



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Memorandum Circular No. MS- 2024 - 01
Series of 2024

TO : ALL SHIPOWNERS, SHIP MANAGERS, MASTERS AND OFFICERS
OF PHILIPPINE-REGISTERED SHIPS, RECOGNIZED
ORGANIZATIONS AND ALL CONCERNED ENTITIES

SUBJECT : IMPLEMENTATION OF THE INTERNATIONAL MARITIME SOLID
BULK CARGOES CODE (IMSBC CODE) TO PHILIPPINE
REGISTERED SHIPS ENGAGE IN INTERNATIONAL VOYAGE

Pursuant to Presidential Decree No. 474, EO 125/125-A, Republic Act No. 9295, and its Implementing Rules and Regulations, the International Maritime Organization (IMO) Instruments Implementation Code (IIC Code), and in order to provide international standards governing the carriage of solid bulk cargoes and the carriage of dangerous goods in solid form in bulk under Chapter VI and VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended and the International Maritime Solid Bulk Cargoes (IMSBC) Code, the following are hereby adopted:

I. OBJECTIVES

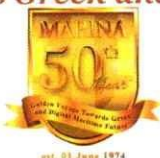
1. To adopt the requirements and ensure the compliance of Philippine registered ships engage in international voyage to the International Maritime Solid Bulk Cargoes (IMSBC) Code by institutionalizing an effective mechanism to facilitate safe stowage and shipment of solid bulk cargoes.
2. To ensure full adherence to the requirements, enhance compliance among Philippine-registered ships engaged in international voyages with the IMSBC Code, and secure the effective enforcement of regulations concerning solid bulk cargoes carried on board Philippine-registered ships.
3. To prevent ship detention arising from Port State Control inspections.

II. COVERAGE

This Circular shall apply to all Philippine-registered ships engage in international voyage carrying solid bulk cargoes and dangerous goods in solid form in bulk.

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III. EXEMPTIONS

The Administration may grant exemptions under this circular in accordance with the following:

1. The Administration may exempt any ship which embodies features of a novel kind from any of the provisions of Chapter II-2 of SOLAS, the application of which might seriously impede research into the development of such features and their incorporation in ships engaged on international voyages. Any such ship shall, however, comply with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the ship and which are acceptable to the Governments of the States to be visited by the ship.
2. The Administration, if it considers that the sheltered nature and conditions of voyage are such as to render the application of any specific requirements of Chapters VI Part A or B of the SOLAS regulation unreasonable or unnecessary, may take other effective measures to ensure the required safety for these ships.
3. For this purpose, an Exemption Certificate (EC) shall be issued to Philippine-registered ships covered by this circular, as prescribed under Chapter I Regulation 4 of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended, by Recognized Organization (RO) upon approval by MARINA in accordance with the Memorandum of Agreement (MOA) entered into between MARINA and the RO under MARINA Circular No. 2018-01, as amended. The EC shall take into consideration the model form under the Appendix of SOLAS.

The EC shall be attached to the Certificate it refers to (Safety Certificates and/or the Document of Compliance (COC) for carriage of solid bulk cargoes and/or Document of Compliance (DOC) for the carriage of dangerous goods in solid form in bulk) and shall not be valid for a longer period than the period of the certificate to which it relates or the period of validity of the exemption shall not be more than five years from the date of authorization.

A copy of the exemption or an electronic copy thereof shall be maintained on board each ship transporting solid bulk cargoes in accordance with the exemption, as appropriate.

IV. EQUIVALENCE

Where any of the provisions stipulated in this Circular is considered impractical, an alternative equivalence may be provided to the satisfaction of the Administration.

The Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship in relation to safe carriage of solid bulk cargoes and dangerous goods in solid form in bulk, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present Regulations.



