

# 2023 MARINA STATISTICAL REPORT



BAGONG PILIPINAS



# FOREWORD

*The 2023 MARINA Statistical Report compiles into one publication all the available maritime and maritime-related statistical information which are generated by the Maritime Industry Authority (MARINA) and by other concerned government entities such as the Department of Migrant Workers (DMW), Philippine Ports Authority (PPA), Cebu Port Authority (CPA), Commission on Higher Education (CHED), Bangko Sentral ng Pilipinas (BSP) .*

*Data were also collected from international organizations such as United Nations Conference on Trade and Development (UNCTAD), Baltic and International Maritime Council (BIMCO) and the International Chamber of Shipping (ICS).*

*For easy reference, these information are presented on a per maritime sector basis namely; domestic shipping sector, overseas shipping sector, shipbuilding and ship repair sector, and the maritime manpower sector. Included in this report are information which are often requested by users/researchers.*

*Any query or more detailed requirements pertaining to the information presented in this Statistical Report may be directed to the Management Information Systems Service (MISS) / MARINA at [miss@marina.gov.ph](mailto:miss@marina.gov.ph).*

**- MANAGEMENT INFORMATION SYSTEMS SERVICE**

REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION  
**MARITIME INDUSTRY AUTHORITY**

# **2023 MARINA STATISTICAL REPORT**

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# I. DOMESTIC SHIPPING SECTOR



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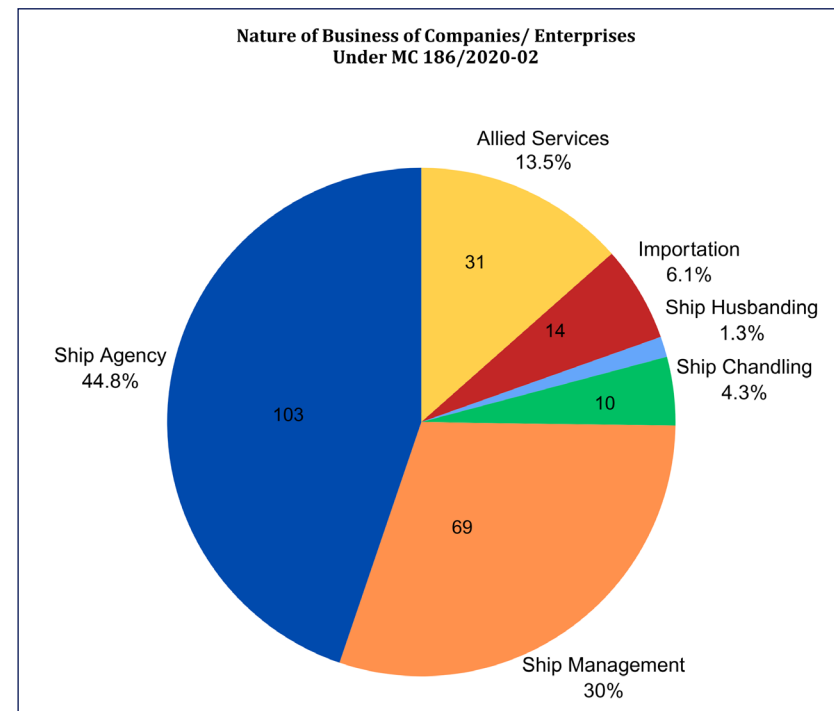
## A. COMPANIES/ ENTERPRISES WITH VALID ACCREDITATION UNDER MC 2006-3

Type of Business Ownership	Number of Companies/ Enterprises		% Change
	As of Dec 2022	As of Dec 2023	
Corporation	671	627	(6.56%)
Partnership	7	6	(14.29%)
Cooperative	19	24	26.32%
Single Proprietorship	3,371	3,483	3.32%
<b>TOTAL</b>	<b>4,068</b>	<b>4,140</b>	<b>1.77%</b>

## B. VALID ACCREDITATION OF COMPANIES UNDER MC 186/2020-02, AS OF DEC 2023

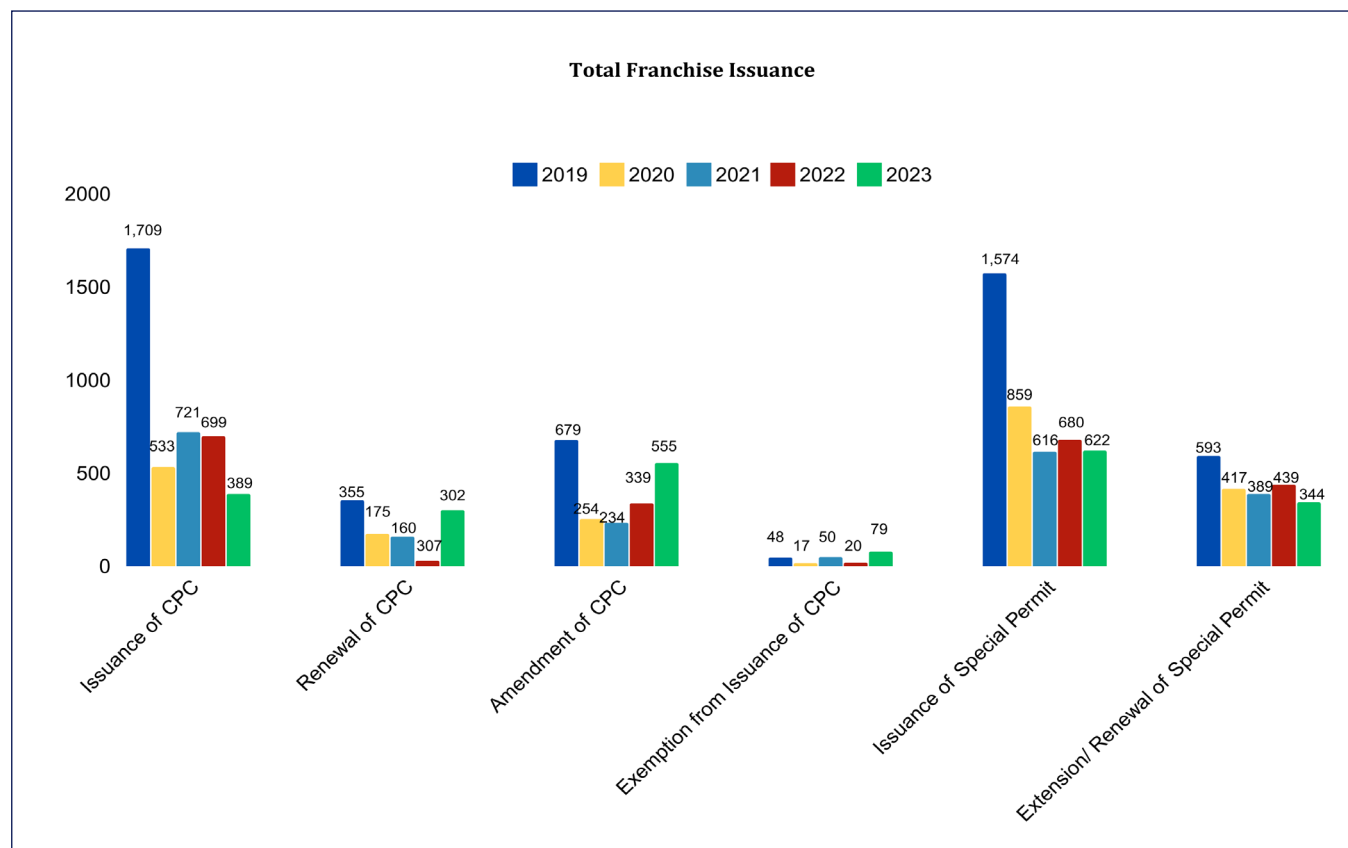
Companies / Enterprises With Valid Accreditation under MC 186/2020-02 as of Dec 2023 <sup>1</sup>	
Type Of Issuance	Number
Corporation	138
Partnership	2
Cooperative	1
Single Proprietorship	81
<b>TOTAL</b>	<b>222</b>

By the end of December 2023, there are 222 companies accredited under MC 186/2020-02 with 62% being Corporations. Nearing half of the nature of businesses accredited are Shipping Agencies (44.8%).



<sup>1</sup>- May have more than one (1) nature of business

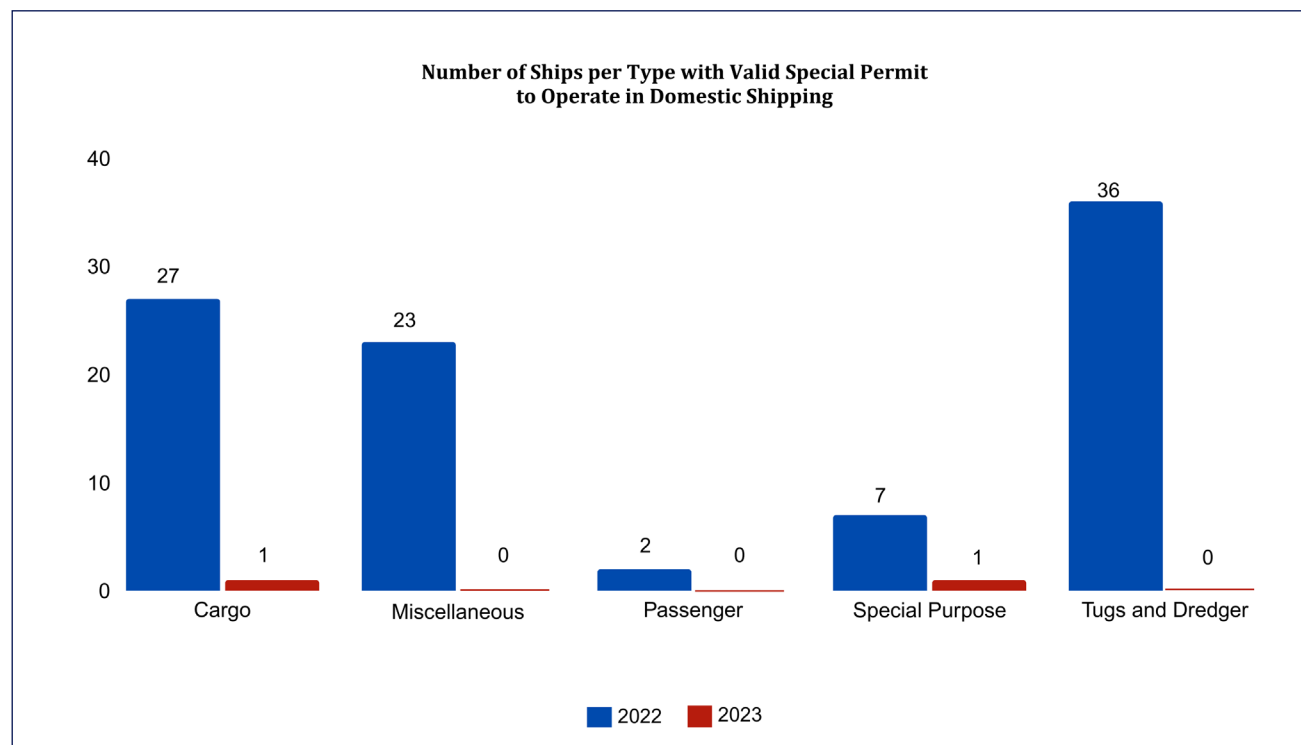
## C. FRANCHISING ISSUANCES



The figure shows the franchising issuances from the years 2019 to 2023. As recorded in 2023, there is a significant decrease in the issuances of CPC by 44% and with an increase on amendments of CPC by 64%. Slight decreases can be seen in renewal of CPCs (2%) and issuance (8%) and extension/ renewal (22%) of Special Permits. The highest numbers of franchising issuances are from the year 2019.



## D. VALID SPECIAL PERMIT FOR TEMPORARY UTILIZATION OF FOREIGN-REGISTERED SHIPS WITHIN THE PHILIPPINE TERRITORIAL WATERS



As of December 2023, there is a 98% year-on-year decrease on valid Special Permit.

## E. VESSELS APPROVED FOR IMPORTATION BY TYPE OF SERVICE FOR THE PERIOD OF JANUARY TO DECEMBER 2023

Type Of Service	Number					Total GRT					Average Age				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Passenger	22	12	5	7	9	24,468.70	6,332.00	49,667.00	11,095.26	27,351.00	6	10	17	4	5
Cargo	51	36	42	39	56	85,907.2	74,722.6	72,994	205,777.00	171,466.00	10	14	14	9	9
Tanker	3	0	0	1	1	4,936.00	0	0	743.00	1,993.00	9	0	0	2	2
Tugs and Dredger	18	10	22	17	39	4,999.24	1,869.06	5,089.37	3,476.43	13,775.37	30	22	25	14	19
Fishing Vessel	17	2	6	8	11	11,406.92	242.84	2,527.60	2,115.00	1,437.00	25	22	35	13	31
Highspeed Craft	-	-	-	-	1	-	-	-	-	156.00	-	-	-	-	16
Miscellaneous <sup>2</sup>	118	200	400	636	152	7,655.70	578.23	90.00	-	4,831.13	8	9	8	11	10
Recreational					314					-					3
<b>TOTAL</b>	<b>229</b>	<b>260</b>	<b>475</b>	<b>708</b>	<b>583</b>	<b>139,373.76</b>	<b>83,744.73</b>	<b>130,367.97</b>	<b>223,206.69</b>	<b>221,009.5</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>12</b>

This shows the vessels approved for importation per type with their total gross tonnage and average age. Records show a decrease in the total number of vessels approved for importation by 17.6% compared to the previous year but there are more vessels approved for importation in 2023 than in 2021 and later.

