



OVERSEAS SHIPPING SERVICE

BIENNIAL REPORT

2020-2021

“Steering the Helm, Sailing
towards Development
and Sustainability”

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With much admiration and appreciation, I sincerely congratulate the Overseas Shipping Service (OSS) for its Biennial Report CY 2020-2021: *Steering the Helm, Sailing Towards Development and Sustainability*.

The previous years had tested our dedication and commitment to continually provide quality service and perform our duties and responsibilities with the highest degree of integrity despite the adverse impact of the coronavirus disease (COVID-19) to the global economies, especially the maritime sector.

The Maritime Industry Authority (MARINA), has been the forerunner of efforts in actively implementing the precautionary measures to guarantee the safety of our Filipino seafarers during the pandemic. We have likewise immediately responded to the call of the International Maritime Organization (IMO) to take practical and pragmatic approach in order to ensure that the flow of commerce across borders is not disrupted.

With regard to our international commitments, the MARINA, through the Overseas Shipping Service (OSS) and in coordination to concerned government agencies successfully secured its position in the IMO Council under Category C for 2022 to 2023 Biennium during the election held at the IMO Headquarters in London on 10 December 2021, that will provide the country with continued opportunity to strongly influence policy-making processes that aim to promote a safe, green, and sustainable global maritime industry.

Moreover, with the close monitoring of compliance with our commitments to the international maritime

community, we are still on track as we strengthen our preparation for the IMO Member State Audit Scheme (IMSAS) to be conducted in 2023.

These are just some of the manifestation of how committed the OSS in providing quality outputs and services that are paramount to the organization's core values of integrity, professionalism and excellence as we persistently aim for a globally competitive Philippine maritime industry.

With the issuance of the third OSS Biennial Report, the OSS underscored the importance of the overseas shipping sector in achieving economic growth and stability.

I commend the OSS for constantly coming-up with effective medium which keeps our stakeholders abreast with the projects and initiatives relevant to the overseas shipping sector consistent with Program 5: Development of a Global Maritime Hub of the Maritime Industry Development Plan (MIDP).

Lastly, allow me to end my message by sharing with you

Proverbs 16:3

"Commit your work to the Lord, and your plans will be established."

To OSS, Bravo Zulu!

VADM ROBERT A EMPEDRAD AFP (Ret)
Administrator
Maritime Industry Authority (MARINA)

Our warmest compliments to the MARINA Overseas Shipping Service (OSS) and Administrator VADM Robert A Empedrad AFP (Ret) for the publication of the Biennial Report for CY 2020-2021.

With the fitting title "Steering the Helm, Sailing towards Development and Sustainability", this report reflects the resiliency of the MARINA leadership who, despite the COVID-19 pandemic, successfully steered the Philippine maritime industry towards greater progress and fulfillment of commitments to the international fora.

The third volume of the OSS Biennial Report also preserves the milestones of our overseas shipping sector which the future generation of leaders can take inspiration from. These are no easy feats as they were achieved amid various adversities, primarily for the benefit of our maritime stakeholders, partner government agencies, and international organizations.

Rest assured of the continued support and respect of the Maritime Sector of the Department of Transportation for your unparalleled dedication in strengthening the Philippine maritime industry.



VADM NARCISO A YINGSON JR
Assistant Secretary for Maritime
Department of Transportation (DOTr)



It has been an honor for the Maritime and Ocean Affairs Office of the Department of Foreign Affairs (MOAO-DFA) to collaborate with the Maritime Industry Authority (MARINA) in protecting the interests of our seafarers, promoting our shipping industry, and projecting Philippine leadership in maritime issues to the global community.

The Overseas Shipping Service (OSS) Biennial Report 2020-2021 documents the notable accomplishments made by MARINA: promoting and enhancing the Philippine Ship Registry; maintaining our seat at

the International Maritime Organization (IMO) Council under Category C for Biennium 2022-2023; and the signing of Executive Order No. 159, which reconstituted and renamed the Inter-Agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) into Inter-Agency Coordinating Committee to Facilitate the Ratification and Accession to and Implementation of Maritime Conventions (ICCFRAIMC). The advocacy of MARINA under your leadership, Vice Admiral Robert A Empedrad, AFP (Ret.) has truly been a remarkable success.

Seafaring is not without its risks, and as government agencies we work to reduce risk and build a safe working environment. In this regard we value our work with MARINA. We stand ready to work alongside MARINA in protecting and promoting the interests of the Filipino Seafarer and of the Philippine Shipping Industry at the International Maritime Organization. We will continue to support MARINA in efforts to attain full compliance with STCW and other IMO conventions.

Congratulations and more power.


MARIA ANGELA A. PONCE
 Assistant Secretary
 Maritime and Ocean Affairs Office
 Department of Foreign Affairs

A wise man, Fitzhugh Dodson, once said, “Without goals, and plans to reach them, you are like a ship that has set sail with no destination.”

Beginning the late quarter of 2019, the entire world was at a standstill following the rapid spread of the COVID-19 virus. There was no particular treatment and vaccines yet and government are trying their best to contain the damaging effects of this unfamiliar disease. The need to recalibrate our plans and goals was crucial to adapt to this global pandemic.



The resilience of the country’s maritime industry, particularly the shipping sector, was tested due to the successive lockdowns and strict border protocols. Job opportunities stalled, our imports and exports were compromised, and transportation of goods and services slowed down.

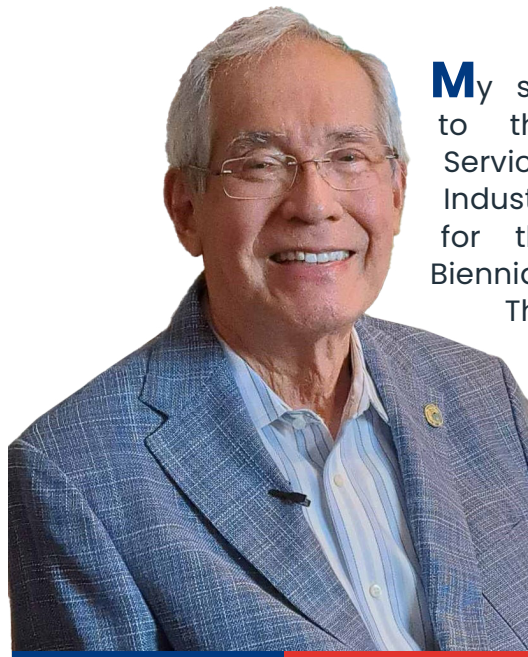
With all these challenges, the Maritime Industry Authority (MARINA) has shown its innovative and robust character. On September 2021, DTI and MARINA worked hand in hand to have a container ship under the Philippine Flag make an international voyage to help mitigate the logistic woes of our importers and exporters. It also implemented mandates and policies that alleviated the challenges face by our seafarers and shipowners while we begin to curb the spread of COVID-19 through active vaccination programs that MARINA supported.

Today, as MARINA crafts its biennial Report for the Overseas Shipping Service for the year 2020-2021, ask everyone to take this opportunity to learn from the obstacles that the shipping industry faced in the previous year, unlearn factors that do not add value to the sector, and relearn best practices and effective strategies as the maritime industry slowly journeys to recovery and progress.

As the MARINO Partylist representative, I guarantee you that we will give our utmost efforts to aid MARINA in achieving its goals and realize its plans and programs to improve the quality of our industry. We see hope in the 10-year Maritime Industry Development Plan that the Duterte administration initiated and our promise to assist you in its approval and implementation will not be put to waste.

Let us be a ship that sails with a destination. This Biennial Report will set our direction in the coming years and I say this is an exciting time for all of us. Thank you Vice Admiral Robert Empedrad AFP (Ret) and the entire Maritime Industry Authority for standing strong and leading the way for our sector. The MARINO Partylist will journey with you every step of the way.


SANDRO L. GONZALES
 Representative
 MARINO Partylist



My sincerest congratulations to the Overseas Shipping Service (OSS) of the Maritime Industry Authority (MARINA) for the publication of the Biennial Report CY 2020-2021.

This comprehensive documentation is constant proof of the various efforts and accomplishments of the OSS as it upholds its commitment to promote the Philippine maritime industry, to actively strengthen collaboration with

overseas shipping stakeholders, and to provide transparency in government service.

I believe this particular Biennial Report to be the most significant yet as it covers the crucial years of the COVID-19 pandemic that has profoundly affected societies and economies. Our beloved maritime industry was not an exemption to the adverse effects of this global epidemic, but it was during these trying times that our industry's impact on a global scale was most felt. This challenging period saw industry stakeholders united in the goal of continuously moving the world's most essential assets.

I commend the OSS, and MARINA as a whole, for the initiatives taken these past two years to ensure the safety of our Filipino Global Maritime Professionals (GMP), for issuing guidelines to facilitate crew change, for producing regulatory interventions for the continuity of port operations, for its partnership with the Associated Marine Officer's and Seamen's Union of the Philippines (AMOSUP) to prioritize and facilitate vaccinations for our GMPs at a nationwide scale, and for the implementation of the Overseas Shipping Service Information and Management Systems (OSSIMS) that sustains ease of doing business.

The cooperation and alliances among government, the private sector, international communities, and organizations, have strengthened the drive towards implementing the Ten-Year Maritime Industry Development Program (MIDP) for 2018-2028. Let us carry on with the realization of even higher goals, focusing on supporting the 2030 Agenda for Sustainable

Development and bringing forward the International Maritime Organization (IMO) Strategic Plan for 2018-2023 within the context of MARINA's own Maritime Industry Development Plan (MIDP). Let us work to develop a workable pathway to address our own efforts relative to the IMO's 2050 goal of reducing emissions from marine shipping by 50% compared to 2008 levels. Furthermore, as greater digitalization and automation in shipping come forward and the transition to cleaner fuels happens on board, let us strive to implement a Just Transition program for our country's Global Maritime Professionals, ensuring that we reskill and upskill the GMPs to be "able skilled" and ready to continue to "move the world in more ways than one".

I am fully confident that with MARINA at the helm, and with the OSS's committed blueprint for the future, the Philippines will lead from the front in the global shipping industry. As one nation, we have withstood the global storm that has fallen on our times. The moment has come to sail forward towards a brighter future, "Steering the Helm Towards Development and Sustainability."

We will continue to support MARINA in efforts to attain full compliance with STCW and other IMO conventions. Congratulations and more power.


AMBASSADOR CARLOS C. SALINAS
IMO Goodwill Maritime Ambassador of the Philippines

Warmest greetings to the Maritime Industry Authority (MARINA) and most especially to its Overseas Shipping Service (OSS)!

The years 2020-2021 were indeed very challenging. COVID-19 has severely impacted the global economy, shipping industry, our beloved country and the Filipino Seafarers. This forced all of us to rethink our way of doing things, innovate our systems and processes, create new paradigms, exercise resilience and adapt to these changes quickly and effectively.



Surely, I can say that MARINA OSS Team has been exemplary in demonstrating the innovative mindset, quick yet effective system changes and the strong commitment to fulfill its mandate despite the harsh adversities that came its way. And most importantly, it has always been consistent and efficient in fulfilling its mandate as MARINA's window to the world most especially to the International Maritime Organization (IMO).

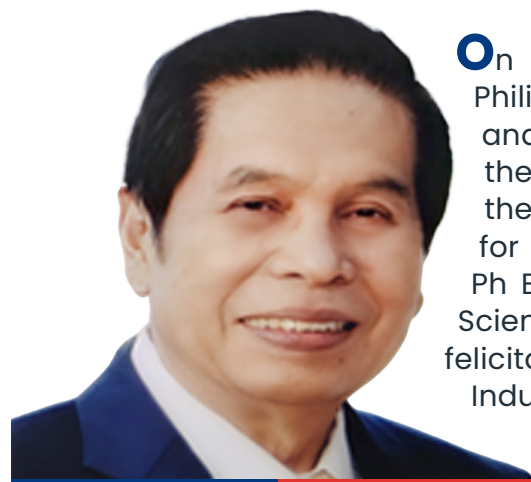
With this, my sincerest congratulations to MARINA OSS Team for a job well done. I firmly believe that with the guidance of the MARINA Administrator and the rest of the Management Team, you will be able to surmount any challenges and continue to help preserve the Filipino Seafarers' position as the seafarers of choice in the global shipping industry.

As an IMO Goodwill Maritime Ambassador of the Philippines and together with my special and dynamic Team, the IMO-ASTIG (Alliance of Seafarers Towards Achieving IMO's Global Maritime Mission), we will always work hard to contribute to the efforts of our Government, the Joint Manning Group, and all stakeholders to produce the seafarers who are competent, hardworking, disciplined, loyal, and a "cut above the rest" for the world's merchant marine fleet.

Once again, to MARINA OSS, Congratulations and Keep It Up!

God bless and keep safe everyone.


JOSEPHINE J. FRANCISCO
IMO Goodwill Maritime Ambassador of the Philippines



On behalf of the Maritime League of the Philippines, the Philippine Navy Board of Advisers and Support Your Philippine Navy Foundation, the Association of Norcontrol Simulator Users of the Philippines, the Bagong Bayani Foundation for OFWs Philippines, the Nautical Institute (NI) Ph Branch and Institute of Marine Engineering Science and Technology (IMarEST), Ph branch, my felicitations and commendations to the Maritime Industry Authority (MARINA) ably led by MARINA Administrator VADM Robert A Empedrad AFP (Ret) at the helm, along with his people for the accomplishment of this Overseas

Shipping Service (OSS) Biennial Report for 2020-2021!

It is a privilege and an honor to be part of this OSS milestones and tributes to advancing the cause of the Philippine maritime sector towards establishing our country as a strong maritime nation.

The Biennial Report is vital to stakeholders to be abreast of the OSS function and structure, accomplishments and activities during the past two (2) years, updates on the COVID-19 pandemic in the maritime transport sector, and future directions under the Maritime Industry Development Plan (MIDP). This report also highlights the initiatives on relevant maritime conventions.

As IMO Goodwill Maritime Ambassador, I am passionate about continuing to work for the education, training, and discipline of future global maritime professionals and the professional development of current officers and engineers, not only for their families but also for the growth and development of the maritime industry, and the country, in general. Hence, I am grateful for MARINA's dedication and leadership in keeping the private-public partnership strong in the industry that keeps it afloat and flourishing even in troublous times.

Again, Congratulations! I wish the best for MARINA in its continuing quest for a better and sustainable Philippines through the maritime transport sector.

To you all, Anchors-a weigh and sails on!

VADM Eduardo Ma R Santos, AFP (Ret)

IMO Goodwill Maritime Ambassador of the Philippines
Chairman and President, The Maritime League Philippines
Chairman, The Philippine Navy Board of Advisers and Support Your Philippine Navy Foundation
Chairman, Association of the Norcontrol Simulator Users of the Philippines
President, The Bagong Bayani Foundation for OFWs Philippines
President, NI and IMarEST Ph Branches

Forty-eight years since its foundation, the Maritime Industry Authority (MARINA) has gone a long way and has pioneered many programs and initiatives for the Philippine maritime industry. And they are just beginning.

MARINA reached many of its great milestones with the help of the Service Units within the Authority; the Overseas Shipping Service (OSS) is one of the catalysts.



I am most convinced that this 2020-2021 Biennial Report is tangible proof of labor of the commendable works OSS has been doing to better the industry. With this, may you understand more about their functions and structure, appraise information, and most importantly apprise yourself of what they have done and what else they will be doing. This document is a testament to the grueling tasks happening inside the confines of the four walls of conference rooms, board rooms, and negotiation tables that we may not see but are also meritorious of recognition and appreciation.

One of their mandates: "Conducts or participates in the conduct of public consultation in coordination with concerned Units of the Authority, relevant government agencies, private sector associations and other entities involved in ten overseas shipping industry/operations regarding issues, problems, complaints, concerns on the provision of overseas shipping services, proposed laws, programs, projects, policies, rules, regulations and guidelines and in relation to the briefing/orientation on newly approved issuances and international shipping developments."

I am hopeful that many young Filipino maritime professionals—seafarers and non-seafarers alike—when called upon will take active participation in public consultations, high-level dialogues, forums and conferences, research surveys, and other projects. So that together, we may shape a better Philippine seafaring and maritime industry.

Congratulations to the OSS team for yet another fruitful two years! I am confident that many great things will come from you. Onwards we sail to a stronger maritime industry!

Dios mabalos!

Yrhen Bernard Sabanal Balinis MRIN, AMNI, AMIMarEST
IMO Goodwill Maritime Ambassador of the Philippines



Despite the daunting challenges that has unsettled the maritime transport sector in the past two years, MARINA remained on course and never wavered on its mission to uplift the standard of the industry. The Covid-9 pandemic dealt a heavy blow on crew change and almost stymied efforts to push for significant reforms in upgrading the standards and skillsets of Filipino seafarers.

While the program schedule set by MARINA to meet specific target dates in realizing its Maritime Industry Plan suffered setbacks caused by the global pandemic, its leadership did not flinch under extreme stress but stayed focus in addressing important concerns that need to be resolved. MARINA trekked a thorny path in 2020 and 2021 as it had to hurdle every obstacle that came along the way, thanks to the spirited determination of its leadership to relentlessly pursue the roadmap for growth and development of the maritime industry.

Equally important to mention is MARINA's recognition of the value of compliance with international maritime conventions. A true maritime nation can only pride itself when it adheres faithfully with international conventions geared towards ensuring the safety, security of passengers and crew, vessels and cargo and, in observing the protocols to protect the environment. Its active participation in Congressional deliberations for the immediate implementation of international obligations is solid proof that it has never reneged on its solemn commitment to be a faithful member of the international maritime community.

MABUHAY ANG MARITIME INDUSTRY AUTHORITY!!!


MAXIMINO CRUZ

Executive Director

Association of International Shipping Lines, Inc.

As a representative of the General Membership, Officers and Staff of the Associated Marine Officers' and Seamen's Union of the Philippines, I express my heartfelt greetings of goodwill to the MARINA-Overseas Shipping Service (OSS).

MARINA-OSS has been our ally in safeguarding our Seafarers' competitive edge in the maritime workforce especially amid the unforeseen challenges that hounded the industry and sparked a massive crew change crisis at the height of the COVID-19 Pandemic.

Through the strong partnership between and among concerned Philippine Government Agencies, including MARINA; Shipping Companies and Employers' Organization; as well as Workers' Organizations, we were able to push for the designation of Filipino Seafarers as key workers or frontline personnel in essential sectors, which eventually paved the way for the establishment of the green lane that substantially improved the repatriation and embarkation of our seafarers.

The collaboration among stakeholders in the Maritime sector, with the faithful support and leadership of former MARINA Administrator Robert Empedrad, also made it possible to upgrade the seafarers' status from B3 and B5 to A1 and A3, in the priority list of the country's National Vaccination Program.

We were privileged to be included in the Technical Working Group on the Vaccination of Seafarers, in which we actively took part, having offered AMOSUP Seamen's Hospitals in Manila, Cebu, Iloilo and Davao City to be designated as official vaccination sites for

Filipino Seafarers.


These notable experiences we shared during the most difficult time in recent history prove that indeed, there is so much we can accomplish if we harness our strengths and work together in solidarity towards achieving our goals for the country, the Maritime Industry, and most especially the seafarers who continue to tirelessly and valiantly run the world's fleets, essentially preserving our Filipino seafaring heritage.

AMOSUP's mission to champion the rights and to advocate the welfare and overall wellbeing of Filipino Seafarers continue, and we are grateful to be working with dependable and equally driven social partners both in the public and private sectors in realizing these.

We specially extend our recognition and appreciation to MARINA-OSS for its steadfast efforts in carrying out the arduous task of leading our industry through the EMSA Audit of our compliance with international standards in certifying our seafarers.

We at AMOSUP fervently hope that we will achieve agreeable results the soonest possible time to continuously ensure our robust position in the Maritime Labor Force, embolden our seafarers and to further strengthen our presence in the Industry."




DR. CONRADO F. OCA
President
AMOSUP-PTGWO-ITF



My warmest greetings and congratulations to the men and women of MARINA's Overseas Shipping Services for a job well done highlighted in its Biennial Report for 2020-2021.

They rose from the challenges of COVID-19 pandemic and strived hard to provide the services required of their department for the seafarers of all nationalities and the global shipping

industry through innovations, timely directives and collaboration with the stakeholders, to guide the industry to move forward steadily despite the struggles and restrictions brought about by the enduring pandemic.

This only shows that the MARINA's leadership and through shared efforts from the private sector, we can all contribute to achieve our aspirations to be a great maritime nation. To Administrator VAdm Robert A. Empedrad and his wards, Mabuhay po kayo sa inyong mga nagawa at tagumpay.

CAPT. JUANITO G. SALVATIERRA JR.

President

International Maritime Association of the Philippines



In behalf of the Ship Managers Association of the Philippines (SMAP), let me express our sincere congratulations to the Maritime Industry Authority (MARINA) and the Overseas Shipping Service (OSS) for the successful third biennial report 2020-2021. A presentation worthy of a trophy and praise earned for the hard and diligent labor despite the proliferation of the terrible pandemic in the period which unfortunately caused the absence of face-to-face discussions and consultations between the capable OSS hardworking staff and the representatives of the maritime industry stakeholders. This only shows that nothing could deter the drive of MARINA in the fulfillment of the Maritime Industry Development Plan (MIDP) for the benefit of the country, in general, and the maritime industry, in particular.

While the manning industry could be said to be a fully developed one, SMAP has been gladly working hand in hand with OSS and other MARINA divisions to push forward the realization of the Philippines to become a major international ship management hub in Asia, comparable to Hongkong and Singapore, and in the world. And why not? Philippines is a fountain of seafaring human resource with a very abundant supply of talents especially among the new generation of seafarers who are capable marine & technical superintendents and ship managers of quality. We are a gateway to all major international destinations and ports. The cost of operating a ship management company here is very reasonable and lesser than the other ship management hubs.

Improving the ship management sector, being one of the targets in MIDP ten-year development plan, will be attracting international ship managers and ship owners to open offices and conduct businesses in the Philippines. This will be an encouragement to the ship owners to enjoin the bareboat charter of their vessels to Philippine flag and registry. And this will also attract equipment makers and stores suppliers to be in close proximity where the ship managers are. Eventually and inevitably, an international ship owning industry itself in the Philippines!

All of the above will be realized through the proper guidance and leadership of MARINA and the OSS. Actively participating in consultative meetings, SMAP will continue to support and work with you in fulfilling MIDP's goal for the Philippines to be a global maritime hub!

C/E VICENTE A. PONO

Chairman of the Board

Ship Managers Association of the Philippines (SMAP)



NOTABLE ACCOMPLISHMENTS OF THE OVERSEAS SHIPPING SERVICE FOR 2020-2021

2020-2021 Highlights

Economic growth and development has created modern trends in the international market resulting in a greater demand for shipping. Commodity prices skyrocketed despite struggle for resources¹ for example, yet this trend, among others, necessitated for ease of ways to transport. Approximately ninety (90) percent of world trade has relied on the international shipping industry as ships have always been the cheapest, most efficient and effective means of carrying goods and transporting people.

With the country's strategic geographical location, the Philippines is greatly dependent on its rich and diverse marine environment for its commercial fishing, aquaculture and tourism industries. Likewise, being an archipelagic country and as a traditional maritime nation, shipping has remained the country's major means of sea linkages to move people and goods.

The maritime industry, particularly the overseas shipping sector, is an essential contributor in achieving socio-economic progress. The said sector generates foreign exchange earnings and contributes to strengthen the balance of payments transactions. It is likewise vital in the carriage of the country's foreign trade. Moreover, the said sector also provides substantial and attractive employment opportunities for the country's labor force and contributes to government revenues. It likewise facilitates the transfer of technology and enhances national integrity as Philippine flagged ships operate in international trades.

Through the issuance of Executive Order No. 125, as amended, the Maritime Industry Authority (MARINA), an attached agency of the Department of Transportation (DOTr), was named as the flag State administration in the Philippines owing to its mandated functions on registration and licensing of ships and certification of seafarers, as well as enforcing ships' compliance with national and international standards on maritime safety and marine environment protection.

Consistent with a series of laws and executive issuances over the years, the MARINA was designated as the country's maritime administration vis-à-vis the international community, integrating the development, promotion, supervision, and regulation of the country's maritime industry through compliance with international maritime and responsibilities and transposing international instruments into national laws for effective implementation and enforcement.

With this responsibility, the MARINA vested the Overseas Shipping Service (OSS) with the authority to act as its "first point of contact" for international engagements and commitments and to further strengthen its aim of having a nationally integrated and globally competitive maritime industry. Behind these functions of the OSS is a reliable workforce composed of three (3) divisions - the Maritime Registry Division (MRD), International Shipping Development Division (ISDD) and the Cooperation and Strategic Maritime Initiatives Division (CSMID), with a total of twenty nine (29) strong,

¹ <https://www.wita.org/blogs/top-10-trade-trends-2022/>

qualified and competent OSS personnel.

The core functions and responsibilities of the Divisions of the OSS respond to the objectives and strategies of the Maritime Industry Development Plan (MIDP) Program 5: Development of a Global Maritime Hub through its regulatory, promotional and developmental functions, to promote the Philippine-ship registry, welfare of the Filipino seafarers and to ensure a safe, secure and environmentally-sound shipping industry.

However, in September 2020, the MRD was transferred to the MARINA Regional Office-National Capital Region (MRO-NCR) as its Overseas Shipping Section to perform the flag State functions pertaining to regulation and supervision of the Philippine flag registry to ensure their compliance with the international standards, which was then exercised by the OSS.

In the same year, all industries, including the overseas shipping sector, were greatly affected due to the outbreak of the COVID-19

virus globally. But the pandemic was never a hindrance for the OSS to effectively perform and discharge its functions and responsibilities to the international community and maritime industry. Thus, the third edition of the OSS Biennial Report for 2020 to 2021 was produced to showcase the milestones that were conquered by the industry during these challenging years and to keep its stakeholders, partner agencies in the government and international organizations abreast on the updates about the sector.

Despite the unprecedented impact brought by the COVID-19 pandemic, the OSS is focused and determined to effectively carry on with its programs, projects and activities to ensure progress for its regulatory, policy formulation, promotional and developmental functions.

As a matter of fact, certain initiatives relative to the country's socio-economic growth and advancement towards strategic directions were given much attention for the realization of a globally competitive Philippine maritime industry.

MARINA AS A RESPONSIBLE SINGLE MARITIME ADMINISTRATION

■ Supported the revision and improvement of the 10-Year Maritime Industry Development Plan (MIDP) to address the key concerns in the country's maritime sector.

■ Reviewed, consolidated, and codified OSS-related policy issuances with the objective of repealing obsolete or outdated Circulars.

■ Issued MARINA Circulars and Flag Advisories for the development of the Philippine maritime industry.

■ Implemented and enhanced its online application system or the Overseas Shipping Service Information and Monitoring System or OSSIMS to sustain the ease of doing business and to mitigate the spread of the COVID-19 virus.

■ Drafted policies to provide guidance to concerned stakeholders and prepared them for the anticipated impacts of the COVID-19 crisis in recognition of the need to maintain the crucial sea trade supply chain, primarily the flow of vital medical supplies, food products, and other essential goods and services.

■ Supported the adoption of a functional Strategic Performance Management System (SPMS) and abided by its concept of team approach to continuously align our activities to our agency's goals and strategic plan.

PROMOTION AND ENHANCEMENT OF THE PHILIPPINE SHIP REGISTRY

► Supported the three (3) proposed draft Bills that aim to promote the competitiveness of the Philippine maritime industry through the inclusion of the following measures in its legislative agenda.

- "An Act Providing for The Registration of Ships and Incentives Therefore and Other Purposes" provides for a legal framework for the registration of ships to fly the Philippine flag and the reform of the maritime administration.
- "An Act Providing for the Full and Effective Implementation and Enforcement of International Instruments of which the Philippines is a State Party" seeks to ensure our timely, full and effective compliance with the requirements of international conventions and protocols which the Philippines being a party thereto is mandated to implement and enforce.
- "An Act Providing for a Maritime Authority of the Philippines" seeks to reconstitute and reorganize the MARINA. Since its creation on 01 June 1974, pursuant to Presidential Decree No. 474, there is no corresponding amendment to its original structure. This makes the present structure no longer responsive to the requirements of the maritime conventions especially in providing the technical and social control over ships flying its flag pursuant to the UNCLOS.

► Convened meetings with the private stakeholders concerning the overseas shipping sector to strengthen collaboration and to provide transparency and full disclosure on the state of the said sector.

► Issued the following policies in the exercise of its regulatory functions:

- Memorandum Circular No. OS-2020-01 or the Amendment to MARINA Circular No. 2013-04 providing for the "Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Domestic Ships to Operate in International Voyages"
- Memorandum Circular No. OS-2020-01 or the Amendment to MARINA Circular No. 2013-04 providing for the "Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Domestic Ships to Operate in International Voyages"

RESPONSIBLE MEMBER OF THE INTERNATIONAL COMMUNITY

Re-election to the IMO Council under Category C for Biennium 2022–2023

The Philippines was re-elected to the Council of the International Maritime Organization (IMO) under Category C for Biennium 2022 to 2023. The said re-election to the IMO Council provides the country with continued opportunity to contribute to policy formulation and decision-making processes of the IMO, voting rights to IMO Council, a venue to promote Filipino seafarers, Philippine ship registry, shipbuilding and other maritime industry in the global maritime world paving the way to more opportunities for Filipinos and the industry and participation in the advancement of safer ships, welfare of the seafarers and protection of the marine environment.

IMO Member State Audit Scheme (IMSAS)

Approval of the Philippine Maritime Strategy and Cross Table of Responsibilities

The 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.

Verification Audit

The Philippine Maritime Administration, through the Maritime Industry Authority (MARINA), conducted a Verification Audit from 20 to 24 January 2020 to different maritime government agencies.

The said activity is a follow through action from the mock audit held in 2018 to measure the effectiveness of implementation and enforcement of the corrective actions of each government agency in relation with the non-conformities and observations found since 2018 audits.

Inter-agency Coordinating Committee to Facilitate the Ratification and Accession to and Implementation of Maritime Conventions (ICCFRAIMC)

Signing of Executive Order No. 159

President Rodrigo Roa Duterte has signed Executive Order (EO) No. 159 which aims to adopt an integrated approach in the ratification and accession to International Maritime Organization (IMO) Conventions and Instruments on 28 December 2021 and was released on 13 January 2022.

The signing of the said EO manifested the country's commitment to remain in the vanguard of international maritime developments. The EO has also reconstituted and renamed the Inter-Agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) into Inter-agency Coordinating Committee to Facilitate the Ratification and Accession to and Implementation of Maritime Conventions (ICCFRAIMC).

First Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) Meeting

Aiming to provide updates on the status of the country's priority International Maritime Organization (IMO) Conventions, the Philippine maritime administration, through the Maritime Industry Authority (MARINA), convened the first Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) Meeting on 13 October 2021 via video conference.

ICCRIMC Online Portal

To provide a convenient system of communication, monitoring, and reporting to the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC), the Maritime Industry Authority (MARINA), through the Overseas Shipping Service (OSS), introduced the ICCRIMC online portal during the ICCRIMC meeting held on 24 August 2020 via videoconferencing.

The development of the ICCRIMC online portal aims to: a.) prompt the members of the ICCRIMC or technical working group with notice of the scheduled meetings; b.) authorize each member agency to make modifications on the Ratification Roadmap; c.) integrate into the system a means to submit a comment or additional input on a specific document available; d.) authorize the members to download materials and documents for their reference; e.) enable all members to use the portal as the primary medium of submission of requirements needed/requested; and f.) any other relevant activities for which the ICCRIMC portal may be used.

Marine Environment Protection of the South-East Asian Seas (MEPSEAS)

Extraordinary High-Level Regional Meeting (EHLRM) on MEPSEAS

Bringing together the high-level officials of the maritime administration of the participating International Maritime Organization (IMO) Member States in the ASEAN region and representatives of the Marine Environment Protection of the Southeast Asian Seas (MEPSEAS) Project's strategic partners, the Philippines, through the Maritime Industry Authority (MARINA), chaired the Extraordinary High-Level Regional Meeting (EHLRM) on MEPSEAS on 17 March 2021 via video conferencing.

The MARINA, as the National Focal Point (NFP) for the MEPSEAS project, in coordination with IMO, convened the EHLRM to review the changes in operational modes imposed by the COVID-19 pandemic as well as the next steps and activities to be undertaken in Year 4 of the said project. It also aims to focus on compliance monitoring and enforcement (CME) of the high priority IMO conventions selected by the partnering beneficiary countries.

Seminar on the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)

The Maritime Industry Authority (MARINA), through the Overseas Shipping Service (OSS), conducted the Seminar on the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) on 08 to 10 February 2021 via video conference. The said Seminar aims to have a unified set of knowledge and understanding necessary in the implementation of the Ballast Water Management (BWM) Convention in the Philippines between government agencies and partnered private stakeholders.

Compliance Monitoring and Enforcement (CME) National Workshop

Being a responsible Lead Partnering Country to the Marine Environment Protection of the South-East Asian Seas (MEPSEAS) Project, the Maritime Industry Authority (MARINA), in collaboration with the Philippine Coast Guard (PCG), and in cooperation with the International Maritime Organization (IMO), strengthened Philippine mechanism for the effective implementation of the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention) and International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention), through the conduct of Compliance Monitoring and Enforcement (CME) National Workshop from 23 to 26 November 2021 via video conferencing.



GloFouling Partnerships Project



General Training Course on Biofouling Management and Invasive Aquatic Species

Consistent with the country's commitment of ensuring the sustainability of the marine environment, the Philippines volunteered to be the first beneficiary of the newly developed General Training Course on Biofouling Management and Invasive Aquatic Species which was held on 14 to 17 December 2020 via video conference.

The Maritime Industry Authority (MARINA), in coordination with the International Maritime Organization (IMO), convened the said training course which aims to have a general understanding of the issues, potential impacts, different tools available for biofouling management and the contents of the IMO Biofouling Guidelines.

National Training Course on Biofouling Management

Aiming to address the hazardous impact of invasive aquatic species (IAS) in the marine environment, the Maritime Industry Authority (MARINA) convened the National Training Course on Biofouling Management which was held on 25 to 28 October 2021 via video conference.

The said training course aims to have a general understanding of the issues, potential impacts and different tools available for biofouling management. It will likewise provide the country with detailed information on the multiple aspects related to marine biofouling, its role as a pathway for the introduction of invasive aquatic species, and the management solutions and technologies that are available.



Development of the Model Draft Agreement on Merchant Shipping

The Model Draft Agreement on Merchant Shipping was developed to be used as the template in our negotiations of entering into bilateral agreements with different countries. The draft Agreement was approved by the NEDA Technical Committee on Tariff and Related Matters on 19 July 2006 and by the Cabinet Committee on 19 September 2006. This Model Draft Agreement shall promote the facilitation of the world trade in transportation of goods between the bilateral partners; eliminate barriers to sea trade between each port; support measures, as far as possible, for the transportation of goods to and from third countries; and promote the employment, improvement of conditions of work and welfare of each country's seafarer employed on each other's ships.

Capacity Building and Technical Cooperation Programmes

In response to the training needs analysis of the technical personnel of the maritime administration, the OSS has been the focal point of various capacity building measures and organized capacity building and technical cooperation programmes, in coordination with the International Maritime Organization (IMO) despite the pandemic.

1. First Virtual General Training Course on Biofouling Management and Invasive Aquatic Species held from 14 to 17 December 2020
2. Seminar on International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) convened on 08-10 February 2021
3. Extraordinary High-Level Regional Meeting (EHLRM) on the Marine Environment Protection on the South East Asian Seas (MEPSEAS) Project held on 17 March 2021
4. National Training Course on Biofouling Management convened on 25 to 28 October 2021
5. Compliance Monitoring and Enforcement (CME) National Workshop convened on 23 to 26 November 2021

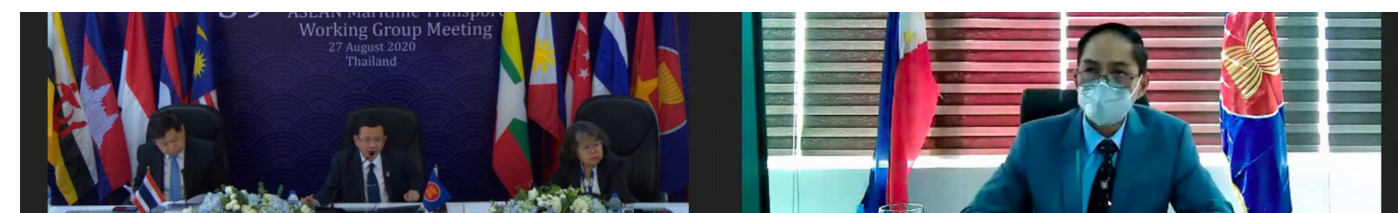


Association of Southeast Asian Nations (ASEAN)

39th ASEAN Maritime Transport Working Group (MTWG) Meeting

The Philippines, through the Maritime Industry Authority (MARINA), on 27 August 2020 committed itself to becoming a major international hub for crew change before the 39th Meeting of the Maritime Transport Working Group of the Association of Southeast Asian Nations (ASEAN) and its Dialogue Partners such as China, Japan, Korea and the International Maritime Organization (IMO). This was the first time that the meeting was held virtually amidst the COVID-19 pandemic.

MARINA Administrator, VAdm Robert A Empedrad, as Head of the Philippine Delegation, said that the Philippines as a responsible member of the international maritime community continues to cooperate with Member States for the facilitation and safe movement of the world's seafarers noting their importance in the stability of the global seaborne trade. As a major provider of seafarers to the global labor market, he further mentioned that the Philippines has already opened the Ports of Manila, Bataan and Subic for international crew change and that the country is looking forward to the opening of its other international ports for this purpose.



13th ASEAN-China Maritime Consultation Meeting (ACMCM) and 40th ASEAN MTWG Meeting

Upholding its commitment in boosting regional cooperation and technological exchange, the Maritime Industry Authority (MARINA) led the Philippine delegation during the 40th ASEAN Maritime Transport Working Group (MTWG) and 13th ASEAN-CHINA Maritime Consultation Meeting (ACMCM) held on 09 to 10 March 2021 via videoconferencing.

Headed by Ms. Precila C. Jara, Officer-In-Charge of the MARINA's Overseas Shipping Service (OSS), the Philippines shared its plans, updates, and interventions regarding port and land transport infrastructure development, capacity improvement of the ASEAN network ports, Davao-General Santos-Bitung Route Ro-Ro operation, policies/best practices on the improvements of the quality and efficiency of the Safety, Health and Environmental (SHE) management in ports, ASEAN Green Ship Strategy, best practices on maintaining efficient port operations, as well as on crew change and seafarers' repatriation during pandemic or crisis, ASEAN-China Maritime Transport Studies, and ASEAN-India Maritime Transport Cooperation Agreement.

41st ASEAN MTWG Meeting

As the COVID-19 pandemic continuously affect the economies of the world, including the maritime sector, the Philippines, together with the Member States of the Association of Southeast Asian Nations (ASEAN), exchanged best practices during this challenging time at the 41st ASEAN Maritime Transport Working Group (MTWG) Meeting held on 04 October 2021 via video conferencing.

The Philippine Delegation, headed by the Maritime Industry Authority (MARINA) Overseas Shipping Service Officer-In-Charge, Ms. Precila C. Jara, shared the country's best practices in ensuring continuity of port terminal operations and facilitation of crew change as well as repatriation of seafarers, in response to the health crisis brought by the COVID-19 pandemic.

2022 AND BEYOND

Amidst the disastrous challenges brought by the COVID-19 pandemic in the maritime industry, the Overseas Shipping Service has remained steadfast to the goals of the Ten-Year Maritime Industry Development Plan (MIDP) for 2018 to 2028 which gave direction to the Philippine maritime industry in directing its path towards global competitiveness and sustainable growth.

The framework for the overseas shipping sector is consistent and supportive of the United Nations 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs) and the International Maritime Organization Strategic Plan for 2018 to 2023. This OSS Roadmap Framework reflects the AmbisyonNatin 2040 (The Life We Want), and the Philippine Development Plan 2017-2022.

The societal goal identified for the MIDP is “inclusive growth and socio-economic development through the Philippine maritime industry.”

The national maritime policies which would entail the development and use of the diplomatic, economic, and international powers of a nation to secure national objectives are:

1. The Philippines as a major maritime nation;
2. Adhere and transform to international obligations and responsibilities into national law;
3. The Philippines as a human resource capital for ship management and other maritime services;
4. Generate sustainable employment opportunities; and
5. Regulatory systems and measures to ensure ease of doing business in the maritime industry.

In order to identify priority areas for government intervention and serve as a roadmap in the attainment of national objectives, the sector identified its national maritime agenda: A well developed and globally oriented maritime industry effectively providing logistic support for the country's economic growth and national development.

Finally, it is the objectives of the sector to:

1. Promote and enhance maritime safety, security, and protection of the marine environment.
 - a. Ensure the shared responsibility between the government and the private sector in the implementation and enforcement of global rules and raising the standards of shipping to address safety concerns through:
 - i. Consultation of policies with stakeholders and continuous dialogue and crafting of industry roadmap with the stakeholders.

- b. Establish a methodology to monitor, assess and improve the MIDP and ensure continuous review and verification of effectiveness of meeting the objectives of the MIDP through:
 - i. Certification under an International Management System (IMS).
 - c. Adhere to international obligations and responsibilities to project the country as a responsible member of an international maritime community by:
 - i. Maintaining its representation in international, regional and national organizations;
 - ii. Ensuring that the Philippines maintain its seat at the IMO Council;
 - iii. Hosting of regional and national capacity building measures;
 - iv. Supporting the IMO Regional Presence in East Asia in the Philippines;
 - v. Creating and maintaining additional Maritime Attaché posts in strategic parts of the world; and
 - vi. Reporting regularly to the IMO through the Global Integrated Shipping Information System (GISIS) and other means of communication.
 - d. Identify, consolidate and legislate all maritime administration related functions into a single maritime administration.
 - e. Adopt an integrated and coordinated approach to give full and complete effect to our obligations and responsibilities in international treaties and conventions.
 - i. Coordination with relevant agencies on the ratification or accession and implementation, enforcement, monitoring and reporting of mandatory IMO instruments; and
 - ii. Creation of a dedicated Conventions Office to handle ratification of instruments and draft equivalent national or subsidiary legislation.
 - f. Optimize benefits of membership to international/regional organizations and bilateral partnerships by:
 - i. Adopting and implementing IMO instruments and international arrangements related to maritime safety and security by complying with the IMSAS requirements and passage into law of the proposed Bill on the full and effective implementation and enforcement of mandatory international instruments to which the Philippines is a State Party to.
 - g. Foster support and confidence to our multilateral/bilateral partners through:
 - i. Continuous negotiation and conclusion of bilateral shipping agreements with other countries.
 2. Promote the overseas shipping sector as an instrument towards the creation of employment and business opportunities.
 - a. Promote and expand the Philippine ship registry by:
 - i. Providing the legal framework which updates and restructures the law on ship registration to allow shipowners to enter into long term vessel acquisition, development, modernization and expansion programs and encourage hiring of Filipino seafarers; clearly set out the procedures for ship registration, priority of claims and ship mortgages and limits of liability;
 - ii. Providing a legal framework that would allow foreign investment in SEC registered shipping companies whose ships should be managed by the Philippine managers and manned by full Filipino crew;

- iii. Simplifying clearance requirements to facilitate entry and exit of ships at ports; and
 - iv. Enacting a law which grants an indefinite tax exemption to shipping companies engaged in overseas trade.
- b. Ensure responsible membership in the international maritime community by:
 - i. Ratifying IMO Conventions relating to safety and security of ships and those relating to protection of the marine environment.
- c. Complies with applicable maritime conventions and other relevant conventions.
- d. Development and improvement of maritime routes and sea trade linkages to ensure connectivity and trade by:
 - i. Strengthening its coordination with other maritime agencies;
 - ii. Aligning operations of its ports and shipping industry with internationally recognized standards through MOU on Port State Control and internationally accepted practices for port safety, health and security;
 - iii. Enacting law on voluntary pilotage, professionalize pilotage services and impose liabilities on pilot errors which cause damage;
 - iv. Ensuring economic integration and trade competitiveness through better transport and logistic service and availability of goods and services for trade such as the ASEAN RORO Network and BIMP-EAGA routes, in coordination with other agencies; and
 - v. Supporting the implementation of the multimodal transport framework agreement to establish a competent single body to oversee the multimodal transport operations.
- e. Provide financial and technological assistance to the industry by granting:
 - i. Access to financing by the Philippine shipping companies by simplifying procedures on ship registration, maritime liens, ship mortgage, liability limits and allow arrest of ships; and.
 - ii. Access to foreign financing by amending PD 1521 and enacting a new ship mortgage law, and amend hierarchy of liens.
- f. Access of incentives
 - i. Exemption from income tax by adopting a tonnage tax system.
- g. Provide favorable climate of foreign investments in shipping enterprises by:
 - i. Maintaining and improving overall organizational performance and capabilities through standardization of management/business processes (ISO/IMS Certification);
 - ii. Ensuring ease of doing business through online registration, streamlining of documentary requirements, digitization of certification and automation of the registration application process; and
 - iii. Simplifying clearance requirements to facilitate the entry and exit of ships to lower shipping costs which will eventually benefit consumers.
- h. Carriage of Philippine cargoes
 - i. Increase Philippine participation in the carriage of Philippine cargoes by requiring these cargoes to be carried by Philippine-flagged ships strictly implementing PD 1466.



The Overseas Shipping Industry

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 Philippines as a ship registry or a flag of choice that would lead to more employment opportunities, not only for Filipino seafarers but also for land-based workers in view of further expansion of other maritime services and hiring of maritime professionals.

The sector fully supports the Philippines in its pursuit to become a strong maritime nation as it continues to contribute to the balance of payments position, generate foreign exchange earnings and other related government revenues, and create employment opportunities for the Filipino seafarers and other ancillary workers. It also ensures the integrity of the Philippine-registered ships engaged in international voyages through the implementation of national and international maritime laws and regulations.

However, with the catastrophic impact of the COVID-19 virus on the world's economies, the overseas shipping sector was greatly affected resulting in a drastic decline in revenue and number of Philippine-registered ships.

Despite the challenges due to the pandemic, the said sector has continued to provide its fair share for the advancement of the maritime industry.

SECTOR PERFORMANCE

Overseas shipping companies intending to acquire and operate ships for international voyages are required to be accredited with MARINA pursuant to Memorandum Circular (MC) 181 issued on 23 July 2003. terminal operations and facilitation of crew change as well as repatriation of seafarers, in response to the health crisis brought by the COVID-19 pandemic.

A. Overseas Shipping Companies Accredited Under MC No.181

Table 1. Total Number of Overseas Shipping Companies Accredited under Memorandum Circular 181

YEAR	TOTAL COMPANIES	TOTAL PAID-UP CAPITAL (in Philippine Peso)
2017	61	2,179,495,424.00
2018	62	2,445,899,900.00
2019	61	2,567,513,900.00
2020	50	1,494,493,900.00
2021	48	1,535,743,900.00

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

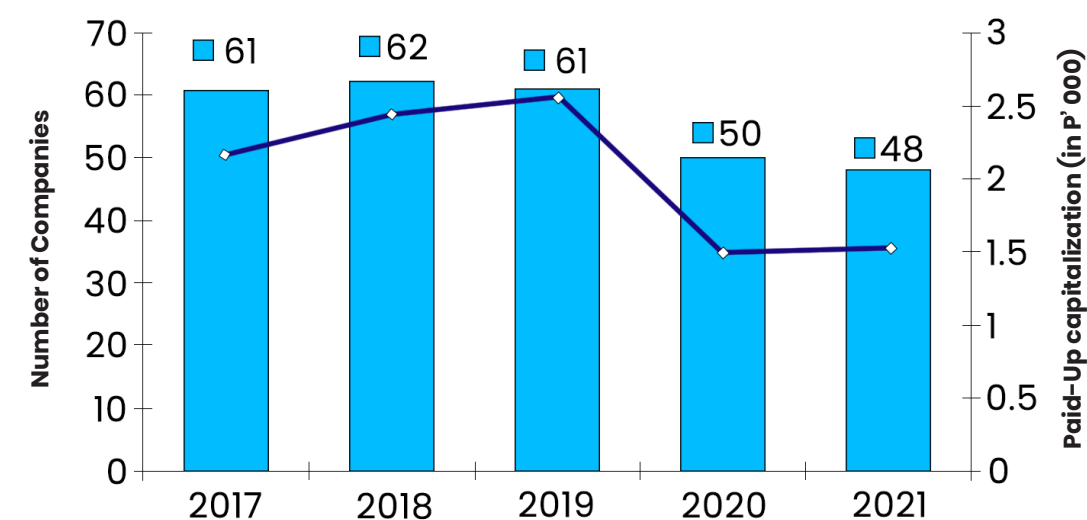


Figure 1. Number and Paid-up Capitalization of Accredited Overseas Shipping Companies under MC 181 (2017-2021)

Table 1 and Figure 1 show that the number of overseas shipping companies that were accredited under MC 181 declined from a total of 61 in 2017 to 48 companies in 2021.

B. Other Maritime Enterprises Accredited Under MC No.186

To cover other maritime entities which intend to engage in ship management, shipping agency, ship chandling and multi-modal transport operations, MARINA issued Memorandum Circular No. 186 on 23 July 2003, as amended by MC No. DS-2020-02. As of 2021, there were 495 other maritime enterprises registered under this Circular with a total of Php 8.795 million capitalization.

Table 2. Accredited No. of Companies under MC 186

YEAR	TOTAL COMPANIES	CAPITALIZATION (in Philippine Peso)
2017	487	4,091,039,702.03
2018	501	4,673,476,703.41
2019	516	8,3130,24,797.18
2020	503	8,731,261,246.11
2021	495	8,795,028,208.70

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

C. Fleet Structure

Table 3 and Figure 2 show that from 116 overseas-registered ships under the Philippine flag in 2017, it decreased to 97 ships as of 31 December 2021.

Table 3. Number and Tonnage of Philippine-registered Ships

YEAR	NUMBER OF SHIPS	TOTAL DWT
2017	116	3,827,971.00
2018	103	3,337,827.00
2019	113	4,405,909.00
2020	100	3,748,759.00
2021	97	3,592,857.00

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

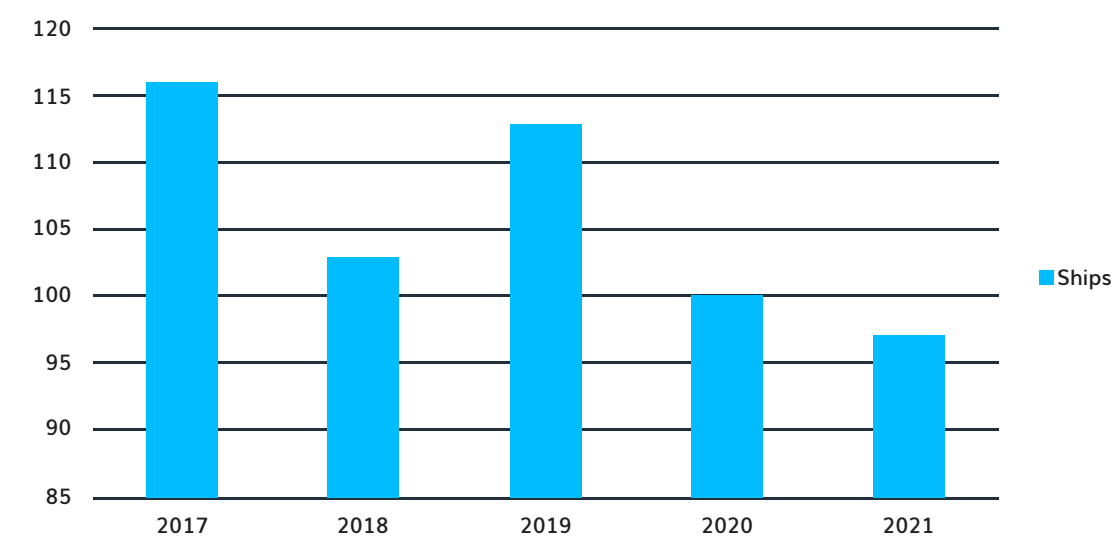


Figure 2. Number of Philippine-registered Overseas Ships (2017-2021)

Table 4. Philippine-registered Overseas Fleet by Type of Service (2014-2019)

YEAR	2017		2018		2019		2020		2021	
	No.	%	No.	%	No.	%	No.	%	No.	%
General Cargo	29	25.00	24	22.86	23	20.35	24	24.00	28	28.87
Bulk Carrier	56	48.28	53	50.48	70	61.95	56	56.00	51	52.58
Tanker	20	17.24	20	19.05	19	16.81	19	19.00	17	17.53
RoI-on Roll-off	-	-	-	-	-	-	-	-	-	-
Livestock Carrier	6	5.17	4	3.81	-	-	-	-	-	-
Car/Vehicle Carrier	-	-	-	-	-	-	-	-	-	-
Container Carrier	2	1.72	-	0.96	-	-	-	-	-	-
Multi-purpose Dry Cargo	2	1.72	1	0.95	-	-	-	-	-	-
Cable Layer	1	0.86	1	0.95	-	-	-	-	-	-
TOTAL	116	-	103	-	-	-	-	-	-	-

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

D. Special Permit Issued to Domestic Ships to Temporarily Engage in International

TABLE 5. No. of Special Permits Issued to Domestic Ships to Temporarily Engage in International Voyages (2017-2021)

YEAR	NO. OF SPECIAL PERMITS
2017	71
2018	38
2019	79
2020	90
2021	87

Source: Management Information and Systems Service, MARINA (2021)

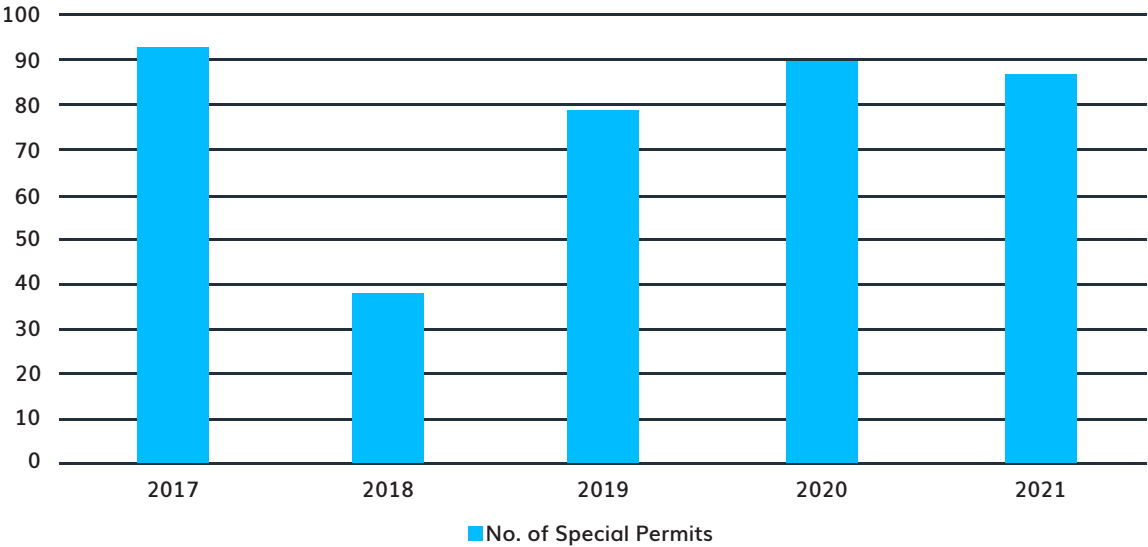


Figure 3. Number of Special Permits Issued to Domestic Shipping Ships to Temporarily Engage in International Voyage (2017-2021)

Table 5 and Figure 3 show that from 2017 to 2021, there were 365 special permits issued under the MARINA Circular No. 2013-04. This figure likewise includes Special Permits issued by the MARINA Regions IV, IX, X, XI and XII.

The number of special permits issued fluctuated in 2018, considering that domestic shipping companies apply only for a special permit if the market condition warrants additional tonnage. This mechanism however has provided domestic ship operators with the opportunity to participate in the carriage of our country’s exports or imports through its short term deployment in international operations of tramping ships normally utilized in inter-island trade.

Further, the data likewise illustrate that the shipping companies continued their operations despite the pandemic.

E. Contributions of the Overseas Shipping Sector to the National Economy

This Section covers the revenue derived from Philippine registered ships collected by the Bureau of Internal Revenue, MARINA and the Bangko Sentral ng Pilipinas.

1. 4.5% Withholding Tax

In December 2021, the 4.5% withholding taxes on the gross charter hire remitted to the Bureau of Internal Revenue reached Php 29.539 million with 94 bareboat chartered ships.

TABLE 6 PHILIPPINE-REGISTERED OVERSEAS FLEET 4.5% WITHHOLDING TAX ON THE GROSS CHARTER HIRE		
YEAR	TAX PAYMENTS (in Philippine Peso)	NO. OF CHARTERED SHIPS
2017	40,307,398.61	114
2018	40,808,745.32	101
2019	33,427,675.74	110
2020	28,700,612.00	97
2021	29, 539,715.00	94

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

Table 6 shows that the payment of 4.5% withholding tax on the gross charter hire remitted to the BIR decreased since the number of bareboat charter ships likewise decreased.

TABLE 7. NUMBER OF SUPERNUMERARY PERMITS ISSUED

YEAR	APPLICATIONS APPROVED	NO. OF PCASP
2017	65	187
2018	85	241
2019	43	192
2020	73	174
2021	68	173

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

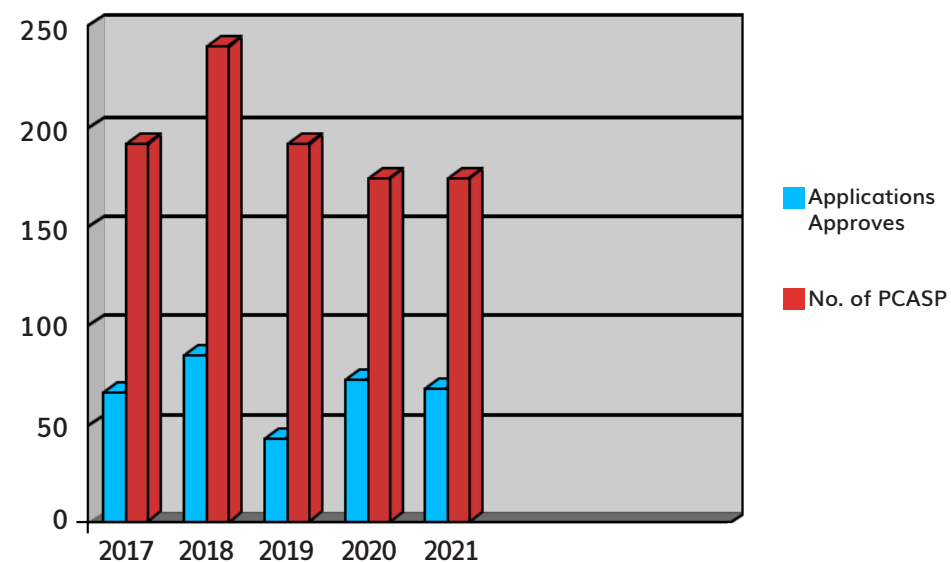


Figure 4. Number of Supernumerary Permits (2017-2021)

The data show the applications for supernumerary permits issued to privately contracted armed security personnel (PCASP), as supernumeraries onboard Philippine-registered overseas ships.

2. REVENUE DERIVED FROM PHILIPPINE-REGISTERED OVERSEAS SHIPS AS COLLECTED BY MARINA

TABLE 7. NUMBER OF SUPERNUMERARY PERMITS ISSUED

YEAR	INCOME (in Philippine Peso)
2017	6,259,134.00
2018	6,684,953.00
2019	10,676,507.00
2020	8,486,410.50
2021	6,622,125.00

Source: MARINA Regional Office-NCR, Overseas Shipping Service (2021)

Table 8 shows a record of the revenue derived from the regular fees on various applications and certificates processed/issued by the Overseas Shipping Service.

The Philippine-registered overseas ships are required by law to be completely manned by Filipinos. The basic salary of Filipino seafarers deployed onboard overseas trading ships are much higher than those of seafarers employed locally. Foreign exchange inflows remitted to seafarers' families is equivalent to 80% of their basic salary as mandated by law.