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V. DEFINITION OF TERMS

For the purpose of this Circular, the following terms are defined:

1. **"ADMINISTRATION"** refers to the Maritime Industry Authority or MARINA.
2. **"COMPANY(IES)"** refers to the owner of the ship or any organization or person such as the manager, or the bareboat charterer, who has assumed responsibility for the operation of the ship from the ship owner and who, on assuming such responsibility, has agreed to take overall the duties and responsibilities imposed by the International Safety Management (ISM) Code.
3. **"CARGO SPACE"** refers to any space in a ship designated for carriage of cargoes.
4. **"COMPETENT AUTHORITY"** refers to any national regulatory body or authority designated or otherwise recognized or such of any purpose responsible to issue regulations, orders, or other instructions and perform specific tasks in compliance with the requirements of IMSBC Code.
5. **"CERTIFICATE OF COMPLIANCE / DOCUMENT OF COMPLIANCE"** refers to a document certifying that a ship is suitable for the carriage in bulk of all cargoes in accordance with the provisions of the IMSBC Code.
6. **"EXEMPTION CERTIFICATE"** refers to a document issued by the Administration or its Recognized Organization that grants a ship or its operator an exemption under specific circumstances
7. **"INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE"** refers to the code adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.122(75) for the carriage of dangerous goods and/or hazardous cargoes, and considered an extension to the provision of Chapter III of SOLAS, as amended, and the Annex III of MARPOL 73/78, as amended.
8. **"IMO"** refers to the International Maritime Organization
9. **"INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE"** refers to the code adopted by the Maritime Safety Committee of the International Maritime Organization by resolution MSC.462 (101), as amended, that provides mandatory provisions governing the carriage of solid bulk cargoes".
10. **"RECOGNIZED ORGANIZATION"** refers to an organization that has been assessed by the Administration and has complied with the RO Code and the provisions of MC 2018-01, as amended and has entered into a MOA with the Administration.
11. **"SOLID BULK CARGO"** refers to any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.



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12. **"TERMINAL REPRESENTATIVE"** refers to a person appointed by the terminal or other facility, where the ship is loading or unloading, who has responsibility for the operations conducted by that terminal or facility with regard to the particular ship.

VI. GENERAL PROVISIONS

1. The International Maritime Solid Bulk Cargoes (IMSBC) Code under IMO resolution MSC.268(85) and its subsequent amendments, is hereby adopted as an integral part of this circular.
2. To ensure the proper stowage and safe transportation of cargo, the Master must be provided with comprehensive information regarding the cargo prior to loading in relation to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers adopted by the Organization by Resolution A.862 (20), as amended.
3. When transporting solid bulk cargoes that have the potential to emit toxic or flammable gases, or cause oxygen depletion in the cargo space, the ship must be equipped with an appropriate instrument to measure gas or oxygen concentration. Detailed instructions on the instrument's use must also be provided.
4. The use of pesticides in ships must be accompanied by appropriate precautions, particularly for the purposes of fumigation.
5. Relatively, fumigation shall be performed based on the recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds (MSC.1/Circ.1264) developed by the Organization.
6. Prior to loading cargo, the cargo spaces must undergo inspection and preparation that is appropriate for the specific cargo to be loaded. The Organization has adopted Guidance to Ship's Crew and Terminal Personnel for Bulk Carrier Inspections under Resolution A.866 (20), as amended.
7. Special attention must be given to bilge wells and strainer plates, as they require particular preparation to ensure proper drainage and prevent the cargoes from entering the bilge system.
8. For Philippine-registered ships carrying solid bulk cargoes, all fire protection arrangements must comply with the requirements outlined in Chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS).

VII. SPECIFIC PROVISIONS

1. All Philippine-registered ships operating in international waters engaged in the carriage of solid bulk cargoes and dangerous goods in solid form in bulk shall adopt the requirements, rules and guidelines as prescribed by Chapter VI and Chapter VII of the International Convention for Safety of Life at Sea (SOLAS), 1974, as amended.



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2. To ensure safe loading of solid bulk cargoes, the Master must possess comprehensive information on the ship's stability and cargo distribution for standard loading conditions.
3. Accordingly, the ship must be provided with a booklet containing the following information:
 1. stability data, as required by regulation Chapter II-1, regulation 5-1;
 2. ballasting and deballasting rates and capacities;
 3. maximum allowable load per unit surface area of the tank top plating;
 4. maximum allowable load per hold;
 5. general loading and unloading instructions with regard to the strength of the ship's structure including any limitations on the most adverse operating conditions during loading, unloading, ballasting operations and the voyage;
 6. any special restrictions such as limitations on the most adverse operating conditions imposed by the Administration or its Recognized Organization, if applicable; and
 7. where strength calculations are required, maximum permissible forces and moments on the ship's hull during loading, unloading and the voyage is considered.