<sup>2</sup> - Includes Recreational boats from 2019 - 2022 data; no record of GRT for recreational boats

## F. ACQUISITION COST OF VESSELS APPROVED FOR IMPORTATION

Type Of Service	Number					Total Cost in million USD					Average Cost in million USD				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Passenger	22	12	5	7	9	\$82.06	\$37.13	\$34.26	\$11.41	\$46.15	\$3.73	\$3.09	\$6.85	\$1.63	\$5.13
Cargo	51	36	42	39	56	\$141.77	\$28.25	\$1,782.05	\$92.91	\$67.51	\$3.09	\$0.78	\$42.43	\$2.38	\$1.23
Tanker	3	0	0	1	1	\$3.30	\$0.00	\$0.00	\$0.25	\$6.30	\$6.85	\$0.00	\$0.00	\$0.25	\$6.30
Tugs and Dredger	18	10	22	17	39	\$7.62	\$3.11	\$8.21	\$8.51	\$20.95	\$1.63	\$0.31	\$0.37	\$0.50	\$0.54
Fishing Vessel	17	2	6	8	11	\$73.42	\$0.24	\$1.42	\$2.35	\$0.94	\$5.13	\$0.08	\$0.24	\$0.29	\$0.09
Highspeed Craft	-	-	-	-	1	-	-	-	-	\$0.17	\$2.78	-	-	-	\$0.17
Miscellaneous <sup>3</sup>	118	200	400	636	152	\$2.39	\$1.91	\$5.57	\$12.30	\$16.45	\$0.78	\$0.01	\$0.01	\$0.02	\$0.11
Recreational				314					\$21.34						\$0.07
<b>TOTAL</b>	<b>229</b>	<b>260</b>	<b>475</b>	<b>708</b>	<b>583</b>	<b>\$310.55</b>	<b>\$68.64</b>	<b>\$1,831.51</b>	<b>\$127.72</b>	<b>\$179.81</b>	<b>\$2.38</b>	<b>\$0.27</b>	<b>\$3.86</b>	<b>\$0.18</b>	<b>\$0.31</b>

As of December 2023, the total and average cost in USD (\$) has increased by 41% and 72% respectively. The highest cost (in totality and average) recorded is in 2021.

<sup>3</sup> Includes Recreational boats from 2019 - 2022 data



## G. VESSELS APPROVED FOR BAREBOAT CHARTERING IN<sup>4</sup> BY TYPE OF SERVICE

Type Of Service	Number			Total Gross Tonnages (GRT)			Average Age		
	2022	2023	% Change	2022	2023	% Change	2022	2023	% Change
Cargo	33	39	18.2%	315,740	261,227	(17.27%)	6	8	33.33%
Tanker	1	2	100%	4,484	7,251	61.71%	16	23	43.75%
Tugs and Dredger	2	3	50%	866	4,819	456.47%	0	14	
Others	3	1	(66.7%)	36	4,484	12354%	7	18	157%
<b>TOTAL</b>	<b>39</b>	<b>45</b>	<b>15.38%</b>	<b>321,126</b>	<b>277,781</b>	<b>13.5%</b>	<b>10</b>	<b>16</b>	<b>60%</b>

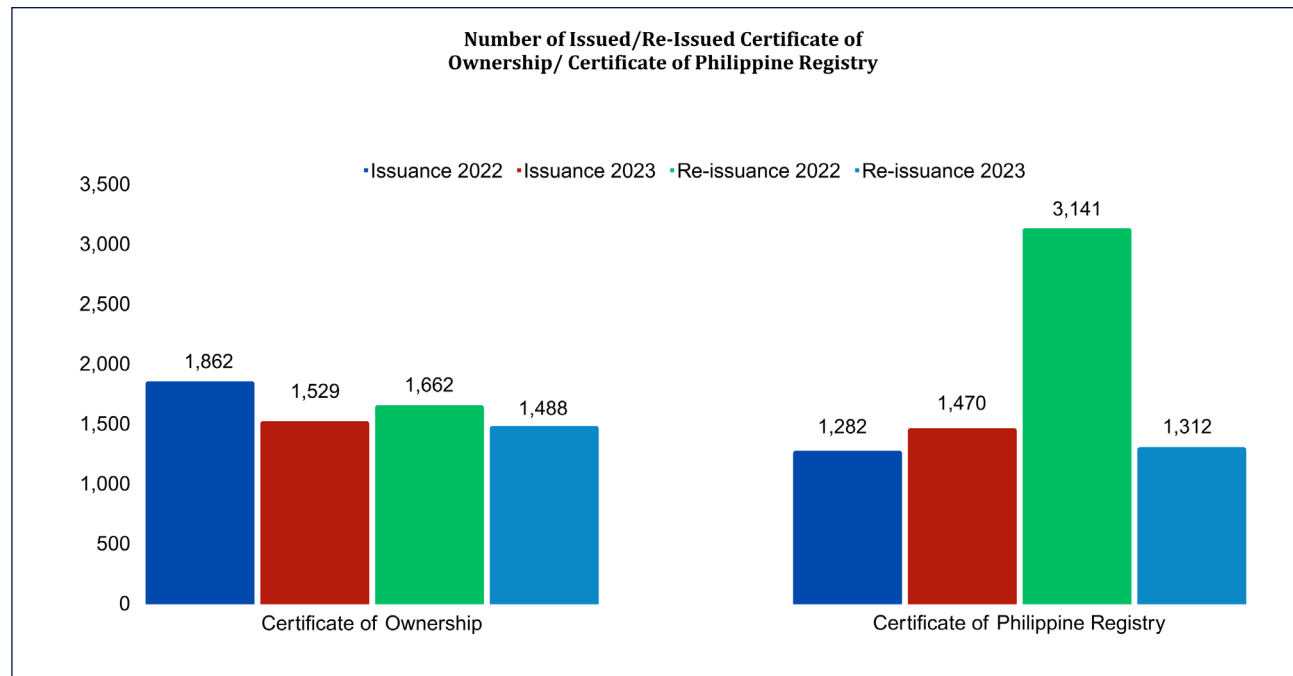
## H. VESSELS APPROVED FOR BAREBOAT CHARTERING OUT<sup>5</sup> BY TYPE OF SERVICE

Type Of Service	Number	Total Gross Tonnages (GRT)	Average Age
Cargo	1	9,957	19
<b>TOTAL</b>	<b>1</b>	<b>9,957</b>	<b>19</b>

<sup>4</sup> Bareboat Charter (in) refers to an arrangement for the hiring of a vessel whereby no administration or technical maintenance is included as part of the agreement. The charterer obtains possession and full control of the vessel along with the legal and financial responsibility for it (MC-DS-2021-02).

<sup>5</sup> Bareboat Charter Out means that a ship registered in the Philippines is permitted to fly a flag other than the Philippines for a specified bareboat charter period (MC-DS-2021-02).

## I. ISSUED/RE-ISSUED CERTIFICATE OF OWNERSHIP AND CERTIFICATE OF PHILIPPINE REGISTRY



This figure displays the issued Certificate of Ownership (CO) and Certificate of Philippine Registry (CPR) to vessels. Issuances in 2023 on CO has slightly decreased by 17.9% while the CPR in the same year has increased by 14.67% compared to the same period in the previous year. Re-issuances for both CO and CPR have decreased by 10.5% and 58.2% respectively.

## J. LICENSE/PERMITS/CERTIFICATES ISSUED

Ship Certificates	Number		
	2022	2023	% Change
Coastwise License (CWL)	3,662	3,294	(10.05%)
Bay and River License (BRL)	3,306	3,073	(7.05%)
Special Permit (SP) to Navigate	1,688	2,454	45.38%
Exemption Certificate	396	73	(81.57%)
Minimum Safe Manning Certificate	16,306	15,973	(2.04%)
Dispensation Permit	13	25	92.31%
Passenger Ship Safety Certificate (PSSC)	5,187	3,904	(24.73%)
Cargo Ship Safety Certificate (CSSC)	4,226	4,290	1.51%
Cargo Ship Safety Construction (CSSCC)	440	439	(0.22%)
Cargo Ship Safety Equipment (CSSEC)	499	438	(12.22%)
High Speed Craft Safety Certificate (HSCSC)	0	0	0%
Fishing Vessel Safety Certificate (FVSC)	6,807	5,927	(12.93%)
Certificate of Fitness	90	134	48.89%
Tonnage Measurement Certificate	2,816	2,542	(9.73%)
Loadline Certificate	1,207	1,124	(6.88%)
Loadline Exemption Certificate	13	8	(38.46%)
Stability Calculation / Stability Certificate	840	1,043	24.17%
<b>TOTAL</b>	<b>47,496</b>	<b>44,741</b>	<b>(5.8%)</b>



## K. REGISTERED SHIPS<sup>6</sup> PER SERVICE TYPE

Registered Ships By Average Grt And Average Age Per Service Type						
Service Type	Number		Average GRT		Average Age	
	as of Dec 2022	as of Dec 2023	as of Dec 2022	as of Dec 2023	as of Dec 2022	as of Dec 2023
PASSENGER	4,491	3,909	75.9	121.78	9	11
CARGO	2,368	2,312	694.96	793.59	19	19
TANKER	197	195	1,554.95	1,138.91	22	22
TUGS AND DREDGER / BARGES	794	970	279.95	651.33	31	29
FISHING	7,364	7,073	38.3	39.35	15	15
SPECIAL PURPOSE SHIP	16	292	1056.32	156.87	15	11
MISCELLANEOUS SHIP	702	-	199.94	-	10	-
RECREATIONAL	3,746	4,490	-	0	8	7
<b>TOTAL</b>	<b>19,678</b>	<b>19,241</b>	<b>173.49</b>	<b>204.76</b>	<b>14</b>	<b>12</b>

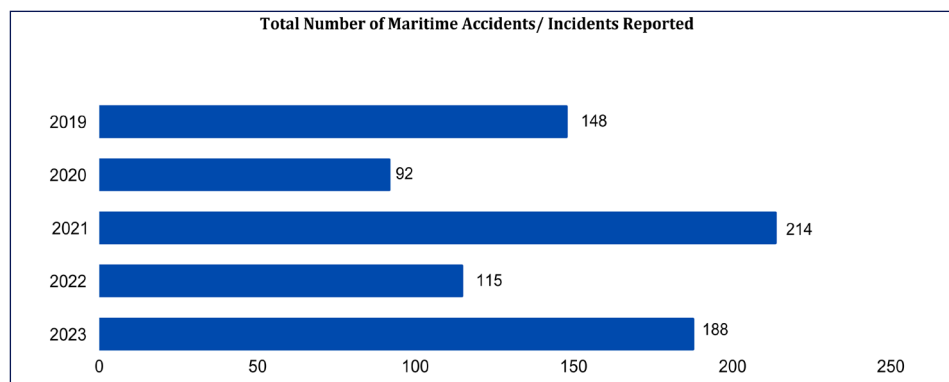
As of December 2023, there has been a recorded 19,241 ships registered domestically which has decreased by 2.22% from the previous year. The average gross tonnage of the registered ships have increased by 18% and the average age lowered by 14%

<sup>6</sup> covers vessels registered with valid license or safety certificates within the last two(2) years; generated from IDSIS

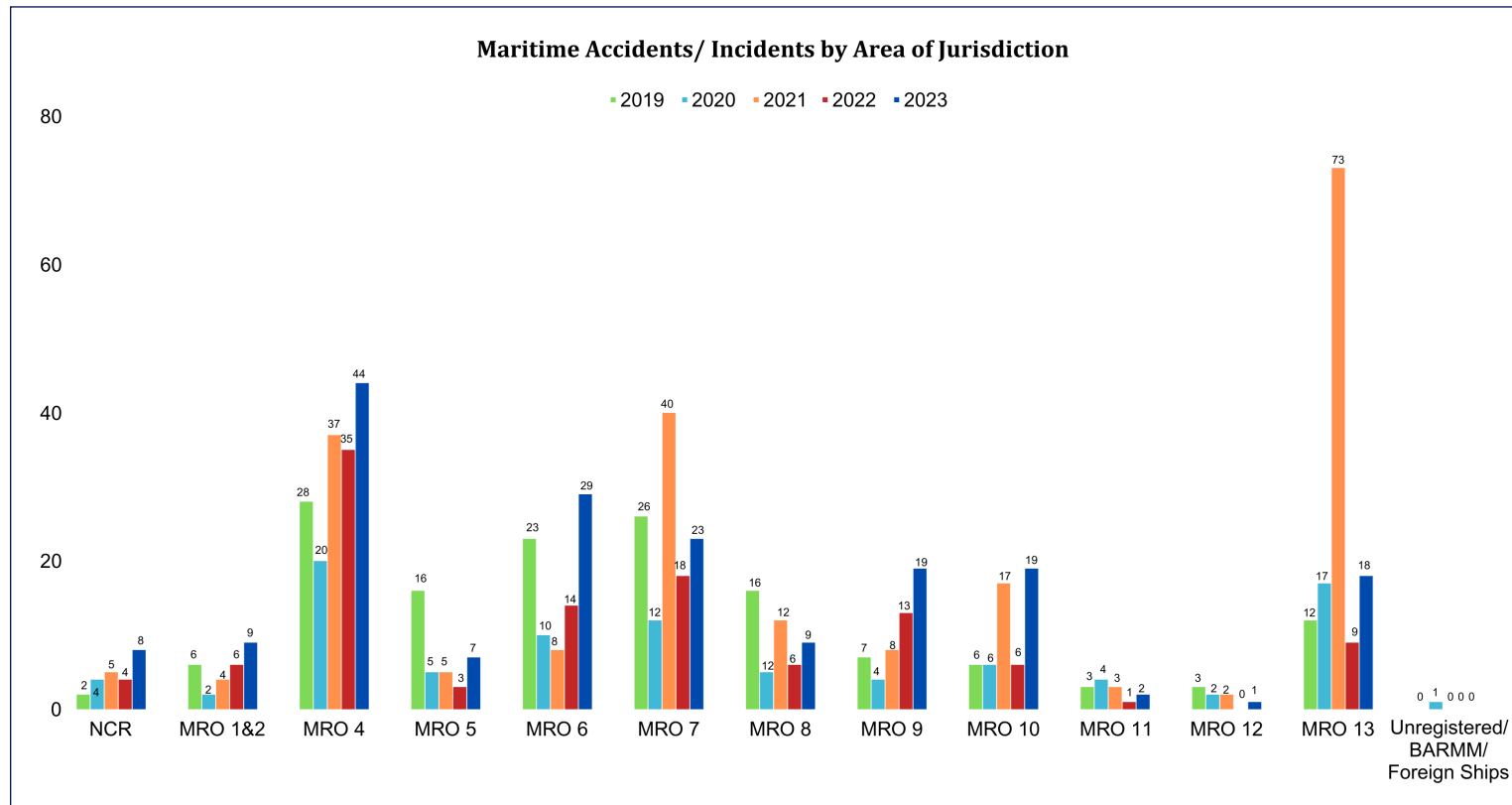
## L. MARITIME ACCIDENT/INCIDENTS REPORTED, BY TYPE

Type	Number				
	2019	2020	2021	2022	2023
Grounding	50	26	67	47	44
Hull Failure/ Heavy Weather	1	1	1	2	4
Engine Trouble/ Merchanical Failure	0	0	0	12	43
Steering Failure	0	0	0	5	14
Lisiting/ Capsizing	19	12	35	9	15
Swamping/ FLOODing	0	0	1	4	14
Sinking	0	0	0	4	6
Ramming/ Collision/ Allision	20	10	13	14	22
Fire/ Explosion	12	12	7	8	10
Man overboard/ Occupational Accident	0	0	0	5	16
Others	46	31	90	5	0
<b>TOTAL</b>	<b>148</b>	<b>92</b>	<b>214</b>	<b>115</b>	<b>188</b>

There has been one hundred eighty eight (188) reported maritime accidents/incidents for the calendar year 2023, showing a 63% increase from the 115 reported incident/accident in CY 2022.