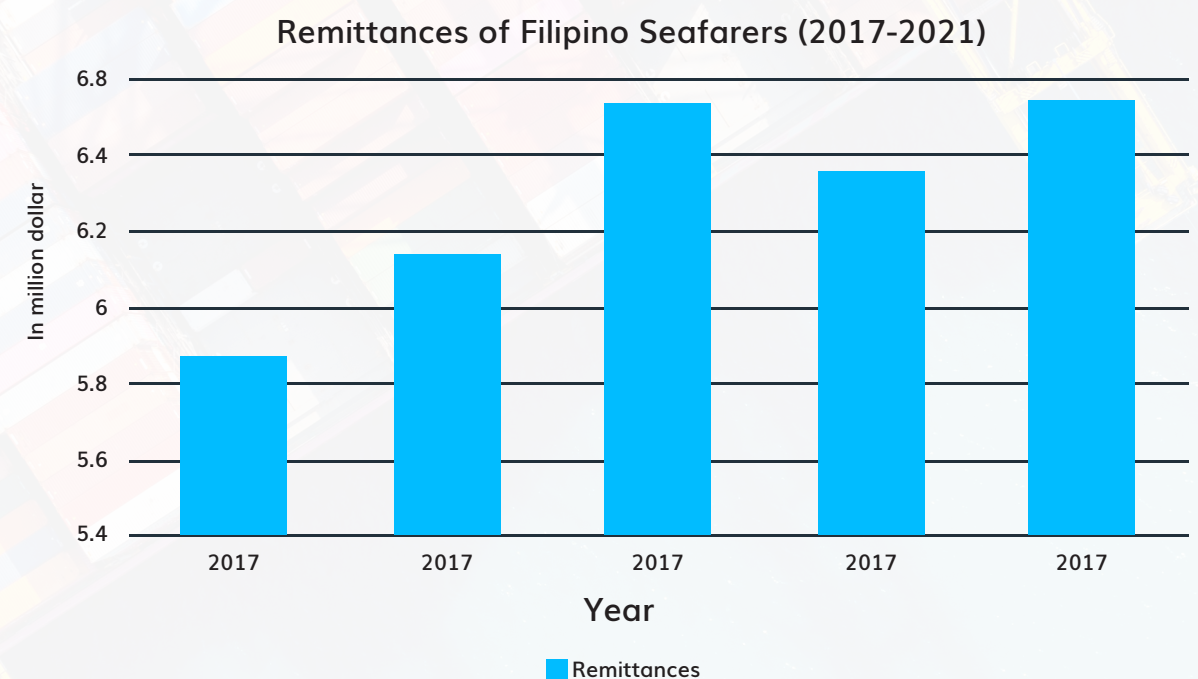


Figure 5. Remittances of Filipino Seafarers (2017-2021)

The Bangko Sentral ng Pilipinas (Central Bank of the Philippines) figures show that there was a steady increase in the remittances from overseas seabased Filipino workers before the pandemic. From 2017 to 2019, there was a continuous increase of remittances by Filipino seafarers; but due to the pandemic, remittances dropped to US\$6,353,522 in 2020 and US\$6,545,002 in 2021.

PROMOTIONAL AND DEVELOPMENTAL INITIATIVES

Key Policy Issuances

Consistent with promoting the integrity of the Philippine registry, the MARINA had developed policies and guidelines designed to upgrade overseas shipping operations and foster dependability and credibility of the Philippine flag, especially bareboat chartered ships.

Overseas Shipping Sector

Issued MARINA Circulars

Memorandum Circular No. OS-2020-01	Amendment to MARINA Circular No. 2013-04 providing for the Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Domestic Ships to Operate in International Voyages
Memorandum Circular No. OS-2021-01	Rules on the Implementation of the Overseas Shipping Service Information and Monitoring System (OSSIMS)

Issued Flag Advisories

MARINA Advisory No. 2020 – 01	Provided Contingency Measures in view of the Escalating Conflict between the United States and Iran.
MARINA Advisory No. 2020 – 02	Additional Security Measure to Ensure the Safety and Security of Filipino Seafarers Onboard Ships within the Vicinity of the Conflict Area
MARINA Advisory No. 2020 – 05	Reported Cases of Piracy in the Singapore Strait
MARINA Advisory No. 2020 – 06	Provided Additional Precautionary Measures to Ensure the Safety of Filipino Seafarers onboard Ships Engaged in International Voyages
MARINA Advisory No. 2020 – 09	International Maritime Organization (IMO) Letter Circular Nos. 4203 and 4204 on Novel Coronavirus (2019-nCov)
MARINA Advisory No. 2020 – 12	On IMO Circular Letter No. 4204/Add.1 on COVID-19 – Implementation and Enforcement of Relevant IMO Instruments.
MARINA Advisory No. 2020 – 28	On the New MARINA Administrator
MARINA Advisory No. 2020 – 38	COVID-19 Personal Protective Equipment under the IMO Circular Letter No. 4202/Add.15
MARINA Advisory No. 2020 – 40	Provided COVID-19 Related Guide in Establishing Safety Control Measures and Reducing Risk and Ensuring a Safe Shipboard Interface Between Ship and Shore-based Personnel.

MARINA Advisory No. 2020 – 45

Extension of Passport Validity dated 10 June 2020. This Advisory provides guidelines on the Department of Foreign Affairs (DFA) policy on the extension of validity of passports for Overseas Filipino Workers (OFWs) including the seafarers who are onboard ships trading internationally. This is in response to our request for DFA to adopt practical and pragmatic approach as a temporary contingency measure to assist our seafarers in the extension of their passports during this unprecedented time of pandemic.

MARINA Advisory No. 2020 – 74

Chinese Embassy Note Verbale No (20) PG-224 dated 15 August 2020. This Advisory provides the health measures to be undertaken by seafarers when entering China.

MARINA Advisory No. 2020 – 80

Chinese Embassy Note Verbale No. (20) PG – 224 dated 02 October 2020. This Advisory provides for additional health measures to be undertaken by seafarers when entering China.

MARINA Advisory No. 2020 – 81

Guidelines for seafarers entering the Republic of Panama for the Purpose of Embarkation and Repatriation as Established in Executive Decree No.1089 on 23 September 2020.

MARINA Advisory No. 2021 – 03

Request for Endorsement of Travel Ban Exemption for foreign workers

MARINA Advisory No. 2021 – 19

Guidance on the Status of Accreditation of Classification Societies and its effect to the Validity of Ship Safety Certificates

MARINA Advisory No. 2021 – 33

QatarMinistryofTransportandCommunication (MOTC)Application procedures for docking of Vessel

MARINA Advisory No. 2021 – 38

New Sailing Direction for the Changhua Wind Farm Channel From the Maritime and Port Bureau (MPB) of the Ministry of Transportation and Communications, Republic of China (Taiwan)

MARINA Advisory No. 2021 – 61

Adjusted/Modified Fees on Flag State Administration Oversight functions under MARINA Circular (MC) No. MS-2020-02 during the Period of Public Health Emergency Due to COVID – 19

MARINA Advisory No. 2021 – 74

Updated Sailing Direction for the Changhua Wind Farm Channel

COLLABORATING WITH THE INDUSTRY

2021 Consultative Meeting with the Private Stakeholders of the Overseas Shipping Sector



With its aim to continuously provide transparency of its activities amidst battling COVID-19, the Overseas Shipping Service (OSS) organized the virtual Consultative Meeting with the Private Stakeholders of the overseas shipping sector on 23 March 2021 via video conferencing.

Attended by shipping companies and recognized organizations, the meeting discussed the (1) draft Memorandum Circular on the Implementation of the Overseas Shipping Service Information and Management System (OSSIMS), an online application platform for overseas shipping-related applications; (2) conduct of oversight of Philippine-registered overseas ships that are within the five (5) years cycle of safety certificates; (3) drafting of relevant rules and regulations on maritime safety based on the gap analysis on non-exhaustive list of obligations; and (4) passage of the House Bill on the full and effective implementation and enforcement of IMO instruments where the Philippines is a state-party.

With the pandemic significantly affecting the growth of the economy, revenue of businesses and the way of living, the OSS conveyed its sincerest appreciation to the continued support and attendance of the private sector. These efforts are contributory factors toward Philippine ships' compliance to quality shipping, safer seas and cleaner oceans.

2021 Meeting with the Stakeholders of the Domestic and Overseas Shipping Sectors

In pursuit of a progressive maritime administration and strengthened private sector participation, the Maritime Industry Authority (MARINA) , through the joint efforts of the MARINA Regional Office-National Capital

Region (MRO – NCR), Domestic Shipping Service (DSS), Maritime Safety Service (MSS), Shipyards Regulation Service (SRS) and Overseas Shipping Service (OSS), organized a meeting with the private stakeholders of the Domestic and Overseas Shipping Service on 15 October 2021 via video conferencing.

During the 2021 Meeting of Stakeholders of the Domestic and Overseas Shipping Sectors with the Administrator, the MARINA emphasized the importance and reliability of regular engagement with the stakeholders on a regular basis to listen to their concerns/suggestions on moving forward for the progress of the maritime industry.

MARINA MRO – NCR Director, Engr. Marc Anthony P. Pascua, presented alternative courses of action on ease of doing business, oversight functions on delegation applications to regional offices, soft loan packages, excessive inspection fees and extension on the validity of certificates.

Throughout the forum, stakeholders from all over the country participated and raised their concerns, especially on dry docking harmonization, shipyards' availability, remote surveys, unreasonable inspection fees, competency certificates renewal, vaccination roll-out, relief on tonnage fees, minimum standard on passenger accommodation, cadetship, and class of wooden-hulled ships.

Concerned offices were able to provide insights and assured that the issues and concerns raised will be looked at and taken into consideration.

Philippine Ship Registry



Maritime shipping is a highly globalized industry. More than 50% of the global fleet (in gross tonnage) is under a flag of convenience, which offers less regulation, lower registry costs and lower operating costs.

The increase in world trade has restructured the global maritime industry, having brought about new developments, deregulation, liberalization and increased competition.

In a shipping industry mostly dominated by bigger ships, mergers and acquisitions, the potential savings at sea are getting smaller. Even with the pandemic halting the normality of

the world, shipping did not stop. The continuous demand is the main driving force for shipping lines to evaluate their fleet, in order to meet the logistics requirements of their customer base.

Efforts in expanding the Philippine ship registry:

1. Proposed revisions on MARINA Circular No. 2013-04, as amended by MARINA Memorandum Circular No. OS-2020-01 (Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-registered Ships whether Trading Overseas or Domestic)
 - a. Conduct of Technical Working Group (TWG) Meetings to have a seamless trading and to expand the coverage of the Special Permit routes for international trade especially the BIMP-EAGA routes and to extend the validity of Special Permit, as applicable
2. Proposed revisions on MARINA Circular No. 182 (Acquisition of Ships under PD 760 and providing herewith the Implementing Rules under Chapter XV of the 1997 PMMRR on Registration, Documentation and Licensing of Ships for International Voyages), as amended by MARINA Circular No. 2012-01 (Bond Requirements)
 - a. Conduct of TWG Meetings to further streamline documentary requirements on applications for acquisition of ships through bareboat chartering scheme and to remove ineffective documentary requirements adding to the burden of some shipping companies and their timely compliance to the post-approval requirements

Administrative Order No. 33-21 – Oversight Functions of the Overseas Shipping Service over Delegated Applications to MARINA Regional Offices

The Administrative Order No. 33-21 which was signed on 02 December 2021, aims to adopt a system of oversight of functions of the Overseas Shipping Service (OSS) over MARINA Regional Offices (MROs). It also intends to establish rules and procedures for the conduct of internal evaluation/assessment of the MROs' implementation of the policies and regulations of the OSS embodied under existing circulars and related guidelines.

Merchant Shipping Agreements

Aiming to enhance the competitiveness and increase market opportunities of the Philippine flag vessels in the carriage of trade, the Philippines actively participates in negotiations of bilateral agreements.

The Philippines, through the Maritime Industry Authority (MARINA), is the Chair of the Subcommittee on Shipping of the National Economic Development Authority-Tariff and Related Matters (NEDA-TRM). The Model Agreement on Merchant Shipping was formulated and updated by the said committee.

The Sub-committee on shipping handles all issues on shipping as they relate to the conduct of international trade and the formulation of Philippine drafts on bilateral shipping agreements.

The MARINA acts as the Chair while the Department of Transportation (DOTR), Department of Foreign Affairs (DFA), Department of Trade and Industry (DTI), NEDA, Philippine Ports Authority (PPA), and Bureau of Customs (BOC) comprise the members of the Sub-committee.

The Philippine Model Agreement on Merchant Shipping intends to promote facilitation of transportation of goods between countries, eliminate hindrances which impede the development of sea trade between each port, support measures, as far as possible, for the transportation of goods to and from third countries, promote the employment, improve conditions of work and welfare of each country's seafarer employed on each ship. The Model likewise aims for parallel registration of ships in both countries, recognition of nationality of

each other's ships, ship's documents and crew documents, applicability of national legislation, safe manning of ships, facilitation of entry, stay and departure of crew, assistance in cases of maritime casualties, provisions of measures in case of offenses committed by crew onboard the ship, settlement of labor disputes, payment of shipping services and establishment of a Joint Committee on Maritime Affairs.

Approval of the Revised Philippine Model Draft Agreement on Merchant Shipping

The 2006 Philippine Model Draft Agreement on Merchant Shipping was approved by the National Economic and Development Authority (NEDA) Technical Committee on 19 July 2006 and by the Cabinet Committee on 19 September 2006. This version was used in proposing and providing counter proposals to different countries that we envisioned having a Merchant Shipping Agreement with.

In view of the recent developments in the maritime industry, the NEDA-Tariff and Related Matters (NEDA-TRM) Sub-committee on Shipping decided to amend the 2006 Philippine Model Draft Agreement. A series of Sub-committee on Shipping meetings were conducted from 2015 to 2020 to discuss the proposed amendments of the said Agreement.

The NEDA Technical Committee on Tariff and Related Matters (TCTRM), in its meeting last 25 March 2019 approved the proposed revision of the Philippine Model Draft Agreement on Merchant Shipping. The TCTRM recommended elevating this matter to the NEDA Cabinet Committee for further approval.

On 08 June 2020, the NEDA convened a Special Joint Meeting of the Cabinet Committee on Tariff and Related Matters (CCTRM) and TCTRM, wherein one of the Agenda items discussed is the proposed revision of the Model Draft Agreement on Merchant Shipping. During the said meeting, the CCTRM has approved the revised model draft agreement on merchant shipping.

Currently, the MARINA-OSS, in coordination with the different geographical offices of the Department of Foreign Affairs, is working on the conclusion of Merchant Shipping Agreement with Korea, India, Germany, Australia, Spain, Russia and Panama.

Signed Merchant Shipping Agreements

Merchant Shipping Agreement	Date Signed
1. Philippines and Bangladesh	10 October 1989
2. Philippines and Brunei Darussalam	27 January 2003
3. Philippines and Cyprus	7 September 1984 9 November 2006 (Amendment)
4. Philippines and Iran	08 October 1995
5. Philippines and Netherlands	22 March 2000
6. Philippines and Norway	22 October 1999
7. Philippines and Viet Nam	27 February 1992

Source:
Overseas Shipping
Service, MARINA
(2021)

Strengthening Maritime Administration thru MARINA Restructuring

Memorandum of Agreement between MARINA and SBMA

In order to implement Program 5 of the Maritime Industry Development Plan which is to develop the Philippines into a Global Maritime Hub, the Maritime Industry Authority (MARINA) has made efforts to revive its Memorandum of Agreement (MOA) with the Subic Bay Metropolitan Authority (SBMA).

The MOA aims to define the authority, responsibilities and obligations, and establish a harmonious relationship between MARINA and SBMA including the promotion of shipping activities in the Subic Bay Freeport Zone (SBFZ) and nearby provinces.

The Overseas Shipping Services (OSS), in collaboration with the Shipyards Regulation Service (SRS), conducted a series of coordination meetings with the SBMA for the revival of the MOA with a request for an office space for the proposed MARINA Extension Office at Subic Bay which will cater the needs of the stakeholders in the region.

The presence of MARINA in the Subic Bay area would also mean the availability of our other services in the exercise of its regulatory functions which include the maritime safety, registration of ships, shipping/manning companies and ship repair facilities.

In October 2021, the Office of the Administrator (OADM) and the OSS conducted an ocular inspection of the proposed 200-square meter area for MARINA Extension Office which is located along the Kalaklan Road and adjacent to other government agencies namely, the Philippine Coast Guard (PCG), Bureau of Quarantine (BOQ), Land Transportation Office (LTO), and Bureau of Customs (BOC).

In fine, MARINA is in the final stage of realizing its presence at the fenced-in-area of Subic Bay, to strengthen maritime administration through MARINA restructuring endeavors.

INTERNATIONAL COMMITMENTS

I. International Maritime Organization (IMO)

The Philippines has been a cooperative member of the International Maritime Organization (IMO) towards its commitment of having a green and sustainable global maritime shipping and transportation system since 1964. The country strictly observes and complies with the IMO Conventions, efficiently enforces the rules on safety and security of shipping and effectively implements the procedures in promoting the welfare of seafarers and protecting the marine environment.

Further, the Philippines has been an active member of the IMO Council under Category C since 1997.

The Council is the executive organ of the IMO responsible for supervising the work of the Organization. The IMO Council under Category C is composed of States that have special interest in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world.

The country has also ratified and acceded to twenty eight (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.

Philippines Re-elected to the IMO Council under Category C for Biennium 2022-2023





The Philippines was able to uphold its position to the Council of the International Maritime Organization (IMO) as it was re-elected under Category C for Biennium 2022 to 2023, during the 32nd Regular Session of the IMO Assembly held at the IMO Headquarters in London on 10 December 2021.

Our re-election to the IMO Council provides the country with continued opportunity to contribute to policy formulation and decision-making processes of the IMO, voting rights to IMO Council, a venue to promote Filipino seafarers, Philippine ship registry, shipbuilding and other maritime industry in the global maritime world paving the way to more opportunities for Filipinos and the industry and participation in the advancement of safer ships, welfare of the seafarers and protection of the marine environment.

In his General Statement, Department of Transportation (DOTr) Secretary Arthur P. Tugade conveyed the country's unwavering commitment to continually advance the mission of the IMO in ensuring the safety of life and property

at sea, sustainable shipping, and an environmentally-sound maritime industry.

Moreover, the Maritime Industry Authority (MARINA) Administrator Vice Admiral Robert A Empedrad AFP (Ret) underscored the importance of the re-election.

"First of all, I would like to express all the praises and glory to the Lord. Secondly, it's time to work for all the Filipino seafarers around the world. You will have a big voice and powerful guardians in the IMO."

Aside from the Philippines, the 32nd Assembly voted the following Member States to the IMO Council (Category C) for the next two years: Singapore, Egypt, Cyprus, Malta, Bahamas, Malaysia, Indonesia, Chile, Kenya, Saudi Arabia, Jamaica, Belgium, Morocco, Turkey, Mexico, Vanuatu, Qatar, Denmark, and Thailand.

The Philippine delegation for the 32nd Regular Session of the IMO Assembly is composed of the Permanent Representative (to Philippine), Permanent Mission of the Republic of the Philippines to IMO, Ambassador Antonio



Lagdameo, Alternate Permanent Representative (to Philippine), Permanent Mission of the Republic of the Philippines to IMO, Minister Ana Marie Hernando, MARINA Administrator Vice Admiral Empedrad, MARINA STCW Office Executive Director Vice Admiral Rene Medina AFP (Ret), incoming Maritime Attaché Atty Jean Ver Pia PhD, outgoing Maritime Attaché Ms. Sonia Malaluan, Technical Adviser to the Maritime Attaché Capt. Weniel Azcuna and Mr. Jasper Caesar Jampac of MARINA.

Meanwhile, the said candidature of the Philippines to the IMO Council under Category C was launched by the Maritime Industry Authority (MARINA), through the Overseas Shipping Service (OSS), via video conferencing on 04 October 2021. During the said activity, the Philippines presented our campaign collaterals for the said candidature. The Launching of the Philippine Candidature to the IMO Council under Category C was attended by private stakeholders, representatives from various Philippine government agencies and embassies from other countries.



Supported Various IMO Projects

- 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 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.
- 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 (2) high-priority Conventions, 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). aquatic invasive species and to reduce the transfer of the latter.

The Philippine Maritime Attaché Post in London

To fulfill the need for promotion, expansion and modernization of the Philippine merchant fleet and for the purpose of readily accessible and available government assistance in the overseas shipping sector, the Maritime Attaché post(s) under the Maritime Industry Authority were created by virtue of Executive Order No. 612 of 1980.

For the years 2018 to 2021, Ms. Sonia B. Malaluan was the designated Maritime Attaché in London, facilitating the pre-delegation meetings in preparation for the

discussions during IMO Committee and Subcommittee meetings.

Moreover, the Embassy of the Republic of the Philippines has certified Atty. Jean Ver Pia's assumption of duties and responsibilities as Maritime Attaché, effective 17 December 2021.

The Overseas Shipping Service continuously extends its utmost support to the substantive and administrative needs of the Maritime Attaché.

Multi-sectoral Advisory Group on IMO Concerns (MAGIC)

The Multi-sectoral Advisory Group on IMO Concerns (MAGIC), established by virtue of Department Order No. 2016-02, serves as a pro-active forum that brings together the government and the private sector to articulate the country's position on different issues and concerns and promote a meaningful and active participation in the works of IMO. The results of its deliberations shall be the formulation of purposeful and insightful interventions that will increase the Philippine delegation's profile as a positive force and asset to the IMO rule and policy-making process.

After the 16th MAGIC Meeting convened on 10 January 2020, the Maritime Industry Authority, through the Overseas Shipping Service (OSS), began concentrating on Cluster Group Meetings and Philippine Pre-delegation Meetings. Said meetings aim to discuss the agenda items and the possible Philippine statement/intervention to the IMO Sub-Committee and Committee Meetings, and were actively participated by representatives from the concerned agencies and MARINA service units. The OSS conducted the following group and pre-delegation Meetings:

2020

Cluster Group Meetings:

- 7th Marine Environment Protection Committee (MEPC) Meeting on 17 January 2020
- 2nd Maritime Safety Committee Meeting (MSC) on 21 February 2020
- 1st Human Element, Training and Watchkeeping (HTW) Group Meeting on 21 February 2020

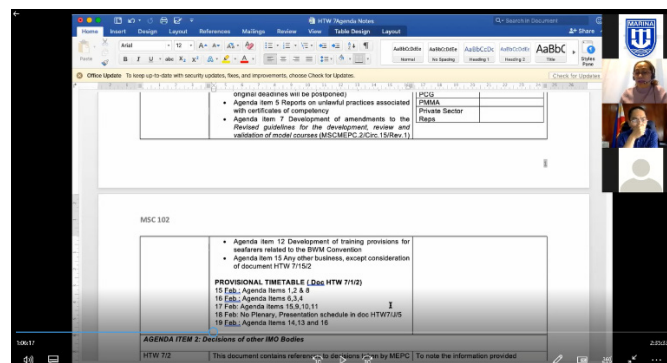
Pre-delegation Meetings:

- Pre-delegation Meeting for the 102nd Session of the Maritime Safety Committee (MSC 102) on 03 November 2020
- Pre-delegation Meeting for the 75th Session of the Marine Environment Protection Committee (MEPC 75) on 13 November 2020
- Pre-delegation Meeting for the 107th Session of the Legal Committee (LEG 107) on 24 November 2020

2021

Pre-delegation Meetings:

- Pre-delegation Meeting for the 7th Session of the Sub-Committee on Human Element, Training and Watchkeeping on 11 February 2021
- Pre-delegation Meeting for the 8th Session of the Sub-Committee on Pollution Prevention and Response (PPR 8) on 19 March 2021
- Pre-delegation Meeting for the 8th Session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 8) on 19 April 2021
- Pre-delegation Meeting for the 7th Session of the Sub-Committee on Implementation of IMO Instruments (III 7) on 12 July 2021
- Pre-delegation Meeting for the 103rd Session of the Maritime Safety Committee (MSC 103) on 04 May 2021
- Pre-delegation Meeting for the 76th Session the Marine Environment Protection Committee (MEPC 76) on 11 and 14 June 2021
- Pre-delegation Meeting for the 125th Session IMO Council (C 125) on 28 June 2021



- Pre-delegation Meeting for the 7th Session of the Sub-Committee on Implementation of IMO Instruments (III 7) on 12 July 2021



- Pre-delegation Meeting on the 108th Session of Legal Committee (LEG 108) on 23 July 2021



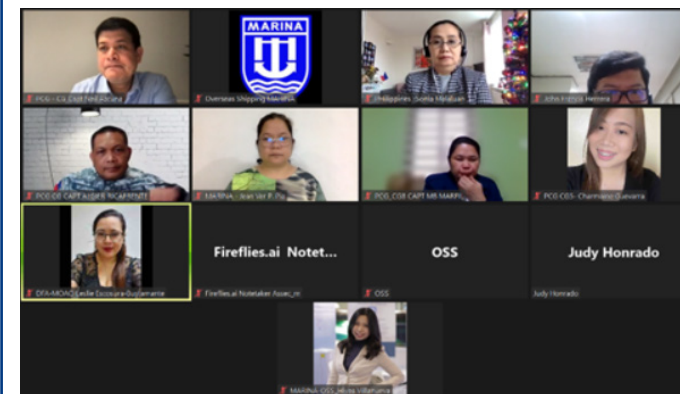
- Pre-delegation Meetings on the 104th Maritime Safety Committee (MSC 104) on 01 and 06 October 2021



- Pre-delegation Meeting on the 77th Session of the Marine Environment Protection Committee (MEPC) convened on 22 November 2021



- Pre-delegation Meeting on the 32nd IMO Assembly convened on 18 and 29 November 2021



Further, the Philippines, through the Maritime Industry Authority, submitted a commenting paper for the 102nd Session of the Maritime Safety Committee, dated 20 February 2020 particularly on document MSC 102/8. The said paper pertains to the progress made by the Secretariat in the context of domestic ferry safety since the last session of the Committee, and is submitted in accordance with the provisions of paragraph 6.12.5 of MSC-MEPC.1/Circ.5/Rev.1. In this paper, the Government of the Philippines suggested to consider aspects parallel to the development of framework Model Regulations on Domestic Ferry Safety, as follows: 1) *identify the root causes leading to accidents and casualties, such as human error, weather, fire, not-fit-for-purpose ferry, etc.*, 2) *an analysis of the responsibilities of the different entities having responsibilities for the safe operations of domestic ferry safety*, 3) *recognize the bad practices, such as poor enforcement of existing legislation by the authorities, overcrowding, inadequate vessel design and construction including surveys, poor maintenance, not-fit-for-purpose ferries and management of second-hand ferries*, 4) *usefulness of new technologies such as AIS, including new and cost-effective material for life-saving appliances, and* 5) *establishment of a comprehensive and integrated mechanism or platform for sharing regional cooperation of domestic ferry safety*.

It commended the basic structure of the framework Model Regulations on Domestic Ferry Safety subject to upcoming review of the expanded structure of the model regulations and the comprehensiveness and adequacy of the same.

GloFouling Partnerships Project

The spread of invasive aquatic species (IAS) is now considered a major threat to the world's oceans, ecological, and economic well-being as the said species are causing vast damages to the biodiversity.

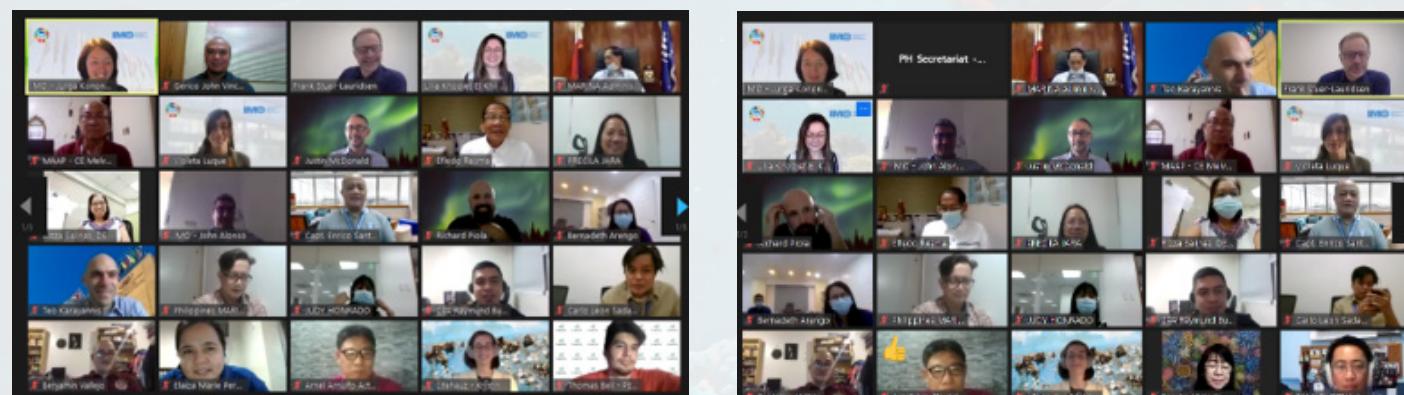
In order to protect marine ecosystems from the negative effects of invasive species, the GloFouling Partnerships was created to build capacity in developing countries to implement the IMO Biofouling and other relevant guidelines for biofouling management and to catalyze overall reductions in the transboundary introduction of biofouling-mediated invasive aquatic species with additional benefits in the reduction of greenhouse gas (GHG) emissions from global shipping.

The GloFouling Partnerships is part of the wider efforts by the International Maritime Organization (IMO), in collaboration with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), to protect marine ecosystems from the negative effects of invasive species.

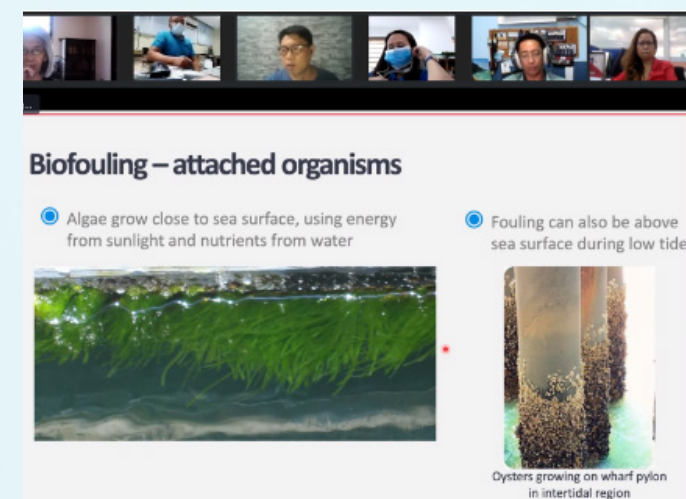
As a Lead Partnering Country (LPC) of the Project, the Philippines, through the MARINA, participated in the following project-related activities:

- 11 May 2020 – First Status Update Meeting of the GloFouling Partnerships Project and Discussion with Regional Coordinating Organizations (RCOs) and Lead Partnering Countries (LPCs) on the impacts related to COVID-19 Pandemic and the Way Forward
- 22 April 2021 – National Strategy and Action Plan (NSAP) Information Webinar
- 20 May 2021 – Familiarization Session with the National Training Institute and Trainers/Lecturers for the delivery of the General Training Course on Biofouling Management
- 23 June 2021 – Regional Seminar on Biofouling Management and Invasive Aquatic Species (hosted by PEMSEA)
- 11 August 2021 – Midterm Review of the GloFouling Partnerships Project
- 29 October 2020 – Second Status Update Meeting of the GloFouling Partnerships Project
- 21 December 2020 – Webinar on the Guide on National Status Assessment and Self-Assessment Tool

Philippines, First Country to Benefit from IMO Biofouling Training Course



Consistent with the country's commitment of ensuring the sustainability of the marine environment, the Philippines volunteered to be the first beneficiary of the newly developed General Training Course on Biofouling Management and Invasive Aquatic Species which was held on 14 to 17 December 2020 via video conference.



