



REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION  
MARITIME INDUSTRY AUTHORITY

**MARINA ADVISORY**

No. 2024-06

Series of 2024

**TO : ALL DOMESTIC SHIPPING COMPANIES/OPERATORS, MASTERS AND DECK OFFICERS, AND OTHER MARITIME ENTITIES CONCERNED**

**SUBJECT : REITERATION OF MARINA CIRCULAR NO. 2015-02 ON THE CONTINUAL OPERATION OF THE AUTOMATIC IDENTIFICATION SYSTEM (AIS) ONBOARD SHIPS**

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In the interest of public service and to ensure that the subject navigational equipment is properly utilized for the safety of navigation for covered ships plying in domestic waters, Section IV.6 of Memorandum Circular (MC) No. 2015-02 is hereby reiterated, to wit:

*"6. Ships fitted with AIS shall maintain its operation at all times except, where international agreement, rules or standards provide for the protection of navigational information. Should continual operation of AIS compromise the safety or security of the vessel or where a security incident is imminent, the AIS may be switched off. This action and the reason for taking it must be recorded in the ship's logbook. The AIS should be returned to continuous operation as soon as the source of danger has been mitigated."*

All concerned maritime entities and Masters of ships covered by MC No. 2015-02 fitted with AIS are herein advised to **maintain its AIS in operation at all times**, whether underway or at anchor. In ports, AIS operation should be in accordance with the port requirements, otherwise the AIS should be in continual operation.

Exception is only given where international agreement, rules or standards provide for the protection of **navigational information** or where the continuous transmission of vessel's information may compromise the safety or security of the vessel or where a security incident is imminent (e.g., concealing the identity, location, and course of the ship from pirates when transiting to an area vulnerable to piracy).

**Exception is also hereby extended to vessels in high and dry state considering that they do not impose any navigational hazard during this time.**

**The decision for switching off the AIS is hereby given to the professional discretion of the Master.** If the Master believes that the continual operation of AIS might compromise the safety or security of his/her ship or where security incidents are imminent, the AIS may be switched off.

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Turning off the AIS is a potentially questionable behavior known as "going dark" at sea. Vessels noted switching off their AIS for an extended period may be subjected to investigation for possible non-compliance to MC No. 2015-02 and this Advisory or for other illegal, unreported, unregulated operations.

**Whenever the AIS is switched off for a legitimate reason, the Master should ensure that the date, location, time, and reason for switching off the AIS should be recorded in the ship's deck logbook. Unless it would further compromise the safety or security, if the ship is operating in a mandatory ship reporting system or Vessel Traffic Management System (VTMS), the Master should report this action and the reason for doing so to the Port Authority. The Master should immediately turn on the AIS as soon as the source of danger has disappeared.**

In order to maintain its continued operation, the AIS and all associated sensor or auxiliary equipment must be connected to an **alternative emergency power source** (e.g., battery actuator) when there is a need to switch off the main power source of the vessel or in case of unexpected power shutdown.

Companies are advised to incorporate a **shipboard procedure relative to the operation of AIS** in their Safety Management System (SMS) Manual, and ensure that the Masters, Officers and crew of their managed vessels are familiarized with the rules and guidelines provided under MARINA Circular No. 2015-02 and this Advisory.

Likewise, stern reminder is hereby given that any particular **covered ships without or with non-functional AIS (including those found with AIS turned-off without legitimate reasons in any given period)** shall be administratively fined and penalized (including suspension of Safety Certificate) as provided under Section V of MC 2015-02.

All MARINA Regional Offices (MROs) are hereby directed to strictly implement and monitor the aforementioned guidelines during the conduct of inspection, compliance monitoring and enforcement (CME) and safety management audits.

This Advisory shall take effect immediately.

For the guidance and strict compliance of all concerned.

  
**SONIA B. MALALUAN**  
Administrator

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**INTERPRETATION OF MARINA CIRCULAR NO. 2015-02  
ON WHEN THE AUTOMATIC IDENTIFICATION SYSTEM (AIS)  
IS ALLOWED TO BE TURNED OFF**