



2024

Maritime Industry Authority

Accomplishment Report

Charting a Clean Course,
Safely Sailing Together





2024

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Safely Sailing Together





“As the first light of dawn kisses the horizon, a ship sails forward, its silhouette a symbol of new beginnings and endless possibilities on the open sea.”

Photographed by Jimmuel Macaraeg

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Mutual Recognition of Certificates under Regulation I/10 of the International Convention on the Standards of Training, Certification and Watchkeeping (STCW) for Seafarers 1978

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Collaborations and Initiatives for Advancing Seafarer Education, Training, and Welfare

Regulatory Issuances for the Maritime Workforce in 2024

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International and Regional Engagements

International Maritime Organization (IMO)

IMO Technical Cooperation and Capacity Building

Association of Southeast Asian Nations (ASEAN)

Brunei Darussalam-Indonesia-Malaysia-Philippines East Asian Growth Area (Bimp-Eaga)

Asia Pacific Economic Cooperation (APEC)

International Ventures and Engagements

Efforts to Expand the Philippine Merchant Shipping

Promotion of Ease of Doing Business in the Domestic Shipping

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MARINA 50th Anniversary

Editorial Board

Message from the Administrator



I extend my sincere recognition and deep appreciation to the dedicated men and women of the Maritime Industry Authority for their steadfast commitment in delivering outstanding accomplishments in 2024—a year of profound historical importance for our Agency. This milestone year commemorated the 50th Anniversary of MARINA's establishment on 01 June 1974, symbolizing five decades of unwavering service, regulatory leadership, and strategic contributions to harnessing the economic potential of the maritime sector.

Equally significant, 2024 marked a turning point with the expression of strong Presidential policy support for the modernization and transformation of the Philippine maritime industry. This commitment by His Excellency President Ferdinand R. Marcos Jr. signals a renewed national resolve to position the Philippines as a major and respected maritime nation, and affirms MARINA's vital role in steering the industry toward global

competitiveness, safety, and sustainability.

It is now imperative upon us to capitalize on this renewed national attention and the prominence afforded to the maritime sector to drive forward meaningful reforms and sustained development geared towards the creation of economic opportunities for our constituents whose livelihood depends upon the industry which we were mandated to promote and regulate.

The year 2024 was a true test of our resilience and determination to contribute meaningfully to the realization of the Administration's 8-point socio-economic agenda. Despite operating within limited resources, we remained focused and strategic in delivering key outputs that align with national priorities and global maritime trends.

We established necessary systems for the nationwide digitalization of frontline services, implemented key governance reforms, and advanced regulatory measures to promote ease of doing business. The Philippines also maintained its active engagement and visibility in various international maritime fora, while aggressively maritime safety awareness campaign through strengthened collaboration with local government units in coastal communities.

Concurrently, we undertook key initiatives to advance the country's decarbonization agenda and to strengthen the global competitiveness of our maritime workforce, particularly our Filipino seafarers. These efforts are critical to ensuring their sustained proficiency in adapting to emerging maritime technologies.

I would like to express my appreciation to the leadership of the Department of Transportation, Partner Agencies, and Private Stakeholders from Shipping Companies, Shipbuilding and Shiprepair Sector, Manning Agencies, MHEIs, MTIs, International and National Government Organizations.

As we turn to the next chapter of our institutional journey, let us collectively chart a clean course and steer the Philippine maritime industry toward a safer, more progressive, and sustainable maritime future.

Mabuhay!

SONIA B. MALALUAN

Message from the

Deputy Administrator for Operations

As we close another productive year, I extend my heartfelt congratulations to all officials and employees of the Maritime Industry Authority (MARINA) for the remarkable accomplishments we collectively achieved in 2024. Your unwavering commitment, resilience, and professionalism enabled the Agency to realize key milestones. I also wish to sincerely thank our industry partners, local government units, and stakeholders for their continued trust and collaboration—especially in making our 50th Founding Anniversary a truly historic and momentous celebration of public service and maritime nation-building.

I take this opportunity to recognize our Regional Offices and Frontline personnel who serve as the backbone of our day-by-day operations. Your dedication and steadfast field presence ensured continuity in regulatory enforcement, client support, and maritime development services even in the most challenging locations. Your exemplary field work has been instrumental in bringing MARINA's mandate closer to the people we serve, especially in far-flung coastal and island communities.

Our work in 2024 has been centered on improving maritime safety, automation and digitalization, advancing the modernization of our domestic shipping industry and the shipbuilding and ship repair (SBSR) sector. We made tangible progress in enhancing safety regulations, and crafting more inclusive policies that will enable a more competitive and resilient maritime industry in the years ahead. These efforts will remain central to our operations moving forward.

MARINA remains firmly committed to ensuring the availability of safe, efficient, and reliable ships to connect the islands of our archipelagic country. We continue to promote regulatory reforms that support the ease of doing business, especially for our domestic operators. We are also intensifying efforts to foster a strong safety culture within coastal communities, while enhancing our regulatory frameworks for marine environment protection—because a safe and sustainable maritime industry begins with responsible operations and community



awareness.

We will strive to make MARINA more visible, more responsive, and more impactful across the country. Let us continue to bring our services closer to the people, elevate public confidence in our maritime systems, and reinforce our role as a catalyst for inclusive growth, safety, and innovation. With your continued dedication and unity of purpose, I am confident that MARINA will be even more strongly felt in the lives of the Filipino people, especially those who rely on the sea for their livelihood, mobility, and opportunity.

Mabuhay!

ENGR. NANNETTE Z VILLAMOR-DINOPOL

Message from the

Deputy Administrator for Planning



We extend our heartfelt congratulations to the men and women of the Maritime Industry Authority (MARINA), across the country, for a truly fruitful and transformative year for our Agency and for our Philippine maritime industry. Their dedication, professionalism, and unwavering commitment have been instrumental in realizing our goals and fulfilling our mandate. Amid evolving global and domestic challenges, our collective efforts have allowed us to deliver impactful programs, introduce meaningful reforms, and elevate the quality of service we provide to our stakeholders. This report stands as a testament to what we can achieve when we work with unity of purpose and a deep sense of public duty.

Foremost among our significant milestones for the year is the issuance by the President of Executive Order No. 55, series of 2024, which officially adopts and mandates the implementation of the Maritime Industry

Development Plan 2028 (MIDP 2028) as the national policy framework for the integrated and sustainable development of the Philippine maritime industry. This landmark issuance affirms the government's strong commitment to modernize the sector, align with global maritime standards, and realize the vision of a safe, secure, efficient, and competitive maritime nation.

We have proactively advanced key regulatory reforms to enhance the ease of doing business in the maritime sector, streamlining processes and reducing bureaucratic barriers for stakeholders. Parallel to this, we have prioritized capacity-building initiatives to strengthen the competencies of our personnel, ensuring they are well-equipped to deliver efficient, accountable, and high-quality public service. In line with our commitment to service excellence, we also accelerated our digital transformation and initiated the groundwork for securing third-party certification under ISO 9001:2015 for our frontline services in due time.

To further align our institution with the dynamic needs of the maritime industry, we undertook a strategic refresh of our organizational roadmap. This updated Strategy integrates a forward-looking perspective, reinforcing our readiness to address current and emerging challenges while staying anchored on our core values of professionalism, integrity, and excellence. Through these initiatives, we reaffirm our commitment to institutional reform, operational efficiency, and service innovation.

Our accomplishments in 2024 also reflect a deeper integration of gender equality and inclusive development into our operations. Through our Gender and Development (GAD) programs, we have promoted equal opportunity, representation, and empowerment of women in maritime leadership and technical roles. As such, we reaffirm MARINA's role as a proactive, ethical, and inclusive institution.

With pride in our achievements and optimism for the future, we stand ready to navigate the challenges ahead and further elevate the Philippine maritime industry to new heights.

Mabuhay!

NENITA S. ATIENZA

Message from the

STCWO Executive Director

The year 2024 was a time of great advancement and transformation for the Philippine maritime sector. The Maritime Industry Authority (MARINA) alongside its committed staff and esteemed stakeholders worked tirelessly to accomplish our strategic objectives; reaffirming our dedication to a safer, more efficient, and globally competitive maritime industry.

Stakeholder collaboration with shipowners, manning agencies, maritime education and training institutions, government agencies, international and local NGOs and Associations has been pivotal in meeting these milestones. Their unwavering support has enabled us to build a stronger and more sustainable maritime sector that is attuned to the interests of local and international maritime communities.

However, as we celebrate these achievements, we also recognize the challenges ahead, particularly with the enactment of Republic Act No. 12021, or the Magna Carta of Filipino Seafarers. This landmark legislation marks a new era of governance for MARINA which calls for organizational restructuring, policy reforms, and improved oversight. Adapting to these changes will require strategic planning and close coordination with all stakeholders to ensure a seamless transition.

The strategic shifts that MARINA, particularly the STCW Office will serve as the springboard to ensure that we truly address the needs of Filipino Seafarers as we are going forward in making them part of a future-ready maritime workforce.

MARINA reaffirms its commitment to raising the Philippine maritime industry to greater heights. We are confident that we will continue to steer the coming years' challenges and opportunities with the same passion and dedication that have characterized our service. Together we will remain on course toward a more robust and progressive maritime sector.



SAMUEL L. BATALLA

Foreword

The year 2024 stands as a very significant milestone in the history of the Maritime Industry Authority (MARINA), not only in its continuing evolution as the government Agency mandated to accelerate integrated development but also in its unwavering commitment to institutional excellence and maritime sectoral development. Throughout the year, MARINA focused on advancing policy reforms, enhancing maritime safety, and facilitating innovation in regulatory processes. This Accomplishment Report presents a comprehensive overview of the Agency's key deliverables, operational achievements, and strategic outcomes, reflecting a governance approach that is participatory, evidence-based, and future-oriented.

