



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY



MEMORANDUM CIRCULAR NO. MS - 2023 - 01
Series of 2023

**TO : ALL SHIPOWNERS, OPERATORS, MARITIME ENTITIES
AND OTHER CONCERNED**

**SUBJECT : REVISED RULES AND REGULATIONS ON INSPECTION,
DRYDOCKING AND ISSUANCE OF CERTIFICATES**

Pursuant to the provisions of Presidential Decree No. 474; Philippine Merchant Marine Rules and Regulations (PMMRR) 1997, as amended by Philippine Ship Safety Rules and Regulations (PSSRR) for Passenger Ships Parts A & B, as amended by succeeding MARINA issuances; Executive Order No.125/125-A; and Republic Act No. 9295 and its Implementing Rules and Regulations (IRR), the following revised guidelines on inspection, drydocking and issuance of safety certificates are hereby prescribed;

I. OBJECTIVES:

1. To ensure maritime safety;
2. To strengthen the implementation of the PMMRR 1997, as amended, in respect to inspection and dry docking of ships by providing supplementary regulations relative to inspection and dry docking; and
3. To provide regulations that shall govern the conduct of underwater inspection of ships.

II. COVERAGE

This Circular shall apply to all Philippine-registered ships engaged in domestic operations, including ships stationary in nature and recreational boats for tourism or commercial purpose, specifically dive boats, tour boats, guest transfer boats, river boats, charter boats, live aboard dive boats, charter yachts, multi day expedition/research boats, except the following:

1. Motorized boat with/without outriggers below 3GT;
2. Fishing vessels and fish carriers¹
3. Recreational boats not engaged in commercial use; and

¹ Drydocking provisions for fishing vessels and fish carriers as per MC152 and Philippine Fishing Vessels Safety Rules and Regulations (PFVSR) shall apply.

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4. Other recreational boats not mentioned above.

III. DEFINITION OF TERMS

ADMINISTRATION - refers to the Maritime Industry Authority (MARINA).

AFLOAT INSPECTION (AI) –refers to a survey conducted on a ship while afloat.

ANNIVERSARY DATE – refers to the day and month of each year, which corresponds to the date of expiry of the relevant certificate.

CARGO SHIP SAFETY CERTIFICATE (CSSC) – refers to a certificate issued after an initial or renewal survey to a cargo ship which complies with the relevant requirements of PMMRR '97, as amended, SOLAS '74 as amended, and any other relevant requirements of the present regulations and their amendments.

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE (CSSCC) – refers to a certificate issued after an initial or renewal survey to a tanker ship which complies with the relevant requirements of PMMRR '97, as amended, SOLAS '74 as amended (other than those relating to fire systems and appliances and fire control plans), and any other relevant requirements of the present regulations and their amendments.

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE (CSSEC) – refers to a certificate issued after an initial or renewal survey to a tanker ship which complies with the relevant requirements of PMMRR '97, as amended, SOLAS '74 as amended, and any other relevant requirements of the present regulations and their amendments.

CERTIFICATE OF DRYDOCKING - refers to a certificate issued by a MARINA licensed or authorized shipyard or boatbuilder to ships engaged in the domestic trade after satisfactory compliance with the drydocking requirement under this Circular.

CERTIFICATE OF FITNESS - refers to a certificate issued after completion of an initial or a periodical survey of a particular Class of ship which complies with the requirements of the applicable code (e.g. International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk or IBC Code, International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk or IGC Code, etc.).

CLASSED SHIPS - refers to ships that are designed, constructed and/ or maintained in accordance with the rules and standards of a MARINA-recognized or accredited classification society (MACS).

DRYDOCKING (DD) - refers to the condition in which a ship is taken out of water for cleaning and repair of her hull and its integral parts such as rudder, propeller, sea valves and sea chest, among others.

DRYDOCKING SURVEY – refers to a survey conducted on a ship placed on blocks in a drydock/floating dock/synchro lift or slipway to examine the shell plating, stern frame, rudder, anchors, propellers and chain cables, sea inlets and overboard discharges below waterline.