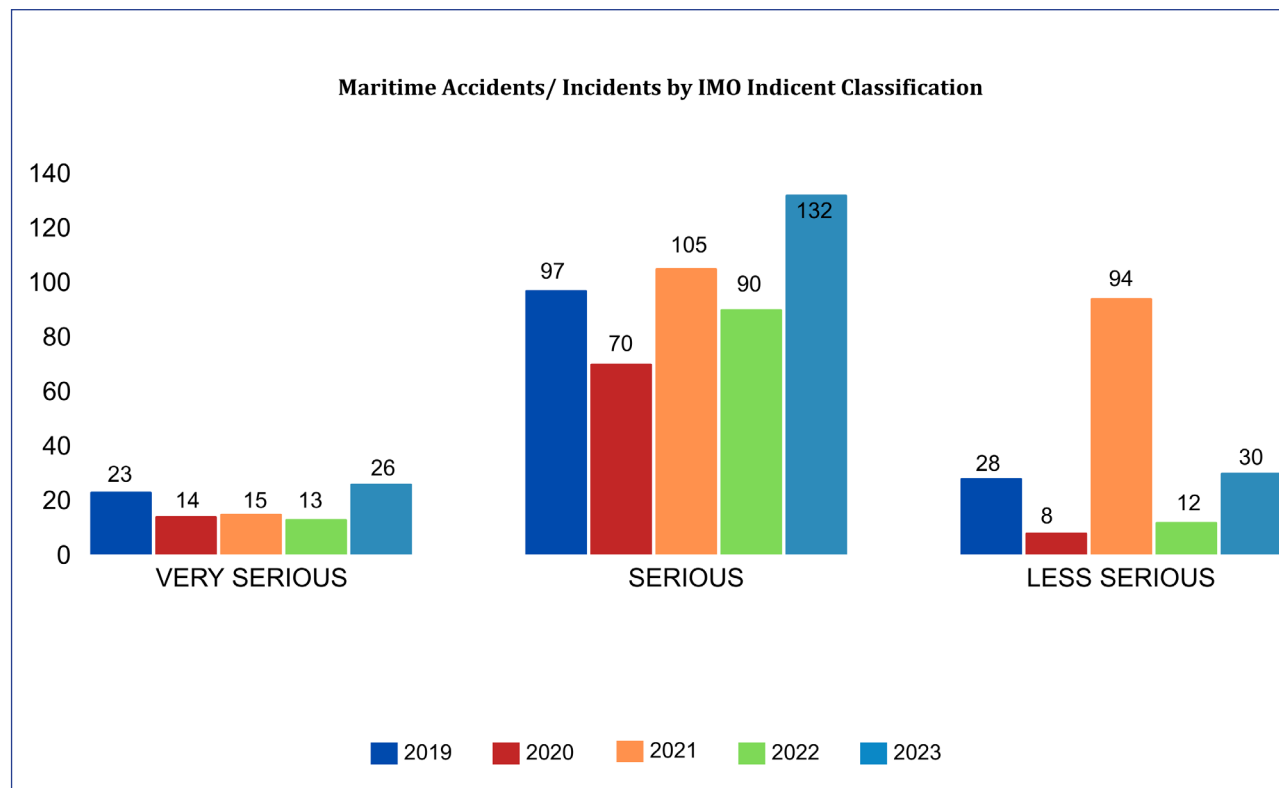


## M. MARITIME ACCIDENTS/ INCIDENTS BY AREA OF JURISDICTION



This shows the Maritime Accidents / Incidents per area of jurisdiction of the MARINA Regional Offices from 2019-2023. The most number of cases of incidents/accidents totalling to 73 occurred in 2021 within the area of responsibility of MRO 13.

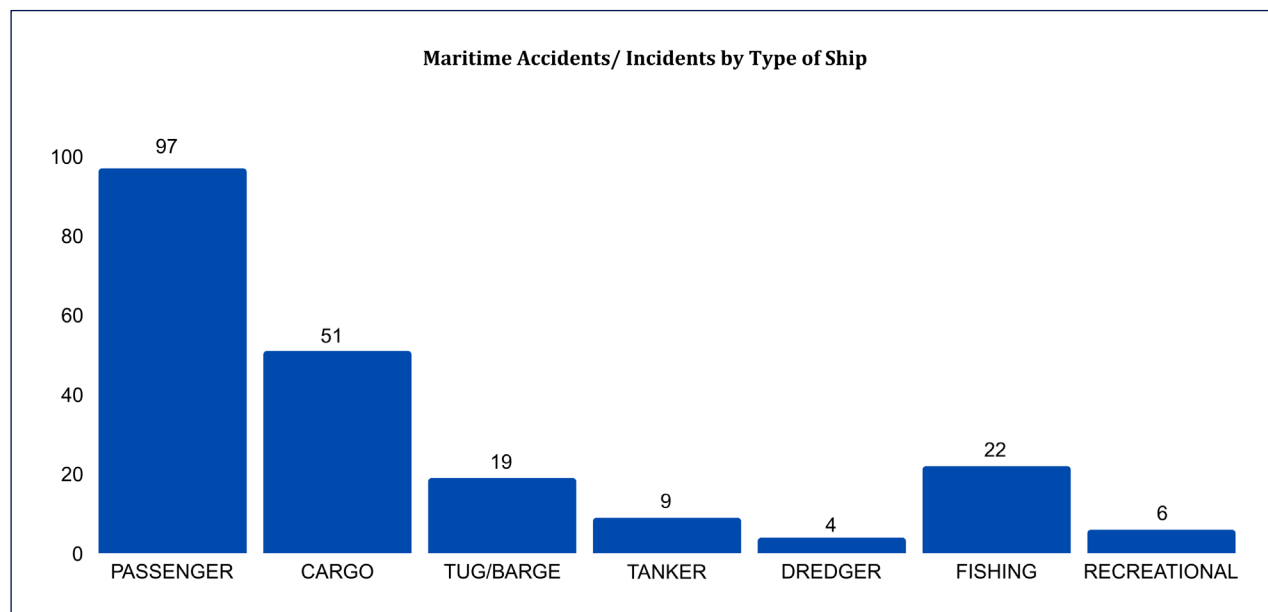
## N. MARITIME ACCIDENTS/INCIDENTS, BY IMO INCIDENT CLASSIFICATION<sup>7</sup>



The maritime accidents/incidents were classified (Less Serious, Serious and Very Serious) based on the IMO Classification of Accident. Most number of cases were recorded under Serious cases, the highest number of which was recorded last 2023.

<sup>7</sup> **VERY SERIOUS** - cases which involves either total loss of ship, loss of life, or severe damage to the marine environment  
**SERIOUS** - cases that does not qualify as very serious that involves fire, explosion, grounding, contact, heavy weather damage, structural damage, pollution (regardless of quantity) & breakdown towage or shore assistance  
**LESS SERIOUS** - cases that does not qualify under serious and very serious

## O. MARITIME ACCIDENTS/INCIDENTS, BY TYPE OF SHIP FOR THE PERIOD OF JANUARY TO DECEMBER 2023



The graph shows the type of vessels that were involved in maritime accidents/incidents this year 2023. About 51.6% or 97 cases of maritime accidents/incidents were recorded for Passenger vessels.



## P. NATIONAL STATISTICS

### a) PORT STATISTICS

#### SHIP CALLS

Year	Philippine Ports Authority (PPA) <sup>8</sup>		
	Domestic	Foreign	Total
2019	491,836	11,262	503,098
2020	310,361	11,573	321,934
2021	367,448	11,778	379,226
2022	464,729	11,427	476,156
2023	386,329	8,304	394,633

Year	Cebu Port Authority (CPA) <sup>9</sup>		
	Domestic	Foreign	Total
2019	148,586	1,134	149,720
2020	78,530	1,013	79,543
2021	85,264	1,033	86,297
2022	111,521	980	112,501

The Philippine Ports Authority (PPA) has recorded a 17% decrease in the 2023 total shipcall from the 476,156 total ship calls last year. 2022 ship calls in Cebu Ports Authority have significantly increased from the previous year in totality (30.4%) and domestically (30.8%) but slightly decreased on foreign ship calls (5.1%).

<sup>8</sup> Source: Philippine Ports Authority

<sup>9</sup> Source: Cebu Port Authority

## CARGO THROUGHPUT

Philippine Ports Authority (PPA)							
Year	Cargo Throughput (in metric tons)						Grand Total
	Domestic			Foreign			
	Inbound	Outbound	Total	Import	Export	Total	
2019	57,482,567	46,404,014	103,886,581	100,298,176	61,690,679	161,988,855	265,875,436
2020	52,722,319	40,426,839	93,149,158	90,150,167	60,245,202	150,395,369	243,544,527
2021	54,977,723	41,531,740	96,509,473	94,693,394	70,902,025	165,541,419	262,050,892
2022	51,325849.1	46,996,636	98,322,485	97,816,939	62,932,261	160,813,005	259,135,491
2023	37,619,098	35,175,402	72,794,500	75,142,213	53,928,655	129,070,869	201,865,369

The cargo throughput reported by the Philippine Ports Authority for CY 2023 has decreased by 22% compared to the previous year.

Cebu Port Authority (CPA)							
Year	Cargo Throughput (in metric tons)						Grand Total
	Domestic			Foreign			
	Inbound	Outbound	Total	Import	Export	Total	
2019	21,347,472	23,344,034	44,691,506	2,034,180	12,266,423	14,300,603	58,992,109
2020	19,177,886	20,104,665	39,282,551	2,277,766	11,730,931	14,008,697	53,291,248
2021	23,677,679	23,649,992	47,327,671	2,337,351	12,324,224	14,661,575	61,989,246
2022	26,836,624	25,294,126	52,130,750	1,692,999	12,478,763	14,171,762	66,302,512

The cargo throughput reported by the Philippine Ports Authority for CY 2022 has increased by 7% compared to the previous year.

Source: Philippine Ports Authority (PPA)  
Cebu Port Authority (CPA)

## PASSENGER TRAFFIC

Philippine Ports Authority (PPA)				
	Passenger Traffic			
Year	Domestic			Grand Total
	Disembarked	Embarked	Cruise Ships Passengers	
2019	42,308,684	41,198,946	213,765	83,721,395
2020	12,588,486	12,276,337	31,340	24,886,437
2021	11,791,926	11,285,048	-	23,076,974
2022	29,933,681	29,259,295	-	59,192,976
2023	26,603,972	26,426,441	46,657	53,077,070

The passenger traffic reported by the Philippine Ports Authority as of 2023 has decreased by 10.3% compared to the previous year.

The passenger traffic reported by the Cebu Ports Authority as of 2022 has significantly increased by 138% compared to the previous year.

Cebu Ports Authority (CPA)				
	Passenger Traffic			
Year	Domestic			Grand Total
	Disembarked	Embarked	Cruise Ships Passengers	
2019	11,144,683	10,818,468	0	21,963,151
2020	11,755,492	11,232,584	0	22,988,076
2021	3,189,996	3,077,240	0	6,267,236
2022	7,685,914	7,234,114	0	14,920,028

Source: Philippine Ports Authority (PPA)  
Cebu Port Authority (CPA)

## b) PHILIPPINE COAST GUARD MARITIME INCIDENT/ ACCIDENT<sup>10</sup>

Incidents	Number Monitored					Number Of Confirmed Acted Upon				
Major Incidents										
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Allision/Collision	42	42	32	22	6	42	42	32	22	6
Sinking/Capsized	91	91	94	87	26	91	91	94	87	26
Aground	56	55	66	86	26	56	55	66	86	26
Listing/Drifting	11	11	34	25	10	11	11	34	25	10
Flooding	4	4	25	13	4	4	4	25	13	4
Oil Spill	17	17	15	21	3	17	17	15	21	3
Fire/Explosion	10	10	24	15	5	10	10	24	15	5
Subtotal	231	230	290	269	80	231	230	290	269	80
Other Incidents										
Half-Submerged	35	35	95	37	15	35	35	95	37	15
Eqpt/Mach. Trouble	105	105	110	107	38	89	89	71	76	38
Sea Jacking/Piracy	2	2	7	6	1	2	2	7	6	1
Missing Vessel	14	14	20	10	4	14	14	20	10	4
Broken Vessel	15	15	2	9	2	15	15	2	9	2
Missing Fishermen	132	132	194	145	47	132	132	194	145	47
Medical Evacuation	35	34	24	41	11	35	34	24	41	11
Man Overboard	25	25	19	26	11	25	25	19	26	11
Drowning/Missing	183	182	207	211	42	183	182	207	211	42
Illegal Fishing	41	41	108	90	33	41	41	108	90	33
Apprehension	87	86	66	52	19	87	86	66	52	19
Bom/Drug Detection	11	11	6	47	2	11	11	6	47	2
Civil Disturbances	0	0	0	1	-	0	0	0	1	-
Natural Calamity	6	6	4	13	-	6	6	4	13	-
Unusual Incidents	146	146	124	143	44	146	146	124	141	44
Subtotal	837	834	986	938	269	821	818	947	905	269
GRAND TOTAL	1,068	1,064	1,276	1,207	349	1,052	1,048	1,237	1,175	349

Response	Number				
	2019	2020	2021	2022	2023
Assisted Passenger/ Crews	1,020	1,020	580	492	1,558
No. of Rescued Persons	10,961	10,666	3,104	5,258	1,766
Missing	259	259	358	265	361
Casualty	294	293	351	314	79
Apprehended	522	517	895	799	390

On average, the Philippine Coast Guard has monitored 993 maritime incident cases and 972 cases confirmed acted upon every year.