Guided by the Administrator's 10-point agenda, the Agency implemented high-impact policies and programs aimed at addressing systemic constraints within the domestic shipping industry, such as high logistics costs, fragmented connectivity, and outdated fleet composition. Regulatory enhancements and strategic interventions—including the rationalization of maritime routes, controlled market liberalization, and the modernization of vessel registration and certification systems—were pursued with the overarching objective of improving inter-island mobility and ensuring equitable access to maritime transport services, particularly for underserved island provinces.

The promotion of maritime safety remained a central focus throughout the reporting period. MARINA intensified enforcement activities through unscheduled inspections, collaborative monitoring exercises with partner agencies, and the continued rollout of awareness programs, including the *Ligtas Byaheng Dagat* campaign. Moreover, the successful conduct of the 2024 Maritime Safety Conference, the institutionalization of the Safety Excellence Recognition Program, and the formulation of enhanced safety-related Circulars collectively strengthened the regulatory framework and stakeholder commitment toward achieving zero casualty goals in domestic shipping operations.

MARINA also strengthened its engagement in international maritime fora and pursued institutional mechanisms to elevate the global standing of the Philippine maritime workforce. The Agency participated in key sessions of the

International Maritime Organization (IMO), including the Maritime Safety Committee and relevant subcommittees, where the Philippines presented technical interventions and reaffirmed its obligations under international maritime conventions. Domestically, the Agency sustained its efforts to improve the quality and global recognition of seafarer training and certification systems, while advancing regulatory support for the Shipbuilding and Ship Repair (SBSR) sector through investment profiling, roadmap development, and the harmonization of standards with regional benchmarks.

From an institutional standpoint, MARINA continued to strengthen internal governance by institutionalizing quality management systems in accordance with ISO 9001:2015 standards and deepening the implementation of the Performance Governance System (PGS) across its Central and Regional Offices. The Agency's digital transformation agenda was further realized through the operationalization of the MARINA Blockchain-Enabled Certification System, Maritime Route Rationalization Information System (MARRIS), and integrated monitoring tools, all of which contributed to improved transparency, accountability, and responsiveness in the delivery of public service.

In presenting this Accomplishment Report, the Maritime Industry Authority acknowledges the indispensable support of its stakeholders—government partners, industry players, maritime professionals, seafarers, civil society, and international organizations—whose cooperation and shared commitment have contributed meaningfully to the advancement of the Philippine maritime sector. As the Agency builds upon the gains of 2024, it reiterates its resolve to uphold maritime safety, facilitate inclusive growth, and ensure that the Philippine maritime industry remains a cornerstone of national economic development and regional integration.

Executive Summary

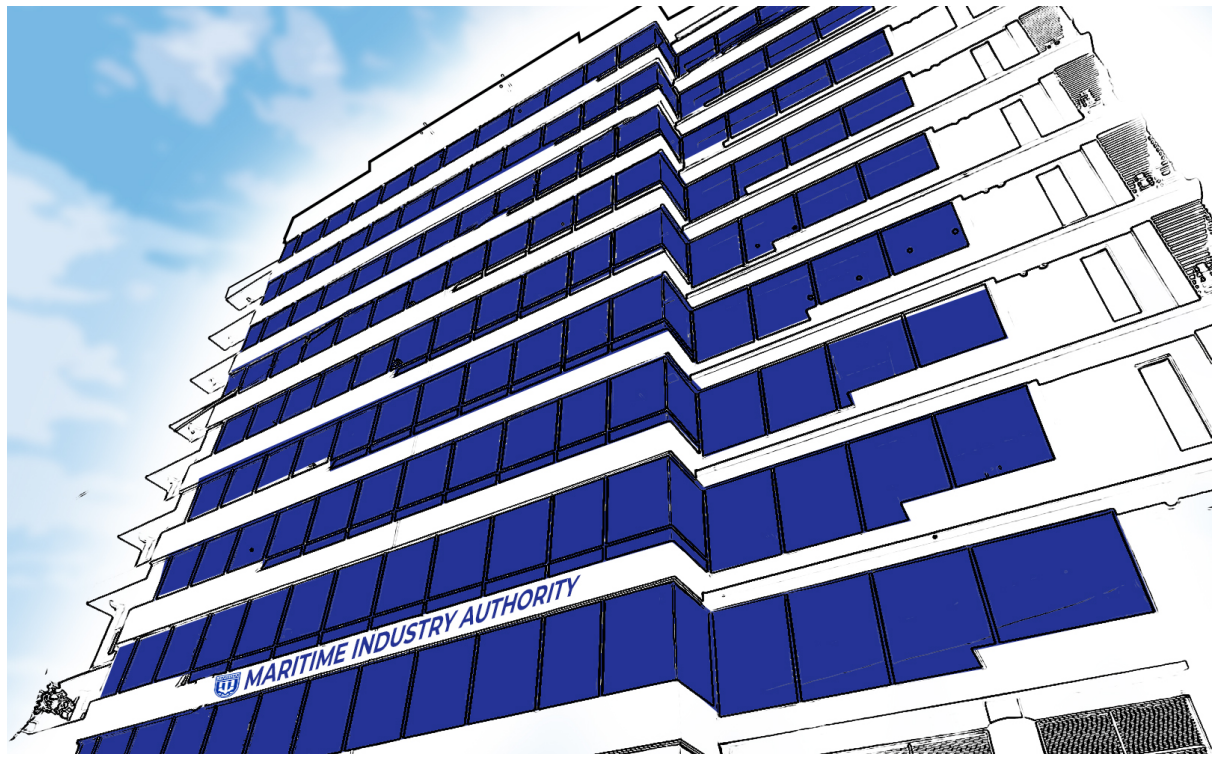
In 2024, the Maritime Industry Authority (MARINA) remained steadfast in its commitment to steer the Philippine maritime sector toward a modern, globally competitive, and resilient future. As the primary government agency mandated to integrate the development, promotion, and regulation of the maritime industry, MARINA carried out its responsibilities through sound policies, effective oversight, and institutional collaboration.

Central to its 2024 accomplishments were strategic interventions in digitalization, safety enhancement, workforce development, and international engagement—all aligned with the priorities of the **Maritime Industry Development Plan (MIDP) 2028**, and the overarching goals of a maritime nation poised for inclusive and sustainable growth.

This Report contains the highlights of MARINA Accomplishment for 2024:

- **Promotion of Maritime Safety.** Upholding maritime safety and security remained a cornerstone of MARINA's regulatory oversight in 2024. Notable achievement included the National Maritime Safety Awareness Campaign—Ligtas Byaheng Dagat. The Authority also expanded its safety awareness campaigns and recalibrated its vessel inspection frameworks. Furthermore, technical staffing strategies were reinforced to ensure the sufficiency of inspectors for both domestic and international fleets.
- **Digitalization of the Frontline Services where the flagship project MARINA Blockchain-Enabled Automated Certification System (BEST)** was launched together with other information systems that aim to facilitate the delivery of frontline services
- **Sustaining the Competitiveness of the Philippine Maritime Workforce.** In 2024, the MARINA focused on elevating the skills, welfare, and global mobility of Filipino maritime professionals, both in international and domestic shipping.
- **Bolstering International Visibility and Competitiveness.** In the area of international relations, the Philippines, through the MARINA, reinforced its maritime leadership through proactive participation in international fora and in forging cooperation with partners.
- **Expansion of the Philippine Merchant Shipping and Shipyard Services.** The report highlighted the need for the enactment into law of two (2) priority bills that would jumpstart the expansion and modernization of the country's domestic and overseas fleet as well as its shipbuilding and ship repair industry.
- **Building the Foundation of a Sustainable and Green Philippine Maritime Industry** where the MARINA laid down its initial ground works to implement decarbonization for Philippine-registered ships and its aggressive efforts to address the challenge of marine pollution.
- **Navigating Excellence through Workforce Growth and Organizational Strength** where institutional development was a priority for MARINA in 2024, with enhancements made in staff capacity, performance management, and organizational governance. Continuous learning programs were implemented for both technical and administrative personnel, particularly in support of new regulatory systems and digital tools.
- **Commemoration of the 50th Anniversary of the MARINA**, celebrated under the theme “Golden Voyage Towards a Green and Digital Maritime Future.” Over the past five decades, MARINA has faithfully discharged its primary mandate of connecting islands and building resilient maritime communities, while implementing key measures to support the maritime industry as a vital pillar of the national economic agenda. The Golden Year served as both a reflection of past achievements and a springboard for deeper reforms and stakeholder collaboration.
- **QMS Implementation.** The MARINA continues to strengthen its commitment to quality and service excellence through the implementation of its Quality Management System (QMS). Following the 2nd Surveillance Audit conducted from 27 February to 01 March 2024, the MARINA-STCW Office was recommended by Bureau Veritas for continued ISO 9001:2015 certification, covering the Central Office and Regional Offices 4, 6, 7, and 11. To ensure full and synchronized implementation of the approved QMS, MARINA cascaded its QMS Manual on 30 July 2024 at the Central Office in Manila. The initiative discussed the QMS—consisting of the Quality Policy, Quality Procedures, and Quality Forms—to all employees through the Directors or OICs of each Service Unit and Division Chiefs. The full implementation of the expanded QMS began on 01 July 2024.

Through its 2024 initiatives, the Maritime Industry Authority reaffirmed its leadership role in steering the Philippine maritime sector toward global competitiveness, environmental sustainability, and inclusive economic growth. Anchored on a legacy of 50 years, MARINA's accomplishments this year reflect its unwavering pursuit of maritime excellence and its alignment with long-term development goals. As it transitions into a new era of innovation and sustainability, MARINA remains resolute in its vision of a united maritime nation that is future-ready, resilient, and globally competitive.



01 CHAPTER

Overview of the
Maritime Industry Authority

Chapter 1

ABOUT

Mandate

The Maritime Industry Authority (MARINA) was created on 01 June 1974 pursuant to Presidential Decree No. 474 otherwise known as the Maritime Industry Decree of 1974. In particular, the MARINA was mandated to accelerate the integrated development, promotion, regulation and supervision of the four (4) traditional sectors of the maritime industry; namely: Domestic Shipping, Overseas Shipping, Shipbuilding and Ship Repair and the Maritime Workforce as well as the sub-sector of Maritime Safety.

