



PHILIPPINES

CANDIDATURE FOR IMO COUNCIL CATEGORY C

2024-2025 BIENNIUM




**Competent Seafarers
for Sustainable Shipping**





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An aerial photograph of a tropical coastline, featuring a sandy beach, a small boat, and a bay. The image is overlaid with a solid blue color. The text "WHY CHOOSE THE PHILIPPINES?" is centered in the middle of the image. The word "PHILIPPINES" is stylized with the colors of the Philippine flag: yellow for the top half and red for the bottom half, with a white star in the center of the 'P'.

**WHY CHOOSE THE
PHILIPPINES?**



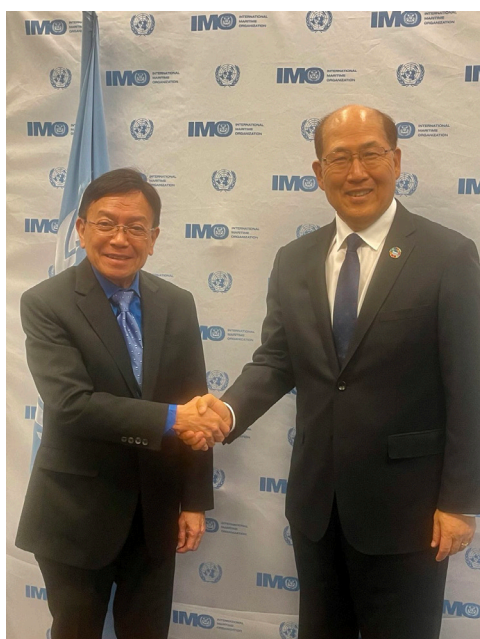
**WE GIVE THE
WORLD OUR BEST**



The Philippines:
A Cooperative
Member of the IMO

The Philippines: A Cooperative Member of the IMO

The Philippines presents its candidature for re-election to uphold its position in the International Maritime Organization (IMO) Council under Category C for the 2024-2025 biennium through its unwavering commitment of **promoting the welfare of seafarers and safety of ships**, as well as **preserving the sustainability of the marine environment and maritime transport**.

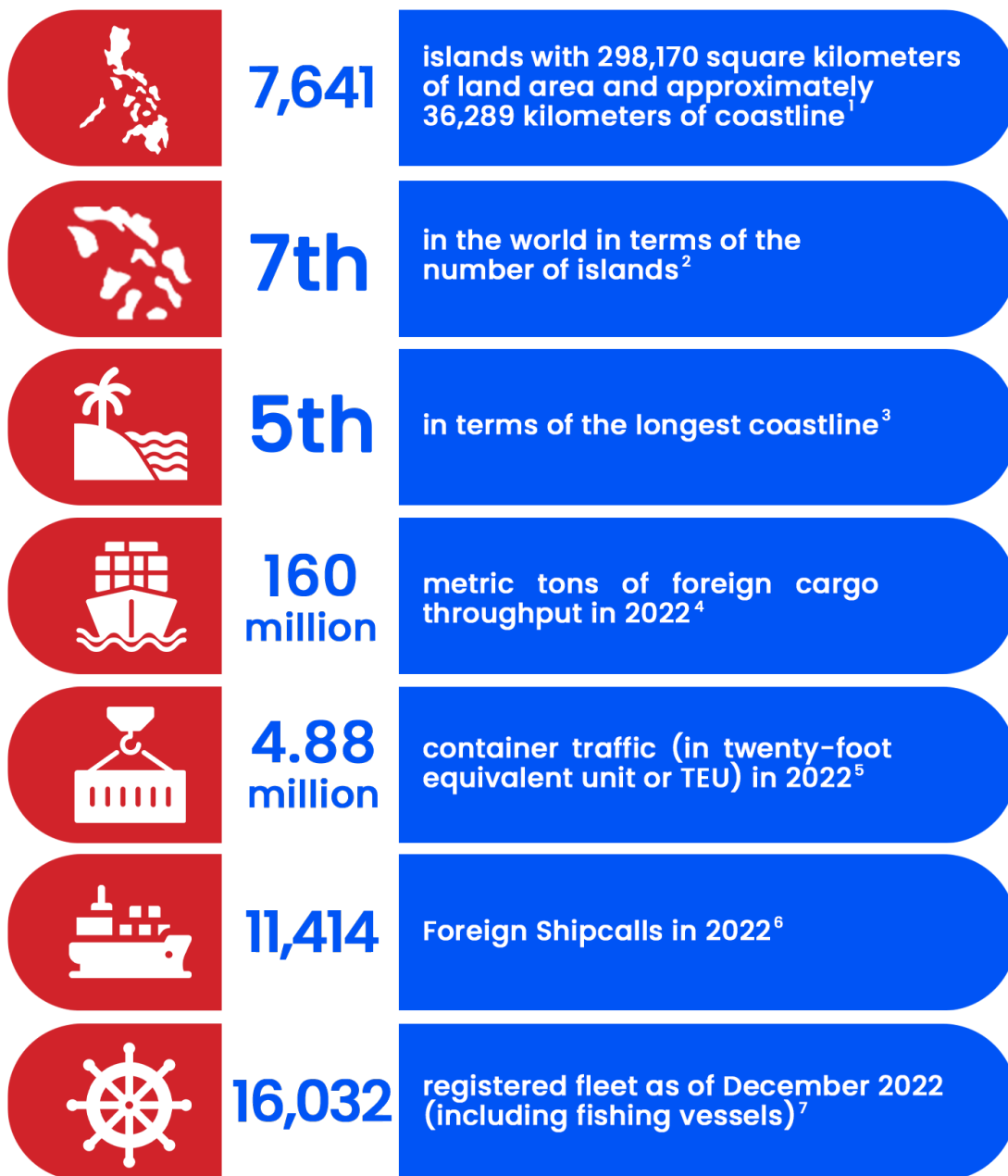




The Philippines: **A Maritime Nation**

The Philippines: A Maritime Nation

The Philippine archipelago greatly **relies on maritime transport** for the movement of its people, goods and services, as well as, in furtherance of its international relation with the ASEAN Region and the rest of the world.