<sup>10</sup> Source: Philippine Coast Guard (PCG)  
generated on 04 January 2024

## Q INTERNATIONAL STATISTICS

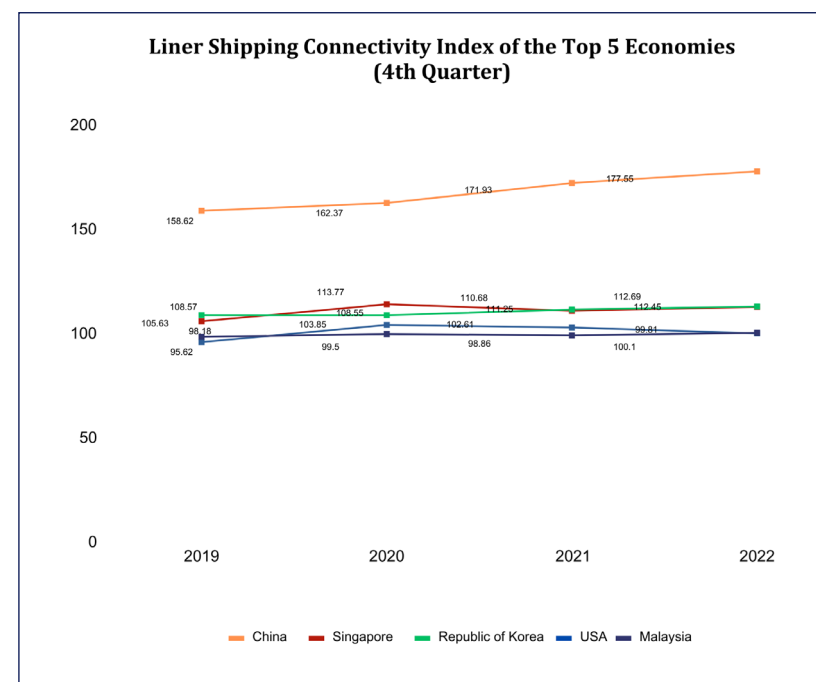
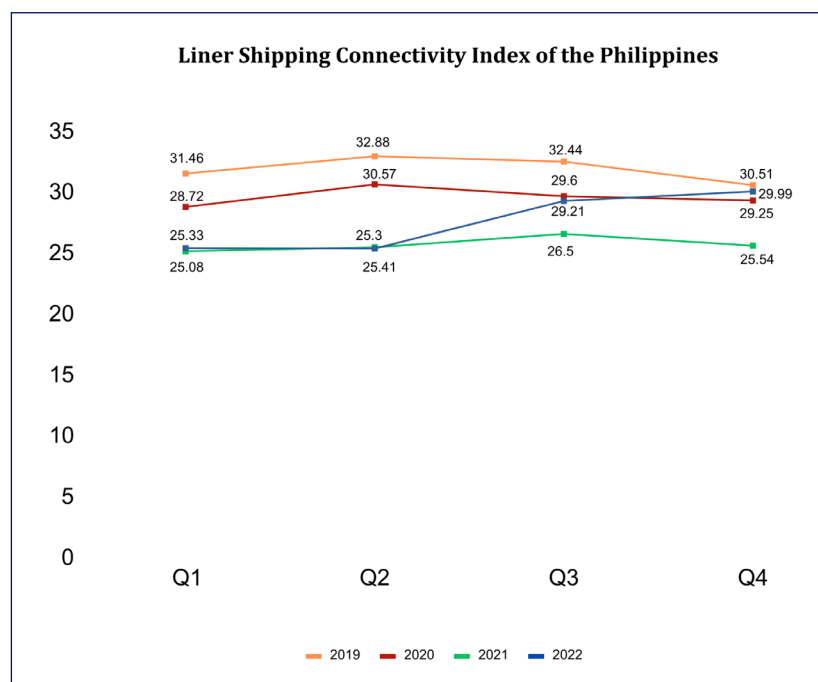
### a) PORT CALL AND PERFORMANCE STATISTICS: VESSEL AGE AND SIZE

Type of Ships	Average Size					Average Age				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
All Ships	15,066	14,980	14,663	14,022	14,168	18	19	18	18	18
Liquid Bulk Carriers	15,543	15,702	15,704	15,739	16,202	13	14	14	14	15
Liquified Petroleum Gas Carriers	10,662	10,300	10,826	10,541	10,811	14	14	14	15	16
Dry Bulk Carriers	31,940	32,011	32,146	32,011	32,590	13	15	15	11	14
Dry Breakbulk Carriers	5,438	5,476	5,439	5,439	5,550	19	20	20	21	21
Roll-on Roll-off Ships	25,368	25,277	25,389	26,118	26,062	17	19	19	17	17
Container Ships	38,520	38,172	38,308	37,223	37,005	13	13	13	14	15
Passenger Ships	8,928	8,859	7,439	7,327	8,192	21	21	21	20	20
<b>TOTAL</b>	<b>18,933</b>	<b>18,847</b>	<b>18,739</b>	<b>18,556</b>	<b>18,823</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>17</b>

The United Nations Conference on Trade Development (UNCTAD) recorded an 6% increase on the average age of world vessels in 2021. Moreover, the average Gross Tonnage has also increased to 1%.

Source: UNCTADStat Website, based on the data provide by MarineTraffic

## b) LINER SHIPPING AND CONNECTIVITY INDEX (LSCI)



The economy with the best connection to the global shipping network was China. The ranks were then followed by Singapore, the Republic of Korea, the United States of America, and Malaysia. Despite a slight decline in recent years, the Philippines nevertheless maintains a strong tie to the global maritime network. The LSCI of the Philippines for the 4th quarter of 2022 has recorded an increase of 4.45% from the same period last year.



# II. OVERSEAS SHIPPING SECTOR



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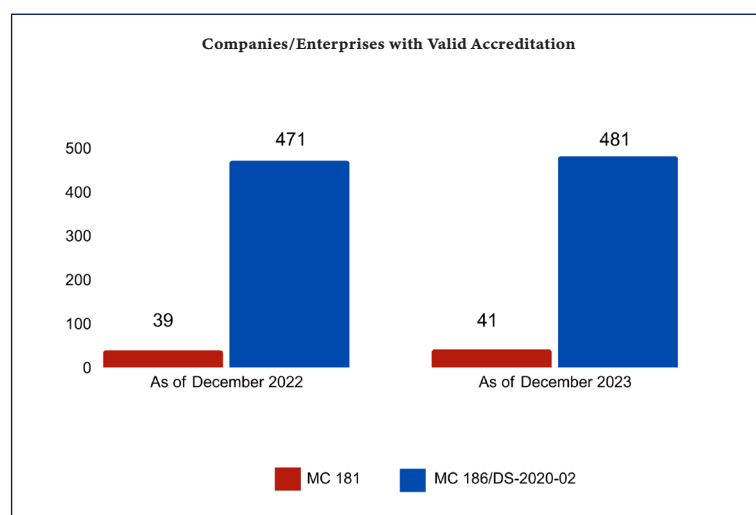
	Page No.
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D. Philippine Registered Overseas Fleet (PROF) by Mode of Acquisition	33
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## A. COMPANIES/ ENTERPRISES WITH VALID ACCREDITATION

Mode of Acquisition	As of December 2022		As of December 2023	
	Number	Total Paid-Up Capitalization <sup>3</sup> (Php) in Billion	Number	Total Paid-Up Capitalization <sup>3</sup> (Php) in Billion
<b>MC 181<sup>1</sup></b>	39	1.313	41	1.341
<b>MC 186/DS-2020-02<sup>2</sup></b>	471	5.972	481	5.995

The number of valid Overseas Shipping Companies accredited under MARINA Circular (MC) 181 increased by 5.12 % as of December 2023 resulting to a 2.18% increase on the total paid-up capitalization of valid accredited shipping companies engaged in International voyage.

The number of maritime enterprises accredited under MC DS-2020-02 increased by 2.12% (10). An increase of 0.38% on the total paid-up capitalization of maritime enterprises with valid accreditation as of December 2023 was also recorded.



Under MC No. 181, the MARINA registers/accredits shipping companies operating Philippine-registered ships, that are engaged in International voyages. The validity of accreditation is three (3) years and renewable for the same period length.

On the other hand, accreditation of Maritime enterprises under MC 186 /DS- 2020-02 aims to promote the growth and development of maritime-related activities in order to contribute to the country's economic progress. The validity of accreditation is also three (3) years and renewable for same period length.

<sup>1</sup>MC 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

<sup>2</sup>MC 186/ DS-2020-02 - Rules on Accreditation of Maritime Enterprises/ Revised Rules on the Accreditation of Maritime Enterprises

<sup>3</sup>Paid Up Capital - refers to the amount of money a company has been paid from shareholders in exchange for shares of its stock

## B. NATURE OF BUSINESSES OF ACCREDITED COMPANIES/ENTERPRISES<sup>4</sup> UNDER MC 186/DS-2020-02

Nature of Business	As of December 2022	As of December 2023
Ship Management	48	72
Ship Agency	138	140
Ship Husbandry	6	9
Ship Broker	2	2
Crewing/Manning Agency	265	271
Ship Chandling	13	9
Marine and Logistics	2	1
Port Agency	2	1
Cargo Survey and Inspection	4	2
Cargo Transport Business	4	2
General shipping business	29	51
Other Shipping Services	0	2
<b>TOTAL</b>	<b>513</b>	<b>562</b>

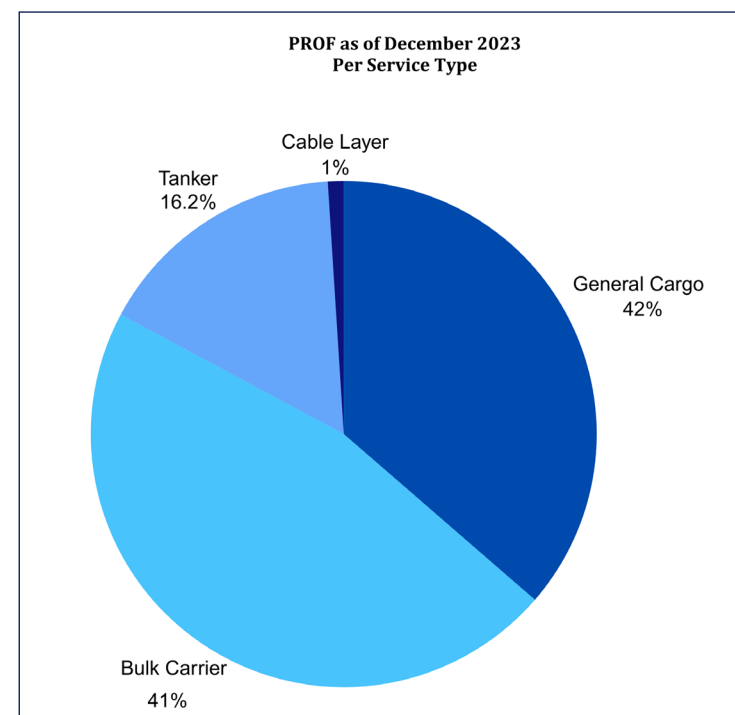
The total number of businesses of valid maritime enterprises accredited as of December 2023 increased by 9.55% (49) compared to the 513 businesses reported as of December 2022.

<sup>4</sup>A company / enterprise may have multiple businesses.

### C. PHILIPPINE REGISTERED OVERSEAS FLEET (PROF) BY NUMBER, GRT, DWT, AVERAGE AGE, PER TYPE OF SERVICE

Type of Service	As of December 2022				As of December 2023			
	Number	Total GRT	Total DWT	Average Age	Number	Total GRT	Total DWT	Average Age
GENERAL CARGO	36	369,865	499,588	7	41	425,319	573,646	7
BULK CARRIER	46	1,516,082	2,622,315	4	40	1,252,453	2,129,115	4
TANKER	16	257,138	362,766	5	16	252,788	357,110	4
CABLE LAYER	1	9,557	6,483	23	1	9,557	6,843	24
<b>TOTAL</b>	<b>99</b>	<b>2,152,642</b>	<b>3,491,512</b>	<b>5</b>	<b>98</b>	<b>1,940,117</b>	<b>3,066,714</b>	<b>5</b>

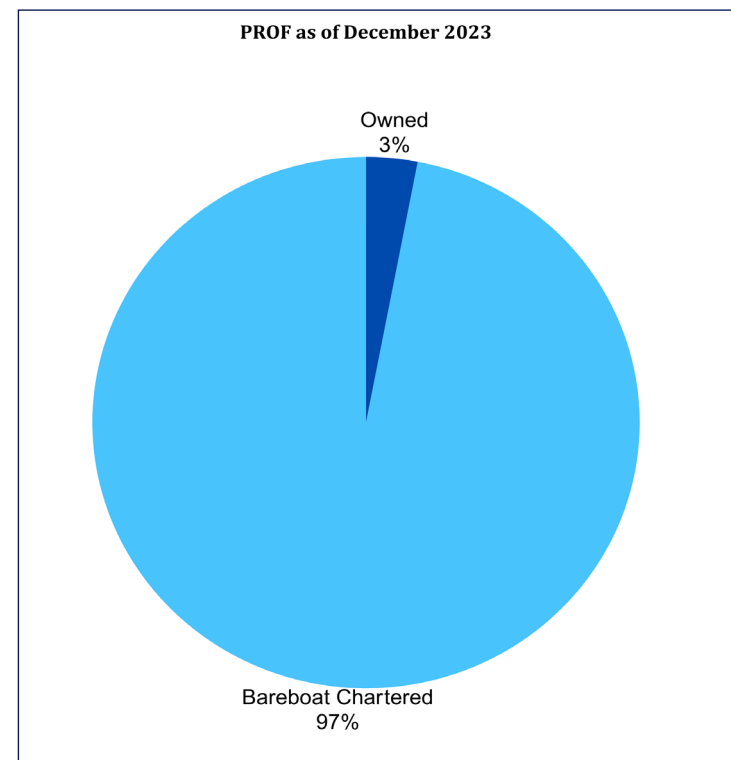
The data above shows a decrease of 1.01% from the total ships of ninety-nine (99) to ninety-eight (98) ships as of December 2023. A decrease of 9.87% and 12.17% are also reported for GRT and DWT, respectively.



## D. PHILIPPINE REGISTERED OVERSEAS FLEET (PROF) BY MODE OF ACQUISITION

Mode of Acquisition	As of December 2022			As of December 2023		
	Number	GRT	DWT	Number	GRT	DWT
Owned	3	60,332	27,315	3	60,332	27,315
Bareboat Chartered	96	2,092,310	3,464,197	95	1,879,785	3,039,399
<b>TOTAL</b>	<b>99</b>	<b>2,152,642</b>	<b>3,491,512</b>	<b>98</b>	<b>1,940,117</b>	<b>3,066,714</b>

The decrease of 1.01%(1 ship) from the total of 99 operating ships in Dec 2022 is recorded in 2023 and this is due to a decrease of one (1) ship acquired thru Bareboat chartering.