EMERGENCY DRYDOCKING – refers to a condition in which a ship is taken out of water at any time to undertake repairs of the affected part(s) of the hull and or its integral parts; the emergency dry docking is one which is over and above that which has been scheduled and should not be considered as mandatory or intermediate drydocking.

HIGH-SPEED CRAFT SAFETY CERTIFICATE (HSCSC) – refers to a certificate issued after the completion of an initial or renewal survey to a craft which complies with the requirements of the High Speed Craft Code.

INTERMEDIATE DRYDOCKING – refers to the mandatory drydocking of a ship which occurs within the 24th and the 36th month for classed ships and within 24th and the 30th month for non-class ships, relative to their five-year drydocking cycle.

INITIAL SURVEY – refers to the survey conducted prior to commissioning or putting the ship into active service.

INSPECTION – refers to the determination whether a ship conforms to set by national and international maritime regulations.

IN-WATER DOCKING – refers to the conduct of inspection of the outside of the ship's bottom while the vessel is afloat in lieu of the intermediate drydocking.

LOAD LINE CERTIFICATE – refers to the Certificate issued by the Administration pursuant to the Load Line Convention and national rules and regulations which indicate the assigned freeboards and load line marks.

MARINA ACCREDITED CLASSIFICATION SOCIETY (MACS) – refers to an organization authorized by the administration to conduct classification services for ships engaged in domestic trade.

MANDATORY DRYDOCKING – refers to the process of putting a ship on drydock to inspect the outside of the ship's bottom twice in any five-year period.

NON-CLASS SHIPS – refers to ships other than those ships designed, constructed and / or maintained in accordance with the rules and standards of a MARINA-recognized or accredited classification society, which includes but not limited to wooden hulled ships.

OCCASIONAL SURVEY – an additional survey to determine overall safety condition of the ship whenever an accident occurs or whenever any repair, alteration and/or modification have been made, or whether the ship is subject of complaint/s.

RENEWAL SURVEY – refers to a survey conducted before the expiry date of a safety certificate.

RECOGNIZED ORGANIZATION (RO) – refers to an organization that has been assessed by the Administration and has complied with the RO Code and the provisions of MC No. 2018-01, as amended, and has entered into a MOA with the Administration.

REPOSITIONING – refers to a ship to be placed in a different location in respect to its authorized route.

SAFE MANNING CERTIFICATE – refers to the certificate indicating the number of qualified, competent and certificated officers and ratings on board a ship who can safely operate her at all times.

SHIP AGE – shall be considered the age of the ship reckoned from the date of the ship's launching based on either of the following documents: Builder's certificate, certificate of the ship's registry, Class Certificate or Survey Report.

SHIP SAFETY CERTIFICATE - refers to a certificate issued, after survey, by the Administration to ships engaged in voyages in Philippine waters and found to comply with the provisions of the PMMRR 1997, as amended.

UNDERWATER INSPECTION (UWI) – refers to a survey of the ship's hull and its integral parts which are below the waterline conducted while the ship is afloat.

UNDERWATER INSPECTION IN LIEU OF DRYDOCKING (UWILD) or IN-WATER SURVEY (IWS) - is a Class Notation which identifies that the ship is allowed to undergo an underwater inspection as an accepted alternative to a drydocking survey, provided that all arrangements and equipment meet the requirements of the MACS subject to the acceptance of the Administration.

UNDERWATER ULTRASONIC THICKNESS GAUGING (UUTG) – refers to an underwater activity used in determining the thickness of steel plates and other metals of the ship such as aluminum and other non-ferrous materials.

SURVEY- refers to a verification of statutory documentation and a general examination of the ship's structure, machinery and equipment as well as a thorough inspection and/or operational testing of fire-fighting equipment, life-saving appliances and safety equipment and that the ship is manned and operated according to the existing rules and regulations.