This booklet shall be written in a language known to the ship's officers responsible for the cargo operations and if the language is other than English, the ship shall also be provided with a booklet in English version.

4. Before a solid bulk cargo is loaded or unloaded, the Master and the terminal representative shall agree on a plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading, taking into consideration the speed of loading or unloading, the number of pours and the deballasting or ballasting capability of the ship.
5. The Master and terminal representative must ensure that the agreed plan is followed during loading and unloading operations.
6. The Master has the authority to suspend loading or unloading operations if the agreed plan is exceeded or is likely to become so.
7. The Master shall ensure that ship's personnel must continuously monitor cargo operations, and the ship's draught must be checked regularly during loading or unloading to confirm tonnage figures supplied.
8. Any significant deviations from the agreed plan must be corrected by adjusting cargo or ballast operations or both. All observations and adjustments must be recorded in a cargo log-book.



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9. Requirements for the Carriage of Dangerous Goods in Solid Form in Bulk

1. The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in Chapter VI Regulation 1.1 of the SOLAS convention.
2. In all documents relating to the carriage of dangerous goods in solid form in bulk by sea, the bulk cargo shipping name of the goods shall be used (trade names alone shall not be used).
3. All Philippine-registered ships carrying dangerous goods in solid form in bulk must possess a special list or manifest that lists all dangerous goods on board and their corresponding locations. Alternatively, a detailed stowage plan that identifies the class and location of all dangerous goods may be used in place of the special list or manifest. Before departure, a copy of either of these documents must be made available to the person or organization designated by the port state authority.
4. All Philippine-registered ships carrying dangerous goods in solid form in bulk must possess a Certificate of Compliance, in accordance with the requirements of the IMSBC Code and a Document of Compliance, in accordance with the requirements of Regulation 19.4 of Ch. II-2 of SOLAS convention.
5. The loading and stowage of dangerous goods in solid form in bulk must be carried out safely and appropriately, taking into account the characteristics of the goods. Incompatible goods must be separated from each other.
6. The Master shall ensure that ship's personnel must continuously monitor and maintain the appropriate cargo handling measures in place and monitor the ship's draught regularly during the voyage.
7. If dangerous goods in solid form in bulk have the potential to spontaneously heat up or combust, they should not be transported unless adequate measures have been taken to minimize the risk of fire.
8. Dangerous goods in solid form in bulk, which give off dangerous vapours, shall be stowed in a well-ventilated cargo space.
9. If an incident occurs involving the actual or potential loss of dangerous goods in solid form in bulk into the sea, the individual in charge of the ship, whether it be the Master or another person, must immediately report the details of the incident to the nearest coastal state in the most comprehensive manner possible. The report must adhere to the general principles and guidelines established by the Organization under resolution A.851 (20) and its subsequent amendments.
10. In the event of the ship referred to in paragraph 9 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in Chapter IX regulation 1.2 of the SOLAS Convention, shall, to the fullest extent possible, assume the obligations placed upon the Master by this present regulation.



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10. Cargo Information

1. Section VI.2 of this Circular mandates that the shipper shall provide the Master or his representative with complete information about the cargo. To comply with this provision, the shipper must provide accurate and comprehensive information on the cargo to the master or his representative, which must be confirmed in writing and supported by appropriate shipping documents before loading. This information must include all the necessary details required under Section 4 of the IMSBC Code to ensure the safe and efficient handling and stowage of the cargo on board the ship.

11. Cargo listed in the IMSBC Code

1. The IMSBC Code's Appendix 1 provides schedules for individual cargoes, including information on their properties and safe handling methods. These schedules also contain descriptions of the cargo, its characteristics, hazards, and emergency procedures.
2. The Master is responsible for consulting the relevant cargo schedule in the IMSBC Code and taking all necessary precautions. It is recommended that the Master also consults with the authorities at the ports of loading and discharge regarding any specific requirements that may apply to the carriage of the cargo.