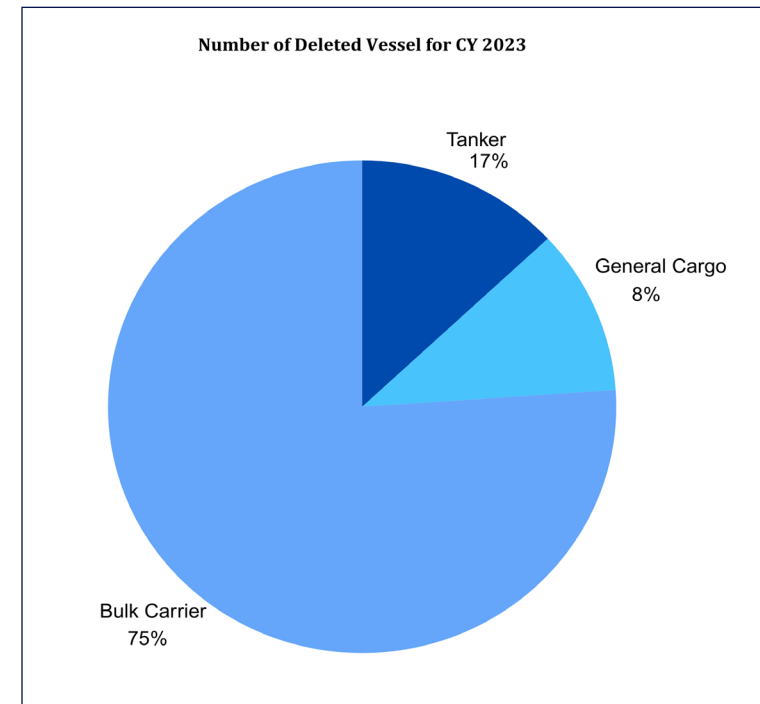




## E. NUMBER AND TONNAGE OF VESSELS DELETED BY TYPE OF SERVICE

Type of Service	CY 2022		CY 2023	
	Number	Total GRT	Number	Total GRT
General Cargo	1	3,2786	1	7,514
Bulk Carrier	1	209,448	9	358,523
Tanker	7	13,061	2	27,934

The number of Vessels Deleted in CY 2023 increased by 33.33 % (3) resulting to a 52.23% increase on total GRT of deleted vessels.



# **III. SHIPBUILDING AND SHIP REPAIR SECTOR**



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C. Number and GRT of Locally Constructed Vessels	39-40

## A. NUMBER OF VALID LICENSED SBSR ENTITIES BY CATEGORY, BY REGIONAL OFFICE, 2023

MROs	SBSR A <sup>1</sup>	SBSR B <sup>2</sup>	SBSR C <sup>3</sup>	TOTAL
	2023	2023	2023	2023
NCR	3	8	36	47
Region I & II	0	0	0	0
Region IV A & B	2	1	4	7
Region V	0	0	1	1
Region VI	1	0	4	5
Region VII	1	5	13	19
Region VIII	1	1	0	2
Region IX	0	0	12	12
Region X	0	0	1	1
Region XI	0	0	1	1
Region XII	0	3	19	22
Region XIII	0	2	4	6
<b>TOTAL</b>	<b>8</b>	<b>20</b>	<b>95</b>	<b>123</b>

MC 2018-02<sup>4</sup> and SR 2019-01

The Circulars aim to provide standards, requirements and guidelines for the registration and licensing of all entities engaged in shipbuilding and/or ship repair activities in the country.

<sup>1</sup> SBSR A - Ship dry-dock/launch way at least 2 of the following, one of which should be at least 130m in length; capable to build and repair big ships with minimum length overall of 130 meters

<sup>2</sup> SBSR B - Ship dry-dock/launch way at least 1 of the following, one of which should be at least 80m in length; capable to build and repair ships with maximum length overall of 129 meters

<sup>3</sup> SBSR C - Ship dry-dock/launch way and equivalent facility below 80m in length; capable to build and repair ships with maximum length overall of 80 meters

<sup>4</sup> MC 2018-02 - "Revised Rules and Regulations Relating to Registration and Licensing of Shipbuilding and Ship Repair Facilities and for other purposes"

<sup>5</sup> SR 2019-01 - "Amendment to MARINA Circular No. 2018-02, Revised Rules and Regulations Relating to Registration and Licensing of Shipbuilding and Ship Repair Facilities and for Other Purposes"

## B. NUMBER OF VALID LICENSED AFLOAT SHIP REPAIR, BOAT BUILDER & SHIP BREAKER BY REGIONAL OFFICE, 2023

MROs	Afloat Ship Repairer		% Change	Boat Builder		% Change	Ship Breaker		% CHANGE
	2022	2023		2022	2023		2022	2023	
NCR	33	26	(21.21%)	27	24	(11.11%)	8	7	(12.5%)
Region I & II	1	0	(100%)	3	10	233.33%	0	0	0
Region IV A & B	2	2	0	7	9	28.57%	1	1	0
Region V	0	0	0	0	0	0	0	0	0
Region VI	1	2	100%	6	6	0	0	0	0
Region VII	65	62	(4.61%)	33	28	(15.15%)	2	4	100%
Region VIII	0	0	0	18	26	44.44%	0	0	0
Region IX	8	9	12.5%	2	4	100%	0	0	0
Region X	10	8	(20%)	13	8	(38.46%)	0	0	0
Region XI	1	1	0	32	34	6.25%	0	0	0
Region XII	5	2	(60%)	8	8	0	1	1	0
Region XIII	0	0	0	7	10	42.86%	0	0	0
<b>TOTAL</b>	<b>126</b>	<b>112</b>	<b>(11.11%)</b>	<b>156</b>	<b>167</b>	<b>7.05%</b>	<b>12</b>	<b>13</b>	<b>8.33%</b>

In 2023, afloat ship repairs decreased by 11.11%, while boatbuilders and shipbreakers increased by 7.05% and 8.33%, respectively.

MC SR 2019-02<sup>6</sup> – The purpose of the Circular is to provide standard requirements and guidelines for the licensing and operation of entities without dry-docking facilities engaged or intending to engage in afloat ship repairs in the Philippines

MC SR 2022-2<sup>7</sup> – The objectives of the MC is to regulate the small-scale boatbuilders/ repairers, to provide clear requirements and guidelines and to foster a more favourable atmosphere that will encourage and qualify small-scale boatbuilders/ repairers to register with the Administration.

MC SR 2020-01<sup>8</sup> – The Circular aims to prescribe standards, requirements and guidelines for the registration and licensing of all entities engaged in shipbreaking/ ship recycling to prevent environmental, occupational health and safety risks

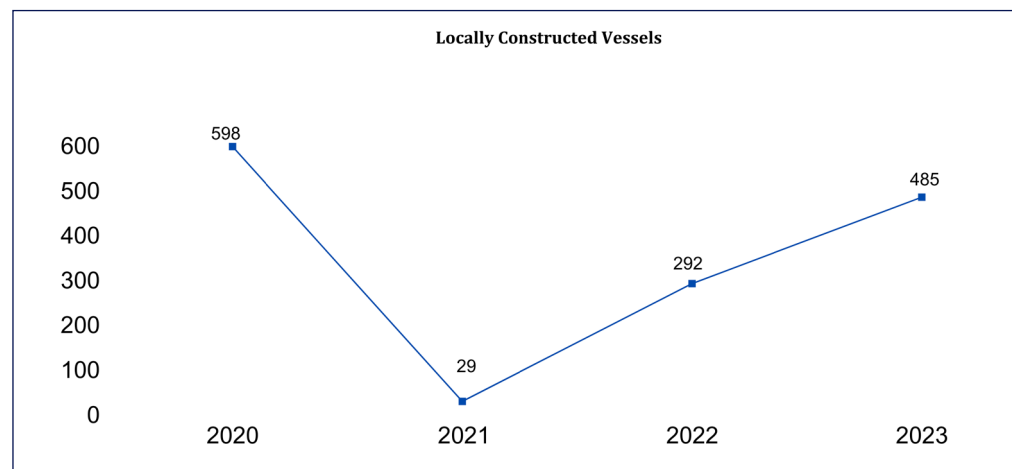
<sup>6</sup> MC SR 2019-02 – Revised Rules and Regulations to Govern Entities without Drydocking Facilities Engaged or Intending to Engage in the Philippines

<sup>7</sup> MC SR 2022-2 – Implementing Rules and Regulations on the Issuance of Boatbuilder's Permit to Entities intending to Engage in Small-Scale Boatbuilding/Repairing Activities

<sup>8</sup> MC SR 2020-01 – Rules and Regulations relating to Registration and Licensing of Shipbreaking

### C. NUMBER AND GRT OF LOCALLY CONSTRUCTED VESSELS, 2020-2023

Types Of Ships	2020		2021		2022		2023	
	No.	Total GT	No.	Total GT	No.	Total GT	No.	Total GT
Passenger Ship	120	17,189.45	1	44.00	47	4,080.41	44	4,514.54
Cargo	91	376,037.24	28	1,846,000.00	65	820,467.72	68	702,053.62
Tug/Dredger	14	1,410.22	0	0	6	362.00	10	10,340.46
Barge	9	3,061.63	0	0	0	0	0	0
Tanker	0	0	0	0	1	508.00	3	3,589.00
Bulk Carrier	0	0	0	0	0	0	0	0
Fishing	304	5,442.88	0	0	121	2,173.28	276	6,108.89
Others	60	526	0	0	52	447.83	84	1,932.06
<b>TOTAL</b>	<b>598</b>	<b>403,667.42</b>	<b>29</b>	<b>1,846,044.00</b>	<b>292</b>	<b>828,039.24</b>	<b>485</b>	<b>728,538.57</b>





## D. NUMBER AND GRT OF LOCALLY CONSTRUCTED VESSELS FOR DOMESTIC EXPORT, 2022-2023

Type of Ships	2022						2023					
	LCV for Domestic Use		LCV for Export		Total LCV		LCV for Domestic Use		LCV for Export		Total LCV	
	No.	Total GT	No.	Total GT	No.	Total GT	No.	Total GT	No.	Total GT	No.	Total GT
Passenger Ship	47	4,080.41	0	0	47	4,080.41	44	4,514.54	0	0	44	4,514.54
Cargo	43	2,665.72	22	817,802.00	65	820,467.72	47	22,018.62	21	680,035.00	68	702,053.62
Tug/Dredger	6	362.00	0	0	6	362.00	10	10,340.46	0	0	10	10,340.46
Barge	0	0	0	0	0	0	0	0	0	0	0	0
Tanker	1	508.00	0	0	1	508.00	2	2,342.00	1	1,247.00	3	3,589.00
Bulk Carrier	0	0	0	0	0	0	0	0	0	0	0	0
Fishing	121	2,173.28	0	0	121	2,173.28	276	6,108.89	0	0	276	6,108.89
Others *	52	447.83	0	0	52	447.83	84	1,932.06	0	0	84	1,932.06
<b>TOTAL</b>	<b>270</b>	<b>11,021.16</b>	<b>22</b>	<b>817,802.00</b>	<b>292</b>	<b>828,039.24</b>	<b>463</b>	<b>47,256.57</b>	<b>22</b>	<b>681,282.00</b>	<b>485</b>	<b>728,538.57</b>

# **IV. MANPOWER DEVELOPMENT SECTOR**



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## A. VALID IDENTITY DOCUMENTS AS OF DECEMBER 2023

Identity Document	2022	2023
Seafarer's Identification and Record Book (SIRB) <sup>1</sup>	719,777	719,777
Seafarers Identity Documents (SID)	405,810	580,335
Seafarer's Identification Book (SIB) (below 35 GT)	24,978	26,317
<b>TOTAL</b>	<b>1,150,565</b>	<b>1,326,429</b>

## B. NUMBER OF ISSUED SEAFARER DOCUMENTS CY 2023

Identity Document	2022	2023
SRB	78,246	68,687
SID	111,685	153,894
SIB	7,118	6,313

MC No. 2019-01 – This Circular was issued to prescribe rules and regulations in the issuance of SID in consonance with the objectives of ILO 185 convention and to enhance existing system and streamlin the processes and requirements in the issuance of SRB.

MA 2016-18/MA 2018-13 – The validity period of Seafarer's Identification and Record Book (SIRB) has been amended from five (5) years to ten (10) years effective 30 June 2016

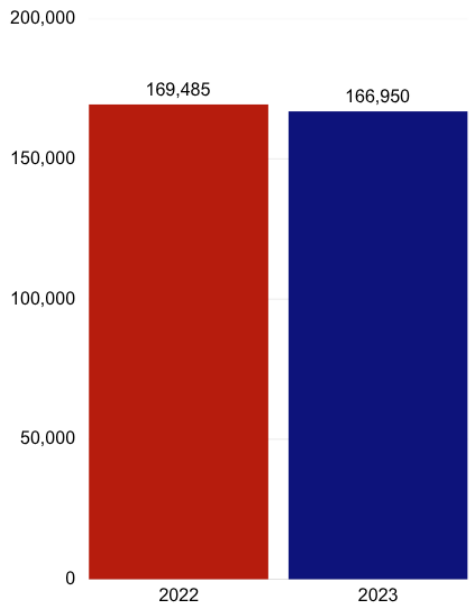
MC No. 2009-10 - To maintain a complete and continuing record of Filipino seafarer's services on board ships; and to adopt the provisions of ILO Convention No. 108 MARINA issues Seafarer's Identification Record Book (SIRB).

MC 2010 – 02 – provides guidelines on the issuance of Seafarer's Identification Book (SIB) for seafarers onboard Philippine-registered vessels below 35 GT to further enhance the safety of life of the passengers' onboard vessels.