Vision

A strong and dynamic Administration of the maritime industry.

Mission

To lead a progressive maritime administration that ensures safety and security of life and property at sea, protection of marine environment and global competitiveness of Filipino maritime workforce.

Core Values

Professionalism | Integrity | Excellence

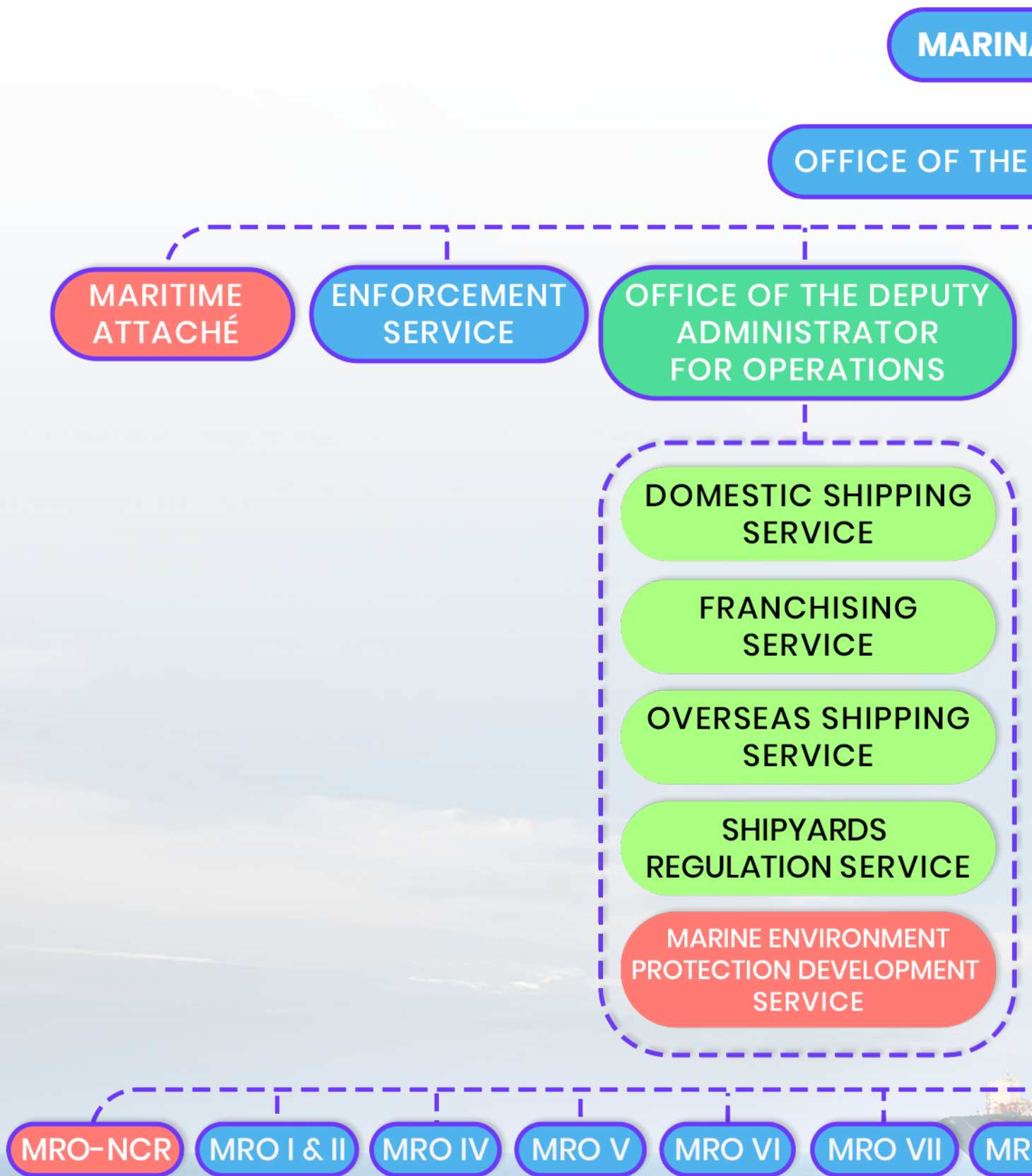
Quality Policy Statement

In support of its vision, mission, and objectives, the MARINA commits to provide quality service to its stakeholders and to achieve a nationally-integrated and globally competitive Philippine maritime industry. MARINA maximizes its efforts towards the development of:

- *A modern, vibrant, and safe domestic merchant fleet as part of seamless transportation system;*
- *An attractive Philippine ship registry;*
- *Transforming the Philippines as a major center for shipbuilding and ship repair;*
- *Competent maritime workforce; and*
- *Effective maritime administration*

The MARINA also commits to adhere to the applicable regulatory and statutory requirements and to continually improve its Quality Management System.

Organizational Structure



BOARD

ADMINISTRATOR

Internally
Created

OFFICE OF THE DEPUTY
ADMINISTRATOR
FOR PLANNING

OFFICE OF THE
EXECUTIVE DIRECTOR,
STCWO

MANAGEMENT, FINANCIAL
AND ADMINISTRATIVE
SERVICE

PLANNING & POLICY
SERVICE

LEGAL SERVICE

MANAGEMENT
INFORMATION SYSTEMS
SERVICE

MANPOWER DEVELOPMENT
SERVICE

MARINA TRAINING
INSTITUTE

OFFICE OF THE DEPUTY
EXECUTIVE DIRECTOR

BOARD OF
EXAMINERS

MARITIME EDUCATION
TRAINING SUPERVISORS

O VIII

MRO IX

MRO X

MRO XI

MRO XII

MRO XIII

MARINA Board

Hon. Jaime J. Bautista
Secretary (Chairman)
Department of Transportation (DOTr)



Hon. Sonia B. Malaluan
Administrator (Vice Chairman)
Maritime Industry Authority (MARINA)



Hon. Philip G. Lo
Chairman (Member)
Development Bank of the
Philippines (DBP)



Hon. Alfredo E. Pascual
Secretary (Member)
Department of Trade
and Industry (DTI)



Hon. Lucas P. Bersamin
**Executive
Secretary (Member)**
Office of the President (OP)



**Hon. Jay Daniel
R. Santiago**
General Manager (Member)
Philippine Ports Authority (PPA)



**CG Admiral
Ronnie Gil I. Gavan**
Commandant (Member)
Philippine Coast Guard (PCG)



Hon. Dario R. Alampay
**(Private Sector Representative
for Overseas Shipping)**
Filipino Shipowners Association (FSA)



Hon. Samuel T. Lim
Chairman (Member)
Society of Naval Architects and
Marine Engineers, INC. (SONAME)



Hon. Enrique A. Manalo
Secretary (Member)
Department of
Foreign Affairs



Hon. Lucio E. Lim, Jr.
Chairman (Member)
Philippine Coastwise
Shipping Association (PCSA)



Hon. Mark Matthew F. Parco
**Chairman (Private Sector
Representative for Domestic Shipping)**
Philippine Interisland Shipping Association (PISA)

MARINA Management

Hon. Sonia B. Malaluan
Administrator



Mr. Samuel L. Batalla
Executive Director
STCW Office



**Engr. Nannette Z.
Villamor-Dinopol**
**Deputy Administrator
for Operations**



Ms. Nenita S. Atienza
**Deputy Administrator
for Planning**



Capt. Vicente C. Navarro
Deputy Executive Director
STCW Office

MARINA Service Unit Directors



Atty. Maria Rowena B. Hubilla
Director II
Domestic Shipping Service



Mr. Ronaldo P. Bandalaria
Director II
Enforcement Service



Engr. Emmanuel B. Carpio
Director II
Franchising Service / Marine Environment
Protection Development Service



Atty. Sharon D. Aledo
Director II
Legal Service



Ms. Cheryl V. Pascua
Director II
Management, Financial and
Administrative Service



Mr. Joseph Victor S. Generato, PhD
Director II
Management Information
Systems Service