12. Cargo not listed in the IMSBC Code

1. Prior to loading, if a solid cargo that is not listed in Appendix 1 of the Code is proposed for bulk carriage, the shipper must provide the port authority of the loading port with the cargo's characteristics and properties according to Section 4 of the Code. The competent authority will evaluate the safety of the shipment based on the information received.
 - 1.1 When it is assessed that the solid bulk cargo proposed for carriage may present hazards as those defined by group A or B of IMSBC Code as defined in its Section 1.7, advice is to be sought from the competent authorities of the port of unloading and of this flag state administration. The three competent authorities (the loading port, the unloading port and this Administration) will set the preliminary suitable conditions for the carriage of this cargo.
 - 1.2 When it is assessed that the solid bulk cargo proposed for carriage presents no specific hazards for transportation, the carriage of this cargo shall be authorized. The competent authorities of the port of unloading and of the administration shall be advised of that authorization.
2. Additionally, the competent authority of the loading port must apply to the Organization for the inclusion of this solid bulk cargo in Annex 1 of the Code within one year of the certificate's issuance. The format of this application is described in 1.3.3 and its subsection of the IMSBC Code.



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3. Subsequently, the competent authority of the loading port shall provide the Master with a certificate that specifies the cargo's characteristics and the necessary conditions for its carriage and handling.

13. Group of Cargo under the IMSBC Code

To prevent potential hazards during sea transportation, cargoes have been grouped into different categories under the IMSBC Code.

1. **Group A** cargoes, for instance, consist of small particles with a certain amount of moisture, which may liquefy during the voyage, leading to cargo shift even if they appear cohesive and evenly trimmed. Sections 1, 7 and 8 of the IMSBC Code provide guidelines include hazard conditions, requirements for specially constructed or fitted cargo ships, and provisions for cargoes that may liquefy, and test procedures for the handling and transportation of Group A cargoes. These to identify such cargoes. It is mandatory that the ships covered by this Circular comply with these requirements to prevent any potential hazards that may arise during the transportation of Group A cargoes.
2. **Group B** of solid bulk cargoes includes materials that have a chemical hazard during transportation due to their chemical properties. These may be classified as dangerous goods or materials hazardous only in bulk (MHB). To ensure safe transportation, it is important to obtain up-to-date and accurate information regarding the physical and chemical properties of the cargoes prior to loading. The classification of these materials and their intended shipment in bulk under the IMSBC Code requirements shall adhere to Section 9 and its subsections. The Code also provides specific guidance on the precautions to be taken, including the requirements for stowage and segregation, packaging, labeling, and transport documentation. It is mandatory that the ships covered by this Circular comply with these requirements to prevent any chemical hazard incidents during the transportation of Group B solid bulk cargoes.
3. **Group C** consists of cargoes which are neither liable to liquefy (Group A) nor to possess chemical hazards (Group B) as defined under Section 1.7.14 of the IMSBC Code.

14. Classification of Dangerous Goods

1. SOLAS regulation VII/7 defines dangerous goods in solid form in bulk. The classification of dangerous goods for the purposes of this Circular shall be carried out in accordance with Chapter 2 of the IMDG Code.

15. Documentation required on board the ship carrying dangerous goods

1. In accordance with SOLAS regulation VII/10.2, all ship that carries dangerous goods in solid form in bulk must have a special list or manifest that includes the name and location of the dangerous goods on board. Alternatively, a detailed stowage plan that specifies the class and location of all dangerous goods may be used instead of a special list or manifest.



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2. To ensure the safe carriage of dangerous goods in solid form in bulk, appropriate instructions on emergency response to incidents involving these cargoes must be available on board.
3. Cargo ships with a gross tonnage of 500 or more built on or after September 1, 1984, and cargo ships with a gross tonnage of less than 500 built on or after February 1, 1992, must have a Document of Compliance and a Certificate of Compliance when transporting dangerous goods in solid form in bulk, except for those in class 6.2 and class 7, as required by SOLAS regulation II-2/19.4 (or II-2/54.3). The Document of Compliance certifies that the ship's equipment and cargo arrangements comply with the applicable requirements of the IMDG Code and the Certificate of Compliance that the ship's equipment and cargo arrangements comply with the applicable requirements of the IMSBC Code.