RECREATIONAL BOAT – shall mean a vessel of up to 150.9 ft / 46 meters or less, with a capacity of up to 10 tons of cargo, used exclusively for recreational or tourism development purposes either privately or commercially.

SHIPS STATIONARY IN NATURE– ships that are permanently moored and do not normally undertake voyages except for relocation. For the purposes of this circular, excludes recreational platforms and other similar platforms.

FLOATING PRODUCTION, STORAGE AND OFFLOADING UNIT (FPSO) –
means a ship that is:

- constructed or modified to accept petroleum, directly or indirectly, from a subsea well or pipeline;
- capable of storing the petroleum and delivering it to another vessel or pipeline;
- capable of modifying the petroleum while in storage on the vessel to suit it for transport or to fit it for the commercial requirements of the consignees; and
- designed to be disconnected from its mooring during bad weather, operational emergencies, or for the purposes of maintenance or survey, but;

Does not include:

- a facility that is designed to remain permanently moored for the production life of the related oil field; or
- a Mobile Offshore drilling unit (MODU).

FLOATING STORAGE UNIT (FSU) – means a ship that is:

- constructed or modified to accept petroleum, directly or indirectly, from a subsea well or pipeline;
- capable of storing the petroleum and delivering it to another vessel or pipeline, but which is not capable of modifying the petroleum while in storage on the vessel; and
- designed to be disconnected from its mooring during bad weather, operational emergencies, or for the purposes of maintenance or survey, but;

Does not include:

- a facility that is designed to remain permanently moored for the production life of the related oil field; or
- a Mobile Offshore drilling unit (MODU).

FLOATING STORAGE/PRODUCTION AND REGASIFICATION UNIT (FSRU)-
is a special type of ship which is designed to be used in transferring, storing and processing LNG.

POWER BARGE – also known as barge-mounted power plant (BMPP), is basically an actual power plant installed on a deck barge. Power barges can also be permanently installed and will operate similarly to a land based plant for the same duration.

IV. GENERAL PROVISIONS

- 1 The Administration shall require all ships registered in the Philippines, except those mentioned in Chapter I Regulation I/3 of the PMMRR 1997, as amended, to secure prior to operations as applicable the pertinent certificates as herein in this circular:
 - .1 Passenger Ship Safety Certificate (PSSC);
 - .2 Cargo Ship Safety Equipment Certificate (CSSEC);
 - .3 Cargo Ship Safety Construction Certificate (CSSCC);
 - .4 Cargo Ship Safety Certificate (CSSC);
 - .5 Recreational Boat Safety Certificate (RBSC);
 - .6 Certificate of Fitness (COF);
 - .7 Exemption Certificate (EC), if warranted;
 - .8 Safe Manning Certificate (SMC);
 - .9 Certificate of Stability (CS);
 - .10 Load Line Certificate (LLC);
 - .11 High-Speed Craft Safety Certificate (HSCSC); and
 - .12 Such other certificates which may be required pursuant to the provisions of national laws, rules and regulations and international maritime conventions and resolutions.
- 2 The issuance of the foregoing certificates shall be preceded by the conduct of the necessary inspection/survey.
- 3 Survey and inspection of ships shall be carried out by the Administration or its recognized organization.
- 4 The UWI shall be conducted only by a MARINA-accredited underwater surveying company/entity.
- 5 The conduct of UWI shall be performed on waters that offer good visibility of at least one (1) meter from the hull and with currents of no more than one and a half (1 ½) knots
- 6 The Administration or recognized organization shall exercise extra caution in the conduct of inspection/survey of the ship in a manner that would not unreasonably disrupt the ship's operation.
- 7 Only shipyards and boatbuilders licensed or authorized by the Administration shall undertake or carry out drydocking activities.
- 8 Shipyards/boatbuilders shall submit to the Administration where the ship is homeported, a Drydocking Report using the prescribed form established by MARINA, consists of the details below, for every ship that was drydocked. In addition, the listed documents, as applicable, shall be required prior to the issuance of the Ship Safety Certificate.
 - (a) Photographs of the ship being drydocked / repaired in various angles with the corresponding date when it was taken, to be

reflected in the photo. The size of the photographs shall not be less than 5" x 7" or digital photos in high resolution, as applicable, showing the following angles before and after drydocking / repair.