Mr. Arsenio F. Lingad III
Director II
Manpower Development Service



Atty. Jean Ver Pia
Maritime Attache



Engr. Divinagracia Tolosa
Officer-In-Charge
Maritime Safety Service



Ms. Precila C. Jara
Officer-In-Charge
Overseas Shipping Service



Mr. Luisito U. Delos Santos
Director II
Planning and Policy Service



Engr. Ramon G. Hernandez
Director II
Shipyard Regulation Service

MARINA Regional Directors



Engr. Marc Anthony P. Pascua
Regional Director
MARINA Regional Office - NCR



Engr. Jedini Nur A. Sibai
Regional Director
MARINA Regional Office I and II



Engr. Rizal J. Victoria
Regional Director
MARINA Regional Office IV



Atty. Maximo Bañares
Regional Director
MARINA Regional Office V



Mr. Jeffrey A. Bangsa
Regional Director
MARINA Regional Office VI



Ms. Annabell P. Lagas
Regional Director
MARINA Regional Office VII



Atty. Eusebia A. Cadlum-Boco
Regional Director
MARINA Regional Office VIII



Ms. Farida T. Cunanan, PhD
Officer-In-Charge
MARINA Regional Office IX



Ms. Juliet S. Nacion
Officer-In-Charge
MARINA Regional Office X



Ms. Felisa N. Orongan
Regional Director
MARINA Regional Office XI

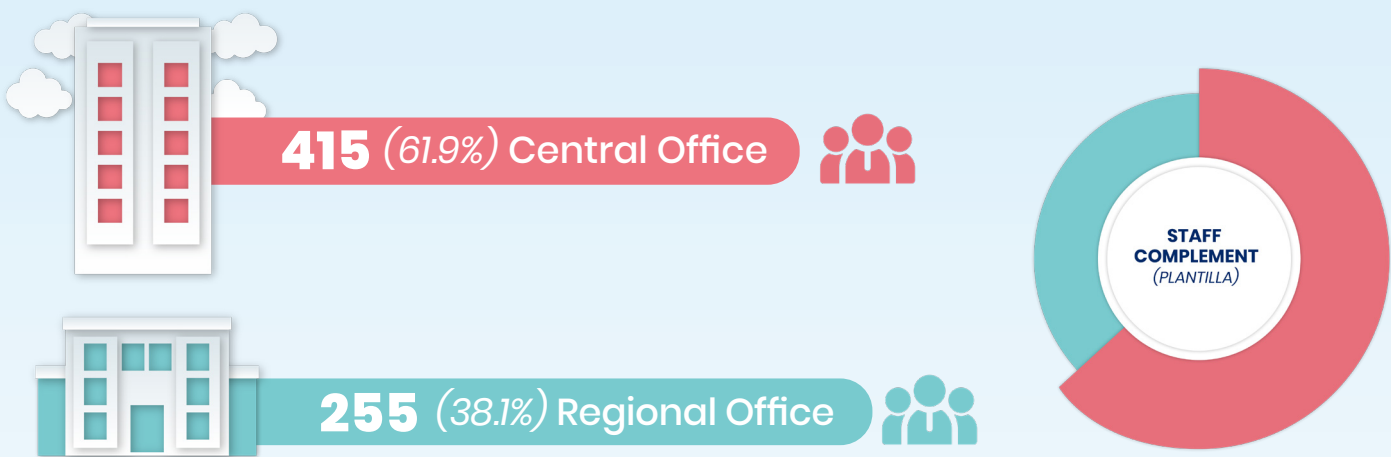


Engr. Bernardo A. Pollo
Regional Director
MARINA Regional Office XII



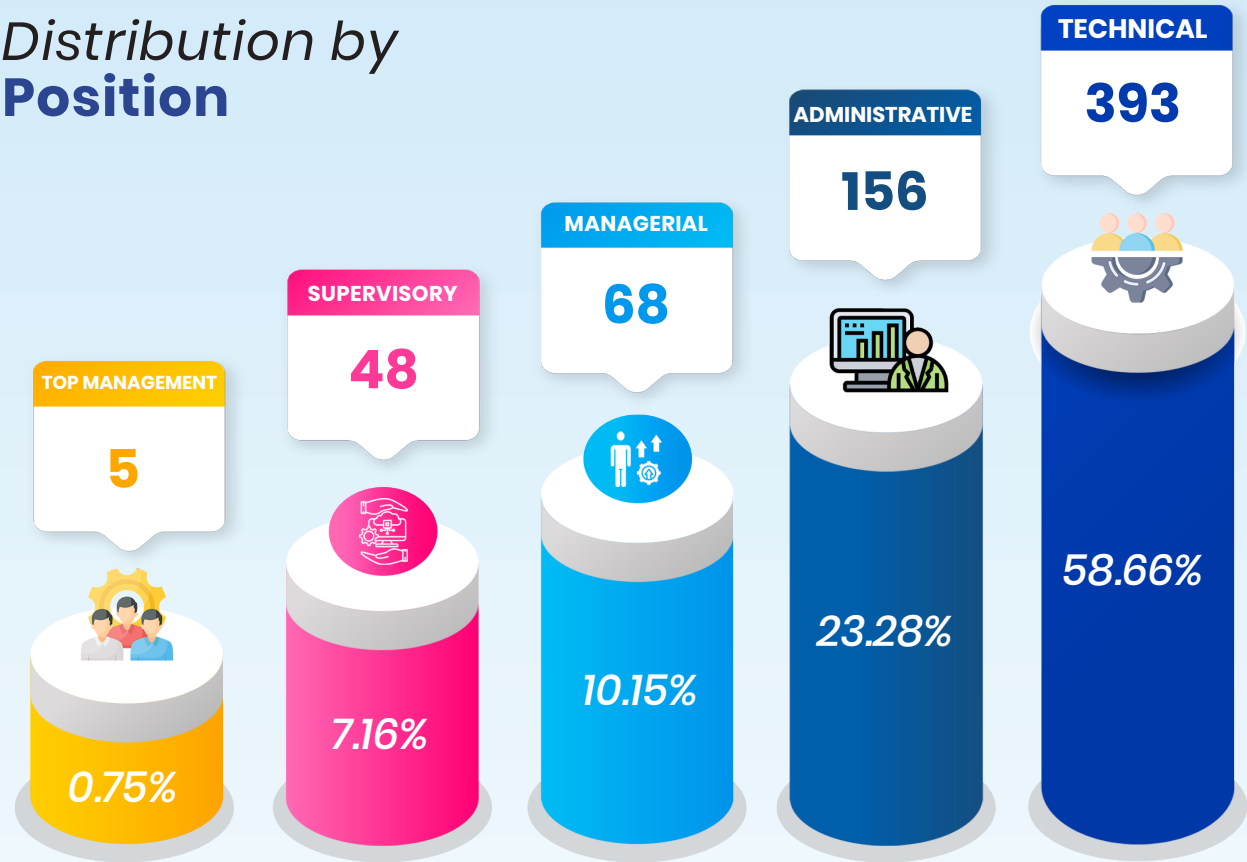
Ms. Ninfa D. Martinez, PhD
Regional Director
MARINA Regional Office XIII

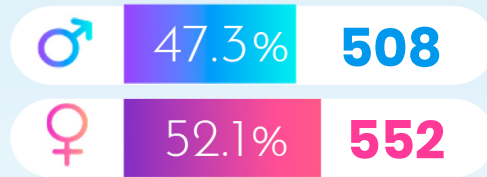
Staff Complement in 2024



STAFF COMPLEMENT (Plantilla)

Distribution by Position





Total
1060

Sex Disaggregation (Plantilla and Non plantilla)



PLANTILLA

670 63.2%

NON-PLANTILLA

390 36.8%

As of December 2024, the MARINA had a total workforce of 1,060 where 670 or 63% are holding plantilla positions while 390 or 37% are under job-order or contract of service arrangement.



02

CHAPTER

Highlights of
2024 Performance

Chapter 2

Physical Performance – Budget Accountability Report (BAR) 1

Table 1
Inventory of Outcomes Indicators and Agency Performance for CY 2024

Outcome Indicators	Target	Performance	Variance	% Difference
% Increase in Number of Registered New Ships	1,990	2,987	997	50.1
No. of New Policies Approved	8	8	0	0.0
% of Client Satisfaction	25,436	150,264	12,4828	490.75
% increase in the number of Filipino seafarers certified as meeting the international standards.	69,721	104,108	34,387	49.32
% of complaint acted upon	458	458	0	0.0

The 2024 performance data reflect strong achievements across the following key indicators:

- % Increase in Number of Registered Ships: 50.1% above target (2,987 actual vs. 1,990 target)
- % of Client Satisfaction: 490.75% above target (150,264 actual vs. 25,436 target)
- % Increase in Filipino Seafarers Deployed: 49.32% above target (104,108 actual vs. 69,721 target)
- No. of New Policies Approved: 100% target accomplishment
- % of Complaints Acted Upon: 100% target accomplishment

The overperformance in client satisfaction and seafarer deployment in particular highlights strong stakeholder engagement, system efficiency, and service improvement.

MARINA’s 2024 performance metrics reveal a strong alignment with and, in many areas, a substantial overachievement of institutional targets. Most notably, client satisfaction reached an impressive 490.75% above its target, while the number of registered ships and Filipino seafarers deployed also exceeded projections by 50.10% and 49.32%, respectively. These figures underscore the impact of MARINA’s strategic reforms, stakeholder engagement, and digital transformation.

Regulatory Performance for CY 2024



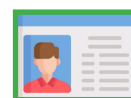
COP:	508,472
COC:	74,486
GMDSS:	21,503

*STCW Certificates issued
qualifying Filipino Seafarers
for Deployment Overseas*

604,461

110,830

Total number of Seafarer's Identity Document (SID) issued to **NEW SEAFARERS**



4,404

New licenses issued to **domestic seafarers**



Total number of **imported/constructed ships** in the Philippines

4,404



NEW Certificate of Public Convenience (CPCs) issued to regulate the maritime industry and ensure safe, efficient transport services

299



Promotional & Developmental Performance
for CY 2024

EO No. 55

Presidential approval of the Updated Maritime Industry Development Plan 2028 through

Actively collaborated in the formulation and finalization of the IRR of RA 12021

MAGNA CARTA OF SEAFARERS (RA 12021)

finalized the administration bills on Ship Registry Bill and the Shipbuilding and Ship Repair Development Bill with the Presidential Legislative Liaison Office (PLLO)

2 PRIORITY ADMINISTRATION BILLS

112%

completion of the policy formulation targets

IMPLEMENTATION OF MARINA-BEST

7,558
registered users

50,019
transactions successfully processed through MARINA-BEST (Blockchain-Enabled Certification System)

SAFETY AWARENESS CAMPAIGN

11

Memoranda of agreement signed with local government units to promote safety at sea, and protection to the marine environment



7
NEW MEMORANDA OF AGREEMENT WITH DIFFERENT COUNTRIES, AND INTERNATIONAL ORGANIZATIONS RECOGNIZING PHILIPPINE-ISSUED SEAFARERS CERTIFICATES

5
NEW PARTNERSHIPS WITH INTERGOVERNMENTAL ORGANIZATIONS (IGOs) and non-government organizations

5
new partnerships with other philippine government agencies

Organizational Performance for CY 2024



100%

RESOLUTION RATE

RECORDED BY MARINA IN THE
8888 CITIZENS' COMPLAINT CENTER
(JANUARY TO DECEMBER 2024)

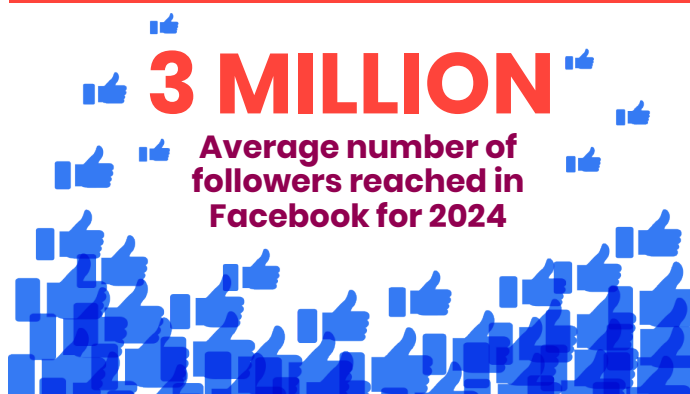


95%

SATISFACTION RATE

CLIENTS RATED THE FRONTLINE
SERVICES OF MARINA AS
SATISFACTORY OR BETTER

SOCIAL MEDIA PRESENCE



FINANCIAL PERFORMANCE

TOTAL INCOME

129.5% or *Php* 1.042 BILLION

vs FY 2024 target of *Php* 804.6M



99%

BUDGET UTILIZATION RATE





MARINA sets new sail with 10-point Agenda: ***Charting a Clean Course, Safely Sailing Together***

To optimize use of available resources, Administrator Sonia B Malaluan crafted the MARINA 10-Point Agenda and bannered the theme, “***Charting a Clean Course Safely Sailing Together***”. The Agenda was crafted in such a way that its trajectory is to carry out targeted initiatives in the MIDP 2028 for implementation in 2024. Until 2028, MARINA’s priority initiatives will be anchored upon the framework of cleaner marine environment and safe travels at sea.