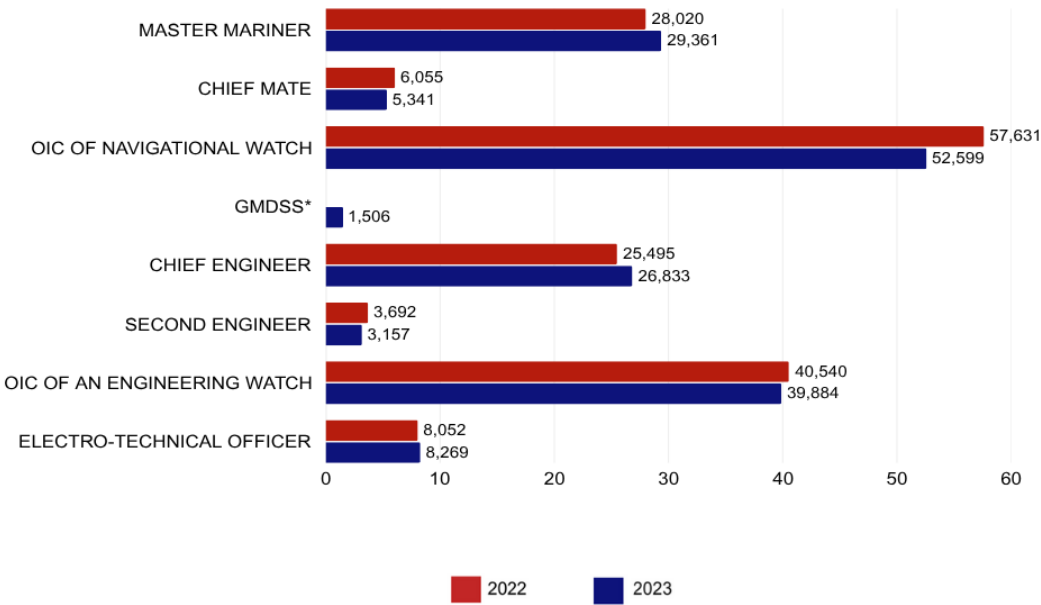
<sup>1</sup> SIRB - data from 2016-2020

C. TOTAL NUMBER OF OFFICERS WITH VALID LICENSE

Total Number of Valid Licensed Officers



Number of Valid Licensed Officers

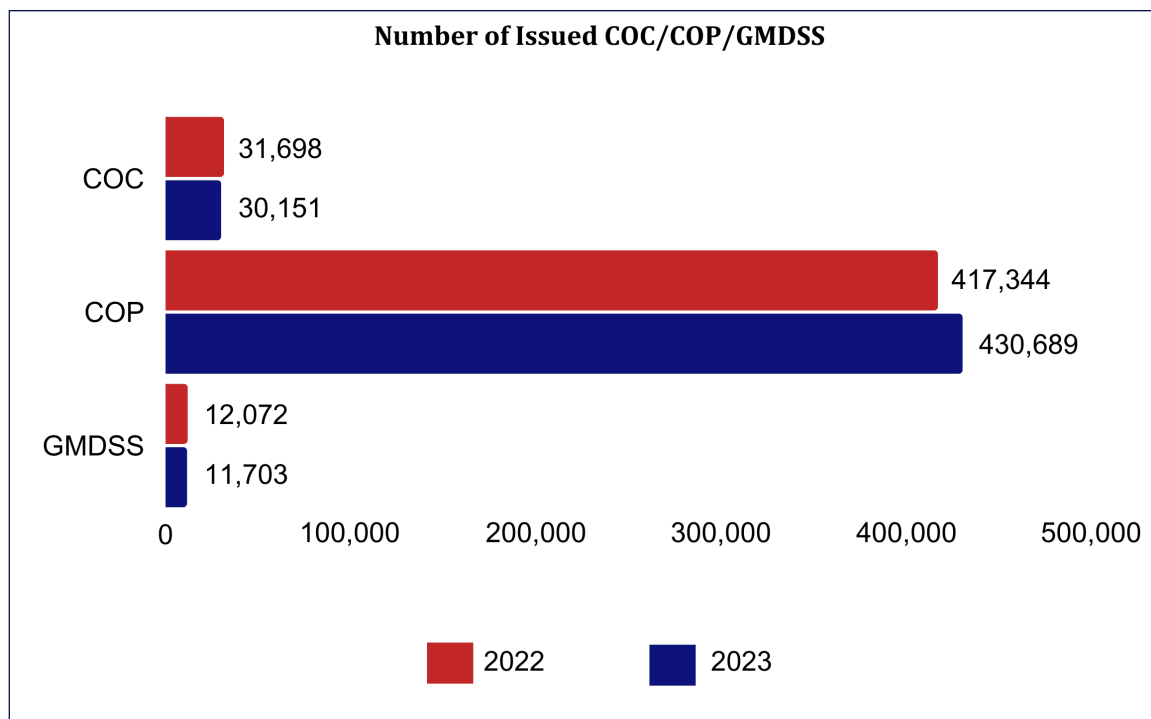


\* No data was generated in 2022.

In 2023, a slight decrease of 1.49% (2,535) was observed in the number of valid licensed officers, bringing the total down to 166,950 from 169,485 in December 2022.

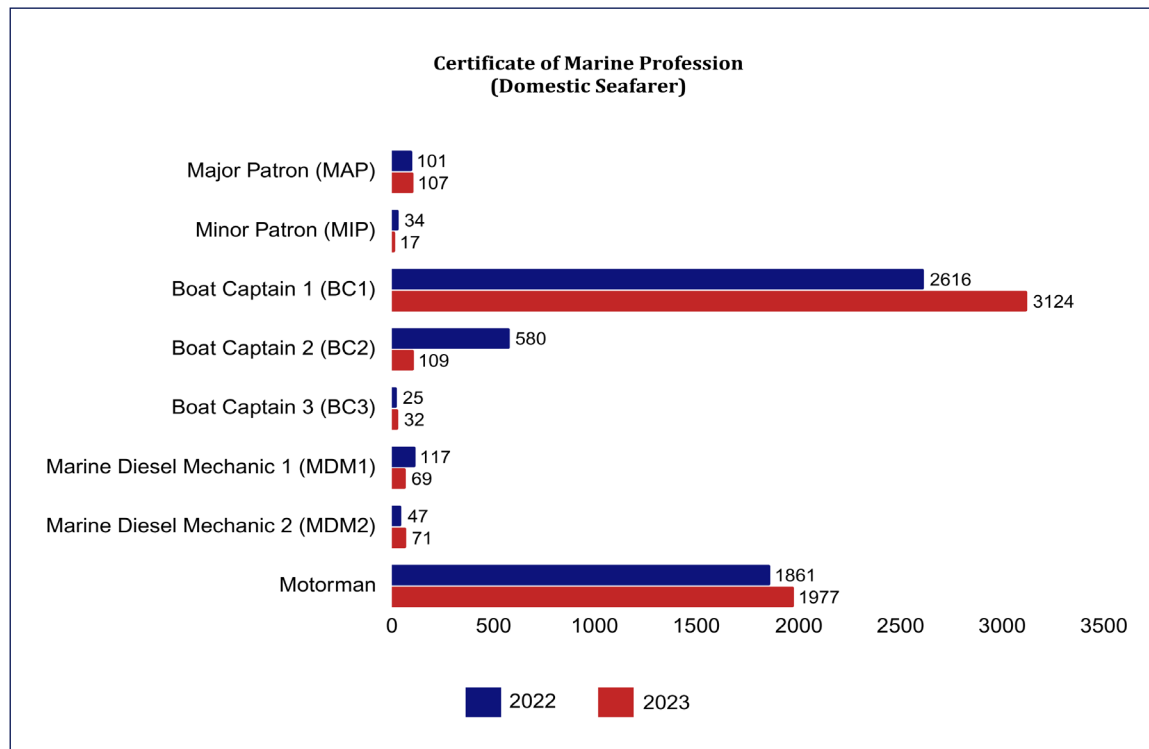
Note: The 2023 data was revised to cover only the distinct headcount.

#### D. NUMBER OF ISSUED CERTIFICATE OF COMPETENCY (COC)/CERTIFICATE OF PROFICIENCY (COP)/GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)



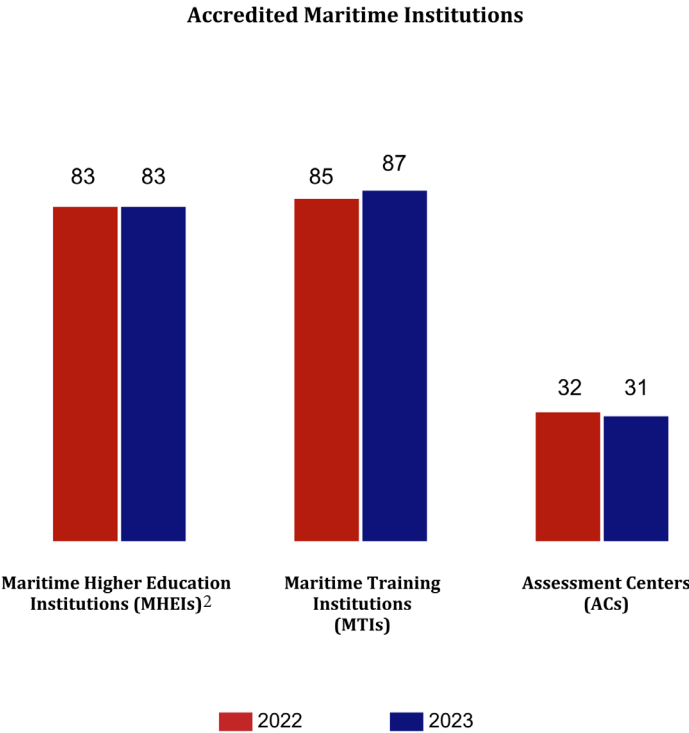
For CY 2023, a decrease of (4.88%) on number of issued Certificate of Competency (COC) and (3.05%) on Global Maritime Distress and Safety System (GMDSS) were recorded. The number of issued Certificate of Proficiency (COP) on the other hand, showed an increase of 3.19%.

## E. ISSUED CERTIFICATE OF MARINE PROFESSION FOR DOMESTIC SEAFARERS



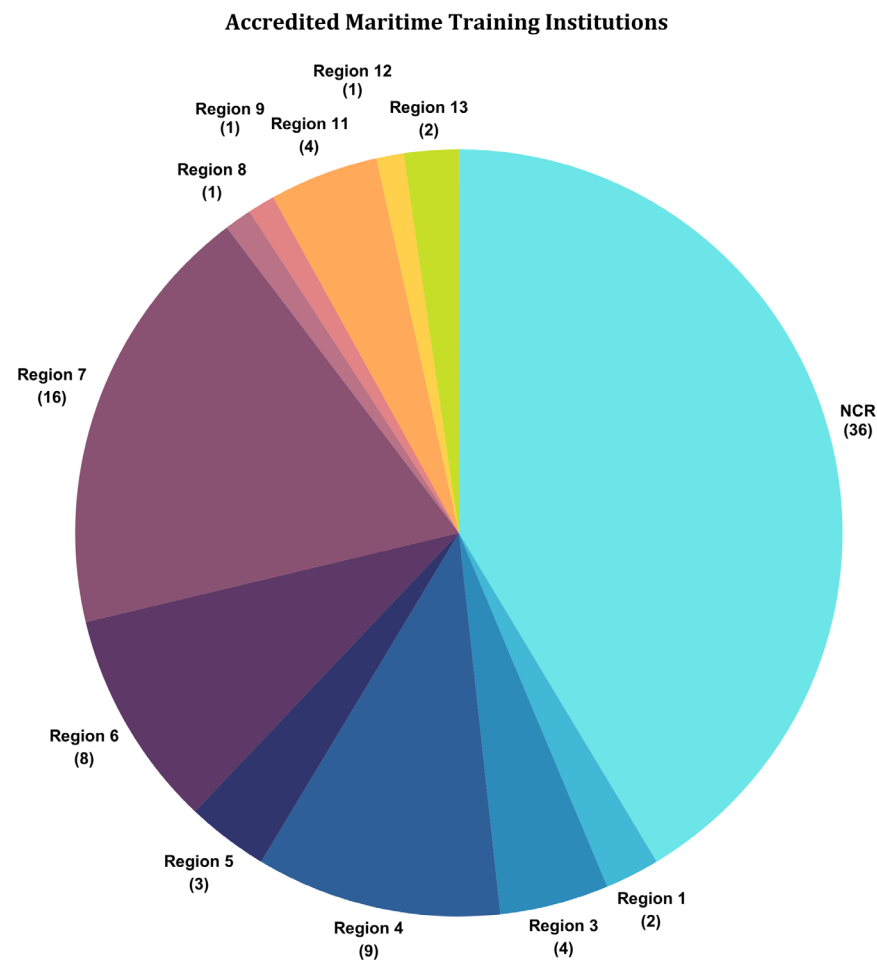


F. ACCREDITED MARITIME INSTITUTIONS,  
DECEMBER 2023

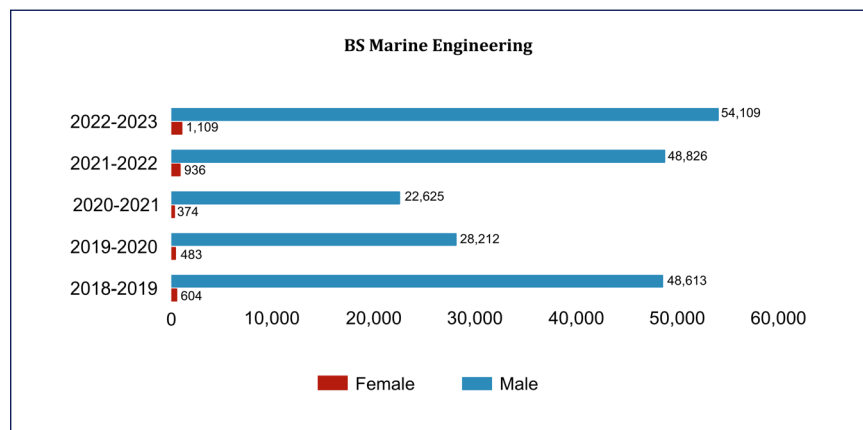
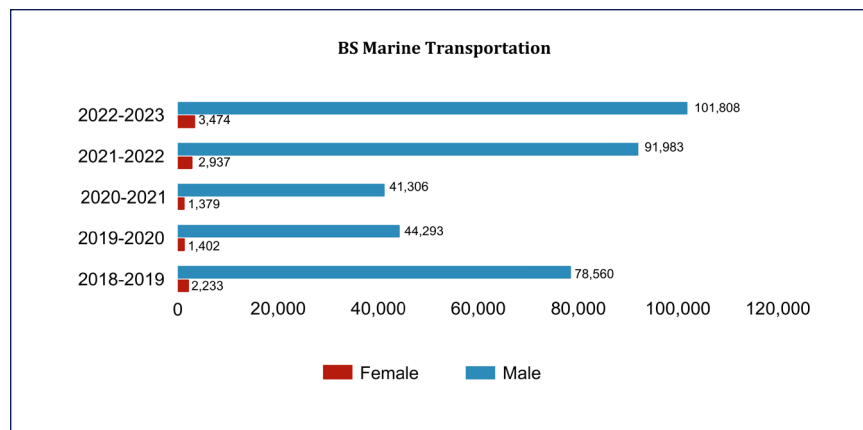