1. Bottom, side and bilge plating;
 2. Propeller and Rudder;
 3. Bow;
 4. Stern; and
 5. Close-up photo of the portion of the ship's hull, which was repaired / replated;
- (b) Shell Expansion Plan of the ship with UTG readings of the areas that has been repaired with markings including FRP (except for wooden-hulled ships);
- (c) Copies of the Detailed Work Done;
- (d) Certificate of Drydocking;
- (e) Load Line Marking Calibration, as applicable;
- (f) Insulation Resistance Test (Megger Test), as applicable;
- (g) Contact Resistance Test;
- (h) Anchor Chain Calibration (except for FRP and wooden-hulled ships)
- (i) Tail Shaft and Rudder Stock Bearing Clearance;
- (j) Propeller State Balance and Crack Testing Report, as applicable;
- (k) Certification of Marine Paint

Alternatively, the above documents shall be submitted online once an application system has been developed by MARINA.

- 9 For motorbancas including recreational boats, 20 meters and below, the certification from the coastal barangay where the boat was built/repared may be accepted in lieu of the above drydocking report and shall be in the format established by MARINA.

V. SPECIFIC PROVISIONS

A. Drydocking

1 Classed Ships²

- .1 All classed ships shall be drydocked twice within five (5) years;
- .2 Drydocking shall be conducted between the 24th and the 36th months after the last drydocking;
- .3 In all cases, the interval between any such two drydocking should not exceed 36 months;
- .4 No extension of the drydocking schedule shall be permitted beyond the 5-year drydocking cycle.

2 Non-classed Ships

²To take into consideration existing and future requirements on Ship Classification.

- .1 Passenger ships and other recreational boats for tourism and commercial use covered under Section II of this Circular, shall be drydocked annually, no extension shall be granted upon expiration of the PSSC or RBSC;
 - .2 Cargo and other ships, the next scheduled drydocking shall be conducted between the 24th and the 30th month after the last drydocking;
 - .3 Nonetheless, a minimum of two (2) inspections of the outside of the ship's bottom shall be observed within the 5 years cycle.
- 3 Imported ships shall be drydocked reckoned from the latest drydocking report. In the absence of such drydocking report, imported ships shall be required to undergo drydocking upon arrival.
 - 4 Emergency drydocking of a ship shall be required if the result of the UWI warrants drydocking in the following cases:
 - .1 Grounding
 - .2 Collision
 - .3 Hitting hard objects
 - .4 Grounding that resulted in propeller deformation and shafting misalignment
 - 5 For FPSO/FSU/FSRU, power barges and other similar type of ships an annual UWI with UTG shall be conducted. However, drydocking shall be made mandatory in any of the following cases:
 - a. Any number of UTG spots in the hull below waterline resulted to a measurement below the allowable wastage allowance, based on the criteria set by the administration and/or the rules of the MACS.
 - b. The ship has been hit by a hard object or objects causing excessive denting of the hull;
 - c. The ship has been involved in an accident.
 - 6 In-water docking
 - .1 Only ships classed by a member of MARINA Accredited Classification Society (MACS) and having a UWILD/IWS or similar notation may be allowed for in-water docking under the supervision of MARINA surveyor;
 - .2 In-water docking shall be allowed only during the ship's intermediate survey, except for ships stationary in nature;
 - .3 In-water docking may be allowed only for ships less than 10 years, except for ships stationary in nature;
 - .4 However, for ships allowed in-water docking, mandatory drydocking shall apply when circumstances fall under paragraph 5 above;
 - .5 Roll-On Roll-Off passenger ships are not allowed for in-water docking.