The Maritime Industry Authority (MARINA), in coordination with the International Maritime Organization (IMO), convened the said training course which aims to have a general understanding of the issues, potential impacts, different tools available for biofouling management and the contents of the IMO Biofouling Guidelines. The said training course provided the country with detailed information on the multiple aspects related to marine biofouling, its role as a pathway for the introduction of invasive aquatic species and the management solutions and technologies that are available.

Biofouling and Invasive Aquatic Species

The IMO Biofouling Guidelines of 2011 defined biofouling as the accumulation of aquatic organisms such as micro-organisms, plants, and animals on surfaces and structures immersed in or exposed to the aquatic environment.

Biofouling is mostly found on the submerged areas of vessels of all sorts in the aquatic environment, permanent structures in ports,

bouts, platforms, and energy facilities. It can also be obtained in aquaculture cages, nets, and other structures.

On the other hand, invasive aquatic species (IAS) are species which may pose threats to human, animal and plant life, economic and cultural activities and the aquatic environment.

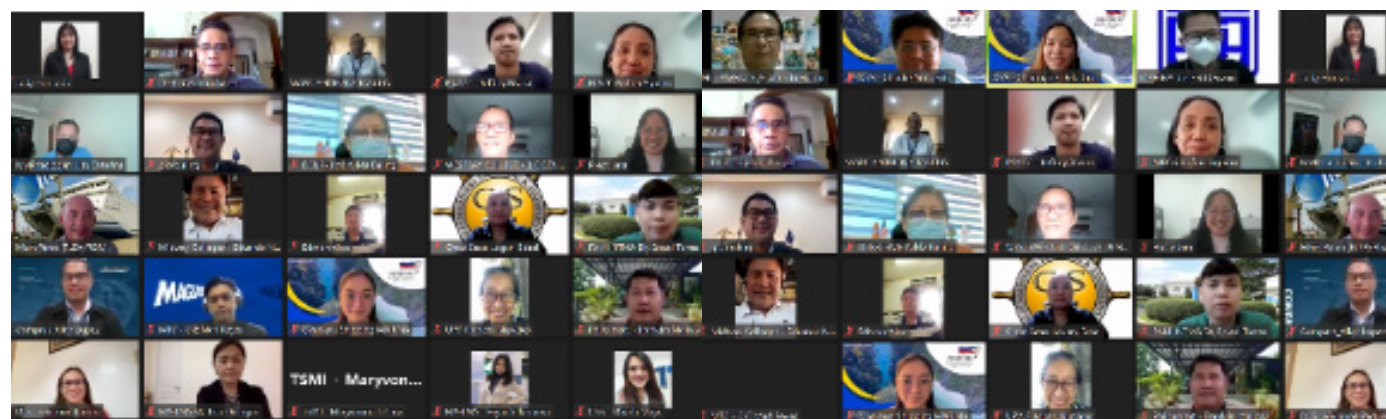
National Training Course on Biofouling Management

As Lead Partnering Country (LPC) of the GEF-UNDP-IMO GloFouling Partnerships Project, the Philippines, through the Maritime Industry Authority (MARINA), convened the National Training Course on Biofouling Management which was held on 25 to 28 October 2021 via video conference.

The training course was conducted as part of the Philippines' deliverables as LPC of the GloFouling Partnerships Project, where PEMSEA is also identified as the Regional Coordinating Centre for South East Asian Seas.



Further, the said training aims to have a general understanding of the issues, potential impacts and different tools available for biofouling management. It likewise provided the country with detailed information on multiple aspects related to marine biofouling, its role as a pathway for the introduction of invasive aquatic species, and the management solutions and technologies that are available.



GloFouling Partnerships Project (2018-2025)¹ As of August 2022

Key Elements/Activities	Timeline	OPR	Status
1. Legal, Policy and Institutional Review			
National Focal Point and National Project Coordinator in place	2018	MARINA	
2. Set up a National Task Force – Plan A			
Draft Joint Memorandum Circular (JMC) for the constitution of the National Steering Group and Task Force for the Implementation of the Project;	2018-2020	MARINA	
– Plan B			
ICCRIMC as NTF per DOTC Department Order No. 2015-016 and subsequently institutionalized in draft Executive Order			
Conduct Workshop/Meeting to present the GloFouling Partnerships Project and discuss the composition of the National Task Force (NTF) and the National Work Plan	12-13 September 2019	ICCFRAIMC, MARINA	
– National Workshop and Task Force Meeting for the Lead Partnering Countries of the Project			
a. Draft National Biofouling Management Strategy and Action Plan (including theme and venue for demonstrations site)	2022-2025	NTF	
b. National Status Assessment Report published and endorsed by NTF	2021-2022	National Consultant	

¹ The Project was extended for a further 18-month period, until 31 May 2025.

Key Elements/Activities	Timeline	OPR	Status
c. National Economic Assessment Report published and endorsed by NTF	2022-2023	National Consultant	
d. National Cross-sectoral outreach strategy developed and endorsed by NTF	2022-2025	NTF	
3. National Legislation			
National legal assessment, leading to appropriate and sustainable national biofouling management measures	2022-2025	NTF	
4. National Awareness Raising Workshop on Biofouling Management			
Conduct of National Awareness-Raising Workshops on Biofouling Management	2021-2025	MARINA, NTF	
• National Training Course on Biofouling Management on 25-28 October 2021	25-28 October 2021		
Conduct a National cross-sectoral outreach plan	2022-2025	MARINA, NTF	
5. Capacity Development			
Participate in the IMO-GloFouling Research and Development (R&D) Forums	30 September - 04 October 2019	MARINA	
	11-14 October 2022		
a. Participate in National Training on:			
1. The transfer of IAS through biofouling and biofouling management for shipping and non-shipping pathways (general course)			
2. Inspection methodologies			
3. Biofouling management plans and record book			
4. In-water cleaning			
5. Dry dock operations and application of AF paints:			
	2020-2025	MARINA, NTF	General Training Course on Biofouling Management on 14-17 December 2022
b. Implement/ Identify demonstration site	2020-2025	MARINA, NTF	The NTF during the ICCRIMC Meeting held on 12 February 2020 identified Option 1 and 3 as the possible demonstration sites. (see item 7)
c. Participate in Global Project Task Force (GPTF) Meetings to monitor the project	18-20 March 2019 11-13 April 2022	MARINA, NTF	

Key Elements/Activities	Timeline	OPR	Status
6. Information and Resource Sharing Develop national website for dissemination of information and awareness raising	2022-2025	MARINA, NTF	
7. Compliance Monitoring and Enforcement Mechanisms a. Implement demonstration site <u>Option 1</u> : Demonstration site on in-water cleaning. Site visits to witness the demonstration of existing and novel in-water cleaning technologies, as well as projects to showcase the operation of in-water cleaning technologies used in commercial applications. Demonstration Projects may encompass both shipping and non-shipping in-water cleaning and biofouling management tools. <u>Option 2</u> : Demonstration site on in-water biofouling inspection tools and procedures for recreational craft. Application of in-water biofouling inspection tools such as ROVs, hand-held cameras, divers and molecular approaches. Such demonstration projects are likely to be most feasible by focusing on trials in recreational marinas where a wide range of vessels with differing biofouling statuses should be available. Projects should focus on practical tools for use by national authorities to assess risk. <u>Option 3</u> : Demonstration site to showcase biofouling inspection and cleaning methodologies in shipyards and dry docks. Site visits to shipyards and dry-docks to introduce participants to the reality and scale of biofouling and to showcase the diversity and complexity of the issue. Visits should be timed to encompass the inspection of vessels immediately after drying to examine biofouling communities as well as ensuring that cleaned vessels are available to demonstrate the complexity of niche areas on vessels <u>Option 4</u> : Demonstration site to showcase biofouling management in high value marine ecosystems (such as Marine Protected Areas - MPAs). Theoretical and/or practical exercises to examine current approaches to managing biofouling on vessels visiting high value areas with a view to developing appropriate measures that can be applied in LPCs.			
8. Sustainable Financing Mechanisms Seek and secure support from IMO and the GloFouling Project	2018-2025	MARINA	

Legend: ■ Completed ■ In Progress ■ Did not commence yet

GloFouling Partnerships Project (2018-2025)

Marine Environment Protection of the South East Asian Seas (MEPSEAS) Project

To reduce the risks and impacts of environmental issues related to maritime transport in the ASEAN region and to support the Sustainable Development Goals (SDGs), especially SDG14 - "conserve and sustainably use the oceans, seas and marine resources for sustainable development", the Marine Environment Protection of the South East Asian Seas (MEPSEAS) was established.

The MEPSEAS Project is 4-year follow-up phase (2018-2021) to the International Maritime Organization (IMO) - Norwegian Agency for the Development Cooperation Project on Assistance to East Asian Countries in Ratifying and Implementing IMO Instruments for the Protection of the Marine Environment (IMO - NORAD Project) Phase 1. It focuses on the effective implementation of selected high-priority IMO environmental Conventions in beneficiary countries such as Cambodia, Indonesia, Philippines, Thailand, and Vietnam. Myanmar is the latest beneficiary country to join the second phase.

The key objective of this Project is to assist vulnerable states of the ASEAN Region to complete the process of Legal, Policy and Institutional Reforms (LPIR) which was initiated by the foundation project and to effectively start implementing the high priority instruments related to environmental protection.

Further, the Philippines is one of the Lead Partnering Countries (LPC) in this important initiative with the Maritime Industry Authority (MARINA) as the National Focal Point (NFP). It has been hailed as a great success in implementing a number of IMO environmental instruments. Out of the four (4) Conventions under the said Project, the Philippines had identified the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS) and International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) as its priority Conventions.

1. The International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), which was adopted on 05 October 2001, will prohibit the use of harmful organotin compounds in anti-fouling paints used on ships and will establish a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems. The said Convention entered into force globally on 17 September 2008.

2. The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 or the Ballast Water Management Convention (BWM Convention) is a treaty adopted by the International Maritime Organization (IMO) in order to help prevent the spread of potentially harmful aquatic organisms and pathogens in ships' ballast water. The said Convention entered into force globally on 08 September 2017. The said Convention entered into force globally on 17 September 2008.

Extraordinary High-Level Regional Meeting on MEPSEAS



Bringing together the high-level officials of the maritime administrations of the participating International Maritime Organization (IMO) Member States in the ASEAN region and representatives of the Marine Environment Protection of the Southeast Asian Seas (MEPSEAS) Project's strategic partners, the Philippines, through the Maritime Industry Authority (MARINA), chaired the Extraordinary High-Level Regional Meeting (EHLRM) on MEPSEAS on 17 March 2021 via video conferencing.

The MARINA, as the National Focal Point (NFP) for the MEPSEAS project, in coordination with IMO, conducted the EHLRM to review the changes in operational modes imposed by the COVID-19 pandemic as well as the next steps and activities to be undertaken in Year 4 of the said project. It also aims to focus on Compliance Monitoring and Enforcement (CME) of the high priority IMO Conventions selected by the partnering beneficiary countries.

As the Chair of the said meeting, MARINA Administrator VAdm Robert A Empedrad AFP (Ret) reiterated the commitment of the Member States in protecting the marine environment despite the unprecedented challenges brought by the COVID-19 pandemic to the maritime industry.

Assistant Secretary for Maritime of the Department of Transportation (DOTr), VAdm Narciso A Vingson Jr, as Head of the Philippine Delegation, discussed the development in implementing the International Convention on the Control of Harmful Anti-fouling Systems in Ships (AFS Convention) and International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) in the Philippines.

As part of the country's sustainable mechanism, VAdm Vingson mentioned that the country will institutionalize the inter-agency mechanism, strengthen the MARINA Maritime Training Institute, mainstream implementation of the BWM and AFS Conventions into medium-term development plans and existing national action plans, and strengthen partnership with relevant government agencies and institutions.



Seminar on BWM Convention for MHEIs and MTIs

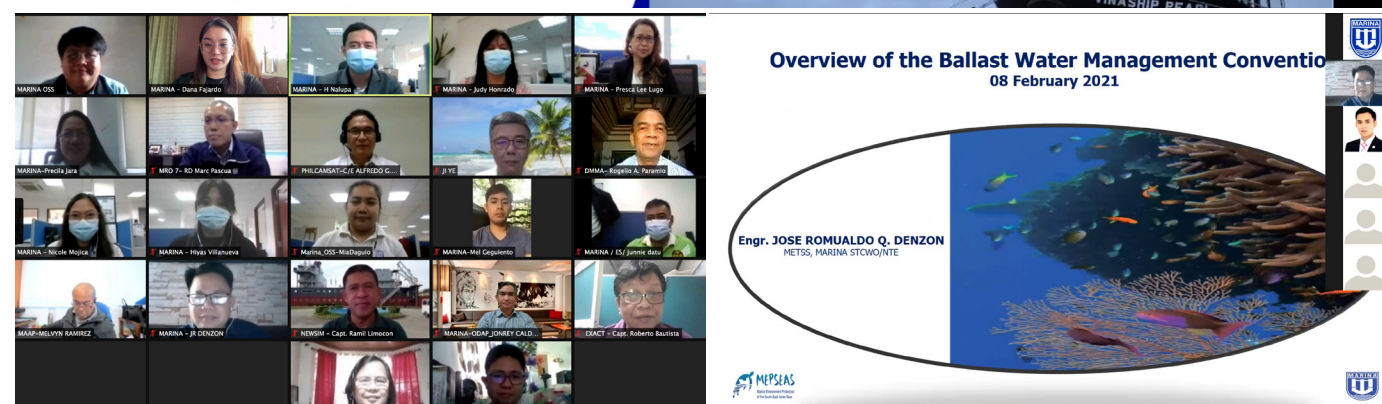


Aiming to have a unified set of knowledge and understanding necessary in the implementation of the Ballast Water Management (BWM) Convention in the Philippines between government agencies and partnered private stakeholders, the MARINA held the Seminar on the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) on 08 to 10 February 2021 via video conference.

The seminar is based on the Marine Environment Protection of the South East Asian Seas (MEPSEAS) Training Course wherein it aims to raise the awareness on the stakeholders particularly of the Maritime Higher Education Institutions (MHEIs) and Maritime Training Institutions (MTIs) to the said Convention, and to come-up with an action plan on how the provisions of the BWM Convention be incorporated in their curriculum courses.

Seminar Workshop on IMO-NORAD Project

Engr. Marc Anthony P. Pascua
08 February 2021



Compliance Monitoring and Enforcement – Remote Programming Exercise

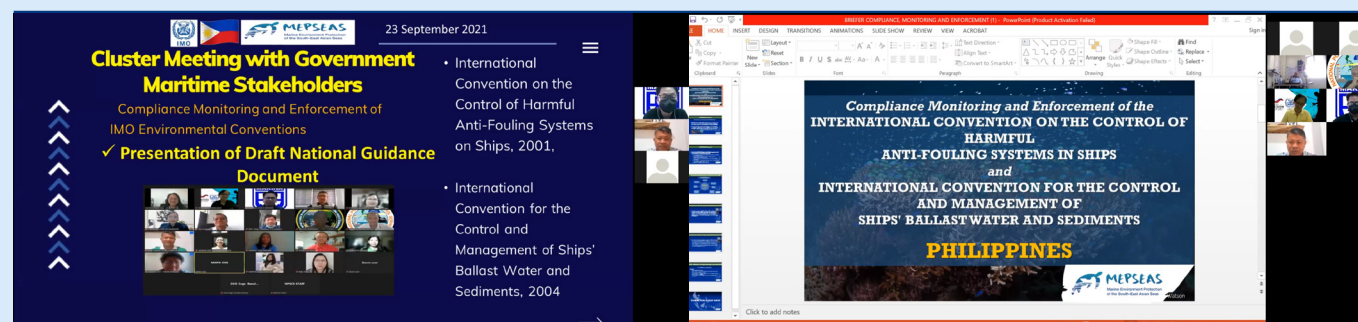
The Compliance Monitoring Enforcement – Remote Programming Exercise (CME-RPE) Workshop was conducted on 05–16 July 2021 consisting of an online session held virtually via Zoom platform and a home-based activity. This was attended by the three (3) Philippine CME National Experts namely: Engr. Camilo T. Andal Jr., who is also one of the MEPSEAS National Consultants, Engr. Ronaldo P. Bandalaria from the Maritime Industry Authority (MARINA), and CDR Airland F Lapitan from the Philippine Coast Guard (PCG).

The main focus of the workshop is the presentation and discussion of the Best Practices Document (BPD) and how the document can be used by the country in relation to the CME of their identified Convention.

As the result of the CME-Remote Programming Exercise (CME-RPE), the CME National Experts (NEs) produced the draft National Guidance Document which aims to provide guidance and recommendations to legislators, surveyors, and port State control officers, among others, and serve as basis for the development of administrative procedures for flag State and port State inspections particularly in the implementation and enforcement of the AFS and BWM.

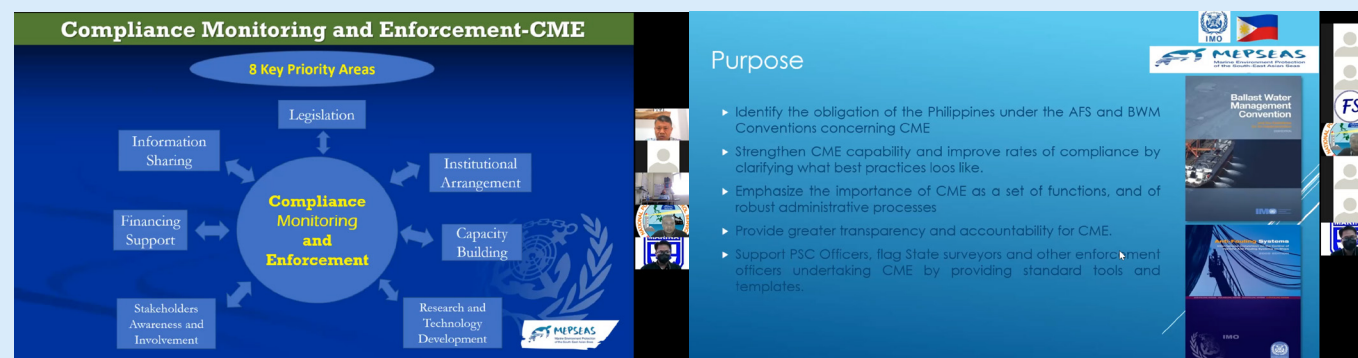
Fifteen (15) national consultants and national experts from participating countries of Indonesia, Malaysia, Philippines, Thailand, and Vietnam attended the workshop.

Compliance Monitoring and Enforcement (CME) Cluster Meeting



In preparation for the Compliance Monitoring and Enforcement (CME) Workshop which is scheduled on 23 to 26 November 2021, the Maritime Industry Authority (MARINA), in cooperation with the Philippine Coast Guard (PCG), convened a two-day CME Cluster Meetings on 22 to 23 September 2021 via video conferencing.

The said meetings aim to present and discuss the draft National Guidance Document (NGD) to government agencies and stakeholders before the CME Workshop for them to share insights, gather valuable comments and resolve gaps and disparities for the effective implementation and enforcement of the BWM and AFS Conventions which were identified as the country's priority conventions.



Compliance Monitoring and Enforcement (CME) National Workshop


Consistent with the country's commitment as a responsible party to the Marine Environment Protection of the South East Asian Seas (MEPSEAS) Project, the Maritime Industry Authority (MARINA), in collaboration with the Philippine Coast Guard (PCG), and in cooperation with the International Maritime Organization (IMO), strengthened Philippine mechanism for the effective implementation of the International Convention on the Control of Harmful Anti-fouling Systems in Ships (AFS Convention) and International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), through the conduct of Compliance Monitoring and Enforcement (CME) National Workshop from 23 to 26 November 2021 via video conferencing.

The four-day CME National Workshop aims to present the National Guidance Document (NGD) to the concerned government agencies and stakeholders for them to share their views and insights, gather valuable comments/inputs and resolve gaps and disparities for the effective implementation of the said two (2) IMO Conventions.

The draft NGD is a result of the CME Remote Programming Exercise which was attended by the three (3) CME National Experts from the Philippines. The said document will serve as a basis of the flag State implementation and Port State Control administrative procedures for the AFS and BWM Conventions.

The CME Workshop was spearheaded by the CME International Consultant, CME National Experts, resource persons from the Philippine maritime administration and private stakeholders.



Countries	Conventions	National Task Force	Draft National Legislation	Draft National Policy Strategy	Ratification	Draft National Action Plan	National Training Institute Identified	National Training Experts Identified	National Training on Implementation	Detailed Draft Regulations	CME Training	Draft Port/Flag State Control Procedures	Pilot Launch of PSC Inspection in Key Port
 Philippines	AFS												
	BWM												

Source: Maritime Industry Authority – Overseas Shipping Service (MARINA – OSS), October 2022



International Maritime Solid Bulk
Cargoes Code (IMSBC Code)

The carriage of goods by ships from one point to another involves possible serious hazards including collisions, sinking, fire, stranding, or even capsizing due to improper cargo distribution, chemical reaction of goods or liquefaction of solid bulk cargoes which reduces the stability of ships.

Realizing these risks, the International Maritime Organization (IMO) deemed it necessary to address potential causes of marine casualty through extending the mandatory provisions governing the carriage of solid bulk cargoes enshrined in Chapter VI of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), as amended, to conceptualizing and adopting the International Maritime Solid Bulk Cargoes (IMSBC) Code on 4 December 2008, by resolution MSC.268(85), and entered into force on 01 January 2011.

The IMSBC Code aims to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated².

In order to capacitate Member States, the IMO reached out thru the Integrated Technical Cooperation Programme (ITCP) through which a National Workshop on the Implementation of the International Maritime Solid Bulk Cargoes (IMSBC) Code, with Special Focus on Cargoes that may liquefy, was conducted on 27–30 June 2017.

As part of the conclusions made during the workshop, the Philippine maritime administration is expected to determine the competent authority to implement the IMSBC Code. Realizing the fragmented administration of maritime laws in the Philippines, several inter-agency meetings were called to ascertain the appropriate agency or instrumentality of the government to implement the IMSBC.

In attempt of this determination, the OSS-Cooperation and Strategic Maritime Initiatives Division (OSS-CSMID) initially drafted a Department Order, to be issued by the Department of Transportation (DOTr), establishing an inter-agency committee for the implementation of the IMSBC Code. Realizing the participation of agencies other than those that are directly under or attached to the DOTr, the draft was made to extend to the Department of Environment and Natural Resources (DENR) and Department of Science and Technology (DOST) through a Joint Department Order.

In view of the recent developments to the IMSBC Code and concerns raised by the stakeholders, a series of consultative meetings were made in 2021 to include, among others, Department of Environment and Natural Resources (DENR), Department of Agriculture (DA), Mines and Geosciences Bureau (MGB) and Bureau of Agriculture and Fisheries Standards (BAFS).

To strategize for the immediate passage and formalization of the document, the Joint Department Order is converted into an Executive Order for the Creation of an Inter-Agency Committee on the Implementation of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

² <https://www.imo.org/en/OurWork/Safety/Pages/CargoesInBulk-default.aspx#:~:text=The%20primary%20aim%20of%20the,shipment%20of%20certain%20types%20of>

IMO Member State Audit Scheme (IMSAS)

Recognizing the long-term and incessant effects of COVID-19 pandemic on a global scale, the International Maritime Organization (IMO) anticipates the difficulties in conducting on-site audits related to logistical and travel arrangements. The 125th Session of the IMO Council last 28 June to 02 July 2021 approved the remote mechanism for the IMO Member State Audit Scheme (IMSAS) with the possibility of on-site audits, subject to actual circumstances in the subject countries.

Based on earlier arrangements, the country was initially scheduled to undergo the audit in October 2021. However, the IMSAS audit has been further deferred to October 2023, following the revision of the overall IMSAS audit schedule. Nonetheless, the maritime administration views this as an opportunity to further solidify its groundwork.

House Committee on Transportation Approves the Unified Administrative Bill on Maritime Instruments

The transposition of international maritime instruments and its subsequent amendments into national law will fulfill a major obligation of the Philippines as a responsible Member State of the IMO – to address the finding of the Voluntary IMSAS (VIMSAS) in 2009, and consequently, to eliminate the possible recurrence of the finding under IMSAS in 2023.

A detailed review of the Consolidated Audit Summary Reports covering sixty-eight (68) audits from 2016 to 2019 revealed that a common root cause of ineffective implementation and enforcement of flag, coastal, and port State requirements is the lack of national legislation and insufficient capacity to promulgate and update national provisions.

The legislative body has conveyed its full support to address the deficiency, which has been evident in the four (4) House Bills and one (1) Senate Bill providing a maritime code for the full and effective implementation of relevant international maritime instruments filed during the 18th Congress.

Thus, the Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG), and Philippine Ports Authority (PPA) participated in the Inter-agency Technical Working Group (TWG) constituted by the Department of Transportation (DOTr) to redraft the Bills filed during the 18th Congress. Under the guidance of the Presidential Legislative Liaison Office (PLLO), the TWG established a unified administrative version.

On 13 October 2021, the efforts of the Committee on Transportation related to the consolidation of House Bill Nos. 0333, 5222, 5758, and 6217 materialized with the Committee approval of the substitute Bill entitled, **“International Maritime Instruments Domestication Act”**.

The House Committee on Transportation, through its Chair, Rep. Edgar Mary S. Sarmiento, sponsored the substitute consolidated Bill nominated as House Bill No. 10612 on 24 January 2022. The substitute Bill was approved on Second Reading on the same day.

On 31 January 2022, the Congress, with an overwhelming vote of 192 yeas over zero nays, approved the Bill on Third Reading.

IMSAS Council Approves and Adopts the Cross Table of Responsibilities and the Philippine Maritime Strategy



In its meeting last 10 June 2020, the Inter-agency Council on the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) approved and adopted the Cross Table of Responsibilities and the Philippine Maritime Strategy on the Implementation and Enforcement of Relevant IMO Instruments for 2020-2024.

The Cross Table of Responsibilities and Philippine Maritime Strategy are two vital documents for the mandatory audit in October 2023.

The Cross Table is a useful reference tool delineating the specific functions of the agencies relating to the common areas, and flag, port, coastal State obligations under the IMO Instruments Implementation Code (III Code) or the IMSAS audit standard. For a maritime administration such as the Philippines, the sharing of responsibilities among several entities poses a serious challenge in ensuring the full and effective implementation and enforcement of applicable instruments. To address this, one of the outputs of an Inter-agency Writeshop in 2019 is the Cross Table of Responsibilities.

The same Writeshop also drafted the Philippine Maritime Strategy which aims to ensure that the flag, port, and coastal State responsibilities are met. As a recommendation under the audit standard, the absence of the strategy was an observation of the Voluntary IMSAS (VIMSAS) in 2009,

as well as the mock audits. Hence, the issuance of IMSAS Council Resolution No. 01 which approved and adopted the five-year Strategy as the National Work Programme partly resolves and possible recurrence of the observation.

The 2nd Council Meeting was attended by high-level representatives such as the Department of Transportation (DOTr) Assistant Secretary for Maritime Vice Admiral Narciso A Vingson Jr as Chairperson, former Department of Foreign Affairs (DFA) Maritime and Ocean Affairs Office Assistant Secretary Generoso D.G. Calonge, and Philippine Coast Guard (PCG) Commandant Admiral Leopoldo V Laroya (then Deputy Commandant for Operations), and Maritime Industry Authority (MARINA) Deputy Commandant for Operations Engr. Nannette Z. Villamor-Dinopol. Likewise, participants Philippine Ports Authority (PPA) and Cebu Port Authority (CPA) attended the meeting, on behalf of their General Managers.

Meanwhile, the pandemic has imposed certain implementation challenges and roadblocks in the completion of deliverables under the Strategy. Thus, the Overseas Shipping Service reviews and updates the document, in consonance with the proposed modifications and adjustments of implementing agencies.

Nonetheless, MARINA, consistent with the Strategy, achieved most of its deliverables from 2020 to 2021 including the following:

- Gap analysis report on the implementation of relevant international maritime instruments
- Capacity building of personnel involved in the promulgation of maritime legislations
- Administrative Order No. 04-20 entitled Guidelines on Communication of Information to the IMO
- Development of Ship Survey System (3S) Manual
- Memorandum Circular No. 2018-01 entitled Rules on the Accreditation of Recognized Organizations Performing Statutory Certification and Services for Philippine Shipping Companies and their Philippine-Registered Ships, on Behalf of the Administration
- Development of Competency Framework for Flag State Surveyors
- Drafting of Implementing Rules and Regulations on SOLAS, MARPOL, COLREG, LOADLINE and TONNAGE Conventions
- 100% participation in IMO Committee and Sub-Committee Meetings
- Administrative Order No. 41-21 entitled Guidance on Interpretations Regarding Implementation of International Statutory Requirements which contains «to the Satisfaction of the Administration»
- 0% of international ships involved in very serious marine casualty compared to the total number of flagged vessels
- Memorandum Circular No. MS-2020-02 entitled Rules on the Conduct of Oversight Function of MARINA in the Delegation as Flag State Administration
- Draft Circular on the Conduct of Marine Safety Investigation

DOTr Designates MARINA as IMSAS's Single Point of Contact

By virtue of Department Order No. 2021-010, the Department of Transportation authorized the Maritime Industry Authority (MARINA) to designate the Philippines' Single Point of Contact (SPC) for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS). This is in compliance with the auditee Member State's responsibility to designate an SPC who shall serve as the key partner of the IMO Secretary-General and Audit Team Leader.

In view of the critical role of the SPC, the Department Order requires that he/she is knowledgeable on the framework, procedures, and standard of the mandatory audit scheme, and obligations of maritime agencies to be audited.