¹ 10th-year Maritime Industry Development Plan (MIDP)

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

³ <https://www.worldatlas.com/articles/countries-with-the-most-coastline.html>

⁴ Philippine Ports Authority (PPA) 2022 Statistics

⁵ Philippine Ports Authority (PPA) 2022 Statistics

⁶ Philippine Ports Authority (PPA) 2022 Statistics

⁷ MARINA – Management Information Systems Service, December 2022

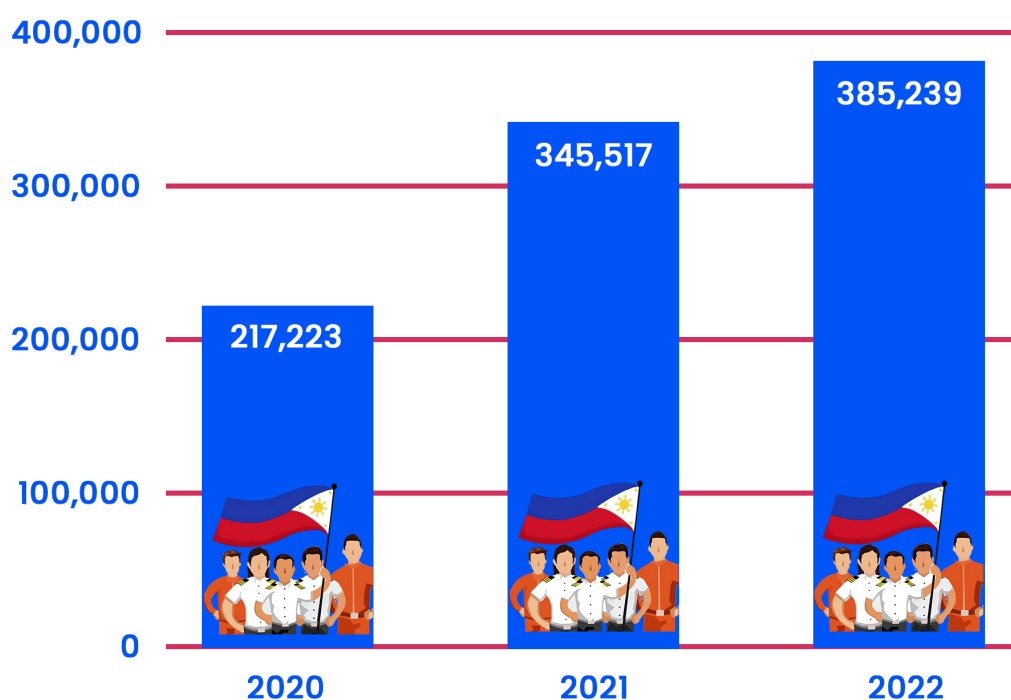


The Philippines:
A Major Provider of
Competent Seafarers

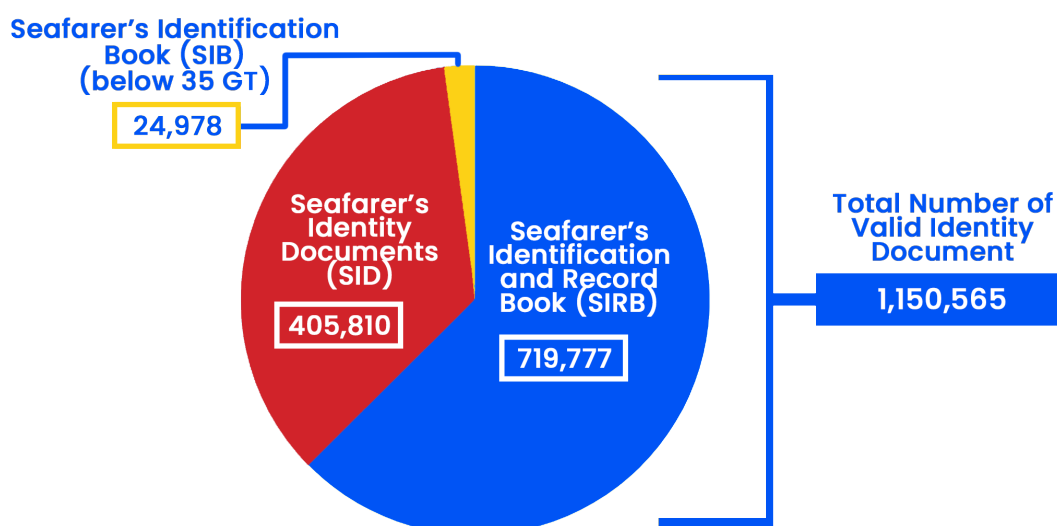
The Philippines: A Major Provider of Competent Seafarers

The Philippines is the **major seafarer-supplying country**, representing the **largest nationality of maritime crew** serving the international marine fleet⁸.

Total No. of Deployed Overseas Filipino Seafarers



Source: Philippine Overseas Employment Administration, 2020–2022



Source: Maritime Industry Authority – Management Information and Systems Service, 2022

⁸Review of Maritime Transport 2021, UNCTAD

In 2021, Filipino seafarers comprised the **largest nationality of seafarers** by rank (Senior officers and Junior officers) and by ratings, and across all departments (Deck, Engine, Catering) aboard merchant cargo vessels (Bulk Carriers, Tankers, General Cargo/Container ships)⁹.