- 7 Ships undergoing drydocking or in-water docking shall be inspected or surveyed, or supervised by MARINA Surveyor, respectively. Where the required survey has not been conducted by MARINA, the ship shall be immediately instructed to redock and undergo the required drydocking or in-water docking survey.

B. Afloat Annual Inspection

- 1 All ships covered by this Circular shall undergo afloat annual inspection in order to verify that:
 - .1 All equipment are operational and in satisfactory condition for the service for which the ship is intended;
 - .2 No alteration has been made to the ship's hull or superstructures which could affect the calculations determining the markings of the loadlines; and
 - .3 Fittings and appliances for the protection of openings, guardrails, freeing ports and means of access to crew's quarters are safely and properly maintained;
- 2 The annual afloat inspection shall likewise ascertain that the hull above waterline, machinery, accommodation, life-saving appliances, fire-fighting arrangement, fire extinguishing appliances and equipment, navigational equipment and provisions against pollution from ships comply with the regulations currently in force.
- 3 In afloat inspection, UWI shall be required in any of the following cases:
 - .1 Plates noted during the last drydocking which were not re-plated for its thickness reading has passed but nearing the prescribed allowable diminution shall be closely checked and tested for UTG; and
 - .2 The attending ship inspector has sufficient ground to believe that the integrity of the hull below water line has been affected due to accident such as, but not limited to, grounding, hitting hard objects, fire below deck, and other related accident/s.
- 4 The UWI shall be conducted with the supervision of a MARINA surveyor.
- 5 The conduct of inspection and survey shall follow the guidelines and procedures as provided under the Ship Survey System (3S) Manual.
- 6 The Administration shall require inspection other than the annual inspection when the ship has been involved in maritime accidents and/or where reasonable grounds exist to conclude that the ship is unseaworthy.

C. Ship Safety Certificate

- 1 A Safety Certificate (SSC) shall be issued/endorsed after every inspection/survey.
- 2 A PSSC shall be issued for a period not exceeding 12 months and renewed annually thereafter.
- 3 A RBSC shall be issued for a period not exceeding 12 months and renewed annually thereafter.
- 4 The CSSC, CSSEC and CSSCC shall be issued for a period specified by MARINA which shall not exceed five (5) years subject to an annual endorsement.
- 5 EC/CoF shall not be issued longer than the certificate to which it refers.
- 6 If the result of the UWI undertaken pursuant to V.B.3.2 of this Circular justifies the issuance of a SSC, the validity of the new SSC shall correspond to the unexpired period of the previous SSC.
- 7 The SSC shall be suspended or its issuance/endorsement denied, as applicable, under the following circumstances:
 - .1 Integrity of the hull may have been compromised due to an accident;
 - .2 Alterations have been made in the structural arrangements machinery, equipment and other items covered by the previous inspection without the approval of the Administration;
 - .3 Non-compliance with rules and regulations pertaining to safety and pollution prevention;
 - .4 When the deficiencies listed on Chapter VII, item 2 of the Ship Survey System (3S) Manual, as amended (Deficiencies Warranting Denial of issuance of Safety Certificates) are not rectified accordingly;
 - .5 When the ship has been involved in a maritime incident/accident but not limited to the following:
 - .1 grounding;
 - .2 collision;
 - .3 Hitting of hard objects.
 - .4 Grounding that resulted in propeller deformation and shafting misalignment
- 8 The SSC shall be invalid under the following circumstances:
 - .1 When not endorsed within the appropriate period of endorsement
 - .2 Non-endorsement of the Load Line Certificate;
- 9 The SSC shall adopt the form as prescribed by the Administration.

D. Harmonization of Survey and Certification

1. A scheme is hereby provided to foster the necessary flexibility in the execution of each survey:

- A. For newly constructed ships, the reckoning for the issuance of Load Line and Ship Safety Certificates shall be the date of completion of initial survey of MARINA.