Consistent with the above-mentioned qualifications, former Overseas Shipping Service Director and currently, Maritime Attaché Atty. Jean Ver P. Pia, PhD has been formally designated as IMSAS SPC. Moreover, in line with the IMO's protocol, all communications and matters related to the audit will be coursed and coordinated through her.



Philippine Maritime Administration Concludes Inter-agency Mock Audit and Gears-up for Internal Assessments



The Philippine maritime administration, in its effort to assess its readiness for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) and simulate the actual audit, conducted an Inter-Agency Mock Audit on 25 May to 05 June 2018, consistent with the Framework and Procedures on the IMSAS, IMO Instruments Implementation Code (III Code) as audit standard, and Auditors' Manual for the IMSAS.

As a conclusion to the mock audit cycle, the Verification Audit of the Department of Transportation (DOTr), Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Cebu Port Authority (CPA), Subic Bay Metropolitan Authority (SBMA), National Telecommunications Commission (NTC), National Mapping and Resource Information Authority (NAMRIA), and Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) was held last 20-24 January 2020. A composite team of auditors from MARINA, PCG and PPA was constituted to facilitate and assess

the effectiveness of corrective actions implemented by the above-mentioned entities.

The said team was able to close out seventeen (17) findings, out of the forty-five (45) findings and three (3) observations. The difficulty in fully resolving the findings and observations was attributed by the auditee agencies to the overlapping and duplication of functions, delay in the approval of policy issuances and lack of continuity due to frequent change in the administration. Hence, the Audit Closing Meeting recommended to (a) terminate the current cycle of the mock audit to give way to another cycle of internal assessment, and (b) establish or reconstitute their respective internal committees which will exclusively handle matters on IMSAS, to ensure continuity of IMSAS activities, and convene regular meetings and agency assessments.

In preparation for the Internal Assessments, MARINA undertakes the hiring of a technical consultant who will lead the said activity for all the involved agencies.

IMSAS Technical Working Group Holds Writeshop on the Pre-audit Questionnaire

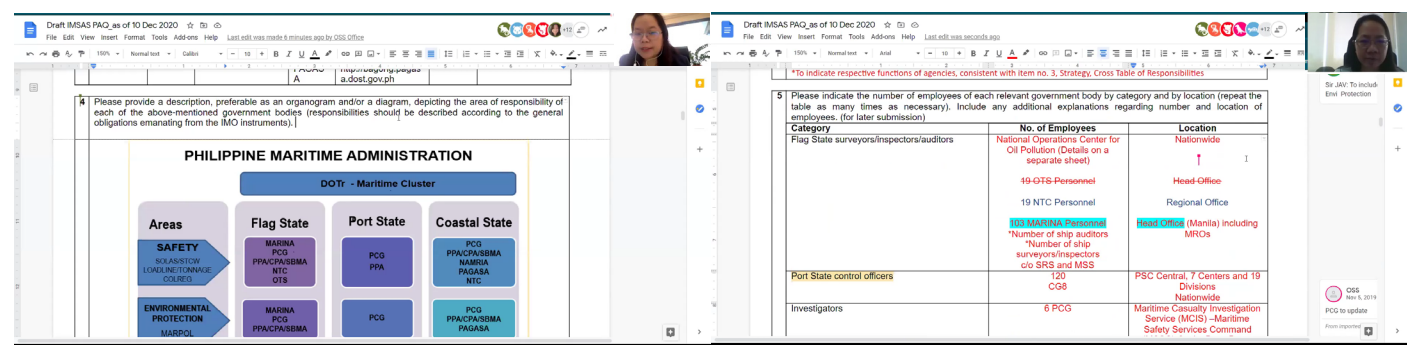
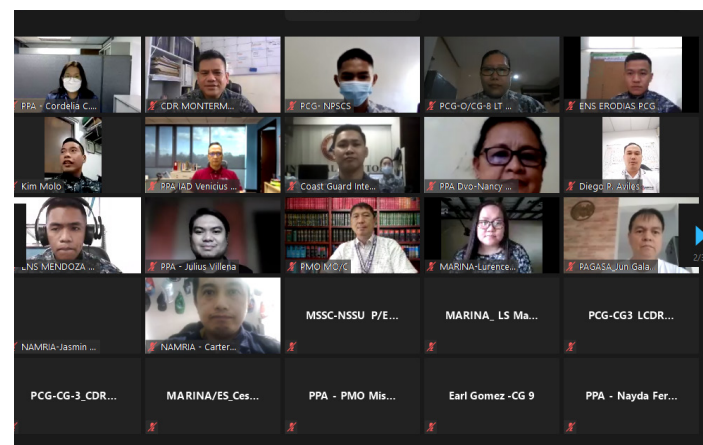
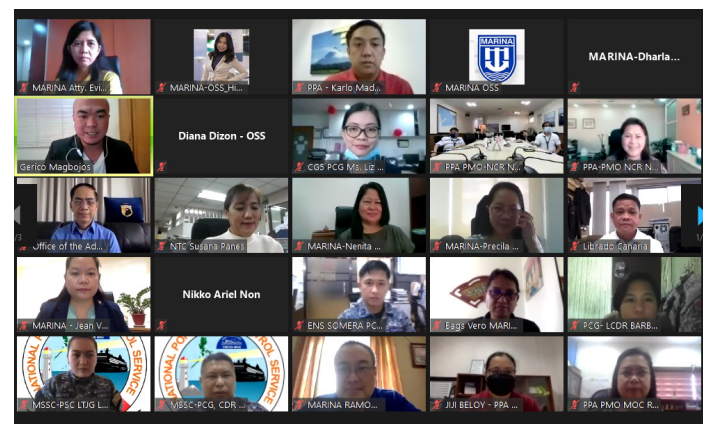
As part of the preparatory groundwork for the audit, the Philippine maritime administration initiated a series of Writeshops since 2017 that were instrumental in the data gathering and vetting process for the Pre-Audit Questionnaire (PAQ). The PAQ is a documentary requirement of the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) that aims to provide an overview on the flag, port and coastal State administration.

The two-part Writeshop dated 19 February and 03 March 2021 revisited the draft PAQ to thoroughly prepare and review the submission

before subjecting it to external scrutiny. In her speech, Engr. Nannette Z. Villamor-Dinopol, Maritime Industry Authority (MARINA) Deputy Administrator for Operations, underscored the importance of the document as the Philippine maritime administration's "first line of defense" that will serve as basis for the planning and initial assessment of the audit team.

During the initial procedure of the audit scheme, the IMO will provide the Member State with the PAQ wherein the latter will be given two (2) months to return the duly-accomplished questionnaire. Subsequent to the initial submission, it may still be updated, as appropriate, not later than three (3) months before the audit. Hence, another Writeshop will be organized in 2022 to ensure the accuracy of the inputs in the existing draft PAQ.

Meanwhile, member agencies of the IMSAS Council and Technical Working Group were represented in the Writeshop. Key personnel from the Department of Transportation (DOTr), MARINA, Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Cebu Port Authority (CPA), Subic Bay Metropolitan Authority (SBMA), National Mapping and Resource Information Authority (NAMRIA), National Telecommunications Commission (NTC), and Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) actively participated in the provision and validation of inputs in the PAQ.



MARINA Spearheads Refresher Courses on IMSAS

SCOPE

Obligations and responsibilities

- Cover those obligations and responsibilities contained in the applicable IMO instruments, to the extent that such instruments have entered into force for the Member State and under which the Member State is required to act in its capacity as flag, port and coastal State.

RESPONSIBILITIES

Member State

- fully facilitating the audit;
- agreeing with the Sec-Gen on the the audit team leader and the total membership of the audit team;
- responding to audit team findings by preparing a program of actions;
- authorizing the release of the executive summary report, corrective action plan and comments on the progress of implementation of corrective action plan;



As a continuation of the capacity building activities for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS) and follow-through action of the Verification Audit, officials and key personnel from relevant maritime entities participated in a series of virtual refresher courses. The Webinars were held last 26 June and 21 March 2020 respectively with IMSAS expert and MARINA Director Jose Venancio A. Vero Jr. as resource speaker.

Feedback from the various agencies demonstrates that the Webinars have been

effective in providing a comprehensive background on the audit scheme – its framework, procedures, and standard. The discussions particularly focused on the contracting government, flag, port, and coastal State obligations, pursuant to the applicable IMO instruments.

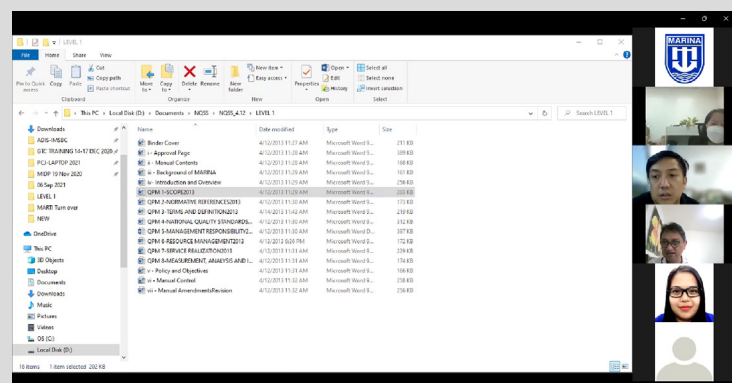
As a best practice, the IMSAS Council and Technical Working Group directed the Overseas Shipping Service, as Secretariat, to regularly organize Webinars or any other similar activity, in order to cope with organizational and administrative changes.



QUESTION AND ANSWER



MARINA, PCG, and PPA Initiates the Development of IMSAS National Quality Standard System



The development of a National Quality Standard System (NQSS) for IMSAS emerged as a recommendation of the Inter-Agency Writeshop on the Pre-Audit Questionnaire. Having realized the challenges posed by the fragmented structure of the Philippine maritime administration and shared responsibilities on the applicable Conventions, it was suggested that a harmonized system of procedures and standards may be needed.

The initiative involves the constitution of a core team with several volunteers from the Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG) and Philippine Ports Authority (PPA). On 07 September 2021, the team was convened to kickstart the development of NQSS as part of the groundwork for IMSAS.

As way forward, the following next steps were determined:

- Identification of agency focal points for the IMSAS NQSS;
- Operationalization of the IMSAS Portal and provision of inter-agency access for the uploading of pertinent documents and references;
- Conduct of awareness training on ISO 9001:2015 and IMSAS refresher course; and
- Formulation of a roadmap with the timeline of activities, expectations, documentation needed and specific responsibilities.

IMSAS Technical Working Group Undertakes Gap Analysis

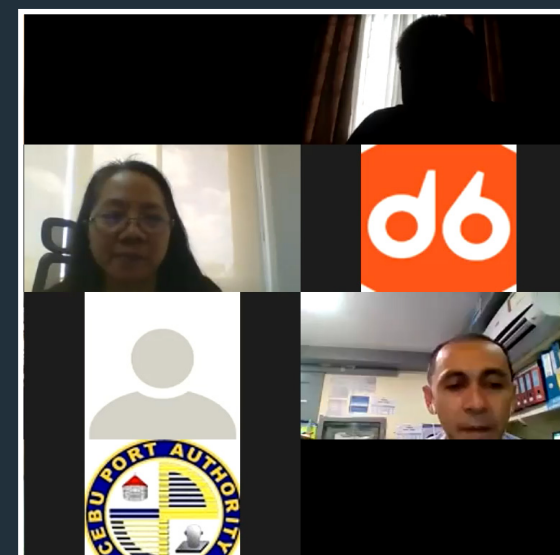
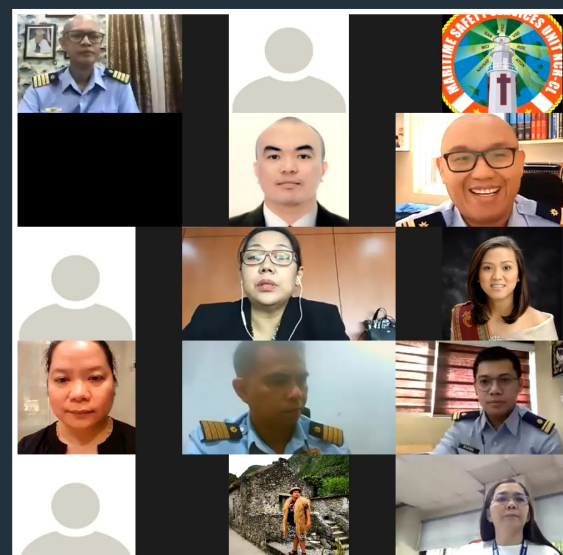
As a parallel effort to the mock audits and assessments in identifying potential findings and observations, member agencies of the IMSAS Technical Working Group conducted a gap analysis during the last quarter of 2020, based on the 2019 Non-Exhaustive List of Obligations (NELO) under Instruments Relevant to the IMO Instruments Implementation Code (III Code).

The NELO is reviewed and updated every two (2) years by the IMO. It is a guidance document enumerating the specific obligations of the State under

maritime instruments related to (a) safety of life at sea, (b) prevention of pollution from ships, (c) standards of training, certification and watchkeeping of seafarers, (d) load lines, (e) tonnage measurement and (f) regulations for preventing collisions at sea.

For the Maritime Industry Authority (MARINA), its IMSAS Internal Committee composed of Directors/Officers-in-Charge, Support Staff, and Convention Unit of the Overseas Shipping Service identified specific obligations of the Philippines as flag State as itemized in NELO. The output of the gap analysis has been useful in the identification, issuance or re-issuance of policies to fulfill its contracting government and flag State obligations such as the following:

- Memorandum Circular No. SR-2020-02 entitled Rules and Regulations on the Construction of Tank and Installation of Equipment to Collect, Store and Treat Sewage from Ships in Compliance to Annex IV of MARPOL 73/78, as amended
- Memorandum Circular No. SR-2020-06 entitled Rules and Regulations on the Mandatory Use of 0.50% MM Sulphur Limit on Fuel Oil for All Philippine Registered Ships in Compliance to Annex VI of MARPOL 73/78, as amended,
- Memorandum Circular No. SR-2021-01 entitled Revised Rules and Regulations on the Tonnage Measurement of Philippine-Registered Ships
- Memorandum Circular No. SR-2021-02 entitled Revised Rules and Regulations on Load Line Survey, Assignment, Marking and Certification for Philippine-Registered Ships
- Memorandum Circular No. MS-2021-01 entitled Rules and Regulations Governing Ships Carrying/ Storing/ Processing Liquefied Gases in Bulk
- Memorandum Circular No. MS-2020-02 entitled Rules on the Conduct of Oversight Function of MARINA in the Delegation as Flag State Administration
- Administrative Order No. 41-21 entitled Guidance on Interpretations Regarding Implementation of International Statutory Requirements which contains "to the Satisfaction of the Administration"



VI. PCG PROGRESS REPORT ON THE PH MARITIME STRATE

Table 4. Key Performance Indicators for Coastal State Performance

Goal	Performance Indicators	Targets	Actual Accomplishment	Responsible Office	Timeline	Remarks	Status
Meeting the obligations of coastal State	Ship reporting systems	A national regulation on ships reporting will be reviewed (with existing national legislation)	1	1	PCG CG-B/ MSC, SBMA	2020	
		A documented procedure for admission, training, updating and evaluation of VTS operators is established	1	1		2020	
	Vessel Traffic Service	Number of VTS operators trained in conformity with IALA recommendations	20	Postponed	PCG CG-B/ AMSC	2020	1. Training for 30 personnel is postponed due to COVID-19 pandemic. 2. Program of instruction (PCI) for VTS Operator's Course for Education and Training Board Certification
		Number of operating procedures for routine and emergency situations established and adopted	1	1		2020	
	Efficient pollution monitoring	Progress of preparation of National Oil Spill Contingency Plan	100%	Postponed	PCG CG-B/ MEPCOM	2020	The publication and information dissemination to the maritime stakeholders of the NOCOP was postponed due to the COVID-19 pandemic.

Legend: Completed ■ In Progress ■ Pending ■

VIII. SCHEDULE OF IMSAS ACTIVITIES FOR 2021

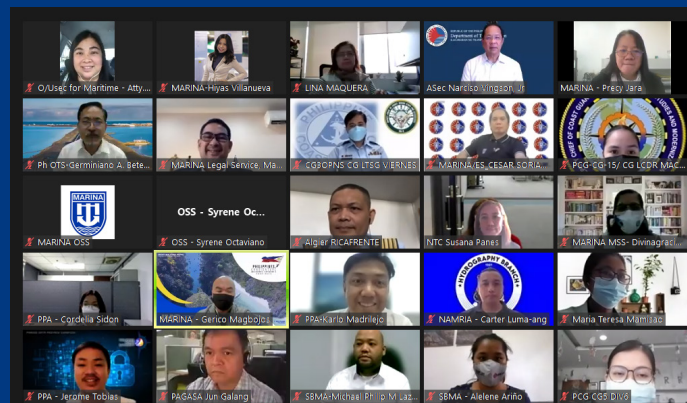
STATUS OF IMSAS AUDITS

- Six audit follow-up reports have been completed so far and made available through the Member State Audit module on GISIS to all Member States. Document-based audit follow-up is in progress for all remaining 14 audits conducted in 2016 and for seven (7) of the remaining 21 audits conducted in 2017.

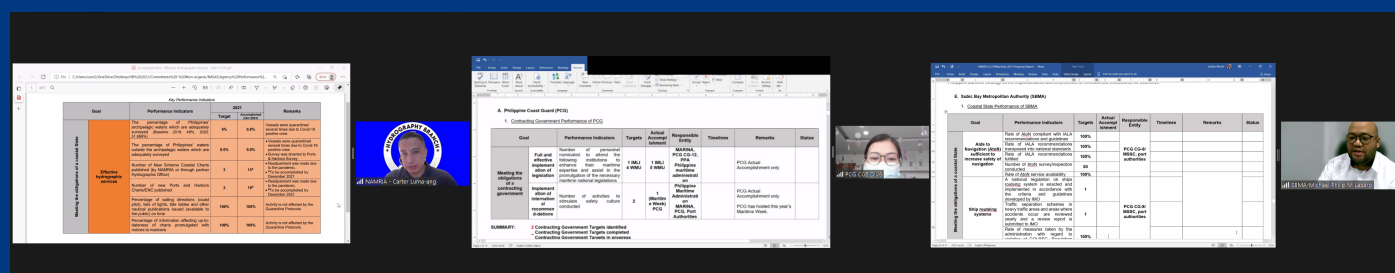
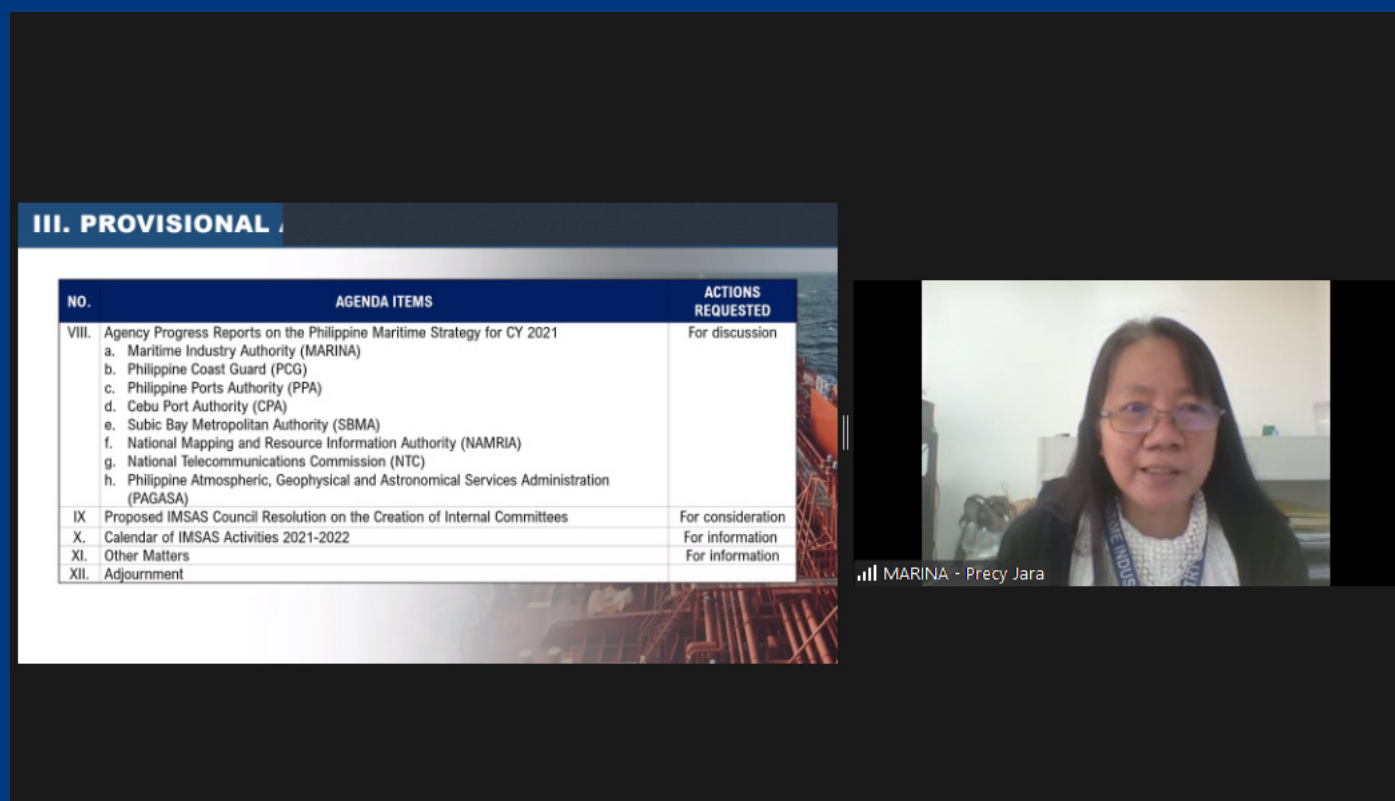
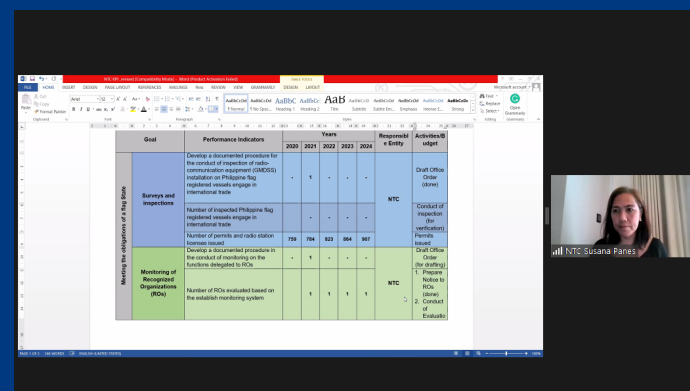
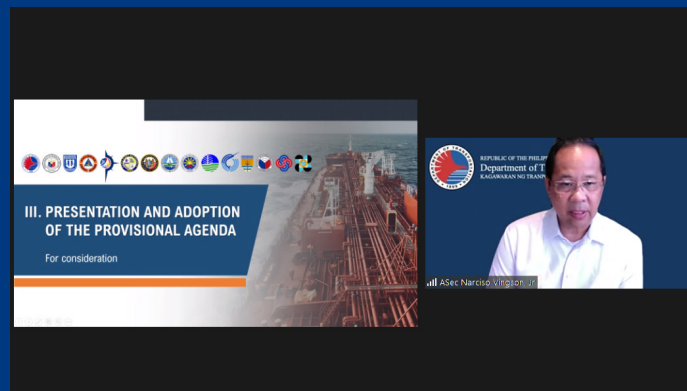
REMOTE MECHANISM FOR THE IMSAS AUDIT

- A remote audit mechanism is being considered should the implications of the COVID-19 pandemic, particularly travel restrictions, continue during 2021.
- A submission containing the proposal on said mechanism will be prepared for consideration of the IMO Council's 125th session, scheduled in June/July 2021.
- With these considerations, we shall strive for full compliance and ensure favorable results for the Philippines, despite the postponement of the IMSAS audit until 2022.

Thus, the agency's IMSAS Internal Committee regularly reviews and validates the status of deficiencies and actions undertaken to resolve them.



IMSAS Council and TWG Strengthen Inter-agency Coordination and Collaboration



The Council and Technical Working Group (TWG) on the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS), constituted by virtue of Executive Order No. 84, convened regularly from 2020 to 2021. Aside from being an avenue for strengthening coordination and collaboration, the meetings served as a mechanism to monitor compliance and performance of each member agency as flag, port, and coastal State entities, consistent with the key performance indicators in the Philippine Maritime Strategy. During the said period, seven (7) inter-agency meetings were conducted:

- 2nd IMSAS Council Meeting on 10 June 2020
- 3rd IMSAS TWG Meeting on 09 September 2020
- 4th IMSAS TWG Meeting on 24 November 2020
- 5th IMSAS TWG Meeting on 08 March 2021
- 3rd IMSAS Council Meeting on 14 April 2021
- 6th IMSAS TWG Meeting on 08 June 2021
- 7th IMSAS TWG on 08 November 2021

A recent move of the TWG is the endorsement of a draft Resolution for the approval of the Council which will direct member agencies to establish or reconstitute their internal committees on IMSAS. This is a follow-through action based on the recommendations of the mock audit and annual review of the Strategy, demonstrating the lack of mechanism within the implementing entities that monitors and ensures their compliance..

IMSAS Project Chart

As of 05 September 2022

A. Preparatory Activities

ACTIVITIES	TIMELINE	OPR	Status
2019			
1. Issuance of Executive Order No. 84, series of 2019	02 July	OP	
2. IMSAS Mock Audit Phase 1			
2.1 Inter-Agency Follow-Up Audit	07 February	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2.2 Inter-Agency Follow-Up Audit	July - September	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
	October - December	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	

ACTIVITIES	TIMELINE	OPR	Status
2.3 Pre-Verification Audit Meeting	25 November	MARINA, PCG, PPA	
3. Training/Workshop on the IMSAS Preparation for Maritime Administration	18-22 February	DFA, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, OTS, PAGASA	
4. Training Course for Auditors under the IMSAS	22, 24-27 April	DOTr, MARINA, PCG, NTC, NAMRIA	
5. Writeshop on the Drafting of a Philippine Maritime Strategy and Cross Table of Responsibilities	29-30 April	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
6. Inter-Agency IMSAS TWG Meetings	29 May	DOTr, MARINA, PCG, PPA, SBMA, NTC, NAMRIA, PAGASA	
	14 November	MARINA, PCG, PPA, CHED, PNP-MG	
7. Inter-Agency IMSAS Council Meeting	13 June	DOTr, MARINA, PCG, PPA, CPA, OTS, SBMA, NTC, NAMRIA	
8. Pre-Verification Audit Meeting	25 November	Auditors from MARINA, PCG and PPA	
9. Quarterly Reporting to Congress	September	MARINA OSS	
2020			
1. IMSAS Mock Audit Phase 1			
1.1 Inter-Agency Verification Audit	20-24 January	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2. Consolidation and Finalization of Cross Table of Responsibilities and Philippine Maritime Strategy	2 nd Quarter	MARINA-OSS (as IMSAS Council Secretariat)	
3. Submission of Progress Report on the Philippine Maritime Strategy and Gap Analysis on the 2019 Non-Exhaustive List of Obligations (NELO) under Instruments Relevant to the III Code	11 December	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
4. Inter-Agency IMSAS Webinar (Reorientation/ Refresher Course)	26 June	DFA, MARINA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, PNP-MG, SBMA, NTC, PAGASA	
	21 October	DOTr, DFA, MARINA, PCG, PPA, CPA, OTS, NAMRIA, CHED, PNP-MG, SBMA, NTC, PAGASA	

ACTIVITIES	TIMELINE	OPR	Status
5. Inter-Agency IMSAS Council Meetings	10 June	DOTr, MARINA, DFA, PCG, PPA, CPA	
6. Inter-Agency IMSAS TWG Meetings	09 September	DOTr, MARINA, DFA, PCG, PPA, OTS, NAMRIA, CHED, PNP-MG, SBMA, NTC	
	24 November	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
7. Quarterly Reporting to IMSAS Council/TWG and Congress	31 January	MARINA-OSS	
	30 April	MARINA-OSS	
	31 July	MARINA-OSS	
	31 October	MARINA-OSS	
2021			
1. Inter-Agency Writeshop on the Pre-Audit Questionnaire	19 February	DOTr, MARINA, PCG, PPA, CPA, SBMA, NAMRIA, NTC, PAGASA	
	03 March	DOTr, MARINA, PCG, PPA, CPA, SBMA, NAMRIA, NTC, PAGASA	
2. Revision and updating of Cross Table of Responsibilities and Philippine Maritime Strategy	April-July	DOTr, MARINA, PCG, PPA, CPA, SBMA, NAMRIA, NTC, PAGASA	
3. Development of National Quality Standard System (NQSS) on IMSAS			
3.1 IMSAS NQSS Meeting	07 September	MARINA, PCG, PPA	
4. Development of IMSAS Portal	January - December	MARINA	
5. Inter-Agency IMSAS Council Meetings	14 April	DOTr, MARINA, DFA, PCG, PPA, CPA	
6. Inter-Agency IMSAS Council Meetings	08 March	DOTr, MARINA, PCG, PPA, OTS, NAMRIA, CHED, BFAR, EMB, SBMA, NTC, PAGASA	
	08 June	MARINA, PCG, PPA, NTC	
	08 November	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
7. Annual Reporting to OP (CY 2020)	31 January	MARINA-OSS	
8. Annual Reporting to OP (CY 2020)	31 January	MARINA-OSS	
	30 April	MARINA-OSS	
	31 July	MARINA-OSS	
	31 October	MARINA-OSS	

ACTIVITIES	TIMELINE	OPR	Status
2022			
1. Updating of the IMSAS Pre-Audit Questionnaire (PAQ)			
1.1 Inter-Agency Writeshop on the IMSAS PAI	07-08 April	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
2. IMSAS Workshop (Strategy, PAQ, PAI)	16-19 August	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
3. Remote Assessment / Mock Audit			
3.1 Audit Team Meeting	21 April	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
3.2 Audit Team Leaders' Meeting	04 May	MARINA, PCG	
3.3 Audit Team Leaders' Meeting	14 September	MARINA, PCG	
3.4 IMSAS Refresher for Auditors	September/October (TBD)	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
3.5 Remote Assessment/Mock Audit	October (TBD)	DOTr, MARINA, PCG, PPA, CPA, SBMA, NTC, NAMRIA, PAGASA	
4. Development of National Quality Standard System for IMSAS			
4.1 IMSAS NQSS Team Meeting	TBD	MARINA, PCG, PPA	
4.2 Awareness Training (ISO, IMSAS)	TBD	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
4.3 Drafting of Roadmap (timelines, specific activities, expectations)	TBD	MARINA, PCG, PPA	
5. Development of IMSAS Portal	January to December	MARINA	
6. Inter-Agency IMSAS Council Meetings	09 November	DOTr, MARINA, DFA, PCG, PPA, CPA	
7. Inter-Agency IMSAS TWG Meetings	21 March	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
	13 June	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	
	12 October	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	

ACTIVITIES	TIMELINE	OPR	Status
8. Annual Reporting to OP (CY 2021) (contingent on the validation of Strategy KPIs by member agencies)	June 30	MARINA-OSS	
9. Quarterly Reporting to IMSAS Council/ TWG and Congress	31 January	MARINA-OSS	
	30 April	MARINA-OSS	
	31 July	MARINA-OSS	
	31 October	MARINA-OSS	
2023			
1. IMSAS Audit	October	DOTr, MARINA, DFA, PCG, PPA, CPA, OTS, NAMRIA, CHED, BFAR, EMB, PNP-MG, SBMA, NTC, PAGASA	

B. Actual Audit Activities¹

ACTIVITIES	TIMELINE	OPR	REMARKS	Status
1. All Member State informed of overall audit schedule	13 June 2019	IMO	Notification of audit schedule in October 2021	
	15 August 2019	MS	Confirmation of audit schedule and designated Single Point of Contact	
	04 May-03 August 2020	IMO	32nd Extraordinary Session of the IMO Council's adoption of the revised overall audit schedule which moved the Philippines' audit to October 2022	
	08 September 2021	IMO	Request for feedback on the revised overall audit schedule which will further postpone the Philippines' audit to October 2023	
	21 September 2021	MS	Confirmation of willingness to defer the Philippines' audit to October 2023	
	July 2021	IMO	125 th Session of the IMO Council adoption of the updated overall audit schedule which further postponed the Philippines' audit to October 2023	
2. Pre-Audit Questionnaire and Additional Pre-Audit Information sent to the Member State	TBD	SG		
3. Completed Pre-Audit Questionnaire and Additional Pre-Audit Information sent to IMO	TBD (2 months after receipt from IMO)	MS		
4. Selection of auditors by IMO	TBD	SG		

¹Source: IMO Resolution A.1067(28) – Framework and Procedures for the IMSAS

ACTIVITIES	TIMELINE	OPR	REMARKS	Status
5. Notification of auditors to Member State	TBD	SG		
6. Final selection of Audit Team	TBD	SG + MS		
7. Developing and negotiating the Memorandum of Cooperation, including authorization for release of the audit reports to the public or Member States	TBD	SG + MS		
8. Memorandum of Cooperation finalized and signed	TBD	MS + SG		
9. Preparation for the audit by the audit team	TBD	ATL		
10. Agreeing the audit plan	TBD	ATL + MS		
11. Opening meeting between the Audit Team and Member State	TBD	ATL + MS		
12. Audit closing meeting, draft audit interim report and draft executive summary report tabled	TBD	ATL + MS		
13. Draft audit interim report and draft executive summary report sent to the Member State and IMO	TBD	ATL		
14. Review of the draft interim report and draft executive summary report, including comments sent by the Member State	TBD	ATL + MS + SG		
15. Agreed interim report and executive summary report sent to the Member State	TBD	ATL		
16. Executive summary report released	TBD	SG		
17. Member State's corrective action plan, as appropriate, sent to Audit Team Leader and IMO	TBD	MS		
18. Corrective action plan released	TBD	SG		
19. Draft audit final report sent to the Member State and IMO	TBD	ATL		
20. Agreed audit final report sent to the Member State and IMO	TBD	ATL		
21. Member State's comments on the progress of implementation of corrective action plan sent to IMO	TBD	MS		
22. Audit team leader's mission report sent to IMO	TBD	ATL		
23. Feedback from the Member State sent to IMO	TBD	MS		
24. Audit follow-up, as appropriate	TBD	SG		
25. Consolidated audit summary reports prepared as IMO meeting documents	TBD	SG		

Legend: Completed In Progress Not Started

Note: Items 4 and 7, as well as items 6 and 8 may proceed concurrently.