Certificated Seafarers

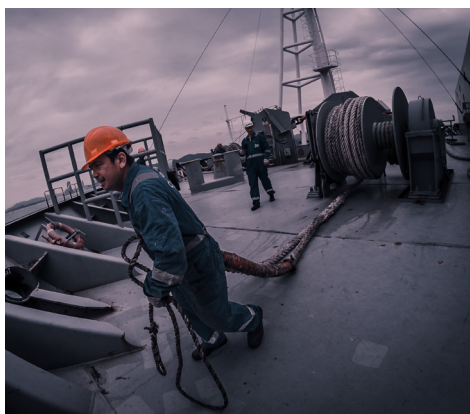
Officers:

171,280

Female Seafarers:

45,317

Source: Maritime Industry Authority – Standards of Training, Certification and Watchkeeping for Seafarers Office, 26 April 2023



⁹Review of Maritime Transport 2021, UNCTAD

Implementation of STCW Convention

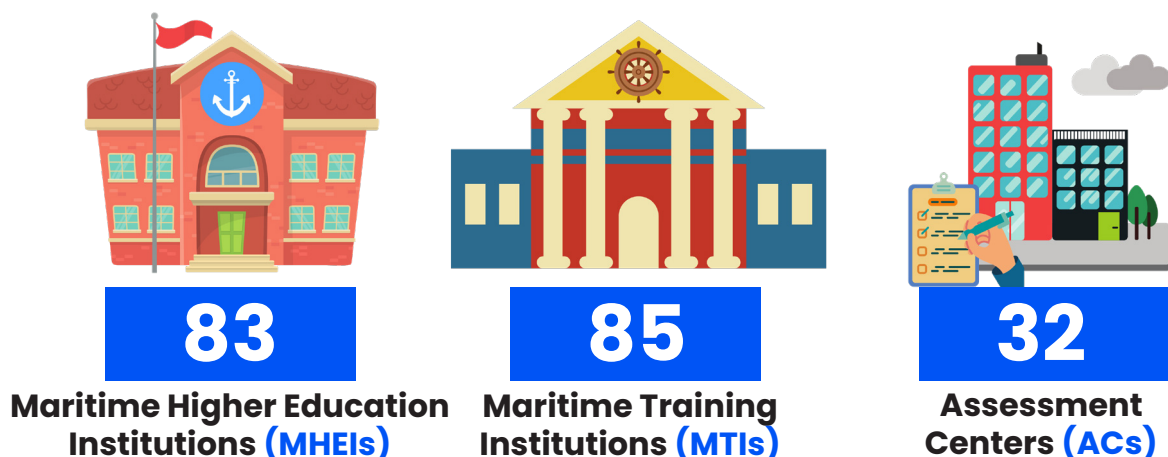
The Philippines is a party to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 as amended and the Maritime Labour Convention, 2006.

The country is continuously implementing measures to sustain the obligations of a Party in giving full and complete effect to the STCW Convention.

- Continuous monitoring by Philippine authorities of Maritime Higher Education Institutions (MHEIs) and Training Institutions (MTIs) using established standards
- Implementation of policy of two-stage accreditation process for evaluation and inspection of existing MTIs and Assessment Centers (ACs) to ensure the sustained operations, and for a more comprehensive evaluation and inspection
- Conduct of “sharpening the saw” activities for Evaluators and Inspectors in regular inspections and monitoring
- Implementation of a fully digitalized process for the issuance of electronic STCW certificates, providing a more efficient system for processing applications and strengthening the security of Philippine-issued STCW certificates
- Institutional partnership for joint academic activities including webinars and other trainings; collaborative researches; consultancy and other technical services; and resource and information sharing, to elevate the delivery of MET through open and distance learning



Likewise, in its effort to secure the quality and competence of its pool of seafarers, the Philippines, in December 2022¹⁰ has recognized¹⁰:



Having entered into bilateral agreements with most Member States on the Recognition of Certificates of Competency and Issuance of Endorsements pursuant to Regulation I/10 of the STCW Convention, we ensure that the Philippine maritime education, training, assessment and certification system is in accordance with the STCW Convention and Code and other international standards. The most recent Memoranda of Agreements were with the Kingdom of Spain, Government of the Hashemite Kingdom of Jordan, Kingdom of Thailand, and Republic of Croatia.

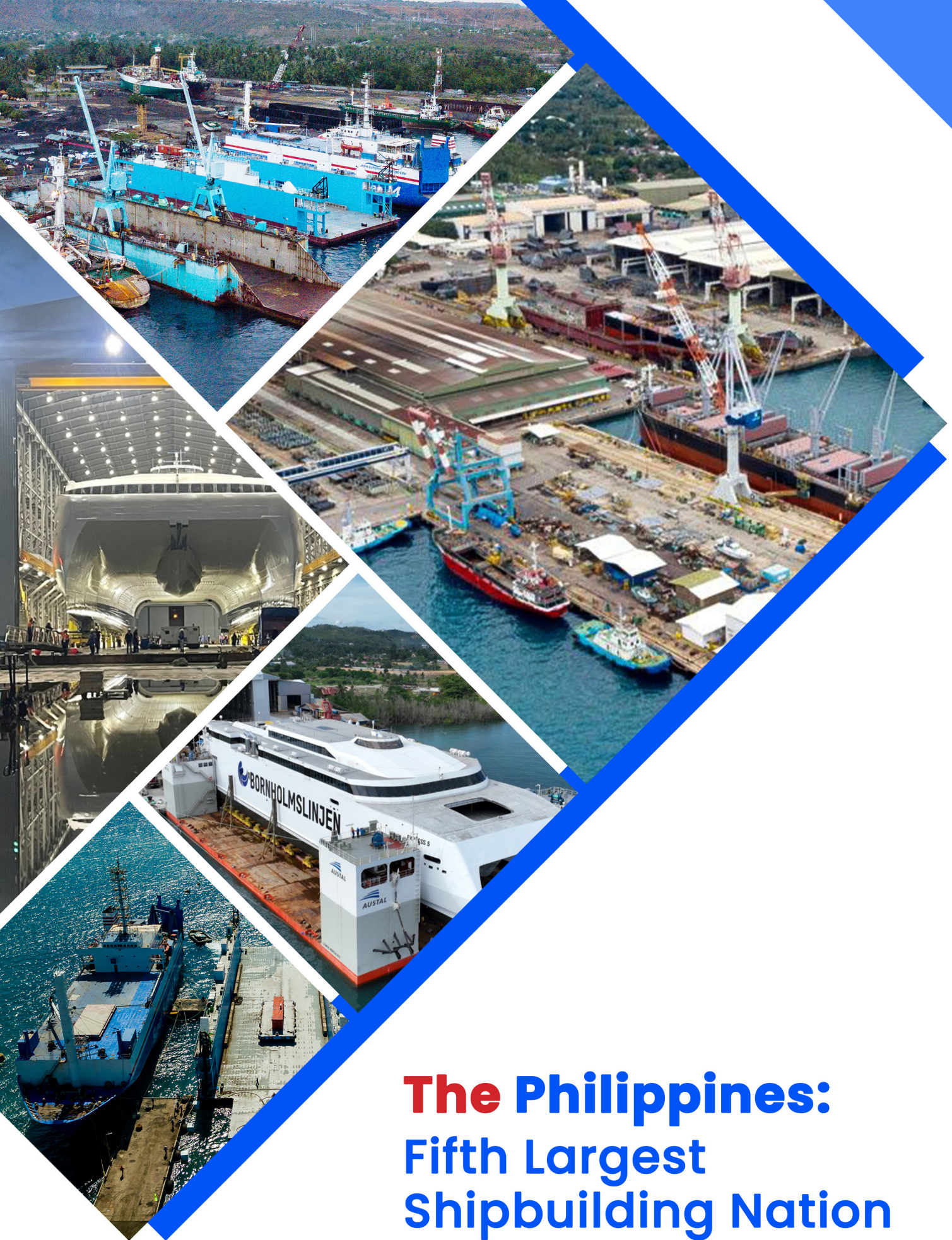
The country is also a member of the Joint ILO and IMO Tripartite Working Group to identify and address seafarers' issues and the human element.