<sup>2</sup> - for AY 2022-2023

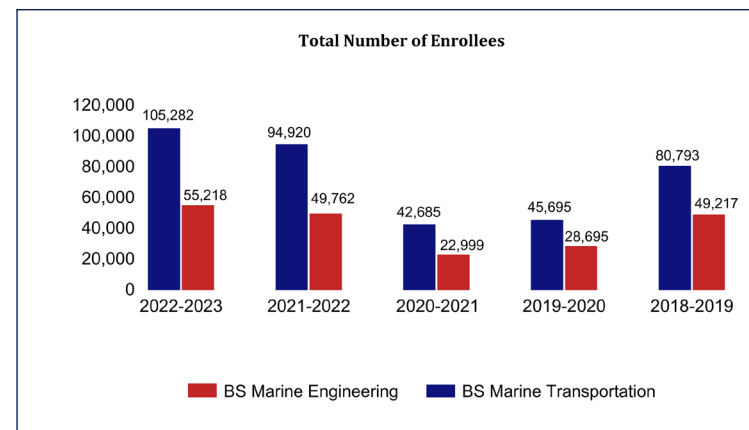
G. ACCREDITED MARITIME TRAINING INSTITUTIONS,  
DECEMBER 2023



## H. PHILIPPINE ENROLLMENT FOR BS MARINE TRANSPORTATION AND BS MARINE ENGINEERING<sup>3</sup>



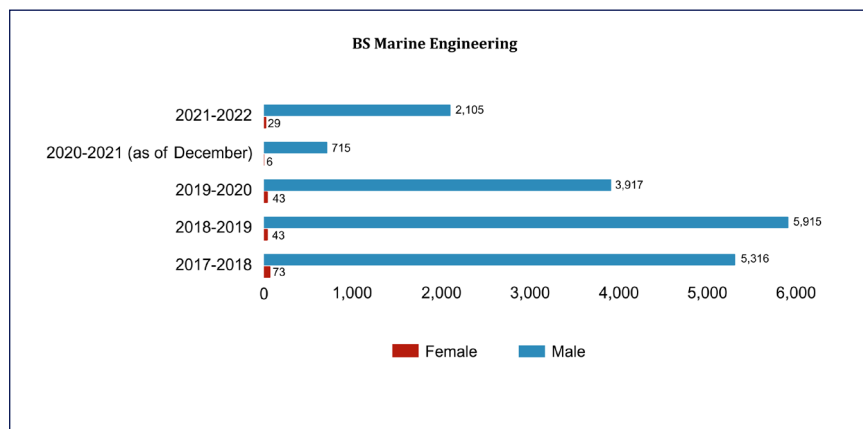
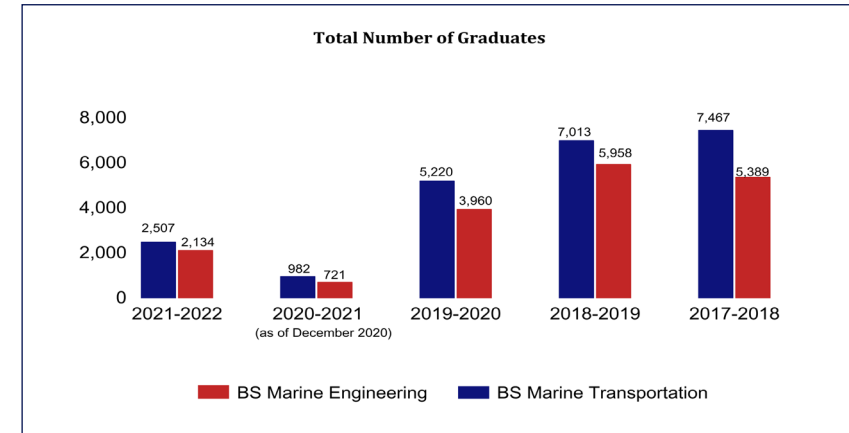
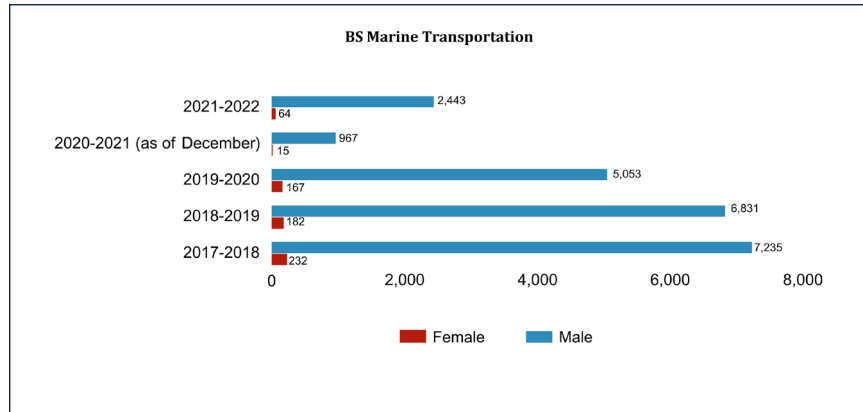
There is a significant disparity in enrollment numbers between male and female students in the BS Marine Engineering and BS Marine Transportation programs from SY 2018 to 2023.



The graphs show an increase in the enrollment for School Year 2022-2023 for BS Marine Engineering (11%) and BS Marine Transportation (11%) degrees from the previous school year.

<sup>3</sup> - the data does not include enrollment for the fourth year level  
Source: Commission on Higher Education

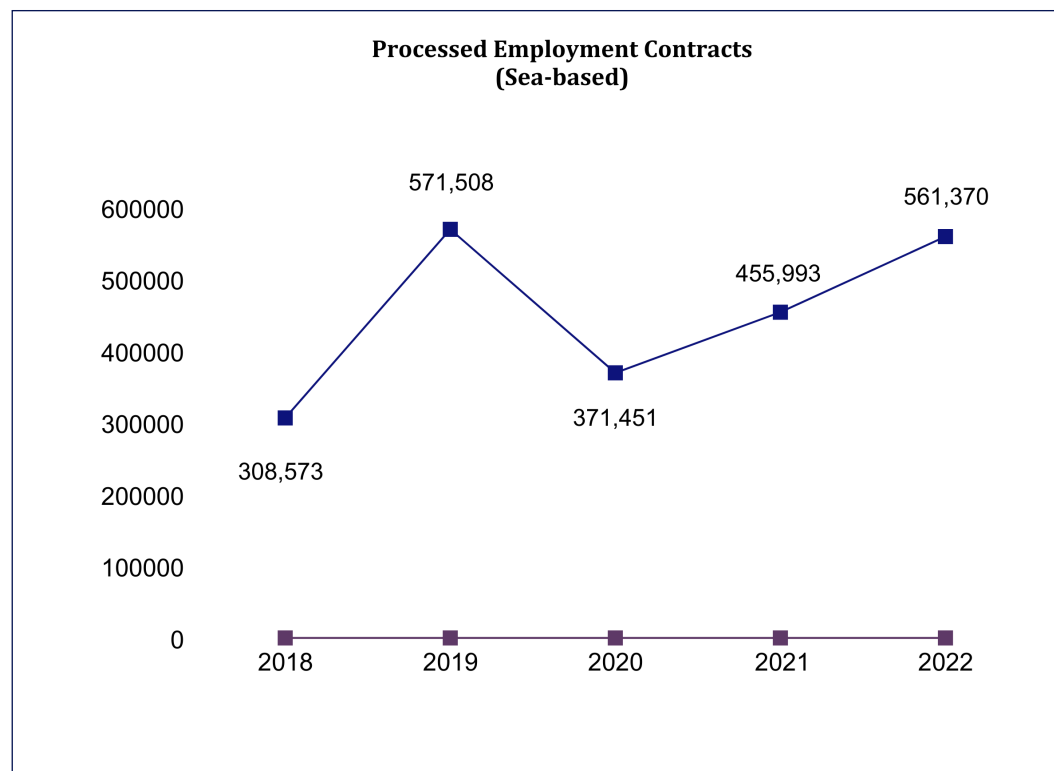
## I. PHILIPPINE GRADUATE DATA FOR BS MARINE TRANSPORTATION AND BS MARINE ENGINEERING



The graphs show a downward trend in the graduates of maritime courses. For the academic year 2021-2022, there was an increase in graduate students for BS Marine Engineering (155%) and BS Marine Transportation (196%) degrees as compared to the previous school year.

Source: Commission on Higher Education

## J. PROCESSED EMPLOYMENT CONTRACTS

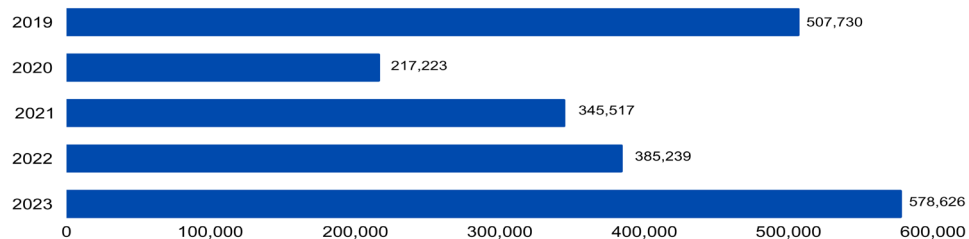


The graph shows an increase of 23.1% in the processed sea-based employment contracts compared to the previous year.