Legend: MS = Member State

SG = IMO Secretary-General

ATL = Audit Team Leader

IMSAS Project Chart
As of 05 September 2022



CROSS TABLE OF RESPONSIBILITIES

Revised as of October 2022

	Common Areas			Flag State activities					
	Strategy	Policy and Initial actions (Legislation)	Communication of Information to IMO	Implementation (Flagstate)	Delegation of Authority (Recognized Organizations)	STCW	Flagstate Surveyors	Flagstate Investigations	Enforcement (Flagstate)
Department of Transportation (DOTr)	X	X							
- Maritime Industry Authority (MARINA)	X	X	X	X	X	X	X	X	X
- Philippine Coast Guard (PCG)	X	X		X	X			X	X
- Philippine Ports Authority (PPA)	X	X							
- Cebu Port Authority (CPA)	X	X							
Subic Bay Metropolitan Authority (SBMA)	X	X							
Department of Information and Communications Technology (DICT)		X							
- National Telecommunications Commission (NTC)	X	X		X	X				
Department of Environment and Natural Resources (DENR)	X	X							
- National Mapping and Resource Information Authority (NAMRIA)	X	X							
Department of Science and Technology (DOST)		X							
- Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA)	X	X							

Source: MARINA-Overseas Shipping Service, October 2022

CROSS TABLE OF RESPONSIBILITIES

Revised as of October 2022

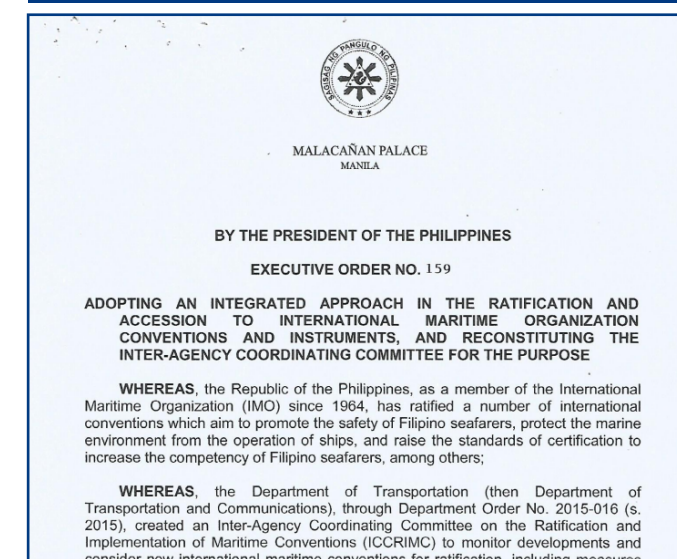
Coastal State activities										Port State activities					
Implementation (Coastalstate)	Search and Rescue (SAR)	Radiocommunication	Aids to Navigation (Aton)	Hydrographic Services	Vessel Traffic Services	Ships Routing	Ship Reporting System	Meteorological Services	Enforcement (Coastalstate)	Implementation (Portstate)	Port State Control (PSC)	Reception Facilities	Registry of Fuel Suppliers	IMDGCode	Enforcement (Portstate)
													X		
X	X	X	X		X	X	X		X	X	X	X			X
X			X		X	X				X		X		X	
X			X		X	X				X		X		X	
X			X		X	X	X			X		X		X	
		X													
								X				X			X
X				X											
								X							



Inter-agency Coordinating Committee to Facilitate the Ratification and Accession to and Implementation of Maritime Conventions (ICCFRAIMC)

Following the guidelines and health protocols issued by the Inter-agency Task Force for the Management of Emerging Infectious Diseases (IATF), the Philippine maritime administration was prohibited from organizing face-to-face meetings to stem the transmission of the coronavirus. Regardless, then Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) is not swayed from reaching its members via remote means such as video conferencing and electronic mails, to ensure laying the groundwork for the possible ratification of and/or accession to applicable maritime instruments

A Renewed Commitment: ICCRIMC Institutionalized



On 28 December 2021 by virtue of Executive Order (EO) No. 159, series of 2021, President Rodrigo Roa Duterte ordered the adoption of an integrated approach in ascertaining the applicability of IMO maritime conventions for possible ratification/accession. The country's commitment to stay at the forefront of international maritime advances was demonstrated by the signing of the new EO.

Under the said EO, it is the policy of the State to find measures to improve its maritime sector by integrating and empowering the maritime administration, as well as researching and ratifying new maritime conventions and

instruments. Furthermore, EO 159 vests the State with the authority to conduct a national interest analysis in order to evaluate and ascertain on how a maritime convention or instrument will benefit the country.

Moreover, the EO has reconstituted and renamed the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) to the Inter-agency Coordinating Committee to Facilitate the Ratification and Accession and Implementation of Maritime Conventions (ICCFRAIMC).

The ICCFRAIMC is composed of the designated representatives from the following government agencies:

Chairperson:

- Department of Transportation (DOTr)

Vice Chairperson:

- Department of Foreign Affairs (DFA)

Members:

- Department of Science and Technology (DOST)
- Maritime Industry Authority (MARINA)
- Philippine Coast Guard (PCG)
- Philippine Ports Authority (PPA)
- Cebu Port Authority (CPA)
- Department of Agriculture - Bureau of Fisheries and Aquatic Resources (DA - BFAR)
- Department of Environment and Natural Resources - Environmental Management Bureau (DENR - EMB)
- Department of Environment and Natural Resources - Biodiversity Management Bureau (DENR - BMB)
- University of the Philippines - Marine Science Institute (UP - MSI)
- UP - Institute of Environmental Science and Meteorology (UP - IESM)

Secretariat:

- Overseas Shipping Service, MARINA

First ICCRIMC Meeting; Provides Updates on Priority IMO Conventions

Aiming to provide updates on the status of the country's priority International Maritime Organization (IMO) Conventions, the Maritime Industry Authority (MARINA), through the Overseas Shipping Service (OSS), convened the first Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) Meeting on 13 October 2021 via video conference.

As the first conducted Committee Meeting, the Department of Transportation (DOTr) Assistant Secretary for Maritime, VAdm Narciso A Vingson Jr, graced the said meeting by providing the body with a brief background and responsibilities of ICCRIMC for the realization of the priority IMO Conventions.

"In addition to its ratification efforts, the ICCRIMC covers an array of international commitments including the Marine Environment Protection of the South-East Asian Seas (MEPSEAS) and GloFouling Partnerships Project (GloFouling)," VAdm Vingson said.

"It serves as the National Task Force to ensure that the National Strategic Action Plans (NSAP) for both projects are carried out thereby promoting an integrated and sustainable maritime industry and guaranteed global competitiveness," VAdm Vingson added.

Furthermore, the Committee rationalized its institutionalization through tendering the draft Executive Order (EO) Constituting the Inter-agency Coordinating Committee to Facilitate the Ratification/Accession and Implementation of the Maritime Conventions before the Office of the President for the consideration of President Rodrigo "Roa" Duterte.

The said EO intends to provide policy directions and technical guidance as well as to ensure a systematic and integrated approach to the ratification of/accession to and implementation of priority maritime conventions.

Likewise in this meeting, the Committee initially drafted an ICCRIMC Resolution which seeks to adopt a formal document of member-agencies' commitment to lead in the efforts towards ratification of/accession to identified priority Conventions.

Member Agencies Connect through the ICCRIMC Portal

INTER-AGENCY COORDINATING COMMITTEE ON THE RATIFICATION AND IMPLEMENTATION OF MARITIME CONVENTIONS (ICCRIMC)

Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC)

Aiming to have integrated and systematic approach in ratifying and implementing the priority IMO Conventions, the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) was established through the Department of Transportation (DOTr) Department Order No. 2015-016.

The Committee is responsible on the following:

- Develops and adopts a national work programme
- Formulates a National Maritime Policy and Strategy to support its implementation
- Identifies resource requirements and proposes institutional arrangements
- Organizes and implements information campaigns
- Organizes and presents a series of seminars or workshops
- Develops a monitoring mechanism to assess progress
- Proposes, for Government approval, primary and supporting legislations
- Facilitates capacity development initiatives
- Holds regular meetings
- Performs such actions as may be necessary

Consistent with Republic Act No. 11032 or "An Act Promoting Ease of Doing Business and Efficient Delivery of Government Services, Amending for the Purpose of Republic Act No. 9485, Otherwise Known as the Anti-Red Tape Act of 2007, and for Other Purposes" and Department Order No. 2015-016, s. 2015, creating the ICCRIMC, the Overseas Shipping Service (OSS), in its capacity as the Committee Secretariat and acting under the instruction of its then OIC-Administrator, VAdm Narciso A Vingson Jr, introduced innovations to ensure a more systematic and integrated approach in performing the functions of the ICCRIMC by developing an online platform which shall provide a convenient system of communication, monitoring, and reporting to the member agencies.

The development of the ICCRIMC online portal aims to:

- Prompt the members of the ICCRIMC or Technical Working Group (TWG) with notice of the scheduled meetings or enable them to view the calendar of activities, Resolutions, reference documents, and status of commitments;
- Authorize each member agency to make modifications on, alter, edit, and revise the Ratification Roadmap, as sanctioned by the ICCRIMC, or in view of the designated task or updates made thereon;
- Integrate into the system a means to submit a comment or additional input on a specific document available;
- Authorize the members to download materials and documents for their reference;
- Enable all members to use the portal as the primary medium for submission of requirements needed/requested; and
- Be used for any other relevant activities of the ICCRIMC (portal may be used.)

Association of Southeast Asian Nations (ASEAN)

Aiming to establish harmonious relationships among neighboring countries, 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.

In light with ASEAN's work on post-2015 vision and with the successful conclusion of Brunei Action Plan (BAP), ASEAN Transport Ministers agreed to formulate the transport vision for post-2015 and develop the successor of BAP, namely ASEAN Transport Strategic Plan or Kuala Lumpur Transport Strategic Plan (KLTSPP). The KLTSPP is a 10-year masterplan for the ASEAN transport sector which aims to enhance regional economic integration.

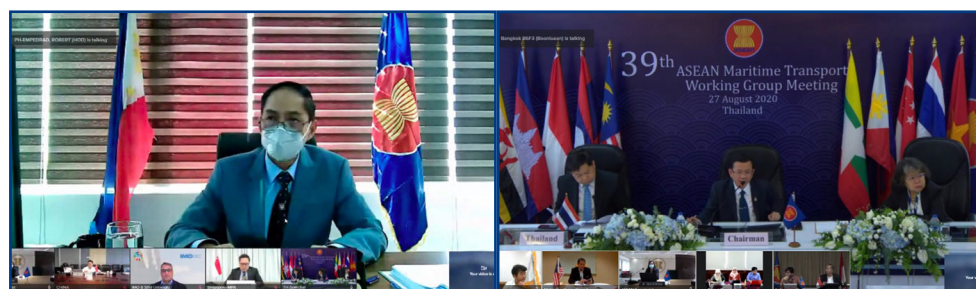
ASEAN Maritime Transport Working Group Meetings

The Philippines actively participates in the ASEAN Maritime Transport Working Group (MTWG) Meeting. It is the principal coordinating and implementing arm of the ASEAN Senior Transport Officials Meeting (STOM) that advances maritime transport-related programs, projects, and activities under the KLTSPP.

The ASEAN MTWG Meetings and Senior Transport Officials Meetings are being conducted twice a year to monitor the progress in the implementation of the KLTSPP (2016-2025) and discuss various ASEAN transport-related initiatives between ASEAN Member States (AMS) and Dialogue Partners.

The MARINA, as part of the Philippine Delegation, attended the following meetings in 2020 to 2021:

- 39th ASEAN Maritime Transport Working Group (MTWG) Meeting 27 August 2020 via video conference



The Philippines, through the Maritime Industry Authority (MARINA), committed itself to becoming a major international hub for crew change during the 39th Meeting of the Maritime Transport Working Group of the Association of Southeast Asian Nations (ASEAN).

The MARINA Administrator, VAdm Robert A Empedrad, who headed the Philippine Delegation, said that the Philippines as a responsible member of the international maritime community continues to cooperate with Member States for the facilitation and safe movement of the world's seafarers noting their importance in the stability of the global seaborne trade.

- 13th ASEAN-China Maritime Consultation Meeting (ACMCM) and 40th ASEAN Maritime Transportation Working Group (MTWG) Meeting and Related Meetings 09-10 March 2021 via video conference



Headed by Ms. Precila C. Jara, Officer-In-Charge of the MARINA's Overseas Shipping Service (OSS), the Philippines shared its plans, updates, and interventions regarding port and land transport infrastructure development, capacity improvement of the ASEAN network ports, Davao-General Santos-Bitung Route Ro-Ro operation, policies/best practices on the improvements of the quality and efficiency of the Safety, Health and Environmental (SHE) management in ports, ASEAN Green Ship Strategy, best practices on maintaining efficient port operations, as well as on crew change and seafarers' repatriation during pandemic or crisis, ASEAN-China Maritime Transport Studies, and ASEAN-India Maritime Transport Cooperation Agreement.

- 51st ASEAN Senior Transport Officials Meeting (51st STOM) 09-10 June 2021 via video conference
- 41st ASEAN Maritime Transport Working Group Meeting 04 October 2021 via video conference



The Philippine Delegation, headed by the Maritime Industry Authority (MARINA) Overseas Shipping Service Officer-In-Charge, Ms. Precila C. Jara, shared the country's best practices in ensuring continuity of port terminal operations and facilitation of crew change as well as repatriation of seafarers, in response to the health crisis brought by the COVID-19 pandemic.

The country likewise reiterated in the said meeting the six (6) ports that have been designated as international maritime hub and gateway ports for crew change operations. These include the Port of Manila, Port of Cebu, Port of Batangas, Port of Subic, Port of Bataan, and the Davao Sasa Port.

ASEAN Regional Forum (ARF)

The ASEAN Regional Forum (ARF) Workshop on Ferry Safety aims to deepen the communication and cooperation with ARF Member States, and to establish a platform in sharing experiences on ferry safety-related issues in the Asia - Pacific Region.

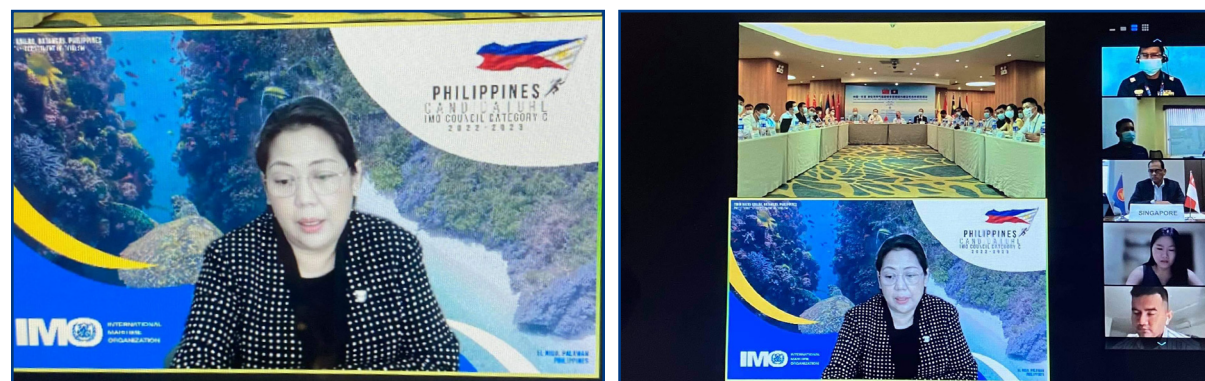
The MARINA, as part of the Philippine Delegation, participated in the following activities:

- ASEAN Regional Forum (ARF) Training on Ferry Safety Capacity Building 22-25 June 2021 and 05-09 July 2021

The training explored the root causes of ferry accidents, and discussed new technologies and measures of ferry safety management, as well as a comprehensive management mechanism for ferry safety.

- 17th ASEAN Regional Forum Inter-Sessional Meeting on Counter-Terrorism and Transnational Crime (ARF ISM on CTC) 22 April 2021

China-ASEAN LNG Ship Safety Management Training Program



The Philippines, through the MARINA, participated in the First China-ASEAN LNG Ship Safety Management Training Program held virtually on 23 to 29 September 2021. The MARINA Deputy Administrator for Operations, Engr. Nannette Z. Villamor - Dinopol, was also invited to be one of the guest speakers for the opening ceremony of the program.

Engr. Dinopol shared that in the Philippines several efforts to further develop the LNG industry are being initiated by the Philippine government with the full support from non-government organizations. She also added that various national government agencies are mandated to develop and implement effective, efficient, and innovative programs and initiatives on LNG.

The training provided a collaborative stage for ASEAN Member States and other relevant stakeholders to share experiences and best practices on maritime management in this respect with a hope to improve the LNG ship safety management of ASEAN countries and strengthen multilateral cooperation between the region and China.

Brunei Darussalam-Indonesia-Malaysia-The Philippines East ASEAN Growth Area (BIMP-EAGA)

The Brunei Darussalam-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA) is a sub-regional economic cooperation designed to spur economic development in the lagging sub-economies. Established in 1994, BIMP-EAGA covers the underdeveloped and geographically remote areas in the four-member countries.

The MARINA, as part of the Philippine Delegation, attended the following meetings through our focal points, Atty. Maximo Bañares and Engr. Rizal Victoria:

2020

- Special BIMP-EAGA Cluster Meeting
21 December 2020
- Special Virtual Meeting BIMP-EAGA Sea Linkages Working Group (SLWG)
01 September 2020

2021

- 24th BIMP-EAGA Ministerial Meeting
11 October 2021
- BIMP-EAGA Webinar on Best Practices in Maritime Safety Amidst the Pandemic
15 September 2021
- 29th BIMP-EAGA Senior Officials Meeting and 24th Ministerial Meeting (SOM/MM)
05 and 11 October 2021
- Transport Cluster Meeting
19 August 2021
- Sea Linkages Working Group Meeting
05 August 2021
- 2021 BIMP-EAGA Strategic Planning Meeting
22 April 2021
- Sea Transport Cluster Mini Strategic Planning Meeting
30 March 2021
- Sea Linkages Working Group Mini Strategic Planning Meeting
19 February 2021
- National Secretariat and Clusters/Working Groups Chair Meeting 2021 Strategic Planning Meeting
21 January 2021

A large container ship is docked at a port, with several blue and white cranes visible. The ship is loaded with colorful containers. The background shows a clear blue sky and a distant city skyline.

Asia Pacific Economic Cooperation (APEC)

The Philippines is one of the twenty-one (21) members of the Asia Pacific Economic Cooperation or APEC since 1989. APEC is a regional economic forum that aims to empower interdependent Asia-Pacific countries and promote “balanced, inclusive, sustainable, innovative and secure growth” for the people through the acceleration of regional economic integration.

The Philippines, through the Maritime Industry Authority, annually participates in the APEC Transportation Working Group (TPTWG), particularly to the Maritime Expert Group (MEG) Meeting. The main objective of APEC MEG is to foster “an efficient, safe, secure and competitive operating environment for maritime transport”. One of its priorities is to grow the efficiency of ports in the APEC region in order to help the Member Economies in upgrading and implementing their measures to strengthen their maritime security. All of these are being worked on while also becoming environment-friendly in their operations for development.

The Overseas Shipping Service (OSS) consistently coordinates all requests from the APEC Secretariat to MARINA’s APEC focal point. The MARINA, through the OSS, submits comments and/or inputs on Concept Notes and nominations to workshops and TWG meetings which are relevant to the fulfillment of the agency’s responsibilities and Development Plan.

It is also noteworthy that the MARINA participated during the APEC 49th Transportation Working Group (TPT-WG 49) Virtual Meetings, with Dir. Luisito U. delos Santos as one of the presenters. He presented an information paper on the Philippine Experience on Crew Change in the light of the present global pandemic at the Maritime Expert Group last 21 August 2020.

Further, the MARINA incessantly participates to the APEC SEN meetings, in coordination with the OSS and the Policy and Planning Service (PPS). The Seafarer Excellence Network of the Asia Pacific (APEC SEN) was established to design and implement innovative strategies and practical activities for seafarers in a diverse spectrum through a closely interconnected mutual cooperation with APEC. The organization likewise recognizes that the seafarers are the key maritime professionals directly linked to the sustainable growth and prosperity of APEC economies. Among the meetings participated by the MARINA last 2020 and 2021 were the APEC SEN Thematic Meeting on COVID-19 last 16 September 2020, APEC SEN Steering Council and Expert Group Meeting and Thematic on the Impacts of COVID-19 held last 20 October to 06 November 2020, and the 4th APEC SEN Steering Council and Expert Group Meetings convened from 24 May to 07 July 2021.

The overseas shipping sector plays a vital role in the country's economic development. In response to the operational realities in the overseas shipping sector and this Authority's regulatory/supervisory and promotional/developmental functions, the general functions of the OSS are, as follows:

Promotional Studies

1. Recommends the adoption and implementation or appropriate courses of action, policies and measures that would further the interest of the Philippines maritime industry;
2. Recommends the adoption review, updating, implementation and monitoring of the overseas shipping sector's plans, programs, projects, incentives system, financing schemes, standards, criteria, policies, rules, regulations, and guidelines for the development of a competitive overseas shipping fleet;
3. In coordination with other MARINA service units and other relevant agencies, determines trends on the utilization of Philippine registered domestic ships in the overseas trade, freight/charter rates and the financial performance of Philippine overseas shipping companies; and
4. Undertakes evaluation, reviews and analysis of the present and future economic and commercial shipping trends, practices and markets, regulation systems covering ocean freight services including ocean intermediaries such as ship agents, ship management companies and sea freight forwarders.

International Maritime Instruments

5. Undertakes or assists in the conduct of studies, review and evaluation of relevant international maritime instruments which may affect the Philippine maritime industry;
6. Prepares the position/information/discussion papers for ratification of/ accession to and/or implementation of said international maritime conventions, laws, codes, resolutions, rules and regulations, as applicable; and
7. Recommends the adoption, review, updating and implementation of laws, policies, rules, regulations, guidelines and measures, including advisories, in compliance with ratified international maritime conventions or relevant international maritime instruments issues/adopted by the international maritime and related organizations, to which the Philippines is a Party/ Member State.

Agreements

- 8.** Undertakes measures to implement related bilateral agreements entered into by the Philippines;
- 9.** Undertakes all the necessary administrative/technical arrangements and maintains transparency relative to bilateral relations and negotiation process in coordination with the bilateral partners and prospective partners and with relevant government agencies and private sector associations/entities;
- 10.** Provides assistance in the formulation of criteria that will serve as guidepost of parties during negotiations involving bilateral shipping agreements;
- 11.** Maintains/coordinates relations with the provides position/information papers and the necessary technical advice to relevant government agencies involved in the implementation of bilateral and multilateral shipping agreements/arrangements and international, regional and sub-regional maritime transport agreements/arrangements directly affecting the Philippine maritime industry;
- 12.** Participates in the negotiations of bilateral multilateral shipping agreements and international, regional and sub-regional maritime transport agreements/arrangements; and
- 13.** Monitors the progress of the commitments of the different flag state administrations to such agreements/arrangements vis-à-vis the country's progress thereon.

Flag State Functions

- 14.** Evaluates and recommends appropriate action on all applications/requests or overseas shipping companies/maritime entities relating to accreditation, acquisition of ships for overseas utilization of domestic ships in international trading, ship registration and documentation, special permits for temporary change in trading status or utilization of ships in the overseas trade, importation or marine engines/spare parts, incentives availment and related applications pursuant to existing MARINA policies, rules and regulations and their implementing rules and regulations;
- 15.** Coordinates with national and international agencies on the effective implementation of flag State administration functions;
- 16.** Monitors compliance of the Philippines with its obligation to generate and submit periodic and updated reports to the IMO, GISIS as well as to other international organizations, as may be required;
- 17.** Coordinates with other Flag State Administrations and Port State Control Authorities and international, regional and national organizations on policy matters affecting the management and operation of the Philippine international shipping sector;

- 18.** Conducts or participates in the conduct of public consultation in coordination with concerned Units of the Authority, relevant government agencies, private sector associations and other entities regarding issues and concerns on the provision of overseas shipping services, proposed laws, programs, projects, policies, rules, regulations and guidelines in relation to the briefing/orientation on newly approved issuances and international shipping developments;
- 19.** Recommends the development and maintenance of databases and monitoring systems on overseas shipping operations in terms of compliance of overseas shipping companies and Philippine flag ships with international maritime safety and environmental standards, existing MARINA policies, rules, regulations, guidelines and other requirements, in coordination with the relevant MARINA offices;
- 20.** Identifies external/internal information that will serve as inputs to the discharge of the regulatory/supervisory and promotional/developmental functions covering the overseas shipping sector, in coordination with appropriate services units of the Authority, private sector, shipping conferences/associations, local/foreign independent operators and relevant government agencies;
- 21.** Prepares response/reply to inquiries relating to the discharge of the regulatory/supervisory and promotional/developmental functions covering the overseas shipping sector; and
- 22.** Undertakes preparation of position/information/discussion papers on matters/issues relating to the discharge of the regulatory/supervisory and promotional/development functions covering the overseas shipping sector.

Representation in Meetings

- 23.** Conducts regular monitoring of the scheduled meetings of international, regional and sub-regional maritime organizations;
- 24.** Prepares and/or coordinates the preparation of all the necessary position/discussion/information/technical papers, including intended interventions, in collaboration with appropriate MARINA service units, concerned government agencies and private sector associations/entities for the consideration of Management, prior to the participation/attendance or designated MARINA officials/staff to such meetings;
- 25.** Represents the Authority in international maritime conferences, meetings and negotiations, as may be assigned by higher authorities; and
- 26.** Performs such other functions as may be assigned by higher authorities.

THE THREE DIVISIONS OF OSS

For efficient discharge of functions, the specific function of each Division and its sub-units are herein specified to ensure that all international commitments of the MARINA are monitored, operationalized and implemented.

A. Maritime Registry Division (MRD)

The MRD performs the regulatory and supervisory function of the OSS. Under the said function, the MRD evaluates all applications of the overseas shipping companies and other maritime enterprises or entities pertaining to the accreditation of overseas shipping companies and other maritime enterprises or entities. It likewise processes applications for the acquisition of ships either for purposes of availability of incentives/flag protection through importation/outright purchase/construction by local shipbuilders or by bareboat chartering/lease-purchase/ lease-irrevocable purchase. It also handles the registration of Philippine overseas ships by issuance of Certificate of Ownership/Certificate of Philippine Ship Registry, records of changes of ships documents ownership, annotation of mortgages and encumbrances and issuance of Certificate of Deletion from Philippine Registry. This includes the documentation of Philippine overseas ships through the issuance of safety, security and statutory certificates, Continuous Synopsis Record (CSR), Special Permit for the temporary utilization of domestic ships in the overseas trade and letter authority for supernumeraries / expatriates onboard Philippine-registered ships in international trade.