First Member State to Meet the ILO Convention 185 Requirements



The first Member State recognized by the ILO to have fully met the international requirements of the Seafarers' Identity Documents Convention (ILO Convention No. 185).

¹⁰Maritime Industry Authority – Maritime Education and Training Standards Supervisors (METSS), 2022



The Philippines: Fifth Largest Shipbuilding Nation

The Philippines: Fifth Largest Shipbuilding Nation

The Philippines is the

5th

largest shipbuilding nation
in terms of global
shipbuilding order book¹¹.

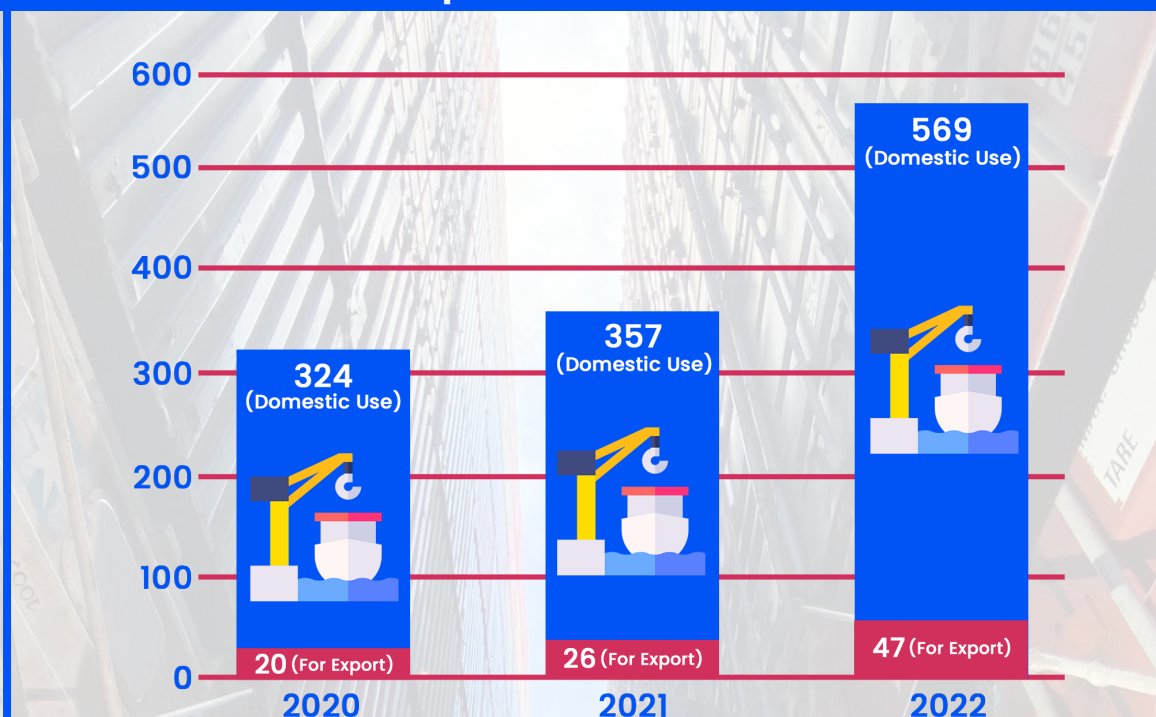
116

shipyards in 2021



¹¹Barry Rogliano Salles (BRS) 2022 Annual Review

Total Number of Locally Constructed Ships for Domestic Use and for Export in 2020, 2021, and 2022



Source: Maritime Industry Authority – Shipyards Regulation Service, 2022

Size Comparison between the Locally Constructed Ships for Domestic Use and for Export in 2020, 2021, and 2022

Year	For Domestic Use	For Export	Total
2020	48,754 GT	714,340 GT	763,094 GT
2021	15,177 GT	1,800,000 GT	1,815,177 GT
2022	24,036.20 GT	2,923,230.39	2,947,266.59 GT

Source: Maritime Industry Authority – Shipyards Regulation Service, 2022

“

Given that the Philippines is a maritime nation, I believe that it is time for us to make the **maritime industry** once again a **top priority**. While we already hold a dominant position in the world of global shipping, I certainly believe that we can do more, especially here at home.