The Load Line Certificate shall be issued for a period not exceeding 5 years. Unless expressly provided herein no extension shall be granted after the five (5) year validity of the Load Line Certificate. However, in exceptional circumstances, when the ship is undertaking a voyage specifically for the purpose of unloading or discharging passengers and/or cargoes at the time of expiration of the Certificate, the Administration may extend the validity of the Certificate until the completion of its voyage to the port where the ship is to unload or discharge its cargoes/passengers.

- B. When the renewal survey is completed within 3 months before the expiry date of the existing Load Line Certificate, the new Ship Safety Certificate to be issued shall be valid for a period not exceeding;
 - i. twelve (12) months from the date of expiry of the existing Load Line Certificate for passenger ships and recreational boats, as applicable;
 - ii. five (5) years from the date of expiry of the existing Load Line Certificate for cargo ships and other ships, as applicable;
 - iii. five (5) years from the date of the completion of renewal survey in the initial implementation of this Circular and five (5) years thereafter from the date of expiry of the existing Ship Safety Certificate, for other ships not required to have Load Line Certificate.
- C. When the renewal survey is completed after the expiry date of the existing Load Line Certificate, the Ship Safety Certificate to be issued shall be valid for a period not exceeding;
 - i. twelve (12) months from the date of expiry of the existing Load Line Certificate for passenger ships and recreational boats, as applicable;
 - ii. five (5) years from the date of expiry of the existing Load Line Certificate for cargo ships and other ships, as applicable;
 - iii. five (5) years from the date of the completion of renewal survey in the initial implementation of this Circular and five (5) years thereafter from the date of expiry of the existing Ship Safety Certificate, for other ships not required to have Load Line Certificate.

- D. When the renewal survey is completed **more than three months**

before or after the expiry date of the existing Load Line Certificate, the new Ship Safety Certificate shall be issued valid for a period not exceeding:

- i. twelve (12) months from the date of the completion of renewal survey of the passenger ship or recreational boat;
- ii. five (5) years from the date of the completion of renewal survey of the cargo ship or other ship;
- iii. five (5) years from the date of the completion of renewal survey for other ships not required to have Load Line Certificate.

E. Special Permit to Navigate

Special Permit to Navigate (SPN) shall be strictly issued under any of the following circumstances:

- .1 Sea trial purposes for ships after dry docking, if sea trial is required;
- .2 Conduction of a ship for the purpose of drydocking when the Ship Safety Certificate has expired or about to expire while underway;
- .3 Conduction of a ship for the purpose of emergency drydocking when the Ship Safety Certificate is suspended due to a maritime accident/incident;
- .4 Conduction of a ship for purposes of completion of afloat repair;
- .5 Repositioning of the ship prior to its operation.

F. Issuance of other Certificates:

Issuance of all other certificates under IV.1 of this Circular shall comply with the requirements of applicable international conventions and national rules and regulations.

VI. FEES AND CHARGES

1. The fees and charges under MARINA Circular No. 2015-05, and its subsequent amendments, relative to the conduct of survey/inspection and the issuance of the Ship Safety Certificates shall apply.
2. Annual endorsement of the Ship Safety Certificate amounting to four hundred pesos (P400.00) shall be charged.
3. The fees and charges under MARINA Circular No. SR-2021-02 and MARINA Circular No. 2015-06 and their subsequent amendments, relative to the conduct of load line marking and inspection and the issuance of the corresponding certificates shall apply.

VII. FINES AND PENALTIES

Existing regulations for fines and penalties shall apply in addition to the following:

1. The fines and penalties for operating ships without/with expired Ship Safety Certificates under existing regulations shall also apply to recreational boats.
2. The required drydocking survey or in-water docking survey by a MARINA surveyor not undertaken.