Other related applications being handled are applications under the Implementing Rules and Regulations (IRR) of RA Nos. 7471 and 9301, application for temporary/permanent conversion of status from domestic to international trading, application for the sale, charter/lease and subsequent arrangement of vessels in the international trade owned/operated by Philippine nationals for foreign-owned and controlled enterprises, and other relevant applications/ requests related to ship registration documentation and licensing.

The MRD likewise conducts monitoring by: a.) Maintaining and updating the (Register) registry of Philippine overseas ships, and records liens, mortgages and encumbrances of Philippine-registered overseas ships in the Book of Register; b.) Maintaining and updating the registry of other maritime enterprises; c.) Coordinating with the Bureau Internal Revenue (BIR) on monitoring payments or withholding taxes on bareboat charter hire and documentary taxes on overseas shipping-related transactions; d.) Undertaking monitoring activities for the Philippine registry of overseas ships, accreditation of overseas shipping companies and other maritime enterprises, special permits, bonds requirements, tax payments, Continuous Synopsis Record, Republic Act No. 7471, as amended, Statutory Certificates and others.

However, in September 2020, through the issuance of Special Order No. 487-20 Series of 2020, the functions of MRD were transferred to the MARINA Regional Office-National Capital Region (MRO-NCR) as its Overseas Shipping Section to perform the flag State functions pertaining to regulation and supervision of the Philippine flag registry to ensure their compliance with the international standards, which was then exercised by the OSS.

In furtherance of the MARINA's vision to be a strong and dynamic maritime authority of the Philippines, the MRD performs the following promotional and developmental functions:

- a. Supports and assists in formulating policies, rules and regulations that will promote and develop the Philippine Ship Registry and other maritime enterprises;
- b. Schedules periodic meetings with private stakeholders to strengthen the collaboration between them and MARINA and to involve them in MARINA's plans and programs;
- c. Improves services to its clients by streamlining the documentary requirements on applications, standard processing time, digitization of documents and speedy action on urgent requests of shipping companies involving Philippine-registered ships abroad on a 24/7 basis during weekends, non-working days and/or after office hours; and
- d. Provides an update to the MARINA Management on compliance rate of Philippine registered vessels in the different Port State control (PSC) Memorandum of Understandings.

B. International Shipping Development Division (ISDD)

The ISDD performs the promotional and developmental functions of the OSS. Pursuant to its mandate, the ISDD focuses on activities of various international organizations. It serves as the clearinghouse and repository of all information and pertinent documents relative to matters and activities involving organizations such as: International Maritime Organization (IMO), Association of Southeast Asian Nations (ASEAN), Brunei-Indonesia-Malaysia East Asian Growth Area (BIMP-EAGA), Asia-Pacific Economic Cooperation (APEC), International Labour Organization (ILO), and Asia Pacific Heads of Maritime Safety Agencies (APHOMSA).

The ISDD performs the following functions and responsibilities:

- a. Oversees all activities related to the fulfillment of the MARINA's commitment to international organizations. It operationalizes and monitors the status of implementation of agreements;
- b. Reviews existing policies and develops new policies on international commitments relative to matters concerning maritime transportation, in coordination with stakeholders;
- c. Serves as first point of contact of all information concerning international matters and provides necessary assistance to other service offices;
- d. Functions as focal group and liaison between the OSS, the Division and other concerned agencies/offices;
- e. Ensures representation of the MARINA to inter-agency technical committee meetings and conferences, participates in pre-departure briefings and post-activity briefings conducted by the Department of Transportation (DOTr) or Department of Foreign Affairs (DFA);
- f. Disseminates relevant information, advisories and policies on the commitments of MARINA to international organizations in coordination with relevant agencies/offices and responds to queries related thereto;

The IMO/ILO Matters Sub-unit shall have the following functions:

- a. Assists in the process of ratification of IMO and ILO Conventions/protocols;
 - b. Coordinates in the preparation of draft circulars and advisories adopting relevant IMO rules and regulations to be applied to ships registered in the Philippines and engaged in international voyage;
 - c. Prepares and coordinates the drafting of necessary information papers for the consideration of the MARINA Management in the participation of MARINA Management on Flag State Administration matters including but not limited to its intended interventions to relevant IMO Meetings;
 - d. Monitors IMODOCS regularly and farm them out to relevant offices/agencies for information or appropriate action;
 - e. Coordinates with other concerned government agencies and private sector on international issues affecting the operation and management of Philippine-registered vessels;
 - f. Coordinates with national and international agencies in the implementation of Flag State Administration functions;
 - g. Coordinates with other Flag State Administration and international, regional and national organizations on policy matters affecting the management and operation of the Philippine international shipping sector;
 - h. Acts as the Secretariat of the Multi-Agency Advisory Group on IMO Concerns (MAGIC); and
 - i. Performs other functions as may be assigned by higher authorities.
- g. Drafts reports with regard to international maritime activities of MARINA;
 - h. Keeps record of other necessary documents/papers relevant to the commitments of MARINA to international organizations and bilateral agreements needed by the Division;
 - i. In consultation with the Administrator, determines attendees to meetings or in case the MARINA could not be represented, requests the DFA or its respective posts to represent MARINA;
 - j. In coordination with the MARINA Human Resource Development Division (HRDD), coordinates with DFA and DOTr for the complete processing of travel authorities for the MARINA representative to meetings;
 - k. In coordination with the MARINA service offices, provides comments, position papers or interpretation to agenda items or issues, pertinent documents and reports; and
 - l. Performs other functions as may be assigned by higher authorities.

The ASEAN Sub-unit shall have the following functions:

- a. Coordinates with relevant government agencies and other ASEAN Member States in the fulfillment of the planned integration of the logistics and maritime transport services sector in the ASEAN Region as stipulated in the Brunei Action Plan and its successor, the ASEAN Master Plan on Connectivity and such other maritime-related measures, which may be instituted by the ASEAN;
- b. Recommends to the MARINA Management, when there is participation, its course of action on actions made by the different working groups and officials' meetings of the ASEAN, such as but not limited to the Maritime Transport Working Group (MTWG), Coordinating Committee on Services (CCS) / Logistics and Transport Officials' Meeting (STOM) and other related meetings; and
- c. Performs other functions as may be assigned by higher authorities.



The Agreements Sub-unit shall have the following additional functions:

- a. Prepares and assists in the formulation of criteria for entering bilateral shipping agreements with other countries.
- b. Ensures to keep the process of bilateral relation open to bilateral partners and prospective partners;
- c. Coordinates the conduct of Joint Committee on Maritime Affairs;
- d. Coordinates with other government agencies in the process of negotiation;
- e. Provides information papers on any proposed bilateral shipping negotiation;
- f. Represents the MARINA in negotiating agreements where the Philippines has entered into or proposed to enter into;
- g. Assists in coordinating bilateral negotiations; and
- h. Performs other functions as may be assigned by higher authorities.

C. Cooperation and Strategic Maritime Initiative Division (CSMID)

Through the issuance of MARINA Administrative Order No. 10-17, series of 2017, the third division of the Overseas Shipping Service named the Cooperation and Strategic Maritime Initiatives Division (CSMID) was created to handle matters on Philippines' compliance with the rules, regulations and standards required by the International Maritime Organization (IMO). It is the monitoring body to ensure that the Philippines give full and effective implementation and enforcement to mandatory IMO Conventions and other international agreements and arrangements. It likewise serves as the first point of contact to all information concerning international maritime matters.

The Division has two sub-units: the IMSAS Unit and the Special Concern Unit. The IMSAS Unit is the dedicated unit for Philippines' compliance with international commitments under the Conventions Office which has two sub-units: (1) ratification / accession sub-unit under the ICCRIMC and (2) implementation sub-unit under the IMSAS sub-unit.

Pursuant to the then Department of Transportation and Communication (DOTC) Department Order No. 2015-016, the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCRIMC) was established to effectively implement ratified and acceded IMO Conventions, promote an integrated and sustainable maritime industry, and ensure its global competitiveness.

Meanwhile, the IMSAS Unit handles the preparation of the IMO Member State Audit Scheme (IMSAS) in 2022. It assists the IMSAS TWG, IMSAS Council and National Task Force to be constituted to ensure that the Philippines will give full and complete implementation and enforcement of the mandatory IMO Conventions through the drafting of maritime conventions and instruments into national legislation, rules and regulations. It shall have the following additional functions:

- a. Identification of obligations and responsibilities;
- b. In support of the IMSAS TWG, review and revise the national policy and strategy (Philippine Maritime Strategy);
- c. In support of the IMSAS TWG, review and revise the executive issuance for the establishment of the National Task Force;
- d. Draft Action Plan for IMSAS Audit with timelines;
- e. Coordinate with other concerned government agencies;
- f. Conduct orientation workshop and mock audit on IMSAS; and
- g. Perform such other functions as may be necessary.

The other sub-unit is the Special Concerns Unit which coordinates with concerned service units to ensure representation on inter-agency technical meetings. This sub-unit handles planning and Philippine hosted meetings, seminars and workshops conducted by the MARINA in coordination with the IMO and other international organizations in relation to ratification, accession and implementation of IMO Conventions and Protocols.

THE MEN AND WOMEN OF OSS

OVERSEAS SHIPPING SERVICE
MARITIME INDUSTRY AUTHORITY

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OFFICE OF THE DIRECTOR



ATTY. JEAN VER P. PIA, PHD

Director of the OSS

(January – June 2020, and is currently the Maritime Attaché in London)

Atty. Jean Ver P. Pia had been in the government service for twenty-eight (28) years. She rose from the ranks at the Maritime Industry Authority (MARINA) from her first employment as Secretary of the Deputy Administrator for Operations (DAO) last 23 November 1994 until her current appointment as Maritime Attaché, Philippine Mission to the International Maritime Organization, detailed at the Philippine Embassy in London, United Kingdom last 17 December 2021. Prior to this, she had been designated as OIC, Deputy Administrator for Planning (ODAP) last 16 July 2021 and OIC, Deputy Executive Director of the STCW Office on 12 June 2020. She also served as Director of the Overseas Shipping Service (OSS) of the MARINA from 14 November 2015 to August 2020.

She graduated with a degree in Bachelor of Arts (AB) Major in Political Science at the royal and pontifical University of Santo Tomas (UST), Manila in 1994. She took up her Bachelor of Laws (LL.B) at the San Beda College (SBC), Manila from 1994 to 1999. She passed the 1999 Philippine Bar Examination, the examination with one of the lowest passing rates in the history at 16.69, and was admitted to the Philippine Bar in 2000.

She obtained her Master of Science (MSc) in Maritime Affairs specializing in Maritime Administration at the World Maritime University in Malmö, Sweden in October 2003. This is a fully funded scholarship from the WMU Sasakawa Fellowship Programme. She belongs to the top 3% of her class. In view of her good performance in class, she was invited to write a dissertation entitled: “An Analysis of the Conflicting Territorial Claims in the South China Sea”, a raging topic up to this time. Both external and internal assessors awarded her Masters dissertation a grade of A+.

She obtained her Post Graduate Diploma (PGDip) in Social Science Research Methods in 2011 at the School of Social Sciences at the Cardiff University, Cardiff, Wales, United Kingdom. As a Research Fellow at the Seafarers International Research Center (SIRC), she pursued her Doctor of Philosophy (PH.D.) degree in the same University and graduated last 21 July 2017. Her PH.D. thesis, entitled: “nangangamuhan: An analysis of the standard employment contract (POEA-SEC) for Filipino seafarers” explored the experience of the Filipino seafarers of the terms and conditions of the POEA-SEC. Her PHD was a fully funded scholarship from the Nippon Foundation (NF) of Japan.



PRECILA C. JARA

***Officer-In-Charge
Overseas Shipping Service (Present)***

She became the Officer-in-Charge (OIC) of the Overseas Shipping Service (OSS) on 15 March 2020 when Atty Jean Ver P. Pia, PhD, was designated as the Officer-in Charge of the Office of the Deputy Executive Director of the STCW-Office of the MARINA. As OIC of OSS, Ms. Jara, leads the promotion and regulation of the overseas sector until September 2020. After the regulatory functions was moved to MRO-NCR, her duties were focused on the developmental and promotional functions of the Office to include the promotion of the overseas shipping sector, and fulfilling the Philippines' obligations as member to international maritime organizations.

She took her Masters in Development Management at the Development Academy of the Philippines, and her Maritime Public Leaders Programme at MPA Academy and Nanyang Technological University, Singapore.

She is a graduate of Bachelor of Science in Computer Science at Rizal Technological University, Mandaluyong City and is equipped with several trainings in maritime taken here and abroad.

As part of her love for serving and moving the plans and purpose of God in the government, she aimed to help develop future leaders with a heart and passion for government service.



MARIA GRACIA A. SANTOS

Administrative Assistant I

Ms. Santos started her journey as a Computer Secretariat Graduate at New Era University, Diliman, Quezon City. Her humble beginnings commenced in MARINA as a JICA-Expert Secretary under four Japanese Consultants assigned at the Domestic Shipping Service of the MARINA, dispatched by Ministry of Land Infrastructure and Transport of Japan, from 2000 until 2011. She was later employed as a Job Order at the Domestic Shipping Service and Office of the Administrator from 2012-2015. She now works as Administrative Assistant I at the Overseas Shipping Service.



RUPERT MARION L. DACIAN

Administrative Aide

He is Rupert Marion L. Dacian, often called Kuya Rupert for being a big Brother to his fellow workmates. Before being involved in the government service, he worked as a Company Driver in the Shinagawa Lasik Center, a Lasik Service Provider Company. After his six (6) months stint in the company, he was hired to work at the Maritime Industry Authority in the last period of the year 2020 as an Administrative Aide assigned in the Office of the Director. A local from Pasig City, residing with his partner, Cherry together with their beautiful children, Maria Sabrina as the oldest and Prince Rupert as their youngest child.



SEGUNDO ROY A. CASTROVERDE

Administrative Clerk

Mr. Castroverde also known as "Kuya Bim" started in September 2004 in the Administrator's Office under then MARINA Administrator Vicente T. Suazo, Jr. He was then transferred to the Legal Service in the Administrative and Finance Office. Lastly, he was assigned at the Overseas Shipping Service on 01 July 2011. Having been in the government service for several years, Kuya Bim has gained a lot of friends which he met along the way. He is married to Mrs. Lydia Q. Castroverde with a daughter named Allision Clair A. Castroverde. Aside from his family, he considers MARINA to be his second home.

**PERLA S. CHUA*****Supervising Maritime Industry Development Specialist***

Ms. Chua is the current Officer-In-Charge of the MRD of the MARINA – OSS. She is an alumna of the Philippine Christian University (PCU) where she finished her two-year Secretariat Course and her Bachelor of Business Administration in 1990. She handles the regulatory, promotional and developmental functions of the MRD. She has been involved in the formulation of policies relating to the development of the overseas shipping, attended several training and workshops to enhance her technical know-how to be an efficient and competent public servant. She has a twin sister and was born in the year of the Tiger. the Overseas Shipping Service.

**CEFERINA L. TADINA*****Senior Maritime Industry Development Specialist***

Ms. Tadina is a degree holder in Bachelor of Science in Commerce, Major in Economics. She has been with the Overseas Shipping Service of the MARINA as Senior Maritime Industry Development Specialist (Sr. MIDS). As Sr. MIDS, she is chiefly responsible for evaluating various types of applications related to Philippine-registered ships engaged in international trade, accreditation of maritime enterprises among others. Prior to her transfer to MARINA in 2006,

Ms. Tadina began her government service at the former Telecommunications Office-NCR, where she supervised the preparation of periodic statistical reports on telegraph stations operations in the Region. Ms. Tadina's more than a decade of experience in OSS has helped her continually developed her knowledge and in-depth understanding of maritime registry process.

**GUIA G. GAMO*****Senior Maritime Industry Development Specialist***

Ms. Gamo is a Graduate of Technical Business Education and Bachelor of Business Administration at the Philippine Christian University (PCU). She started early in her government career. She has been assigned in different offices of MARINA and gained vast experience in some key support services of the said agency such as Planning and Policy Office and Management Information Systems Service. In 2007, she finished her Diploma

Studies in Management, Port, Shipping and Transport at the Shipping and Transport College, Ro Herdaw, the Netherlands. Currently, she is a Senior MIDS under the Maritime Registry Division (MRD). Her job mainly involves evaluation of applications related to ships engaged in international trade and rendering assistance in the formulation of policies related to overseas shipping.

**LIGAYA V. ARUTA*****Senior Maritime Industry Development Specialist***

Ms. Aruta is a former National Statistics Office employee. She joined the MARINA on 15 June 1992 as Clerk II at the Overseas Shipping Service and promoted as Maritime Industry Development Specialist I at the Manpower Development Service. She was again promoted as Maritime Industry Development Specialist II and now as Senior Maritime Industry Development Specialist at the Overseas Shipping Service. She finished her Bachelor of Science in Commerce Major in Accounting at the Polytechnic University of the Philippines.

**JERMELITA D. ESTOLLOSO*****Administrative Assistant III***

Ms. Estoloso was born in San Agustin, Isabela. She is married and has two sons. She came to Manila to study in college, wherein she initially took-up Secretarial and Stenography Course. One of the requirements before graduation was to render the 200 hours office training. Not knowing that her future was set to change when she set foot for the first time in the premises of the Maritime Industry Authority (MARINA), where she was assigned to work in the Budget Division under the supervision of Kilusang Bayan for Credit Inc. (KBC at that time), currently known as

the MARINA Employees Cooperative, Inc. (MEC). KBC sent a letter to the school requesting to allow her to continue her studies in the evening class, which was then granted. While working at the KBC, the Administrative and Finance Office (AFO) Director offered her to work in MARINA in September 1982. Hence, after finishing her Secretariat and Stenography course, she continued attending evening classes to pursue her Bachelor of Science in Business Administration (BSBA) Major in Management at Philippine Christian University (PCU). She has been asked to render service to different offices in MARINA such as ODAP, ODAO, Legal Service and Manpower Development Service in the absence of their Secretary. Also, she acted as Stenographer assisting in the quasi-Judicial functions of the Office. She was sent to many places as far as Mindanao to assist in the hearing and public consultation of all small boat operators. After her stenographic work, she was promoted as Secretary at the Overseas Shipping Service (OSS) and presently, as Administrative Assistant III at the same office.



JUDY L. HONRADO

Officer-In-Charge

Born in the year of the rabbit, Ms. Honrado is the current Officer-in-Charge of the International Shipping Development Division (ISDD). She hails from the province of La Union and the second child among three (3) siblings. Dreaming to become a lawyer, she took up her Bachelor's degree in Political Science at the Lyceum of the Philippines and graduated cum

laude but circumstances has led her not to be able to pursue this dream. After twenty-five years of being out in school, she managed to finish her Masters in Management major in Public Administration at the Philippine Christian University in 2021.

Her twenty-five years experience of serving the MARINA and being stationed in different service units, has honed her to be a better public servant. The work at the Overseas Shipping Service opened more doors of opportunities and learnings as she handles the ISDD. Blessed with a 15 year-old boy who serves as her strength, she continues to survive the odds of life.



CHARLIEMAGNE P. NOFUENTE

Senior Maritime Industry Development Specialist

Mr. Nofuente started his career in government service in November 2014 as Maritime Industry Development Specialist (MIDS) I in the International Shipping Development Division (ISDD) of the Overseas Shipping Service (OSS). Currently, he is a Senior MIDS under the same division and office who handles the Philippine Bilateral Agreements on Merchant Shipping and the Global Integrated

Shipping Information System (GISIS), among others.

Mr. Nofuente is a graduate of the Polytechnic University of the Philippines (PUP) – Taguig Branch with a Bachelor's Degree in Applied Mathematics. In 2021, he gained his Masters Degree in Management major in Public Administration at the Philippine Christian University (PCU).



DANA ANGELA D. FAJARDO

Senior Maritime Industry Development Specialist

She grew up in the province of Cavite. In 2015, she graduated from the Lyceum of the Philippines University – Cavite Campus with a degree in BS Foreign Service. In October of the same year, she took on her first job in the Maritime Industry Authority (MARINA) as a Maritime Industry Development Specialist I. In 2019, Ms. Fajardo was promoted to Senior Maritime Industry Development Specialist handling tasks and documentation related to ASEAN Trade in Services and GloFouling Partnership Project. In 2021, she gained her Masters Degree in Management major in Public Administration at the Philippine Christian University (PCU).

Management major in Public Administration at the Philippine Christian University (PCU).



MARIA KRIZEL HIYAS H. VILLANUEVA

Maritime Industry Development Specialist II

This old soul found her peace in the Communication field and graduated as Magna Cum Laude of her batch at the Pamantasan ng Lungsod ng Maynila (PLM). After college, she worked in Accenture Inc., and ABS-CBN News and Current Affairs Department as a data analyst and researcher, respectively. Her government service began when she worked as a Writer at the Public Information Office (PIO) in the City Government of Valenzuela. Currently, she is in-charge of the information dissemination paraphernalia of the MARINA-OSS such as

press and photo releases, newsletter, Frequently Asked Questions (FAQ), OSS Biennial Report, and the country's Campaign Brochure and collateral for the candidature of the Philippines to the IMO Council under Category C to name a few. As a Maritime Industry Development Specialist II in the OSS-ISDD, she monitors and evaluates maritime developments related to international and regional maritime organizations as well as prepares position papers and intended interventions.

Meanwhile, this young lady pursued further study in the Philippine Christian University (PCU) wherein she graduated with a degree in Master in Management Major in Public Administration.

**CHARMANE ANNE J. DELA CRUZ*****Maritime Industry Development Specialist II***

Ms. Charmane Dela Cruz, or “Cha” as people would commonly call her, graduated from the University of the Philippines-Manila with a Bachelor’s Degree in Development Studies. The Maritime Industry Authority (MARINA) is her second government office since she graduated last 2017. From being an evaluator to being a Maritime Industry Development Specialist (MIDS) I, she is now working at the MARINA as MIDS II, under the International Shipping Development Division. She handles matters relevant to International Maritime Organization (IMO), including but not limited to its Committee and Sub-Committee Meetings, Asia Pacific Economic Cooperation (APEC) and assists on the technical and administrative concerns of the Maritime Attaché in London. In pursuit of public service, Cha is currently taking the Master of Public Management Program of the University of the Philippines Open University. Alongside her work and studies, she is a servant of God—a youth leader and worship minister at the Jesus Is Lord Church Sucat Chapter in her hometown, Parañaque City.

**MARIA AURORA P. DAGUIO*****Maritime Industry Development Specialist I***

Ms. Dagui, also called as Mia, was a BS in Nursing graduate of University of Perpetual Help – Molino Campus. She started as a Job Order in MARINA year 2015 under Examination and Assessment Division (EAD)-STCWO and was hired as a Maritime Industry Development Specialist I (MIDS I) in January 2021 under the International Shipping Development Division (ISDD) of the Overseas Shipping Service (OSS),

She describes herself as outgoing, enthusiastic, and passionate about the things she is interested into. Further, she is focused and always wanted to learn. She also believes in random act of kindness and to always have a positive outlook in life. A young at heart and a good friend.

**RAYMOND B. VILLAFLO*****Maritime Industry Development Specialist I***

He took his college degree of Bachelor of Science in Business Administration, Major in Management at the Jose Rizal University, Mandaluyong City from 2009 to 2013. His enthusiasm, knowledge and professionalism led him to land to his first job in the Maritime Industry Authority. Assigned at the busy office of the Manpower Development Service and eventually transferred to the Certification Division, STCWO. Later transferred to the Public Affairs and Digital Media Office to help address the complaints from the seafarers and stakeholders through the online portal of the Office of the President, 8888 Citizen’s Complaint Center. In November 2021, he was then promoted as a Maritime Industry Development Specialist I (MIDS I) at the International Shipping Development Division, Overseas Shipping Service and assigned to help handle matters relevant to the Asia Pacific Economic Cooperation (APEC), and Global Integrated Shipping Information System (GISIS).

**CHERRYL R. DUNGCA*****Administrative Assistant III***

Ms. Dungca took up B.S. Computer Science at Our Lady of Fatima University. She started her career in the government service in 2005 at the Maritime Training Council (MTC), an attached agency of the Department of Labor and Employment (DOLE), as Job Order Personnel wherein she handled procurement of supplies and other administrative requirements of the agency. In 2012, the MTC was dissolved and some employees were absorbed by the Maritime Industry Authority (MARINA) as a result of the issuance of Executive Order No. 75. In July 2012 she served under the Administrative Division of the STCW Office wherein she handled procurement of supplies and performed as cashier who collects payment from seafarers applying for COP, COC and other certificates issued by MARINA. In 2015, she was given a plantilla position assigned at the ISDD as Administrative Assistant III and handles the administrative requirements for the upcoming workshops, seminars and other events of the office as well as its procurement, liquidation and reimbursement.

**REIGFRED A. DELA TORRE*****Administrative Aide IV***

Mr. Dela Torre has been in the government for 30 years and is currently assigned in the ISDD as Administrative Aide IV. He started in 1990 at the Telecommunication Bureau under the then Department of Transportation and Communications (DOTC) as a Telegram Carrier.

COOPERATION AND STRATEGIC MARITIME INITIATIVES DIVISION (CSMID)



GERICO JOHN VINCENT A. MAGBOJOS

Officer-In-Charge

Designated as Officer-In-Charge of the CSMID since 2020, he is tasked to ensure that matters relating to Philippines' compliance with the rules, regulations and standards required by the International Maritime Organization (IMO) are attended to. He assists the Director in providing direction and supervision over preparatory activities for the mandatory audit of the Philippines under IMO Member State Audit Scheme (IMSAS) covering relevant maritime instruments, as well as its full and effective implementation and enforcement. Incident to the performance of duties as acting head of the division, he likewise monitors the status of ratification of or accession to IMO conventions and protocols, its possible application and eventual transposition to national laws. In addition, he ensures coordination with concerned service units to further guarantee inter-agency representation to various committee or technical working group meetings, seminars, workshops organized by the MARINA in collaboration with IMO.

Mr. Magbojos obtained his Bachelor's Degree in Arts, Major in Philosophy at St. Francis De Sales Major Seminary in 2003 before his Bachelor's Degree in Law at San Sebastian College-Recoletos Manila in 2013.



ALTHEA MARIE E. CALAG-COLMENARES

Senior Maritime Industry Development Specialist

"Thea" holds a Bachelor's degree in Economics and a Master's degree in Maritime Affairs specializing in Shipping Management and Logistics. She started her career in the government in December 2014. From evaluating applications, monitoring bond requirements, writing of entries in the Book of Philippine Ship Register, attending meetings, she has crafted and developed the Quality Procedures

Manual of the Maritime Registry Division of the Overseas Shipping Service (OSS). The Manual is a part of the OSS Quality Standard System; serves as a reference on the evaluation of certificates and permits issued to Philippine-registered overseas ships; and shows the process on both the evaluator and client sides. She has also contributed to the Citizen's Charter of the OSS, wherein she constructed, edited with uniformity and compiled the process of 32 applications. As a senior analyst, she carefully analyzes, scrutinizes, drafts and revises policies, to match with the current demands and trends in the maritime industry.

In her 7 years as a public servant, she became a valuable asset to the organization, as attested by her commendable communication, critical thinking and strategic skills.



JUSTINE NICOLE A. MOJICA

Maritime Industry Development Specialist II

Justine Nicole A. Mojica graduated magna cum laude from the University of the Philippines (UP) Manila with a Bachelor of Arts Degree in Development Studies. Her research skills were highlighted as the program's recipient of the Best Thesis Award. She was likewise recognized by the Pi Gamma Mu International Honor Society in Social Sciences for her Outstanding Scholarship in Social Sciences. After college, Ms. Mojica served indigent communities in Puerto Galera and Pinamalayan, Oriental Mindoro as Sustainable Livelihood Program Officer of the Department of Social Welfare and Development (DSWD). Afterwards, she worked with the Department of Transportation (DOTr) Office of the Assistant Secretary for Maritime. Equipped with her diverse experience and previous affiliations, she joined the Overseas Shipping Service in 2019. As focal person for the International Maritime Organization (IMO) Member State Audit Scheme (IMSAS), she provides technical assistance to MARINA and the Philippine maritime administration in the preparation and groundwork for the mandatory audit. Currently, she is pursuing a degree in Master of Public Management at the UP Open University.



SYRENE ALYSSA C. OCTAVIANO - SUBERE

Maritime Industry Development Specialist II

Ms. Subere started her career at the Overseas Shipping Service in 2017 as Evaluator of the newly created Division. In November 2019, she was promoted as Maritime Industry Development Specialist II and was assigned to assist in the planning, preparation and implementation of Work Plans and Budget of the Office. She likewise assists in the determination of the conference and international hosting needs. Moreover, she also assists in the Philippines' compliance with the IMO Member State Audit Scheme (IMSAS). She finished her Bachelor's Degree in Business Administration major in Financial Management as Cum Laude at the Central Philippine University in Iloilo City. To give herself an opportunity for further learning, she recently completed her Master's Degree in Management major in Public Administration at the Philippine Christian University (PCU).


DHARLA MAYE Y. NAVAL, RPm
Maritime Industry Development Specialist II

Ms. Naval started her career at the Maritime Industry Authority (MARINA) in 2019 as a Job Order Contract under Cooperation and Strategic Maritime Industry Division (CSMID) where she handles the Creation of Plantilla position for Maritime Attaché in strategic parts of the world and Additional Plantilla position for OSS. In December 2020, she was promoted as Maritime Industry Development Specialist II which she was assigned to handle the Inter-agency Coordinating Committee to Facilitate the Ratification and Accession to the Implementation of

Maritime Conventions (ICCFRAIMC) and was also designated as the Human Resource Focal Person for OSS. She is a graduate of BS Psychology at the National Teachers College in 2016 and as part of her professional growth as a Psychometrician, she is now currently taking up Master of Arts in Industrial Psychology at Eulogio "Amang" Rodriguez Institute of Science and Technology (EARIST). In addition, she won 2nd Best Oral Presentation Award for Business, Psychology and Public Governance category in the 12th Research Colloquium held last 2019 at EARIST.