”

Ferdinand “Bongbong” Marcos, Jr.
President, Republic of the Philippines





The Philippines: Steward of Green Shipping and Marine Environment Protection

The Philippines: Steward of Green Shipping and Marine Environment Protection

As early as 1991, the Philippines has been proactive in responding to the impact of climate change. It was during that year that the Philippine Strategy for Sustainable Development (PSSD) and the Philippine Agenda 21 (PA21) were formulated, which laid down the national agenda for sustainable development for the 21st century geared towards having a harmonious integration of a sound and viable economy, responsible governance, social cohesion and harmony and ecological integrity to ensure that development is a life-enhancing process.

Green and Clean Maritime Philippines: Protect and Conserve

In order to mitigate the adverse impact of climate change and to ensure full and effective implementation of relevant marine environment protection standards in the country, particularly on decarbonization, the Philippine maritime administration adopted the National Strategic Action Plan (NSAP) entitled, “Green and Clean Maritime Philippine: Protect and Conserve”. This plan aims to serve as the roadmap in the implementation of the marine environment protection Conventions to protect the country’s rich biodiversity, along with its Green Port Initiatives for sustainable port operations and the upskilling and reskilling of Filipino seafarers for a people-centered transition.



Decarbonizing Pathways for Freight Transport

Another maritime policy initiative of the Philippines is called Decarbonizing Pathways for Freight Transport. This project aims to find effective pathways for reducing CO2 emissions for the freight transport sector using existing modelling framework of the International Transport Forum or ITF. This is in consonance with the Sustainable Infrastructure for Low-Carbon Climate Resilient Development in Asia Programme formulated by the Organization for Economic Cooperation and Development (OECD).



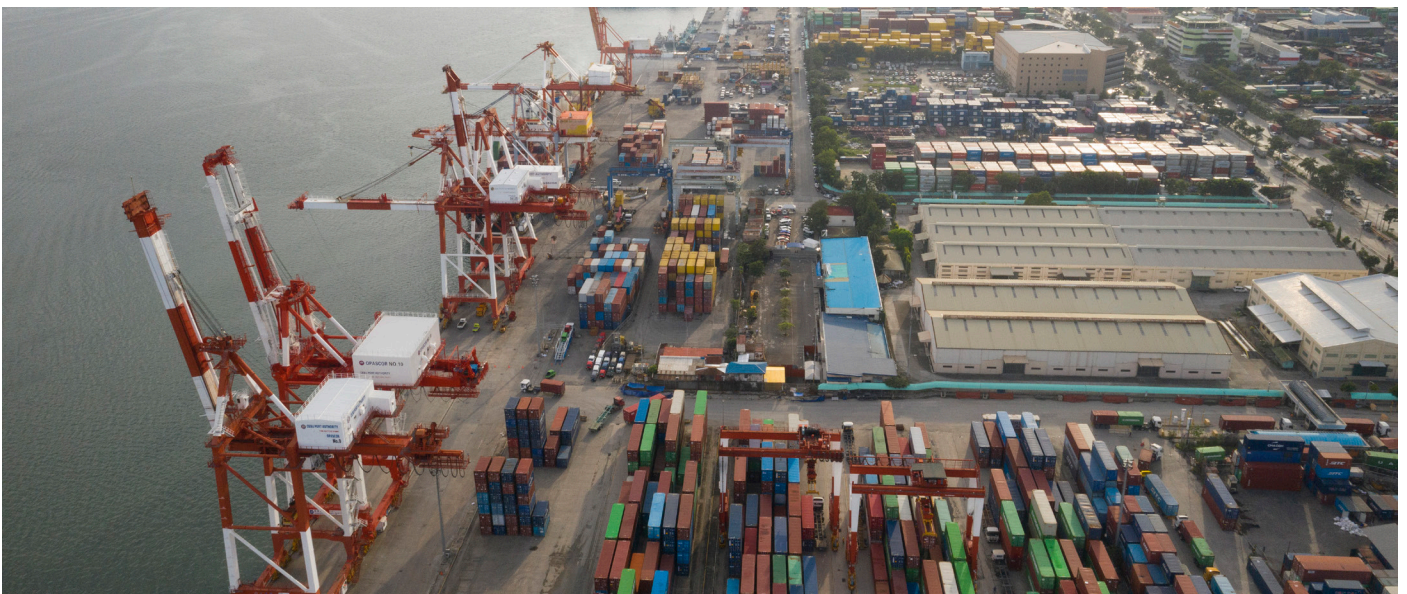
ASEAN Green Ship Strategy

The Philippines, through the Department of Transportation and other relevant government agencies in the Maritime Sector, spearheaded the Blue Solutions Project, which aims to prevent and reduce water transport emissions. It also intends to reduce greenhouse gas emissions from ships, ports and from interisland transport by identifying and demonstrating energy efficiency improvements, optimized processes and innovative technologies.

Likewise, MARINA is coordinating with an offshore plant-engineering cooperative for possible collaboration regarding hybrid ships, energy efficiency, and alternative fuels.

The Blue Solutions Project

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Green Port Initiatives

The Philippines, through the Philippine Ports Authority (PPA), is now prioritizing its “Green Port” initiatives patterned before the Green Port Awards System (GPAs) of the Asia-Pacific Economic Cooperation (APEC) Port Services Network (APSN) as it aims for more sustainable port operations.

Another purpose of the said undertaking is to complement the initiatives being done by the PPA’s international partners like shipping lines to reduce greenhouse gases (GHG) emitted by ships as well as port equipment to a more manageable level.



Quality and Efficiency of the SHE (Safety, Health, and Environmental) Management in Ports

In order to mitigate the adverse impact of climate change and to ensure full and effective implementation of relevant marine environment protection standards in the country, particularly on decarbonization, the Philippine maritime administration adopted the National Strategic Action Plan (NSAP) entitled, “Green and Clean Maritime Philippines: Protect and Conserve”. This plan aims to serve as the roadmap in the implementation of the marine environment protection Conventions to protect the country’s rich biodiversity, along with its Green Port Initiatives for sustainable port operations and the upskilling and reskilling of Filipino seafarers for a people-centered transition.