MARINA’s 10- Point Agenda for CY 2024 is listed below.

1. Digitalization of the Agency’s frontline services nationwide.;
2. Certification of MARINA’s core processes under ISO 9001:2015 standards for quality management system;
3. Enhancement of maritime safety by addressing the causes of incidents.
4. Sustained compliance with the requirements of the STCW Convention for seafarers 1978, as amended.
5. Strong collaboration and partnership with the PCG and other key agencies.
6. Engagement with industry stakeholders through regular fora, public consultations, and dialogues; among other initiatives.
7. Effective implementation of the updated Maritime Industry Development Plan (MIDP) 2028.
8. Strengthening the organizational structure and institutional capacity of the Agency.
9. Assessment of the effectiveness of existing policies, with a commitment to repeal those found obsolete.
10. Preparation for the Philippine compliance with the 2023 IMO Strategy on the Reduction of GHG Emissions from Ships.



03

CHAPTER

**Promoting Safe, Secure, Seamless
Shipping Services for the Maritime Sector**

Chapter 3

In 2024, the Maritime Industry Authority (MARINA) intensified its efforts to enhance maritime safety across the Philippine archipelago. Anchored on the Agency's 10- Point Agenda for 2024 in relation to Overriding Program No. 1, "Enhancement of Maritime Safety and Security for Merchant and Fishing Fleets" of the Maritime Industry Development Plan (MIDP) 2028, the MARINA, in consideration of its limited resources, focused on initiatives that address the main causes of maritime accidents/incidents, modernization, stakeholders' collaboration, digital transformation, and regulatory enforcement. This report presents the gains achieved in the area of maritime safety.

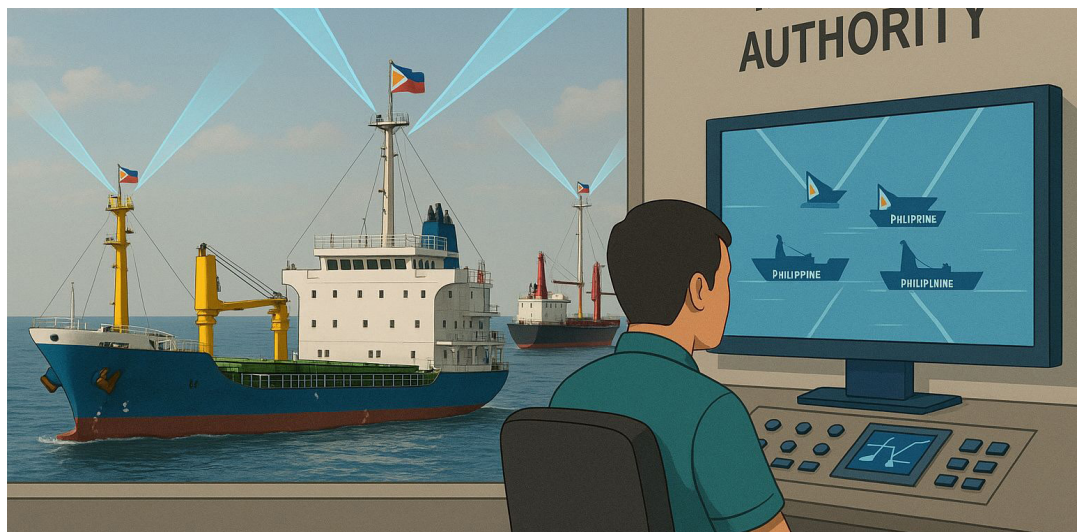
1. Leveraging Technology to Promote Maritime Safety

a. Locally Developed Technological Solutions to Advance Domestic Shipping Safety

In 2024, the Maritime Industry Authority (MARINA) and the Department of Science and Technology (DOST), through its Philippine Council for Industry, Energy and Emerging Technology Research and Development (PCIEERD), renewed their partnership to advance maritime transport through science and technology. This collaboration, formalized under the Science and Technology for Maritime Transport Applications (STMTA) program, aims to enhance maritime safety, environmental sustainability, and operational efficiency. Two significant projects completed under this initiative: (1) development of a localized Automatic Identification System (AIS) : and (2) the Maritime Energy Demand Information and Analysis Software (MEDIANs).

i. Automatic Identification System (AIS) for Non-Convention Sized Ships Trading Domestic.

The localized AIS project focused on creating a transponder system for vessels, enabling automatic reception and transmission of navigational information to enhance collision avoidance, real-time monitoring, and search and rescue operations. This system was successfully tested on rescue boats in various municipalities in Quezon and Batangas, demonstrating its efficacy in improving maritime situational awareness. Recognizing its potential, MARINA plans to develop policies integrating AIS requirements for ships of 300 gross tonnage and below, as well as for fishing vessels, while exploring support mechanisms for stakeholders affected by this mandate.



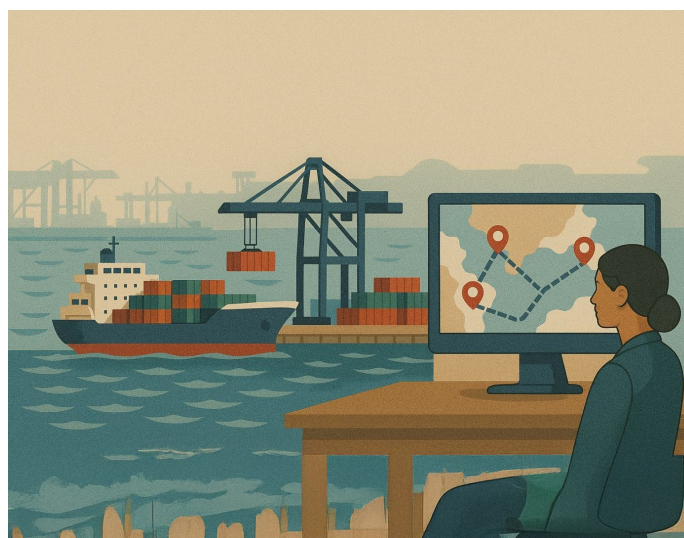


i. Prototype E-Boat for Inland Waterways to Address Urban Congestion (E-Boat)

The “Prototype E-Boat for Inland Waterways to Address Urban Congestion” project is developing and piloting an eco-friendly ferry system for Philippine inland waterways. This project aims to create a sustainable transport alternative by utilizing electrically propelled ferry boats and on-shore charging infrastructure. The project spans major four Metro Manila cities and is a step towards a sustainable transportation system on the Pasig River.

ii. Port Capacity Analysis and Route Optimization for Local Marine Administration (PAROLA)

The “Port Capacity Analysis and Route Optimization for Local Maritime Administration” (PAROLA) project aims to improve maritime operations by developing software tools for analyzing port capacity and optimizing vessel routes. Specifically, PAROLA focuses on creating a modular software and related tools to measure port capacity and manage ship scheduling. This project is a collaborative effort between the Cebu Port Authority (CPA), the Maritime Industry Authority (MARINA), and other institutions.



a. Launch of the QR code-based feedback to enhance maritime safety on-board inter-island ships carrying passengers

In January 2024, the Maritime Industry Authority (MARINA) launched a QR code-based feedback system to enhance passenger engagement and maritime safety oversight. This initiative allows sea passengers to conveniently submit feedback, comments, or complaints regarding their travel experiences by scanning QR codes displayed on passenger vessels. The collected feedback is managed by MARINA’s Enforcement Service, ensuring that concerns are addressed promptly and efficiently. Importantly, MARINA has emphasized its commitment to data privacy and confidentiality, assuring passengers that their information will be protected in accordance with the Data Privacy Act of 2012.

This digital feedback mechanism is part of MARINA’s broader efforts to enhance maritime safety and service quality. By facilitating direct communication between passengers and regulatory authorities, the system aims to improve compliance monitoring of shipping companies and prevent incidents that may compromise passenger safety. The initiative reflects MARINA’s commitment to leveraging technology to foster a safer and more user-centric maritime industry.

1. Nationwide Maritime Safety Culture Awareness Campaign (“Ligtas Byaheng Dagat”)

a. Nationwide Launch of the 6-months “Ligtas Byaheng Dagat” Campaign

On October 15, 2024, the Maritime Industry Authority (MARINA) Administrator Sonia B. Malaluan launched the Agency’s 6-month simultaneous nationwide maritime safety culture awareness campaign which will run until April 2025, in Cebu City. The Administrator emphasized that “This campaign is a crucial step in enhancing maritime safety, reducing plastic litter, and raising awareness of passengers’ rights. By fostering environmental responsibility and educating the public, we aim to create safer, more sustainable sea journeys for everyone. It’s about building a culture of responsibility within our maritime community, empowering passengers, crew, and stakeholders to actively protect lives and safeguard our seas.”

