 2022-34  
Series of 2022

**TO :** ALL DOMESTIC SHIPPING COMPANIES/ OPERATORS  
AND ALL CONCERNED

**SUBJECT :** CLARIFICATORY PROVISIONS ON THE GRANT OF  
PIONEER STATUS PURSUANT TO MC NO. DS-2021-03

For the smooth and uniform implementation of MC No. DS-2021-03, the following clarificatory provisions in the grant of Pioneer Status are hereby prescribed, to wit:

1. Any reference to "brand new ship" shall mean "new ship" or "newly constructed ship" as defined under Item III.9 of MC No. DS-2021-03.
2. Item III.9 of MC No. DS-2021-03 indicating the definition of "New Ship" or "Newly Constructed Ship" is herein reiterated to refer to a ship whose age should not be more than one (1) year old from the date of launching as per Tonnage Survey Report (Annex C) of MC No. SR-2021-01 as duly corrected in the Erratum issued by the MARINA and published in the Business Mirror on 29 January 2022.
3. "Pioneering route" shall refer to a route where a ship granted with Pioneer Status operates.
4. "Route Protection" shall refer to the protection of investment for a period of six (6) years granted to the holder of Pioneer Status such that existing operators in the pioneering route are prohibited to deploy additional or replacement ships that are not new or newly constructed. However, said existing operators may still be allowed to add or replace ships and thus add or change sailing schedules/frequencies provided they will deploy new or newly constructed IACS-classed ship/s, but without the benefits of a Pioneer Status.
5. Drydocking of IACS-classed ships shall comply with the drydocking schedule required by the MARINA pursuant to MC No. 152 and its subsequent amendments.
6. Special ramp or berthing facility in any port shall be made available to IACS-classed new or newly constructed ships subject to existing policies of the Port Authorities.
7. Only a new or newly constructed ship duly registered under the Philippine flag and classed by IACS shall be granted Pioneer Status in a concerned route. The


Certificate of Ownership (CO) and the Certificate of Philippine Registry (CPR) shall form part of the documentary requirements per Item VIII of MC No. DS-2021-03.

8. Stoppage of operation of a ship granted with Pioneer Status, replacement of the same or transfer to another route is allowed only once for a maximum period of sixty (60) days in a year under any of the following circumstances:
  - a. During low and peak seasons and/or for load factor reasons;
  - b. Maintenance or drydocking;
  - c. Machine or engine trouble;
  - d. Emergency sea lift operations;
  - e. Maritime accidents; or
  - f. Other analogous circumstances.

Due notice in writing to this effect shall be submitted as soon as practicable by the operator-grantee to the MARINA pursuant to Item V.5 of MC No. DS-2021-03.

9. Once the Pioneer Status granted to the ship has expired or is revoked/ cancelled, the pioneering route becomes "open" to all interested shipowners/ operators under the relevant provisions of either RA 9295 or MC No. DS-2021-03.
10. A former grantee of Pioneer Status is allowed to submit another application for the grant of Pioneer Status in the same or in another route subject to compliance to the qualification and documentary requirements stipulated under MC No. DS-2021-03.
11. The reckoning period of the granted Pioneer Status is the date when the Letter Approval was approved/ signed.

This Advisory shall take effect immediately after its publication once in a newspaper of general circulation.

  
**VADM ROBERT A EMPEDRAD AFP (Ret)**  
Administrator

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