DIANA O. DIZON
Maritime Industry Development Specialist I

Ms. Dee, a newbie in the Government Sector, considers herself fortunate enough to be employed in October 2020 by the Maritime Industry Authority (MARINA) despite the pandemic, and being hired as a Maritime Industry Development Specialist I (MIDS I) under the Cooperation and Strategic Maritime Initiatives Division (CSMID) of the Overseas Shipping Service (OSS), she continues to learn the vital contribution of the shipping industry, seafarers, and other maritime personnel, in the global trade and transport of essential goods,

especially in a time of crisis, as she has been assigned to disseminate relevant communications from the IMO and its member states, for the information and perusal of all relevant Philippine government agencies and maritime entities.

Her degree in BS Psychology at Miriam College, QC – Main Campus, acquired years of experience from working in the Business Process Outsourcing (BPO) Industry, and essential role as a single mother of three (3) boys, have given her the skills and motivation to further achieve betterment in all aspects of her life.


ANNALIZA N. HONRA
Maritime Industry Development Specialist I

Ms. Honra holds a degree of Bachelor in Entrepreneurial Management at Polytechnic University of the Philippines, Sta. Mesa, Manila. She worked as International Telephone Operator (ITTO), Customer Service Representative, Secretary and Group Sales and Marketing Assistant in a Telecommunication Company. Thereafter, she started her government service in 2015 as a Job Order Personnel wherein she was assigned as a Document Evaluator I under the Certification Division of the STCWO.

She handled the checking of completeness of requirements and approval of seafarer's application for COP's and COC's & COE's. Further, she also addressed the complaints and inquiries. Her previous work experiences helped her acquire and enhance her skills in multitasking and communication. Last October 2021, her consistent hard work and perseverance led her to the plantilla position assigned at the Cooperation and Strategic Maritime Initiatives Division (CSMID) as Maritime Industry Development Specialist I. She is married to Hajjie P. Honra and a mother of two beautiful daughters, Hannah Marie and Angela Arianny.


ANTHONY T. ALCAZAR
Development Management Officer III Contract of Service (COS)

He graduated with a degree in Political Science at the Lyceum of the Philippines University and completed his Bachelor of Law in Philippine Law School.

He worked with Subic Bay Metropolitan Authority–Legal Department wherein he drafted criminal, civil and administrative pleadings, contracts of SBMA's locators and departments, consultancy agreements including bidding documents for the Bids and Awards Committee for Consultancy Services. He served as a Member and subsequent head/chairman of the Technical Working Group for Infrastructure and Consultancy Services from 2003 to 2013. His notable work at SBMA as a pleading drafter was the case of Supreme Court En Banc of COA vs. SBMA (G.R. No. 230566, January 22, 2019) where a number of SBMA officials were absolved from administrative liability. He also worked at United Power Systems Philippines Inc., a quadruple "A" construction company, as Contracts Administrator/Senior Supervisor from 2014 to 2019.

Since June 2020 he is a Development Management Officer III assigned at the Overseas Shipping Service.

ATTY. JEAN VER P. PIA, PHD

I met Atty. Soti as a law student in San Beda. She was my sorority sister at the Sororita Reginae Juris (SRJ). After my graduation at San Beda, we have lost touch for a few years and met again when she applied for a position at the MARINA as Legal Officer at the Franchising Office (FO) in 2009. I was the one who interviewed her and recommended her for hiring as I felt the strong desire in her to serve the public. We were happy to see each other and worked together for a few months until I went to Cardiff to pursue my PHD in 2010 and she studied for her Masters at WMU, Sweden. We got reacquainted again in 2015 when we both got appointed at the Overseas Shipping Service (OSS). We worked for a number of years at the OSS. As Division Chief of the OSS, Atty. Soti was very supportive of the efforts being done by the office and is a mentor to her staff. She is very industrious and takes her work seriously. Nonetheless, her laugh would usually ring through the office during light moments. She is very generous to every one and has a good heart. She is patient to listen to life's woes and sympathetic to employees whose rights have been trampled. She would always take on their cause with a passion and gives good advice on how to redress this. She is feisty as she can be sweet and gentle. It is with courage that she faced her sickness and pain doing her assignments even while she suffered for several years. When she can no longer go to the office in order to avoid the risk of further infection, she will still take on work in order to occupy her mind. Her body might be weak at this point, but her mind was very much alive and brilliant. She will always pose the most challenging questions because she has foreseen this issue in the course of her work. On karaoke moments, we will stay up late to distress and sing our work pressures away but she always reserves to sing last so there will not be many audience. Rest in peace Atty. Soti. You will always be missed but I know you have lots of time to practice your song praises to God. Pray for us always our dear angel in heaven.

PRECILA C. JARA

"Atty Soti,"an inspiration in my spiritual life.

Atty Soti, used to be my Chief at the International Shipping Development Division (ISDD) of the Overseas Shipping Service (OSS) way back in 2015. I happened to know her as a jolly person, an encourager and someone who always wanted to help especially those that are less fortunate. Later I found out that we are both Christians hence we shared insights on our beliefs.

I think it was 2016, when she started to experience pain in her back which we thought was just an ordinary ailment. She has gone through several check-up and treatment until one day someone told her to try local folk that practice old ways of treatment. She was almost there to try, as her pain is continuously recurring, but decided not to go. She told me that she was hesitant as it is written in the bible that it is not good consulting to those types of treatment.

I am in awe of her decision, as despite her struggle in her condition I saw her great faith as she decided instead to honor and obey the word of God. Her journey was long and painful but she never gave up on believing, a true example of faithfulness in God which inspired me more in believing God. Atty. Soti, thank you for being an inspiration.



JUDY L. HONRADO

I was deeply saddened by the passing of Atty. Soti, because I knew from that very moment we lost someone special and someone close to our hearts.

Atty Soti was the Division Chief of the ISDD when I was promoted to the OSS as Senior MIDS. She was a good mentor. I learned a lot from her which helped me grow to be a better employee and a better person as a whole. She motivates her staff to bring out the best in them.

Atty Soti was a supportive boss both in and out of the office. She took a personal interest in her employees' lives and as such, she is not just a boss but a good friend. She loved to spend time with friends for stories and laughter. She has touched many lives with her friendship. Atty. Soti was known for her bubbly personality and she has a very generous heart to her staff and friends.

We thank you Atty. Soti for sharing yourself and your life with us. You will always be remembered.

GERICO JOHN VINCENT A. MAGBOJOS

"Atty. Soti", that was what I used to call her. Our relationship is best describe as a professional one; she was an immediate supervisor to me and I was an employee to her. She did what an immediate supervisor ought to do: she assigns tasks to me, she corrects my drafts, she corrects the entirety of my drafts (to the extent that I can no longer recognize the drafts as mine), she endorses her revised drafts to the Director, and upon approval, returns to me her revised drafts for finalization. I took the process as a challenge that turned this professional relationship into mentorship; she became a mentor, and I her mentee.

She never kept information to herself, she was always ready to answer questions and share experiences. She even gave tips on how to answer questions in the bar exams. She was open to knowledge-transfer.

Aside from our professional relationship, she stood as my older sister when I needed one. I remember when I took the bar in 2015 and she was then the OIC-Director of the Manpower Development Service. I had nothing and no one to aid me during the bar period except for Atty. Soti and Nanay Rina. They were my fraternity/sorority. Atty. Soti served as my personal chauffer to the examination venue and provided me with vitamins and stimulants (energy drinks and chocolates), books, notes, and last minute tips while Nanay Rina served me with lunch and snacks. It was just not the right time for me.

She told me that God moves in mysterious ways. True enough, she lived as a testament to that.

ATTY. MAY FLOR CARPIO

Atty. Soti was not only a colleague but a good friend, and mentor as well. She was the kind who guides her staff and helps them enhance their potential. She was very generous in giving compliments to her staff, co-workers, and friends. She was not one to shy away from any responsibility. However, she was not the kind to be abused as she would not hesitate to speak her mind if she sees something as disrespectful or unfair. This is why she had been the go-to-person of those who needed help particularly in legal matters. Her generosity extended not only to her friends and colleagues, but even to mere acquaintance like the gifts/presents to everyone, particularly to all the security and utility personnel. She was the kind who would make the effort to know the person and call them by name, not by their position. For example, whenever we would dine out, she would address the service crew by their name, not as 'waiter' or 'waitress'. This is why she was and is still loved by many.

CHARLIEMAGNE P. NOFUENTE

When I heard the news about the passing of Atty. Soti, I felt dejected and lonely. Atty. Soti is my Division Chief on my early months in MARINA. Honestly, I felt intimidated knowing that I will be under the supervision of a lawyer considering that I am still new and still on the process of learning the work in the OSS. I can still remember that I always have this anxious feeling that the paper I drafted and submitted for her review will return with a lot of corrections and almost everything I put on it needs to be revised. Nevertheless, I am grateful for those times since it helps me improve a lot.

Another thing that I remember is that Atty. Soti loves chocolates. She always told us that she has a lot of chocolates in her house and some of them will expire soon. We told her to bring the chocolates in the office and share them with us. After that, Atty. Soti always satisfies my sweet tooth. Even after she was designated in another office, every time we visit her, she always offers chocolates and let us take everything.

Lastly, I will always remember Atty. Soti imitating the way I say goodbye every after office hours with both my hands waving to them. She always waves back to me with a smile on her face.

We may never see Atty. Soti physically, but I am sure that she will forever be in our hearts.

PERLA S. CHUA

Atty. Soti Siñel a person who will always be remembered as our former Chief, a strong leader with a big heart and a jolly friend as well. Having “chinita” eyes and a pointed nose, made Atty. Soti so pretty. She was always there and ready to listen in all our struggles and winnings. She also loves to sing.

I cannot forget the day when I made her laugh so hard. It was when I heard her sang in the Office and told her, “Atty. Soti, bilib ako sa iyo because you know the lyrics of the song, kaya lang, wala ka sa tono.” She told me that I am the only person who said that to her and she appreciated my honesty, making me one of her favorites.

While she was already away from us, we will always cherish and remember the memories we shared. We love and miss you, Atty. Soti.

ALTHEA MARIE E. CALAG

Atty. Soti was my mentor, good friend and cool supervisor. She has a super bubbly personality that can uplift any sour mood. I always listen to her travel stories, which inspired me to explore, to think outside the box and to take the road less taken. Even in pain, she was able to perform her duty as a public servant, despite criticisms. She held her head high until the end, showing what it looks like to finish strong.

And everyone I love will know exactly who you are. ‘Cause this is not goodbye, it is just ‘til we meet again. So much has changed since you’ve been away – “Visiting Hours”
by Ed Sheeran

DANA ANGELA D. FAJARDO

I first met Atty. Soti inside the Director’s Office the first day I joined the OSS. I remember seeing her bubbly smile as Atty. Jean introduced her to me saying that I will be placed under her supervision. As a newcomer in the government service, I couldn’t put any words to describe how Atty. Soti helped me learn and understand how the public service works. She was very patient and thoughtful to each and every one us.

If I could point out few core memories I have with Atty. Soti, it most probably be those times whenever she brings me to inter-agency meetings and expose me to different people outside the industry. The most memorable for me was when she brought me to Kobe, Japan with her to attend an RCEP Meeting. It was my very first official travel abroad I remember how she justified for me to be allowed to go. During that trip, Atty and I bonded a lot and got to spend time talking about random things and share few of our interests.

I am one witness how Atty. Soti is really fun to be around with. She can fill a room with joy and lightness with her cheerful personality. Atty. Soti is a person who loves to live her life with family and friends. She is kindhearted and courageous. That is how I will remember her forever.

MARIA GRACIA A. SANTOS

I will always remember you as a jolly person. Every time I see you in the corridor and in the restroom in MASAGANA Building, you smiled at me and never missed to say hi/hello. We didn’t know each other at that time but because of your friendly personality, I asked about you to my Ninang Letty Marquez and she said, “It’s Atty. Soti from the Franchising Service and yes, she always greet people with a smile.”

I had the opportunity to work with you the time I was assigned at the Overseas Shipping Service (OSS) last 2015. Most of the time we were the last ones left in the office because most of them goes home as early as 4:00 P.M.

I also remembered the time you told me that you have encountered a problem when someone called and asked for a fax tone. I laughed so hard because you told me that you didn’t know how to operate the fax machine and you asked our boss (Sir Dong) to help you. You couldn’t control your laughter everytime you reminisce that moment.

Atty. Soti, even though we weren’t able to see each other for the past 3 or 4 years, we never failed to communicate with each other thru chat, you always send us chocolates and you don’t miss out giving our Christmas gifts. You always remember sending us greetings in all occasions.

You are very grateful for all the support that we gave you.

I thanked you for including me as one of your friends. You are a soft spoken person and a kind-hearted boss. You will be forever missed, Atty. Soti.

CHERRYL R. DUNGCA

Atty. Soti Siñel was very friendly and jolly boss. She always smile when she comes to the office or when you bump to each other, she was also helpful and very accommodating in terms of work and personal advices.

When we found out about her situation, the OSS were very saddened and worried. Every morning I send her messages saying “Good morning, Atty. Soti fight lang po tayo ha or Magandang umaga” to brighten up her day and she always reply “Thank you Che” with a smile emoticons. I will surely missed Atty. Soti especially the night-outs we had after the whole day event and she will never let you feel that you’re only an officemate but like a very close friend.

Thank you for everything. Your memories will always remain in our minds and in our hearts. Until we meet again, Atty. Soti.

LIST OF OSS MARINA CIRCULARS AND ADVISORIES

LIST OF RELATED POLICY ISSUANCES

PRESIDENTIAL DECREE (PD)	TITLE
474	Providing for the Reorganization of Maritime Functions in the Philippines, Creating the Maritime Industry Authority, and for other purposes
760	Allowing the Temporary Registration of Foreign-Owned Vessels under Time Charter or Lease to Philippine Nationals for Use in the Philippine Coastwise trade subject to certain conditions
761	Amending Section Eight Hundred Six of the Tariff and Customs Code of the Philippines, as amended, by Allowing the Registration of Vessels the Ownership of which is vested in Corporation or Associations, at least Sixty Percent of the Capital Stock or Capital of which belong to Citizens of the Philippines and for other purposes
866	Amending PD 760 by Reducing the Term of the Lease or Charter Period to not less than One Year, Deleting the Word "Time" in the Title and Body of the Decree, and Allowing Overseas Use in Certain Cases
1221	Requiring All Philippine-Owned and/or Registered Vessels to Undertake Repairs and Drydocking with MARINA-Registered Ship Repair Yards
1466	A Decree Amending Presidential Decree No. 894, as amended
1521	The Ship Mortgage Decree of 1978
1540	Amending Section 24 (b) (1) of the National Internal Revenue Code, for the Imposition of a Special Rate of Withholding Tax for Rental, Lease or Charter Payments for Foreign Owned Vessels under Charter or Lease to Philippine Nationals.
1711	Further Amending Presidential Decree No. 760, as amended by Further Encouraging the Chartering of Especialized Ocean-Going Vessels and by Extending the Effectivity of the Decree Until 1999
PMMRR	Philippine Merchant Marine Rules and Regulations

EXECUTIVE ORDER	TITLE
667	Extending Indefinitely the Effectivity of any Charter or Lease Contract pursuant to Presidential Decree 760, as amended
125	Reorganizing the Ministry of Transportation and Communications Defining Its Powers and Functions and for Other Purpose
125-A	Amending Executive Order No. 125 Entitled "Reorganizing the Ministry of Transportation and Communications. Defining its Powers and Functions, and for Other Purposes."
84	Amending PD 760 by Reducing the Term of the Lease or Charter Period to not less than One Year, Deleting the Word "Time" in the Title and Body of the Decree, and Allowing Overseas Use in Certain Cases
1221	Creation of an Inter-Agency Council on the International Maritime Organization Member State Audit Scheme

REPUBLIC ACT	TITLE
7471	An Act to Promote the Development of Philippine Overseas Shipping
9301	An Act Amending Certain Provisions of Republic Act No. 7471, Entitled "An Act to Promote the Development of Philippine Overseas Shipping" and for Other Purposes

MEMORANDUM CIRCULAR	TITLE
51	Accreditation for purposes of BOI registration and/or availment of Incentives granted under the Omnibus Investment Code of 1987 (Executive Order No. 226) as provided for by the 1988 Investments Priorities Plan
90	Implementing Guidelines for Vessel Registration and Documentation
116	Lifting of Age Restriction of Vessels Registered Under Presidential Decree 760/866/1711
122	Implementation of the International Safety Management (ISM) Code
137	Amendment of Chapter XVII of the Philippine Merchant Marine Rules and Regulations (PMMRR) 1997 on Minimum Safe Manning for Seagoing Ships in International Trade

MEMORANDUM CIRCULAR	TITLE
168	Mandatory Ship Reporting System
181	Rules in the Accreditation of Shipping Companies for Purposes of Acquiring/Operating Philippine-Registered Ships for International Voyages under Regulation XV of the Philippine Merchant Marine Rules and Regulations (PMMRR), 1997.
182	Rules in the Acquisition of Ships under Presidential Decree (PD) 760, as amended and Providing herewith the Implementing Rules under Chapter XV of the 1997 Philippine Merchant Marine Rules and Regulations (PMMRR) on Registration, Documentation and Licensing of Ships for International Voyages
186	Rules on the Accreditation of Maritime Enterprises
193	Rules on the Implementation of Maritime Security Measures for Philippine-Registered Ships Engaged in International Voyages
194	Rules on the Provision/Installation of Ship Security Equipment
200	Rules on the Issuance and Maintenance of Continuous Synopsis Record for Philippine-Registered Ships Engaged in International Voyages
2009-11	Revised Schedule of Administrative Fines and Penalties for Maritime Violations/Offenses
2009-17	Notification on the Change of Principal Office Address
2012-01	Amending Memorandum Circular No. 182 on the Rules in the Acquisition of Ships under Presidential Decree (PD) 760, as amended, specifically on Bond Requirements
2012-02	Amended Rules on the Issuance and Maintenance of Continuous Synopsis Record for Philippine-Registered Ships Engaged in International Voyages
2013-04	Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Ships whether trading overseas or domestic
2015-01	Amended Rules in the Acquisition of Ships under Presidential Decree No. 760, as amended and Providing Herewith the Implementing Rules Under Chapter XV of the 1997 Philippine Merchant Marine Rules and Regulations (PMMRR) on Registration, Documentation and Licensing of Ships for International Voyages
2015-05	Revised Schedule of Fees and Charges

MEMORANDUM CIRCULAR	TITLE
2017-01	Amendment to MARINA Circular 2015-05 on the Revised Schedule of Fees and Charges
2018-01	Rules on the Accreditations of Recognized Organizations Performing Statutory Certification and Services for Philippine Shipping Companies and their Philippine-Registered Ships, on Behalf of the Administration
OS-2019-01	Further Amendment of Circular No. 182 on the Rules in the Acquisition of Ships Under Presidential Decree (PD) 760, as amended
OS-2019-02	Rules in the Registration and Documentation for Permanent Conversion of Ships Trading Status from Domestic to Overseas Trade
OS-2020-01	Amendment to MARINA Circular No. 2013-04 providing for the Omnibus Rules on the Issuance of Special Permit for the Temporary Utilization of Philippine-Registered Domestic Ships to Operate in International Voyages
OS-2021-01	Rules on the Implementation of the Overseas Shipping Service Information and Monitoring System (OSSIMS)

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
1	List of Organizations Recognized by the Administration
4	Notice to All Philippine Overseas Shipping Companies
5	Carriage of Cargo Securing Manual on Board Ships
6	Compliance with the International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC, 1992)
9	Exemption from Compliance/Extension of Period to Comply with the Global Maritime Distress and Safety System (GMDSS)
14	High Incident of Stowaways at the Ports of the Dominican Republic
16	Full Implementation of the International Safety Management (ISM) Code by 01 July 2002
17	Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships
26	Effectivity of the 2000 Amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
35	Additional Security Measure to Ensure the Safety and Security of Filipino Seafarers on board Ships within the Vicinity of the war area.
36	Contingency Measures in Case of the Outbreak of War in Iraq
52	Effectivity of the 2001 and 2002 Amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended.
54	Recognized Security Organizations in the Implementation of the International Ship and Port Facility Security (ISPS) Code
58	Strictly Implementation of Ban on Import of Prohibited Products, Oil Bunkering and Other Acts at the Ports of Nigeria
59	Continuous Synopsis Record Onboard Philippines Ships Engaged in the International Voyages
2008-06	Implementation of IMO Resolution A.955(23)-Amendments to the Principles of Safe Manning Resolution A. 890(21)
2008-11	Reports on Marine Casualties and Incidents
2008-12	Compliance of all Philippine Registered Ships Operating/Trading in International Waters to Observe the Rule in Flying the National Colors
2008-13	Adoption of the Long-Range Identification and Tracking System (LRIT)
2008-16	Coming Into Force of the Bunkers Convention
2008-20	RP Preparation for Compliance with Long Range Identification Tracking (LRIT) of Ships
2008-23	Authority of the Undersecretary for Maritime Transport, DOTC and Officer-in-Charge, MARINA to Appoint Pole Star as Application Service Provider (ASP) and Data Center for Long-Range Identification and Tracking (LRIT) of Ships
2009-07	Measures to Prevent and Suppress the Acts of Piracy and Armed Robbery Against Ships off the Coast of Somalia
2009-08	Implementation of IMO Unique Company and Registered Owners Identification Number Scheme
2009-11	Practical Measures to Survive as a Hostage in a Piracy Attack
2009-12	Best Management Practices to Deter Piracy in the Gulf of Aden and Off the Coast of Somalia

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
2009-15	Submission of Notice to MARINA Whenever a Ship Intends to Pass through the Coast of Somalia or Gulf of Aden or Horn of Africa or Areas of Enhanced Risk
2009-17	List of Classification Societies Which Entered into a Memorandum of Agreement with the Administration
2009-19	Report of Ship Detention
2009-23	Escort Operation of Japan Maritime Self-Defense Force (MSDF)
2009-25	Latest Report on Piracy Situation in the Horn of Africa
2009-26	Procedures on Conformance Testing on Shipborne Equipment for Long Range Identification and Tracking (LRIT) of Ships and the Process of Securing Conformance Test Report (Certificate) for Philippine Registered Ships Engaged in International Voyages
2009-27	Implementation of IMO Resolution A.955(23)-Amendments to the Principles of Safe Manning Resolution A. 890(21)
2009-28	Delisting of the Davao Gulf Area from the Listed Areas of the Lloyd's Joint War Commission (JWC)
2011-04	Imposition of Fines by Brazil on Foreign Seafarers from Countries who are not Signatories to International Labor Organization (ILO) Convention 185
2011-06	Carriage of Immersion of Suits on Philippine Registered Cargo Ships Engaged in International Voyages
2011-09	2011 Entry Into Force of the Amendments to the International Convention for the Safety of Life at Sea (SOLAS 74), as amended and International Conventions for the Prevention of Pollution from Ships (MARPOL) 73/74
2012-06	Employment of Privately Contracted Armed Security Personnel Onboard Philippine-Registered Ships Transiting the High Risk Area in International Waters
2012-21	Philippine Ratification of the Maritime Labour Convention 2006
2012-23	Interim Guidance to Private Maritime Security Companies Providing Privately-Contracted Armed Security Personnel Onboard Ships in the High Risk Area
2013-02	2013 Entry Into Force of MARPOL Annex VI, Chapter 4 – Regulations on Energy Efficiency for Ships

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
2013-04	Incorporation in the Safety Management System of Procedures to Be Observed During Inclement Weather
2014-01	Information About Ebola Cases in West Africa
2014-21	Official Closure of Several Seaports in Ukraine
2014-22	Measures to Prevent Ebola Virus in the Philippines
2014-23	The Joint Concentrated Inspection Campaign of Regional Port State Control on STCW Hours of Rest from 01 September 2014 to 30 November 2014
2014-28	2015 Amendments to the International Safety Management (ISM) Code for the Safe Operations for Ships and for Pollution Prevention
2014-29	2015 Entry Into Force of the Amendments to the International Maritime Organization (IMO) Conventions
2015-02	Gulf of Guinea Security Advisory
2015-19	Entry into force on 01 January 2016 of the Amendments to the International Maritime Organization (IMO) Conventions
2015-20	Prohibition on the Use of Harmful Organotins in Anti Fouling Paints on Ships/Boats
2016-01	Current Policy of the Government of Sri Lanka on Foreign Ships Carrying Arms through Sea Marshall that will enter the Ports of Sri Lanka
2016-02	Summary of most important International Maritime Organization (IMO) and International Labour Organization (ILO) Requirements Entering into Force from 1st of July 2015 to 1st July 2018 inclusive
2016-08	Revised Procedure for Urgent Requests, Applications or Filing of Reports involving Philippine-Registered Ships During Weekends, Non-Working Days and After Office Hours
2016-15	List of Circulars approved during the 96th Session of the Maritime Safety Committee (MSC) Meeting
2016-21	Prohibition on the Use of Thuraya Satellite Phone within the Indian Territorial Waters
2016-23	IMO Circular Letter No. 3697 on Amendments to the SOLAS 1974, IGF Code, 1994 HSC Code, 2000 HSC Code, LSA Code and IMSBC Code

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
2017-02	International Maritime Organization (IMO) Safety of Navigation 1/ Circular 263 dated 23 October 2007 on the Guidance set forth Under Section 1.9 and 1.14 on Routeing Measures Other than Traffic Separation Schemes
2017-03	Further Amendment of MARINA Advisory No. 2016-08 on the Revised Procedure for Urgent Requests, Applications or Filing of Reports Involving Philippine-Registered Ships During Weekends, Non-Working Days and After Office
2017-04	Sulu Archipelago, Sabah, Sulawesi and Celebes Sea Security Advisory
2017-05	Warning on the Dangers of Straying into the Territorial Waters of Indonesia and Sulawesi sea and Prohibition of Illegal Fishin
2017-08	List of International Maritime Organization (IMO) Amendments to enter into force this Year and the next
2017-14	Compliance to the Ballast Water Management (BMW) Convention, 2004
2017-18	Entry of Philippine-Registered Ships to Cuban Ports to Discharge Cargoes
2017-19	List of Circulars Approved Relating on Ballast Water Management Convention (BWM)
2017-21	Approved IMO Circulars relating to draft amendments to IMO Convention and Code
2017-24	Maritime Cyber Risk Management in Safety Management System
2018-01	NAVIONICS - Unlicensed and Unofficial distribution of Chilean Nautical Charts
2018-07	Entry of Philippine-registered ships in the port of Sudan
2018-08	Travel Advisory To All Vessels Plying Trade in the Libyan Coast
2018-17	List of the Philippines' Accession to the International Maritime Organization (IMO) Conventions and Protocols
2018-19	List of Approved IMO Circulars and Resolutions Approved During the 99th Session of the Maritime Safety Committee (MSC)
2018-27	Guidelines for Applicants who Intend to be Accredited as Recognized Organizations Pursuant to MARINA Circular No. 2018-01
2018-36	UN Security Council Note Verbale SCA/4/18(16) dated 14 September 2018 concerning the Ships of Democratic People's Republic of Korea (DPKR)

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
2019-01	Providing Updates on the International Convention for the Prevention of Pollution from Ships, 1973/1978, Regulations for the Prevention of Air Pollution from Ships (MARPOL Annex VI)
2019-02	MARINA Overseas Shipping Service Information and Monitoring System
2019-03	Issuance of Special Permit for Operation of Domestic Ships Exclusively in the Brunei Darussalam – Indonesia – Malaysia – Philippine East ASEAN Growth Area (BIMP – EAGA) Routes
2019-06	Effect of the Transitory Provision of MARINA Circular No. 2018-01 to Existing Memorandum of Agreement (MOA) with Recognized Organizations
2019-08	List of Approved IMO Resolutions / Circulars Approved Amendments on the International Convention for the Safety of Life at Sea (SOLAS) during the 97th and 98th Maritime Safety Committee (MSC) Sessions
2019-12	Authentication through Apostille-Effect on Documentary Requirements
2019-29	Identified Gateway Ports Relevant to the Issuance of Special Permit for Operation of Domestic Ships Exclusively in the BIMP-EAGA Routes
2020-01	Provided Contingency Measures in view of the Escalating Conflict between the United States and Iran
2020-02	Additional Security Measure to Ensure the Safety and Security of Filipino Seafarers Onboard Ships within the Vicinity of the Conflict Area
2020-05	Reported Cases of Piracy in the Singapore Strait
2020-06	Provided Additional Precautionary Measures to Ensure the Safety of Filipino Seafarers Onboard Ships Engaged in International Voyages
2020-09	International Maritime Organization (IMO) Letter Circular Nos. 4203 and 4204 on Novel Coronavirus (2019-nCov)
2020-12	On IMO Circular Letter No. 4204/Add.1 on COVID-19 – Implementation and Enforcement of Relevant IMO Instrument
2020-28	On the New MARINA Administrator
2020-38	Covid-19 Personal Protective Equipment under the IMO Circular Letter No. 4202/Add.15

FLAG STATE ADMINISTRATION ADVISORY NO.	TITLE
2020-40	Provided COVID-19 Related Guide in Establishing Safety Control and Ensuring a Safe Shipboard Interface Between Ship and Shore-based Personnel
2020-45	Extension of Passport Validity dated 10 June 2020. This Advisory provides guidelines on the Department of Foreign Affairs (DFA) policy on the extension of validity of passports for Overseas Filipino Workers (OFWs) including the seafarers who are onboard ships trading internationally. This is in response to our request to DFA to adopt practical and pragmatic approach as a temporary contingency measure to assist our seafarers in the extension of their passports during this unprecedented time of pandemic.
2020-74	Chinese Embassy Note Verbale No (20) PG-224 dated 15 August 2020. This Advisory provides the health measures to be undertaken by seafarers when entering China.
2020-80	Chinese Embassy Note Verbale No. (20) PG – 224 dated 02 October 2020. This Advisory provides for additional health measures to be undertaken by seafarers when entering China.
2020-81	Guidelines for seafarers entering the Republic of Panama for the Purpose of Embarkation and Repatriation as Established in Executive Decree No.1089 on 23 September 2020.
2021-03	Request for Endorsement of Travel Ban Exemption for foreign workers
2021-19	Guidance on the Status of Accreditation of Classification Societies and its effect to the Validity of Ship Safety Certificates
2021-33	Qatar Ministry of Transport and Communication (MOTC) Application procedures for docking of Vessel
2021-38	New Sailing Direction for the Changhua Wind Farm Channel From the Maritime and Port Bureau (MPB) of the Ministry of Transportation and Communications, Republic of China (Taiwan)
2021-61	Adjusted/Modified Fees on Flag State Administration Oversight functions under MARINA Circular (MC) No. MS-2020-02 during the Period of Public Health Emergency Due to COVID – 19
2021-74	Updated Sailing Direction for the Changhua Wind Farm Channel



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