The event commenced with simultaneous motorcades from Plaza sa Katawhan in Cebu City and Mandaue City Hall, culminating at the Cebu Ports Authority’s Social Hall at the Cebu International Port Complex.

b. Memorandum of Understanding (MOU) with Local Government Units

In 2024, the Maritime Industry Authority (MARINA) formalized partnerships with various Local Government Units (LGUs) across the Philippines through Memoranda of Understanding (MOUs) under the “Ligtas Byaheng Dagat” campaign. These agreements aimed to enhance maritime safety, environmental protection, and passenger rights by fostering collaboration between national and local authorities.

- In the National Capital Region, MARINA initiated the campaign at the North Point Passenger Terminal in Metro Manila, proceeding to Binangonan, Rizal, where an MOU was signed with the local government to promote maritime safety awareness.
- In the Ilocos and Cagayan Valley Regions, the campaign commenced in Sual, Pangasinan, featuring a safety presentation, stakeholder forum, and MOU signing with local officials.
- Southern Tagalog’s activities began in Batangas City, culminating in Mabini, Batangas, with MOUs signed alongside Congresswoman Gerville Luistro and various mayors, complemented by demonstrations of life-saving appliances and firefighting equipment.
- In the Bicol Region, a motorcade from Rawis to the Legazpi City Convention Center marked the launch, where the importance of maritime safety and stakeholder cooperation were emphasized.
- Western Visayas featured a boat caravan from Iloilo City to Guimaras, followed by a town hall meeting and MOU signing with Buenavista Mayor Samuel T. Gumarin.
- Central Visayas’ campaign in Cebu City included a motorcade and town hall meeting at the Cebu Ports Authority’s Social Hall, where an MOU was signed with Cebu City Mayor Raymond Alvin N. Garcia to enhance maritime safety and environmental initiatives.
- Eastern Visayas’ activities began with a motorcade in Naval, Biliran, leading to MOUs with the Province of Biliran and its municipalities: Naval, Kawayan, Cabucgayan, and Caibiran.



- In Northern Mindanao, events at Cagayan de Oro Port included an MOU signing with the city government to strengthen maritime safety initiatives. The Davao Region's caravan traversed the coastline of Governor Generoso, Davao Oriental, concluding with a town hall meeting and MOU signing with local officials.
- Zamboanga Peninsula's campaign featured a fluvial parade in Dapitan City, culminating in a town hall meeting and MOU signing with local officials.
- In SOCCSKSARGEN, MARINA's Regional Office in General Santos City launched its caravan with a motorcade from the Municipal Hall of Alabel to the Municipal Gym in Glan, focusing on maritime safety awareness for fishermen, and concluded with an MOU with Mayor Victor James B. Yap, Sr.
- The CARAGA Region's activities in Surigao City included a motorcade and town hall meeting, followed by an MOU signing with local government officials.

These MOUs signify a unified commitment between MARINA and local governments to prioritize maritime safety, environmental stewardship, and the welfare of passengers and maritime workers. Through these collaborations, the “Ligtas Byaheng Dagat” campaign aims to instill a culture of safety and responsibility within coastal communities and among maritime stakeholders nationwide.

The “Ligtas Byaheng Dagat” sought to promote a culture of safety aboard vessels by conducting consultative dialogues, lectures, and information dissemination activities. By engaging with local communities and maritime stakeholders, MARINA endeavors to reduce marine incidents, heighten safety awareness, and ensure compliance with maritime safety regulations.

a. Maritime Safety Conference

On October 01, 2024, the Maritime Industry Authority (MARINA) successfully convened the Maritime Safety Conference in Manila as a flagship event under its Nationwide Maritime Safety Campaign. The conference gathered over 300 key stakeholders, including representatives from domestic shipping companies, shipyards, classification societies, local government units, and relevant national government agencies such as the Philippine Coast Guard (PCG), the Department of Transportation (DOTr), and the Philippine Ports Authority (PPA).

The event served as a high-level platform to assess the current state of maritime safety in the Philippines, deliberate on pressing safety concerns, and forge consensus on policy directions for the sector. Topics discussed included compliance with international safety standards, accident prevention strategies, safety culture enhancement, and digital safety monitoring systems. MARINA presented the outcomes of its 2023–2024 safety audits and campaign activities, emphasizing the agency's shift toward proactive, risk-based regulation.

A key output of the conference was the signing of a *Joint Commitment for Safe Seas*, where participants pledged to support the implementation of modernized safety measures, reporting systems, and capacity-building initiatives. The conference highlighted MARINA's strategic objective under the Maritime Industry Development Plan (MIDP) 2028 to institutionalize a safety culture throughout the domestic shipping sector.

1. Regulatory Initiatives and Compliance

a. Concentrated RoPax Fleet Safety Enhancement Campaign

As part of the continuing effort of the Agency to promote safety of navigation, the MARINA pursued the continuation of the Concentrated Roll-on/Roll-off Passenger Campaign that commenced in 2024 through the technical support from the French Maritime Expert (FME). The campaign covered 340 RoPax which were subjected to rigorous maritime safety regimes, such as their compliance with applicable provisions of the 1997 Philippine Merchant Marine Rules and Regulations (PMMRR 1997) and various MARINA Memorandum Circulars.

This campaign for the RoPax fleet in 2024 was a targeted initiative of the Maritime Industry Authority (MARINA) designed to raise safety standards through compliance-oriented strategies and stakeholder collaboration. Distinctively, the campaign emphasized corrective action and risk mitigation over punitive enforcement, thereby reinforcing MARINA's strategic commitment to a safety culture anchored on education, cooperation, and continuous improvement.



Rather than imposing immediate penalties for noted violations, MARINA encouraged operators to develop and implement compliance plans addressing deficiencies identified during safety inspections, especially those related to vessel seaworthiness, crew competency, and onboard safety systems.

A central component of the campaign was the conduct of stakeholder forums in key maritime regions, which served as venues for open dialogue between MARINA, ship operators, classification societies, and other relevant government agencies. These engagements fostered mutual understanding of safety obligations and enabled the joint identification of systemic issues within the RoPax fleet. In parallel, compliance monitoring activities were intensified, utilizing simplified checklists and safety matrices tailored to the unique configurations and operational risks of RoPax vessels. The approach ensured that safety measures were context-specific and that operators were guided toward sustainable compliance outcomes.

Overall, the campaign marked a shift toward more collaborative and proactive maritime safety governance. By facilitating inclusive consultations and emphasizing preventive risk management, MARINA was able to catalyze operational changes within the RoPax sector without resorting to enforcement-heavy mechanisms. This aligns with the broader objectives of the Maritime Industry Development Plan (MIDP) 2028, particularly the commitment to safe and secure domestic shipping as a cornerstone of national connectivity and economic resilience.

The initiative focused on compliance plans and risk reduction strategies without imposing monetary penalties, reinforcing MARINA's commitment to safety as a non-negotiable priority.

a. MARINA Enforcers' Nationwide Dialogue on Maritime Safety

On December 3, 2024, MARINA's Enforcement Service conducted the MARINA Enforcers' nationwide dialogue on maritime safety and has brought together Regional Directors and MARINA Enforcers to discuss best practices, enforcement strategies, and compliance with maritime laws, including the International Ships and Port Security (ISPS) Code.

The dialogue aimed to promote a uniform approach to maritime safety enforcement across all MARINA regional offices. Discussions covered the application of sanctions, administrative adjudication procedures, ship detentions, and compliance inspections in line with relevant MARINA Rules and Regulations. A key feature was the harmonization of enforcement tools used by field offices and the deployment of updated templates for Notices of Violation and Orders of Detention.



This initiative further emphasized the importance of continuous training for enforcement personnel to keep them updated on evolving maritime safety protocols, including the Port State Control (PSC) and Flag State Control (FSC) regimes. It fostered stronger accountability among MARINA Enforcers and strengthened MARINA's commitment to effective monitoring, inspection, and enforcement—core pillars in the prevention of maritime accidents in the country.

b. MARINA Enhanced Stakeholders' Engagement for Policy Coherence

In 2024, MARINA demonstrated a proactive approach to stakeholder consultations. Prior to the implementation of any major safety program, forums and town hall meetings were conducted to solicit feedback and ensure inclusive policy design. Consultations with the shipping industry, seafarer unions, classification societies, and development partners like the Government of France and other industry partners.

Further, MARINA's inter-agency coordination through the MARINA Regional Office Multi-Sector Advisory Body (MSAB) has improved, with clearer delineation of responsibilities between MARINA, the PCG, the PPA, and LGUs. This operational coherence is expected to result in a cohesive in responding to maritime accidents and managing safety during high-passenger-volume periods such as Holy Week and Christmas.



1. Inter-Agency and International Engagement and Collaboration on Maritime Safety

a. MARINA-Philippine Coast Guard (PCG) Forum

As part of its 10-Point Agenda, the Maritime Industry Authority (MARINA) organized and convened two (2) MARINA- PCG Forum aimed at reinforcing inter-agency coordination and regulatory alignment in the maritime sector, on 02 August 2024 and 02 December 2024, respectively.

These high-level engagements discussed, among others, the growing operational complexities in domestic shipping and underscored the need for coherent enforcement of maritime safety standards. The forums provided structured platforms for institutional dialogue to address overlapping mandates and foster integrated maritime governance in line with national objectives and international obligations.

The first forum, held on 2 August 2024, centered on standardizing inspection protocols, clarifying regulatory responsibilities, and aligning the implementation of safety-related issuances.



Building on this foundation, the second forum conducted on 02 December 2024 in Manila under the theme “Combined Strategies for Enhancing Maritime Safety Towards a Safer and Sustainable Maritime Industry,” expanded the agenda to include issues such as salvage operations, maritime casualty response, and regulation of recreational vessels. These discussions were further contextualized by regional maritime security concerns, particularly the escalating tensions in the West Philippine Sea, highlighting the critical role of inter-agency collaboration in safeguarding national maritime interests.