Regional Marine Pollution Exercise (MARPOLEX)

The Philippines, through the Philippine Coast Guard (PCG), participated in the Regional Marine Pollution Exercise (MARPOLEX), which was hosted by the Republic of Indonesia, through the Directorate General for Sea Transportation (DGST) and Japan, through the Japan Coast Guard (JCG) and was held on 22 to 29 May 2022 at Port of Makassar, South Sulawesi, Indonesia.

The said exercise was only jointly conducted by the PCG and DGST before the implementation of the ASEAN Oil Spill Response Action Plan of 1992, but later on, it was then appreciated by other nations, leading to the involvement of the JCG in MARPOLEX '95.



Partnership to Address Marine Plastic Litter



The Philippines, through the Maritime Industry Authority (MARINA), and the World Wide Fund for Nature – Philippines (WWF) sealed their partnership in reducing the tons of marine plastic litter plaguing the oceans through the signing of a Memorandum of Understanding (MoU) and launching of the National Strategic Action Plan on Marine Plastic Litter and the communication materials for ships and ports on 23 September 2022.

The said National Strategic Action Plan on Marine Plastic Litter aims to ensure protection and conservation of the marine environment through prevention of plastic pollution and discharge of wastes from ships and ports.

Baseline Survey on Marine Plastic Pollution and Solid Waste Management

In 2022, the Maritime Industry Authority (MARINA) and the World Wide Fund for Nature – Philippines (WWF-PH) conducted a coordination meeting where the project kick-off of the Information-Education-Communication (IEC) Campaign on marine environment protection was strategized particularly the awareness on marine plastic litter.

The WWF-Philippines requested for the assistance of the MARINA particularly on the dissemination of their Baseline Survey to its Regional Offices (MROs).

The Baseline Survey aims to determine the level of awareness of the relevant population on the role of the maritime sector in addressing plastic pollution in Philippine ports and ships, and their level of awareness of solid waste management.

The dissemination of Baseline survey is also part of the joint project of the WWF and Grieg Group, funded through the Grieg Foundation, which aims to reduce plastic pollution in the Philippine ports.



Enhancement of Marine Litter Management in Manila Bay

The Korea International Cooperation Agency (KOICA), in collaboration with the Philippine Coast Guard (PCG) and Department of Environment and Natural Resources (DENR) is working on a five-year project entitled, "Enhancement of Marine Litter Management in Manila Bay".

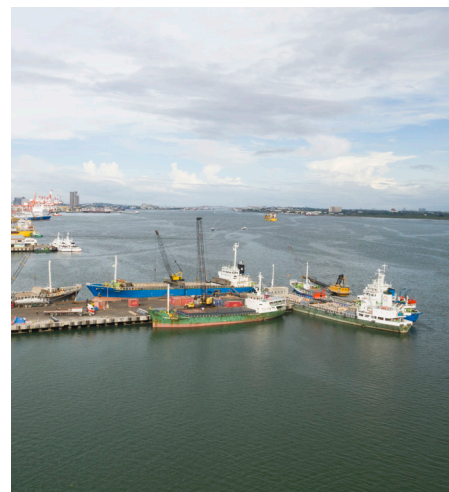
The said project aims to establish and strengthen the environmental protection system of Manila Bay. It also intends to enhance knowledge of and behavior changes for marine pollution reduction and prevention.



Deployment of PICES Collector for PORTECT Project Year 2

The Philippines, through the Philippine Coast Guard (PCG), supported and participated in PICES collector deployment operation held in various location such as Manila, Batangas, Cebu, and Subic, Zambales.

The research program aims to establish a baseline data for Philippine compliance with the International Maritime Organizations (IMO), as well as the enforcing agency of the Ballast Water Management Convention and Anti-biofouling System.



Oil Pollution Management Fund (OPMF)

The OPMF was created under the Republic Act (RA) No. 9483, entitled "An Act Providing for the Implementation of the Provisions of the 1992 International Convention on Civil Liability for Oil Pollution Damage and the 1992 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, Providing Penalties for Violations Thereof, and for Other Purposes."

By creating the OPMF, the Philippines seeks to ensure that the enforcement agencies are capable of protecting the marine wealth and preventing harm from being caused to the people and their livelihood by reason of these unfortunate events¹².

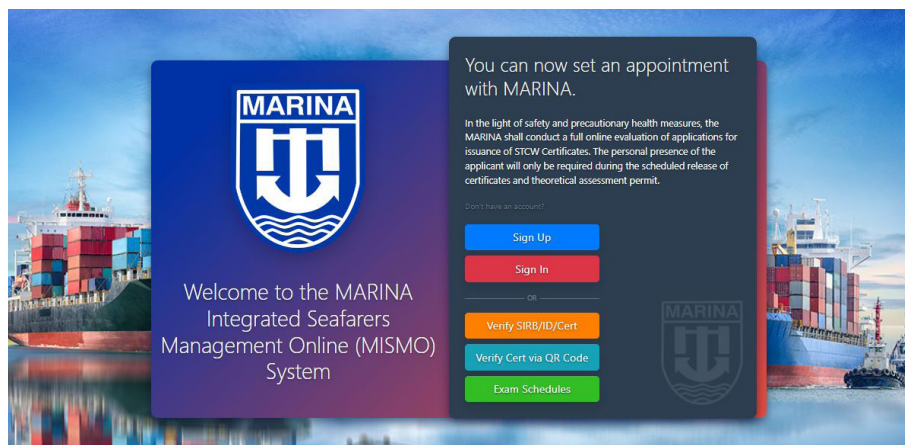
¹²G.R. No. 230107. Department of Transportation (DOTr), Maritime Industry Authority (MARINA), and Philippine Coast Guard (PCG) vs. Philippine Petroleum Sea Transport Association, Kerma Shipping Transport Corporation, Islas Tankers Seatransport Corporation, et al. July 24, 2018



The Philippines towards Digital Transformation in Maritime Industry

The Philippines towards Digital Transformation in Maritime Industry

Digitalization Efforts Particularly in the Issuance of E-Certificates



In 2022, the Philippines started to issue digital Certificates of Competency and Certificate of Proficiency to seafarers to lessen administrative burden and provide a higher level of security with verification as a key feature.