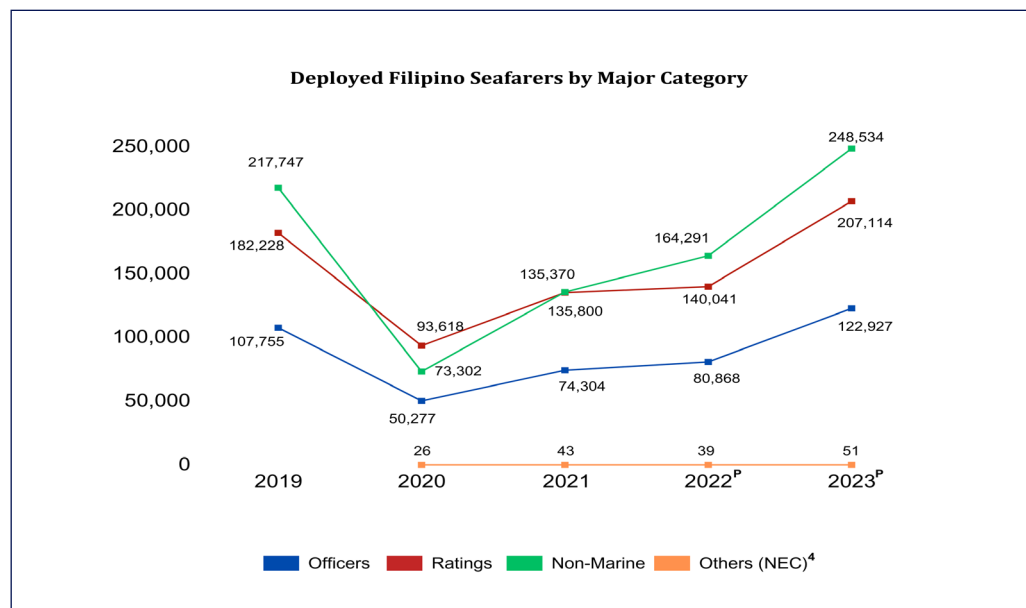
Source: Department of Migrant Workers

## K. DEPLOYED FILIPINO SEAFARERS

Total Number of Deployed Filipino Seafarers



### a) By Major Category

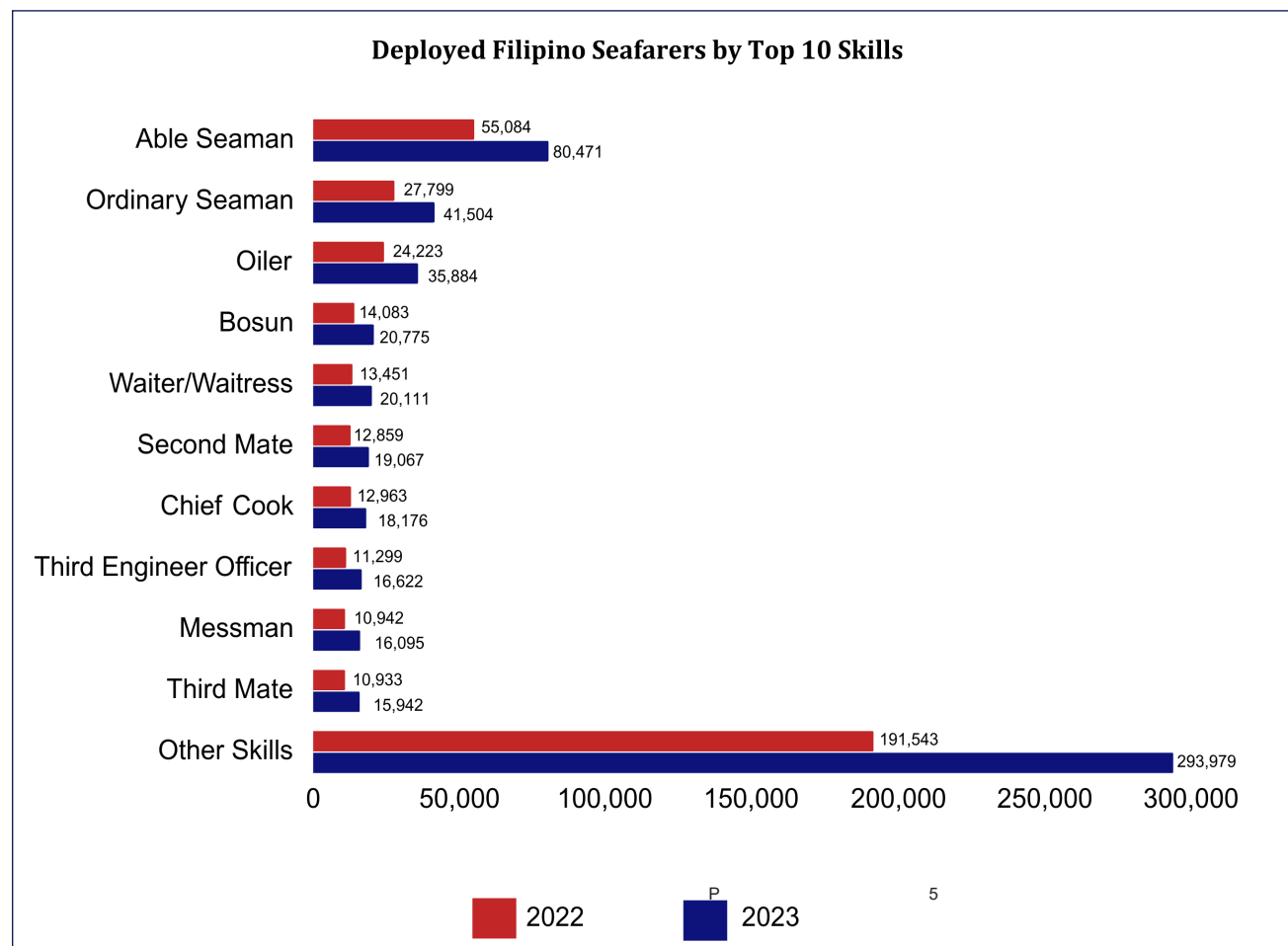


<sup>P</sup> - Preliminary data

<sup>4</sup> - Not Elsewhere Classified

Source: Department of Migrant Workers

## b) By Top 10 Skills



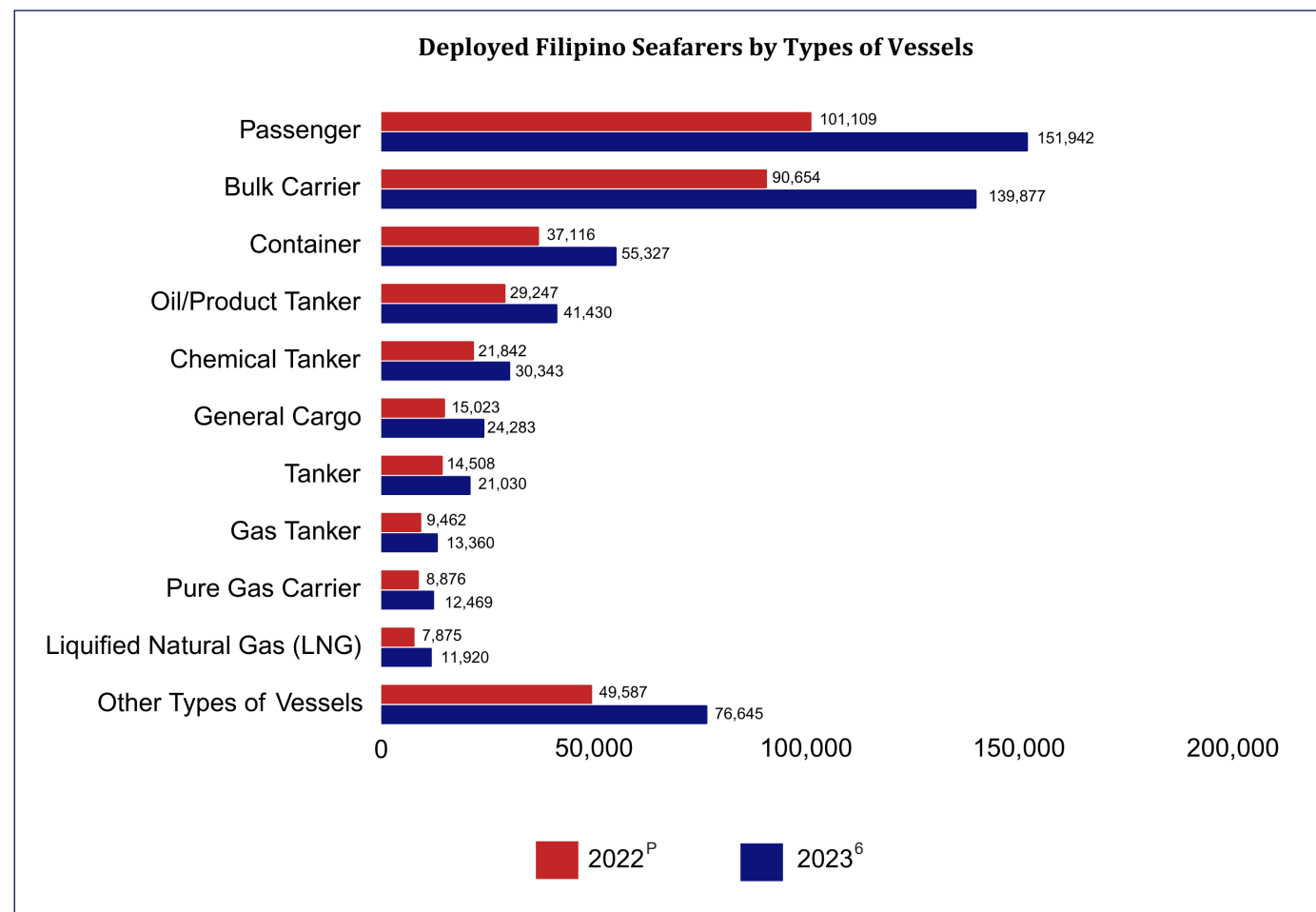
<sup>P</sup> - Preliminary data

<sup>5</sup> - as of January to November 2023

Source: Department of Migrant Workers



## c) By Types of Vessels

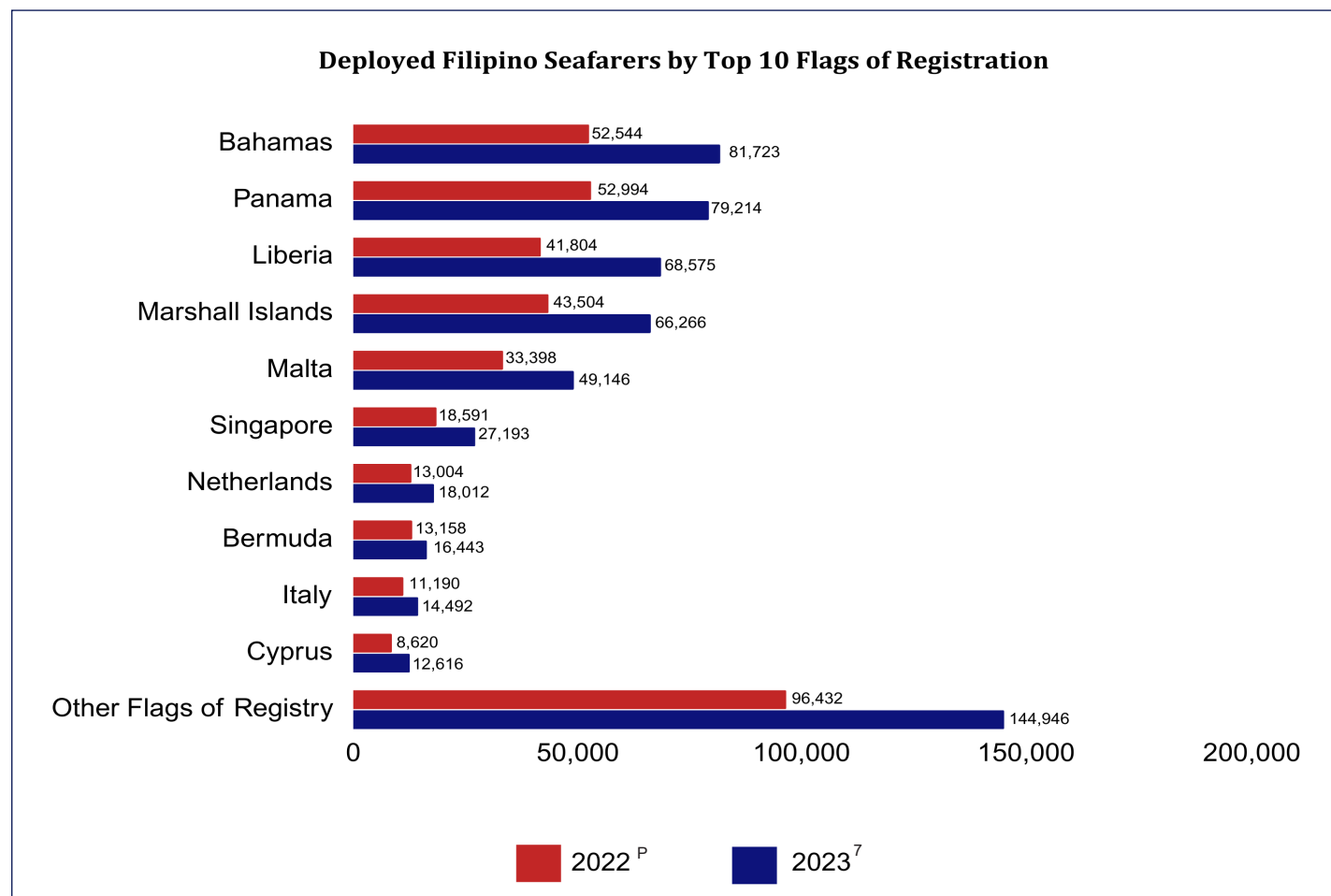


<sup>P</sup> - Preliminary data

<sup>6</sup> - as of January to November 2023

Source: Department of Migrant Workers

## d) By Top 10 Flags of Registration



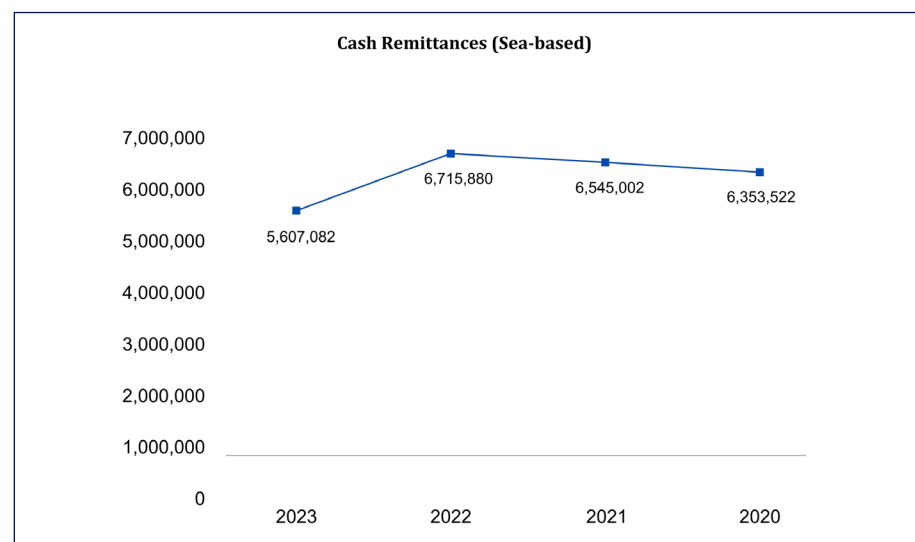
<sup>P</sup> - Preliminary data

<sup>7</sup> - as of January to November 2023

Source: Department of Migrant Workers

## L. OVERSEAS FILIPINO'S CASH REMITTANCES

Year	Amount (in Thousand US Dollars)			% Share of Sea-based Overseas Filipino Worker
	Sea-based	Land-based	Total <sup>8</sup>	
2023 <sup>P</sup>	6,852,362	26,638,568	33,490,930	20.4%
2022 <sup>P</sup>	6,715,880	25,823,550	32,539,430	21%
2021	6,545,002	24,872,612	31,539,430	21%
2020	6,353,522	23,549,734	29,903,256	21%

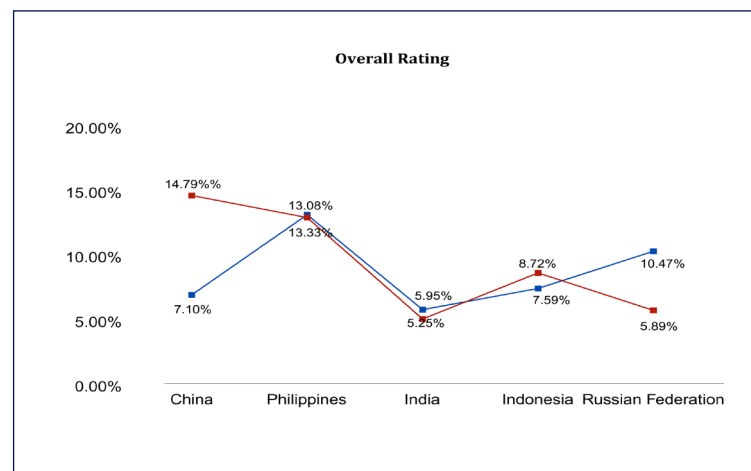
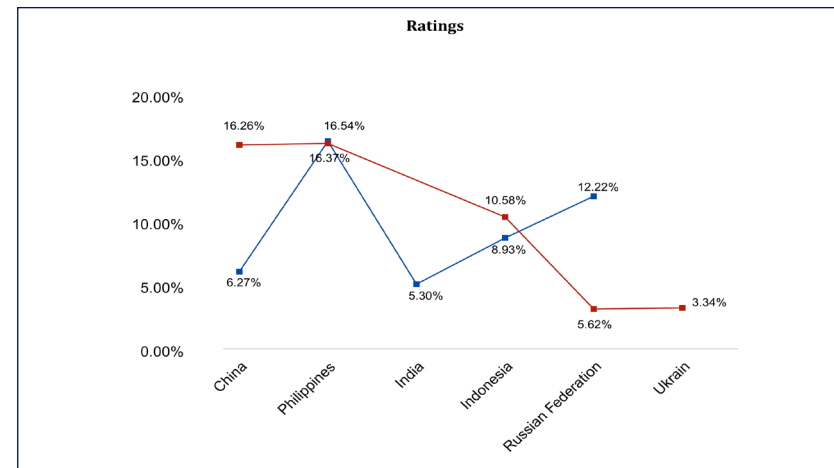
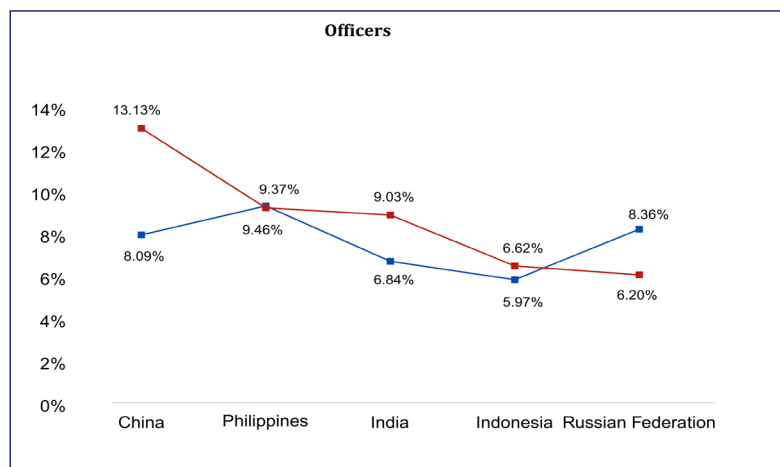


<sup>P</sup> - Preliminary data

<sup>8</sup> - Details may not add up due to rounding

Source: Bangko Sentral ng Pilipinas

## M. FIVE LARGEST SEAFARER SUPPLY COUNTRIES



Legend:

■ 2015 ■ 2021

Source: Baltic and International Maritime Council (BIMCO) and International Chamber of Shipping (ICS) Seafarer Workforce Report  
UNCTADstat Website

*~ End of Report ~*