Through these forums, MARINA and the PCG advanced a more unified and resilient maritime regulatory framework. The outcomes signified a shift toward a whole-of-government approach in addressing maritime safety, promoting efficiency in enforcement, and strengthening sectoral preparedness. As institutional mechanisms, the 2024 MARINA-PCG Forums mark a pivotal step in harmonizing maritime policies and enhancing the Philippines’ capacity to respond to emerging challenges in both domestic and international maritime domains.

b. Marine Accident Investigators' Forum in Asia (MAIFA24)

From September 4-6, 2024, MARINA hosted MAIFA24 in Malay, Aklan, bringing together international delegates to discuss marine accident investigations, share best practices, and strengthen regional cooperation in maritime safety.

The event focused on enhancing collaboration among marine accident investigators across the region, contributing to safer seas through improved investigation practices and knowledge sharing. By hosting MAIFA24, MARINA demonstrated its commitment to international cooperation and continuous improvement in maritime safety standards.



2. Regulatory Issuances on Maritime Safety

a. Memorandum Circular No. MS-2024-01: Implementation of the International Maritime Solid Bulk Cargoes (IMSBC) Code

Issued on August 1, 2024, this circular mandates the application of the IMSBC Code to Philippine-registered ships engaged in international voyages. The IMSBC Code provides guidelines for the safe stowage and shipment of solid bulk cargoes, aiming to prevent accidents related to cargo shifting, liquefaction, and other hazards. By enforcing this code, MARINA seeks to enhance the safety of vessels and crew, as well as protect the marine environment from potential pollution incidents.

Moreover the circular aims to institutionalize an effective mechanism that ensures the adoption and compliance of Philippine-registered ships engaged in international voyages. It underscores the importance of proper cargo classification, documentation, and handling procedures. Through this directive, MARINA reinforces its commitment to international maritime safety standards and the well-being of maritime personnel.

b. Memorandum Circular No. MS-2024-02: Implementation of Rules Governing the Carriage of Dangerous and/or Hazardous Cargoes in Packaged Form

Also issued on August 1, 2024, this circular focuses on the safe transportation of dangerous and hazardous goods in packaged form aboard Philippine-registered ships on international voyages. It aligns national regulations with the International Maritime Dangerous Goods (IMDG) Code, which outlines standards for the classification, packing, marking, labeling, and documentation of hazardous materials.

The purpose of this circular is to mitigate risks associated with the carriage of dangerous goods, thereby safeguarding the lives of seafarers, protecting property, and preserving the

marine environment. MARINA mandates strict adherence to the IMDG Code to prevent incidents such as fires, explosions, or chemical spills during maritime transport. This directive underscores the agency's proactive approach to maritime safety and environmental protection.

a. MARINA Advisory No. 2024-20: Reiteration of Compliance to Maritime Safety Regulations and Participation in Self-Assessment

Dated April 30, 2024, this advisory reiterates the importance of compliance with existing maritime safety regulations and encourages maritime stakeholders to participate in self-assessment initiatives. MARINA emphasizes the role of proactive compliance and continuous improvement in achieving a culture of safety within the maritime industry.

The advisory aims to foster a collaborative approach to maritime safety, wherein shipowners, operators, and crew members actively engage in evaluating and enhancing their safety practices. By promoting self-assessment, MARINA seeks to empower stakeholders to identify potential risks and implement corrective measures, thereby reducing the likelihood of maritime incidents.

The Maritime Safety Sector's accomplishments in 2024 reflect MARINA's transition into a data-driven, stakeholder-oriented regulator. Through innovative programs like strategic partnerships with international maritime safety agencies, and intensified on-the-ground enforcement, MARINA has advanced its vision of a safe, secure, and sustainable domestic maritime industry.

These gains are laying the groundwork for further reforms under the MIDP and enabling the Philippines to meet international maritime safety standards while addressing the unique challenges of an archipelagic nation. Sustained institutional investment, inter-agency unity, and commitment to capacity-building will be critical in continuing this momentum beyond 2024.





CHAPTER 4

**Charting the Course Towards a Fully
Digitalized Maritime Industry**

“This is more than just a technological upgrade – *it’s a testament to our commitment to excellence, innovation, and progress.*”

Administrator Sonia B Malaluan
01 July 2024 | During the launching of the MARINA-BEST

As technological advancements continue to reshape the global maritime landscape, the Maritime Industry Authority (MARINA) remains steadfast in its commitment to ensuring that the Philippine maritime sector not only adapts to these changes but also capitalizes on them to drive sustainable growth, competitiveness, and global relevance. Recognizing the rapid pace of innovation in areas such as digital infrastructure, automation, and data-driven decision-making, MARINA has embraced a forward-looking approach to sectoral development—anchored on modernization, responsiveness, and service excellence.

In 2024, this commitment was reinforced through the inclusion of **Digitalization and Automation of Frontline Services as a key strategic priority under the Agency's 10-Point Agenda**. This initiative is one of the flagship components of Overriding Program No. 3 of the Maritime Industry Development Plan (MIDP) 2028, which envisions the creation of a Sustainable Maritime Innovation, Digitalization, Transformation, and Knowledge Center. The program aims to institutionalize innovative digital solutions, enhance regulatory efficiency, strengthen the digital infrastructure of maritime governance, and cultivate a future-ready workforce equipped to thrive in an increasingly technology-driven maritime domain.

In pursuit of these goals, MARINA has rolled out a suite of digital transformation initiatives that mark a pivotal shift toward more transparent, efficient, and accessible public service delivery. These initiatives are designed not only to improve internal processes but also to ensure safer maritime operations, bolster environmental responsibility, and elevate the Philippines' global standing as a modern maritime nation.

Among the Agency's flagship digitalization efforts are:

- **Implementation of the MARINA Blockchain-Enabled Certification System (BEST)**
- **Enhancement of the MARINA Integrated Seafarers' Management Online (MISMO) System**
- **Launch of the MARINA Public Assistance Portal**
- **Implementation of Online Client Satisfaction Survey (OCSS)**
- **Maritime Energy Demand Information and Analysis Software (MEDIANS)**
- **Maritime Transportation Information System (MARIS)**

Indeed, these efforts signal MARINA's resolve to lead the maritime sector into a future defined by innovation, inclusivity, and digital empowerment.



Upgrading and Modernization of Information, Communications and Technology Facilities

In 2024, MARINA began implementing the first tranche of its approved Information Systems Strategic Plan (ISSP), with a budget of Php 134,000,000.00. This initiative marks a significant milestone in MARINA's digital transformation agenda, aiming to upgrade the Agency's existing Information and Communications Technology (ICT) facilities nationwide. It also aligns with broader national goals for e-governance and public sector innovation.

Approximately 65% of outdated desktop units, laptops, servers, storage devices, and cybersecurity appliances were replaced across MARINA's Central and Regional Offices. This major upgrade addresses long-standing gaps in ICT infrastructure, especially considering that the last comprehensive agency-wide ICT modernization effort occurred nearly 7 to 8 years ago.

This modernization is essential for improving operational efficiency, enhancing digital public service delivery, and strengthening the Agency's cybersecurity posture, particularly in light of the growing number of digital transactions and system integrations across government platforms.

Implementation of the MARINA Blockchain Enabled Certification System (BEST)



In line with its vision to promote a modern, secure, and transparent maritime administration, the Maritime Industry Authority (MARINA) officially launched the Blockchain Enabled Certification System (BEST) on July 1, 2024. This initiative forms a key component of MARINA's ongoing digital transformation agenda and responds to the growing demand for a tamper-proof, efficient, and verifiable certification system among stakeholders.

By leveraging blockchain technology, BEST aims to eliminate document fraud, reduce transaction times, and strengthen stakeholder confidence in the authenticity of MARINA-issued credentials.

The rollout of BEST has fundamentally redefined the Agency's certification process, marking a major advancement in the delivery of its regulatory services. The system supports a fully digital, end-to-end

workflow that enables stakeholders to complete transactions online, uploading documentary requirements, settling payments, and receiving digitally signed, blockchain-registered, and QR-coded certificates. This automation not only speeds up service delivery but also reinforces MARINA's commitment to integrity, transparency, and the elimination of corruption in its processes.

A series of orientations on the use of MARINA BEST has been conducted for stakeholders nationwide, including MARINA personnel responsible for managing and maintaining the system.

As of March 20, 2025, approximately 10,069 maritime entities have been registered in the MARINA BEST platform, demonstrating strong adoption and signaling the Agency's progress in building a more secure and future-ready maritime certification ecosystem.

Enhancement of the MARINA Integrated Seafarers' Management Online (MISMO) System

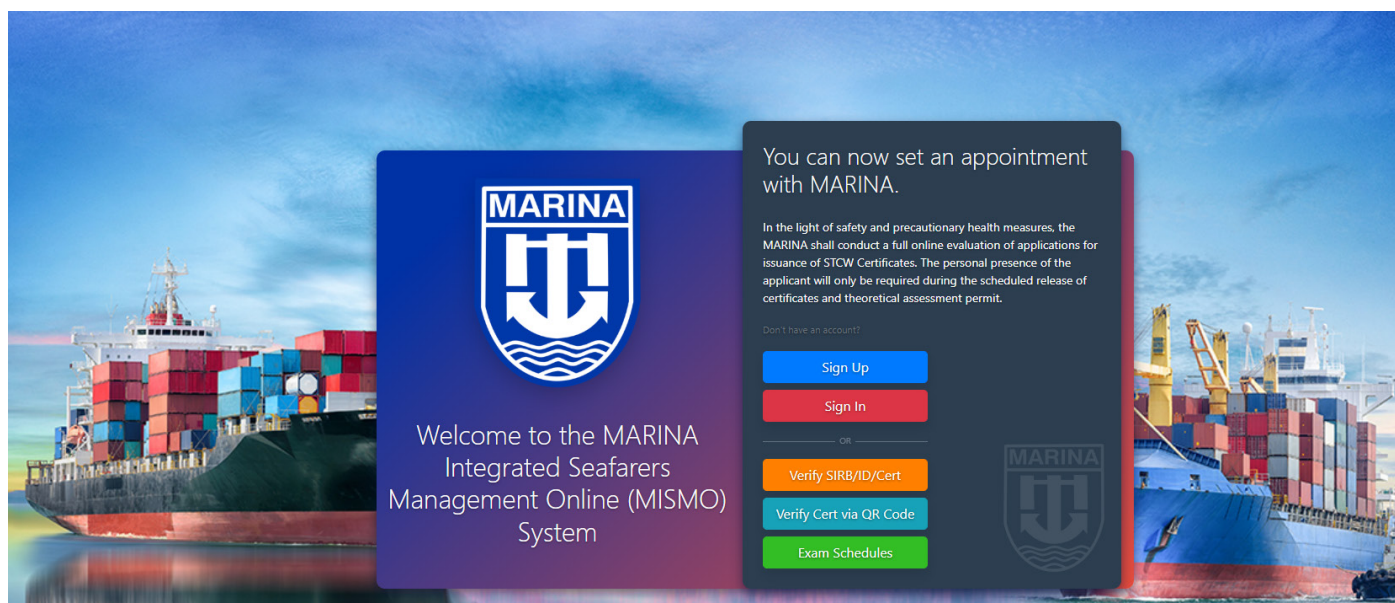
In line with its commitment to promoting efficiency, transparency, and regulatory integrity, the Maritime Industry Authority (MARINA) introduced significant enhancements to the MARINA Integrated Seafarers' Management Online (MISMO) System in 2024. This centralized, web-based platform streamlines the processing of applications for seafarer-related certifications.