This laudable improvement also allowed the STCW Office

to reduce the budgetary requirements, taking into account the essential supplies for hard copy of certificates like security paper and ink, are no longer needed. The digitalization also resulted to less usage of printers, hence a significant reduction in consumption of electricity and ultimately, lesser carbon footprints having in mind our work in line with the United Nations Sustainability Goals.

With the digitalization of certificates, since February 4, 2022, regular applications for COCs and COPs no longer required the physical appearance of the seafarer-applicants, except for expedite transactions or for instances where submitted documents needed to be clarified.

The implementation of a digital certificate also lessened the processing expenses for all seafarer-applicants, in fact, the fees covering COC and COP were reduced to 50%. It also lessened the travel time and efforts of all seafarer-applicants, which they can devote for quality time with their family.

Automated Systems with the Blockchain Technology

As part of the country's continued commitment in maximizing the use of digitalization in its systems and processes, the Philippines, through the MARINA, developed the Blockchain Enabled Automated Certification System.

The Blockchain Enabled Automated Certification System aims to create an information system that will integrate the existing systems being used by the agency and is envisioned to institutionalize a highly efficient and secure information system for the MARINA and its stakeholders.





The Philippines: A Responsible Member of the International Maritime Community

The Philippines: A Responsible Member of the International Maritime Community

As a responsible member of the international maritime community, the Philippines has ratified and acceded to 28 IMO Convention and is in the process of ratifying/ acceding to other IMO and International Labour Organization (ILO) Conventions and Protocols.

Various regional cooperative agreements

To carry out IMO's goals for a more sustainable shipping through ensuring safety and security of maritime transport, qualifications and fitness of the seafarers, and protection of marine environment, the Philippines ensures its active participation, as lead and member, in various regional cooperative agreements, as follows:

- Association of Southeast Asian Nations (ASEAN) towards an integrated maritime transport in the region

Tokyo MOU on Port State Control

- Regional Cooperative Agreement on Combatting Piracy and Armed Robbery in Asia-Information Sharing Center (ReCAAP-ISC)

- Anti-Smuggling, Anti-Illegal Drugs, Anti-Illegal Fishing, Anti-Drug Trafficking, and Anti-Human Trafficking

- ASEAN-OSRAP (ASEAN Oil Spill Response Action Plan), the Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas, and the Sulawesi Sea Oil Spill Response Network

- ASEAN Port Association

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

- Asia-Pacific Economic Cooperation Transportation Working Group (APEC-TWG)



The Philippines further expands its cooperation with various maritime nations' developmental undertakings through its participation in the following:

- Organisation for Economic Co-operation and Development (OECD) – Working Party 6 on Shipbuilding
- Heads of Asian Coast Guard Agencies Meeting (HACGAM) Working Level
- Maritime Safety Enhancement Project (MSEP), an agreement between the country and the Export-Import Bank of Korea (KEXIM) that envisioned establishing two (2) Buoy Bases in Cebu and Romblon and eventually the procurement of two (2) Buoy Tender vessels.
- Training course on Vessel Traffic Service (VTS) Operators Course organized by the Maritime Transport Training Institute (MATRAIN) in Port Klang, Malaysia, and the Japan Aids to Navigation Association (JANA).
- Memorandum of Agreement and Understanding with the United States of America (USA), Indonesia, India, Djibouti, South Korea, Japan, China, Singapore, Vietnam, Thailand, and Taiwan to foster cooperation and collaboration on maritime safety, maritime security, maritime search and rescue, and marine environment protection.



Hosting of various IMO Conferences and Seminars in 2020 to 2022

To carry out IMO's goals for a more sustainable shipping through ensuring safety and security of maritime transport, qualifications and fitness of the seafarers, and protection of marine environment, the Philippines ensures its active participation, as lead and member, in various regional cooperative agreements, as follows:

- Security Needs Assessment conducted from 24 to 28 February 2020. The purpose of the mission was to assist the Philippines in identifying specific needs related to the implementation of relevant requirements set out in SOLAS Chapter XI-2 and the ISPS Code (policy/ governance/ operational/ physical security level) and the prevailing gaps related to national organization, legislation and physical security and operational aspects aiming at enhancing maritime security on a long-term and sustained basis.
- First Virtual General Training Course on Biofouling Management and Invasive Aquatic Species held from 14 to 17 December 2020. The said Training Course aimed to have a general understanding of the issues, potential impacts, different tools available for biofouling management and the contents of the IMO Biofouling Guidelines.
- Seminar on the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) held on 08 to 10 February 2021. The seminar intended 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.
- Extraordinary High-Level Regional Meeting (EHLRM) on MEPSEAS held on 17 March 2021. The purpose of the EHLRM on MEPSEAS was 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 aimed to focus on compliance monitoring and enforcement (CME) of the high priority IMO conventions selected by the partnering beneficiary countries.
- National Training Course on Biofouling Management held on 25 to 28 October 2021. The said training course aimed to have a general understanding of the issues, potential impacts and different tools available for biofouling management.
- Conduct of Compliance Monitoring and Enforcement (CME) National Workshop from 23 to 26 November 2021. The four-day CME National Workshop was intended 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 Ballast Water Convention and Anti-Fouling Systems Convention.

- Virtual National Workshop on Oil Spill Incident Management held last 14 to 16 May 2022. The objective of the National Workshop was to provide an overview of incident management in case of an oil spill at sea with an emphasis on the Incident Command (ICS).
- Tokyo MOU Expert Mission 2022 held on 05 to 09 September 2022. The five-day activity on Tokyo MOU Expert Mission with Integration of the Pilot Trial of the Implementation of Compliance Monitoring Expert (CME) procedures in selected key ports under the Marine Environment Protection of the South East Asian Seas (MEPSEAS) project was focused on the two (2) identified priority Conventions of the Philippines on marine environment – the International Convention on the Control of Anti-fouling System on Ships (AFS) and the International Convention for the Control and Management of Ships' and Sediments (BWM).
- 2nd Regional Task Force (RTF) Meeting on Biofouling Management in East Asian Seas Region from 23 to 25 November 2022. The meeting aims to review and discuss the first draft of the regional strategy on biofouling management and status of the implementation of the project in the region.