Particulars		Penalty for Operator / Owner / Company (in PhP)		
		1 st violation	2 nd violation	3 rd and succeeding violations
1.1	Companies operating ships below 35GT	₱12,500.00 (no sail condition until compliance)	₱25,000.00 (no sail condition until compliance)	₱37,500.00 (no sail condition until compliance)
1.2	Companies operating ships 35gt to below 100gt	₱25,000.00 (no sail condition until compliance)	₱37,500.00 (no sail condition until compliance)	₱75,000.00 (no sail condition until compliance)
1.3	Companies operating ships 100gt to below 250gt	₱50,000.00 (no sail condition until compliance)	₱75,000.00 (no sail condition until compliance)	₱100,000.00 (no sail condition until compliance)
1.4	Companies operating ships 250gt to below 500gt	₱75,000.00 (no sail condition until compliance)	₱100,000.00 (no sail condition until compliance)	₱125,000.00 (no sail condition until compliance)
1.5	Companies operating ships 500gt to below 1000gt	₱100,000.00 (no sail condition until compliance)	₱125,000.00 (no sail condition until compliance)	₱150,000.00 (no sail condition until compliance)
1.6	Companies operating ships 1000gt to below 3000gt	₱125,000.00 (no sail condition until compliance)	₱150,000.00 (no sail condition until compliance)	₱175,000.00 (no sail condition until compliance)
1.7	Companies operating ships 3000gt and above	₱150,000.00 (no sail condition until compliance)	₱175,000.00 (no sail condition until compliance)	₱200,000.00 (no sail condition until compliance)

In addition to the foregoing penalty, the ship shall not be allowed to operate until the condition(s) imposed relative to drydocking as specified in Ship Survey System Manual has been fully complied with.

3. Not obtaining the required SPN under section V.E of this Circular

Particulars		Penalty for Operator / Owner / Company (in PhP)		
		1 st violation	2 nd violation	3 rd and succeeding violations
1.1	Companies operating ships below 35GT	₱12,500.00	₱25,000.00	₱37,500.00

Particulars		Penalty for Operator / Owner / Company (in PhP)		
		1 st violation	2 nd violation	3 rd and succeeding violations
1.2	Companies operating ships 35gt to below 100gt	₱25,000.00	₱37,500.00	₱75,000.00
1.3	Companies operating ships 100gt to below 250gt	₱50,000.00	₱75,000.00	₱100,000.00
1.4	Companies operating ships 250gt to below 500gt	₱75,000.00	₱100,000.00	₱125,000.00
1.5	Companies operating ships 500gt to below 1000gt	₱100,000.00	₱125,000.00	₱150,000.00
1.6	Companies operating ships 1000gt to below 3000gt	₱125,000.00	₱150,000.00	₱175,000.00
1.7	Companies operating ships 3000gt and above	₱150,000.00	₱175,000.00	₱200,000.00

VIII. TRANSITORY CLAUSE

All Philippine-registered ships whether new or existing, shall comply with these rules and regulations upon the effectivity of this Circular.

- For Classed ships – on the next renewal of class survey;
- For Non-class ships – on the next scheduled drydocking.

IX. REPEALING CLAUSE

Chapter 1, Regulation 1/6 of the Philippine Merchant Marine Rules and regulations, 1997 as amended, Memorandum Circular Nos. 145, 152, 178, MARINA Circular No. 2016-03, Administrative Order No. 05-97 and all other MARINA issuances, rules and regulations which are inconsistent with this Circular are hereby repealed or modified accordingly.

X. SEPARABILITY CLAUSE

Should any provision or part of this Circular be declared by competent authorities to be invalid or unconstitutional, the remaining provisions or parts thereof shall remain in full force and in effect and shall continue to be valid and effective.

XI. EFFECTIVITY

This Memorandum Circular shall take effect fifteen (15) days after its publication in a newspaper of general circulation.

Done in Manila, Philippines on FEB 14 2023.

BY AUTHORITY OF THE BOARD:


ATTY. HERNANI N. FABIA
Administrator

SECRETARY'S CERTIFICATE

This is to certify that MEMORANDUM CIRCULAR No. MS-2023-01 was approved by the MARINA Board of Directors during its 295th Regular Meeting dated 12 January 2023.


ATTY. SHARON L. DE CHAVEZ - ALEJO
Board Secretary

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