16. Requirements for Specially Constructed or Fitted Cargo Ships

1. All specially constructed Philippine-registered cargo ships shall have permanent structural boundaries, so arranged as to confine any shift of cargo to an acceptable limit. The ship concerned shall carry evidence of approval by the Administration.
2. All specially fitted Philippine-registered cargo ships shall be fitted with specially designed portable divisions to confine any shift of cargo to an acceptable limit. Specially fitted cargo ships shall be in compliance with the following requirement:
 - 2.1 The design and positioning of such special arrangements shall adequately provide not only the restraint of the immense forces generated by the flow movement of high-density bulk cargoes, but also for the need to reduce to an acceptable safe level the potential heeling movements arising out of a transverse cargo flow across the cargo space. Divisions provided to meet these requirements shall not be constructed of wood.
 - 2.2 The elements of the ship's structure bounding such cargo shall be strengthened, as necessary.
 - 2.3 The plan of special arrangements and details of the stability conditions on which the design has been based shall have been approved by the Administration or its Recognized Organization. The ship concerned shall carry evidence of approval by the Administration or its Recognized Organization.



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3. All shipowners/ship managers of Philippine-registered ships are required to submit the following plans, drawings and calculation to the Administration or its Recognized Organization for approval.
 - 3.1 relevant structural drawings, including scaled longitudinal and transverse sections;
 - 3.2 stability calculations, taking into account loading arrangements and possible cargo shift, showing the distribution of cargo and liquids in tanks, and of cargo which may become fluid; and
 - 3.3 any other information which may assist the Administration in the assessment of the submission.

17. Safety of Personnel and Ship

1. Prior to and during loading, carriage and discharge of a solid bulk cargo, all necessary safety precautions shall be observed.
2. A copy of the instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in solid form in bulk shall be on board. Reference information is provided in the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) (MSC/Circ.857), published by the Organization and its subsequent amendments.

18. RESPONSIBILITIES

1. The Company:
 - 1.1 Shall ensure that each ship is manned with qualified, certificated and medically-fit seafarers in accordance with national and international requirements.
 - 1.2 Shall ensure that all operations related to the carriage of solid bulk cargoes comply with the regulations set forth in the IMSBC Code and other relevant international conventions and regulations.
 - 1.3 Shall ensure that the ship is suitable for the carriage of the intended cargoes, including proper certification, structural integrity, and appropriate equipment.
 - 1.4 Shall provide accurate and complete documentation regarding the cargo, including cargo information, stowage, handling, and safety procedures, to the Master and relevant personnel.
 - 1.5 Shall implement and maintain a Safety Management System (SMS) onboard the ship, which includes procedures for the safe carriage of solid bulk cargoes.
 - 1.6 Shall develop and implement emergency response plans for situations such as cargo spills, fires, or other emergencies involving solid bulk cargoes.

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2. The Master of the Ship:

- 2.1 Shall be responsible for the safe navigation and operation of the ship, including adherence to applicable regulations and guidelines for the carriage of solid bulk cargoes.
- 2.2 Shall supervise and oversee all aspects of cargo loading, stowage, securing, and unloading operations to ensure compliance with safety standards and procedures.
- 2.3 Shall ensure the safety of the ship's crew and personnel involved in cargo operations, including providing necessary safety equipment and training.
- 2.4 Shall Maintain communication with the company, relevant authorities, and other ships as necessary regarding cargo operations, safety concerns, and emergencies.
- 2.5 Shall take immediate and appropriate action in the event of emergencies or incidents involving solid bulk cargoes, including implementing emergency response procedures and coordinating with relevant authorities.
- 2.6 Shall keep accurate records and documentation related to cargo operations, including cargo manifests, stowage plans, and any incidents or emergencies encountered during the voyage.
- 2.7 Shall ensure compliance with all applicable regulations, guidelines, and instructions related to the carriage of solid bulk cargoes, including the IMSBC Code and any additional requirements imposed by the company or relevant authorities.

19. Protective Equipment

1. For the protection of crew members who are engaged in loading and discharging operations, the ship shall have on board suitable protective equipment.
2. Protective equipment shall be used in any operation, which may entail danger to personnel.

20. Survey and Certification

1. All surveys and audits of Philippine-registered ships, covered by this circular, shall be conducted by Recognized Organizations (RO) accredited by MARINA through MARINA Circular 2018-01 and its subsequent amendments.
2. The MARINA shall perform its oversight functions over these ships under MARINA Circular MS-2020-02 and its subsequent amendments.