Philippine Mechanisms for the Implementation of the International Maritime Instruments

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

- Multi-sectoral Advisory Group on IMO Concerns (MAGIC);
- Inter-agency Coordinating Committee to Facilitate the Ratification and Accession to the Implementation of Maritime Conventions (ICCFRAIMC);
- IMO Member State Audit Scheme (IMSAS) Technical Working Group (TWG) and Council;
- STCW Advisory Council – established to assist the MARINA in ensuring compliance and proper implementation of the STCW Convention 1978, as amended, taking into consideration the interest of the Philippine maritime industry¹³.



Establishment of the Philippine Maritime Strategy

The country's IMSAS Council has approved the Philippine Maritime Strategy on the Implementation and Enforcement of Relevant IMO Instruments as well as the Cross Table of Responsibilities in 2020. The Philippine Strategy aims to enhance maritime transport, safety and security, protection of the environment and to meet international obligations and responsibilities as a member of the IMO.

The Strategy also 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. On the other hand, the Cross Table of Responsibilities is a prerequisite to the drafting of the IMO Strategy, as it 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.





Establishment of the MARINA Training Institute (MarTI)

With the advent of technology, the Philippine maritime industry has to cope with the fast-changing development in the maritime sector. Thus, the establishment of its MARINA Training Institute or MarTI was made possible in order to improve and capacitate the MARINA and other partners towards innovation, modernization, and technology.

Further, the MarTI, which is a four-storey building, will also spearhead programs to help the country tackle the changing trends in the maritime industry, and to serve as a systematic educational and training system and facilities for all maritime professionals.



The IMO Goodwill Maritime Ambassadors of the Philippines

The Philippines is the only Member State to have four (4) IMO Goodwill Maritime Ambassadors who are all committed to promote the maritime and seafaring professions and raise awareness of the positive benefits of choosing a career at sea or other maritime profession.

In May 2022, the Philippines convened its first meeting with the appointed IMO Goodwill Maritime Ambassadors (GMAs) of the Republic of the Philippines for 2022-2023 in order to harmonize their plans and initiatives to promote the industry, as well as, to anchor their programs and efforts to the Maritime Industry Development Plan (MIDP) 2019-2028 and MARINA Strategic Voyage Plan 2022-2028.



Ambassador Carlos Salinas



Ambassador Josephine Francisco



Ambassador Vice Admiral Eduardo Ma Santos



Ambassador Yrhen Bernard Balinis

Scholarship Programs



**World Maritime
University (WMU)**



**213¹⁴ Graduates from
the Philippines**



**International Maritime
Law Institute (IMLI)**



**29¹⁵ Graduates from
the Philippines**

Filipino graduates from the said universities have been appointed to key management positions in the Philippine maritime administration and have represented the country in various committees and sub-committees of IMO and other international organizations such as ASEAN, APEC, BIMP-EAGA, APHoMSA, HACGAM and other like regional partnerships.

Meanwhile, the Maritime Industry Authority (MARINA) and the World Maritime University (WMU) have joined forces to integrate the development, promotion, and regulation of the Philippine maritime industry by signing a Memorandum of Understanding (MoU) on academic cooperation and technical assistance in the field of maritime education, maritime affairs, and associated fields on 28 September 2021.

The MoU covers areas of cooperation such as collaboration in the fields of maritime education and training; capacity-building activities through seminars and training as may be deemed necessary by both parties; quality assurance; sponsorship of MARINA staff to attend the MSc Programme in Malmö; funding by MARINA of one Staff member a year; Field Study Training for WMU students; and opportunities for other forms of cooperation and technical assistance.



¹⁴At a Glance, World Maritime University (WMU), 2023

¹⁵IMLI Graduation Brochure, 2022





The Philippines
implements
Maritime Industry
Development Plan
(MIDP) 2028

The Philippines implements Maritime Industry Development Plan (MIDP) 2028

The **Maritime Industry Development Plan 2028 (MIDP 2028)** envisions a strong, reliable, and improved Philippine Merchant Fleet that meets the national and international standards along with the development of a future-ready maritime human capital. It is also anchored with development plans such as **UN Sustainable Development Goals; AmBisyon Natin 2040; Philippine Development Plan 2023–2028**; and other laws on gender and development, accessibility, ease of doing business, among others.

OVERRIDING PROGRAMS



Enhancement of
Maritime Transport
Safety & Security



Implementation of
Sustainable
Maritime Innovation,
Transformation,
Digitalization &
Knowledge Center



Promotion of
Environmentally
Sustainable Maritime
Industry

Vital programs that cut across and are critical to achieving the desired outcomes of the core MIDP programs.

CORE PROGRAMS



Modernization &
Expansion of
Domestic Shipping
Industry
[including the
TDAs & CIWTS]



Promotion &
Expansion
of the
Overseas
Shipping
Industry



Modernization,
Expansion &
Promotion of the
Shipbuilding
& Ship Repair
Industry



Promotion of
Highly
Skilled &
Competitive
Maritime
Workforce

Focus sectors of the Philippine merchant fleet, development and expansion.

ENABLING PROGRAMS



Adoption and Implementation of an
Effective & Efficient Maritime
Administration Governance System

Enabling program focuses on a whole-of-nation approach by empowering relevant government agencies and maritime industry stakeholders the impetus to push forward the core and overriding programs



The Philippines would greatly value the support for its re-election to the IMO Council under Category C for the 2024-2025 biennium, to continually advance the mission of the IMO in ensuring safety of life and property at sea, sustainable shipping, and environmentally sound maritime industry.

The Philippines is committed to support the United Nations Sustainable Development Goals.