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3. Philippine-registered ships in international waters shall be classed by an IACS member Classification Society and shall be maintained throughout its service life.

VIII. COMPLIANCE MONITORING AND ENFORCEMENT (CME)

1. Recognized Organizations (RO) shall verify that every ship they survey/ inspect has complied with the requirements of this Circular prior issuance/ endorsement/ renewal of their Ship Safety Certificates.
2. All Philippine – registered ships covered by this Circular shall be subjected to Flag State Inspection (FSI) pursuant to MC MS-2020-02. The requirements of this Circular shall form part of the items for verification/ validation during the conduct of FSI.

IX. ADMINISTRATIVE FINES AND/OR PENALTY/IES

The Company and Master of the ship covered by this Circular shall be jointly and solidarily responsible and liable for violations or non-compliance with the polies herein set forth, whether found during the conduct of FSI in accordance with Sec. VIII, Paragraph 2 above or during Port State Control inspections, and shall be subject to the following administrative fines and/or penalties, after due process:

Violation/s	Fines / Penalties
1. Transporting cargoes that emit toxic or flammable gases without appropriate measuring instruments under Section VI, Paragraph 3.	₱ 500,000.00 per violation plus suspension of Safety certificate, if warranted, (whether issued by MARINA or an RO) until compliance
2. Non-compliance with the recommendations for safe use of pesticides and fumigation of cargo holds under Section VI, Paragraph 5.	
3. Non-compliance with fire protection arrangements as outlined in SOLAS Chapter II-2.	
4. Non-compliance with the requirements, rules, and guidelines prescribed by Chapter VI and Chapter VII of SOLAS for solid bulk cargoes and dangerous goods.	
5. Violation with Section VII para. 9.6, failure to implement appropriate cargo handling measures for dangerous goods.	
6. Non-compliance with Section III relative to any requirements on the design, construction, installation, and equipment without exemption approval from MARINA.	



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7. Non-compliance with Classification requirements under Section VII, Paragraph 20.3.	
8. Violation of Section VII para. 16.3 on the requirements for specially constructed or fitted cargo ships without coordination and approval from MARINA or its Recognized Organization.	
9. Violation with Section VII para. 18.1, 1.3, failure to ensure that the ship is suitable for the carriage of intended cargoes, including lacking proper certification, structural integrity, and appropriate equipment.	
10. Violation with Section VII para. 18.1, 1.4, failure to provide accurate and complete documentation regarding the cargo, including information on stowage, handling, and safety procedures.	₱ 500,000.00 plus additional audit by the Administration and/or its Recognized Organization (RO) within the period of 3 months.
11. Violation with Section VII para. 18.1, 1.5 failure to provide, implement and maintain a Safety Management System (SMS) onboard the ship, which includes procedures for the safe carriage of solid bulk cargoes.	
12. Failure to develop and implement adequate emergency response plans for situations involving solid bulk cargoes under Section VII para. 18.1, 1.6.	
13. Violation with Section VII para. 18.2, 2.6, on keeping accurate records and documentation related to cargo operations, including cargo manifests, stowage plans, and any incidents or emergencies encountered during the voyage.	₱ 500,000.00 plus suspension of Safety certificate, if warranted (whether issued by MARINA or an RO) until compliance.
14. Non-compliance with the IMSBC Code, including provisions for the safe stowage and shipment of solid bulk cargoes and dangerous goods in solid form in bulk, and failing to ensure all related operations comply with the IMSBC Code and other provisions in this circular.	

The foregoing fines and penalties shall not be a bar and shall not prejudice the institution of criminal cases before the courts of law.

X. SEPARABILITY CLAUSE

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



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XI. EFFECTIVITY CLAUSE

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

Done in Manila, Philippines AUG 01 2024.

By the Authority of the Marina Board


SONIA B. MALALUAN
Administrator

SECRETARY'S CERTIFICATE

This is to certify that the foregoing Memorandum Circular No. MS-2024-01 was approved by the MARINA Board during its 307th of the MARINA Board Meeting held on 01 August 2024.


ATTY. SHARON L. DE CHAVEZ-ALEDO
Board Secretary

Date of Publication: 19 October 2024
Business Mirror

Date of Submission to ONAR: _____