The MISMO System caters to Filipino seafarers applying for Certificates of Proficiency (COP) and Certificates of Competency (COC) under the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, as amended. It also facilitates applications for the MARINA Professional Identification Card for merchant marine officers and for Theoretical Examinations covering Officer-in-Charge and Management Level positions in both the Deck and Engine departments.

By 2024, the MISMO platform underwent a full digital transformation, eliminating the need for face-to-face interactions between applicants and MARINA personnel. This end-to-end automation allows users to submit requirements, undergo evaluation, settle payments, and receive certificates entirely online. All certifications now include Quick Response (QR) codes, ensuring authenticity, verifiability, and tamper-proof traceability. This milestone reinforces MARINA's commitment to a paperless, corruption-resistant, and internationally aligned certification process.

The Agency's Standards of Training, Certification and Watchkeeping Office (STCWO) also significantly improved the efficiency of its certification processes. The average waiting time for the issuance of STCW-related certificates was reduced from two to three months to approximately five working days. This substantial reduction reflects the tangible outcomes of MARINA's digitalization and process streamlining efforts.

As of December 2024, MARINA was issuing an average of 3,000 STCW-related certificates per day across all its offices nationwide. This unprecedented throughput demonstrates the Agency's enhanced operational capacity to meet the growing demand for seafarer certification services, especially vital given the Philippines' continued role as a leading supplier of globally recognized maritime professionals. The improved turnaround time further underscores MARINA's commitment to client satisfaction and regulatory compliance under the STCW Convention. Additionally, the Surveillance, Accreditation and Monitoring Information System (SAM-IS) is now fully integrated into the MISMO platform. SAM-IS provides a comprehensive digital solution for processing applications and conducting regulatory oversight of Maritime Training Institutions (MTIs), Assessment Centers (ACs), Maritime Higher Education Institutions (MHEIs), as well as Instructors, Assessors, and Supervisors involved in maritime education and training.



Launch of the MARINA Public Assistance Portal



Martime Industry Authority
Public Assistance Information System

[Submit a Query](#)[Login](#)

Frequently Asked Questions

[Domestic Shipping Service \(DSS\) ▾](#)[Legal Service \(LS\) ▾](#)[Enforcement Service \(ES\) ▾](#)[Shipyards Regulations Services \(SRS\) ▾](#)[Overseas Shipping Service \(OSS\) ▾](#)[Franchising Service \(FS\) ▾](#)[Maritime Safety Service \(MSS\) ▾](#)[Manpower Development Service \(MDS\) ▾](#)[Management Information and Systems Service \(MISS\) ▾](#)[Management, Financial and Administrative Service \(MFAS\) ▾](#)[Planning and Policy Service \(PPS\) ▾](#)

The **Public Assistance Information System (PAIS)** was developed as part of the Maritime Industry Authority's (MARINA) commitment to enhancing stakeholder engagement and improving service delivery through digital innovation. PAIS serves as a centralized and user-friendly platform designed to efficiently manage and respond to public inquiries in a streamlined and transparent manner.

Key features of the PAIS include:

1. Comprehensive Frequently Asked Questions (FAQs): A dynamic repository of information that addresses common queries and concerns from stakeholders, enabling quick access to accurate and up-to-date information.

2. Ticketing System: A structured mechanism for submitting, tracking, and managing inquiries, concerns, or service requests. Each ticket is monitored and addressed by the appropriate MARINA personnel, ensuring accountability and timely resolution.

3. User Account Management: Stakeholders can create personal accounts to submit tickets, monitor the status of their concerns, and maintain a record of communication with MARINA.

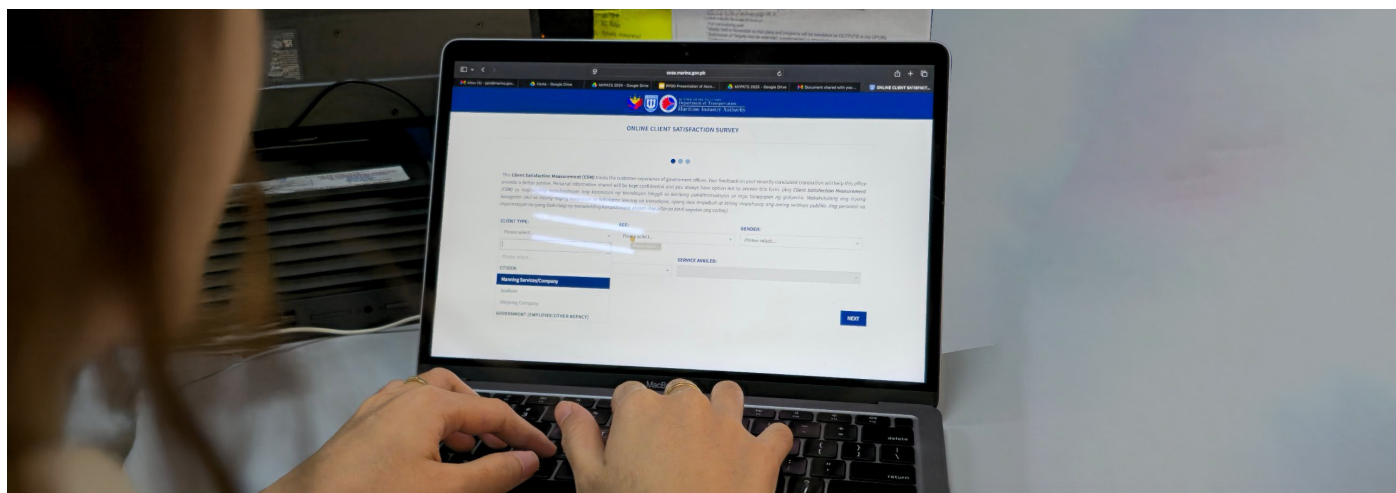
Through PAIS, MARINA not only strengthens its capacity to respond effectively to public needs but also furthers its digitalization agenda in support of a modern, sustainable, and innovation-driven maritime industry.

Implementation of the Online Client Satisfaction Survey (OCSS)

Implemented in July 2024, the Online Client Satisfaction Survey (OCSS) is MARINA's response to the Anti-Red Tape Authority (ARTA) Memorandum Circular No. 2023-05, titled "Guidelines on the Implementation of the Harmonized Client Satisfaction Measurement". This system provides a standardized process for recording, managing, and monitoring feedback from both internal and external clients

regarding the services they have availed.

The OCSS supports the Agency's continuous improvement efforts by enabling the efficient generation of summary feedback reports. These reports serve as a valuable tool for identifying areas for enhancement in service delivery, thereby contributing to MARINA's ongoing commitment to improving public service.



Other Systems Developed Through Partnerships



Through a robust partnership with the Department of Science and Technology (DOST) -Philippine Council for Industry, Energy and Emerging Technology Research and Development (PCIEERD), the the MARINA was a recipient of the following digital solutions for the maritime industry:

a. The Maritime Energy Demand Information and Analysis Software (MEDIANS).

It is a pioneering digital platform that supports MARINA's efforts to address climate change and promote decarbonization within the maritime sector. The MEDIANS is designed to monitor, collect, and analyze energy consumption data and associated greenhouse gas (GHG) emissions from Philippine-registered ships. By integrating vessel activity data with fuel usage and engine performance indicators, the system enables accurate estimation of energy use and emission levels across a wide range of maritime operations.

MEDIANS provides critical analytics that inform policy decisions and compliance with global environmental standards, particularly the revised IMO Strategy on the Reduction of GHG Emissions from Ships. The software supports evidence-based

interventions by identifying high-emission ship segments, evaluating the impact of fuel-switching measures, and tracking the industry's progress toward emission reduction targets. Through MEDIANS, MARINA affirms its commitment to building a climate-resilient maritime sector, aligned with both national and international sustainability frameworks.

b. The Maritime Transportation Information System (MARIS).

Funded through the MARINA-DOST partnership, MARIS is a web-based platform that provides stakeholders with real-time access to information on ship schedules, passenger and cargo volumes, port linkages, and route utilization.

It is also envisioned to rationalize route planning by identifying underserved areas and correcting route oversaturation, thereby promoting efficient vessel deployment and improved service delivery. The system is also instrumental in guiding prospective investors, policymakers, and stakeholders with critical insights necessary for strategic planning and investment evaluation.



05 CHAPTER

**Sustaining the Competitiveness of the
Philippine Maritime Workforce**

Chapter 5

In 2024, the Maritime Industry Authority (MARINA) pursued strategic initiatives to uphold the competitiveness of the Filipino maritime workforce – ranging from those serving on-board ocean-going ships and those manning ships engaged in domestic shipping to shipyard workers and support personnel. This is in support of the vital role of the Filipino maritime workforce as the lifeblood of both the global seafaring industry and the domestic maritime sector.

MARINA's efforts for the year had been grounded upon the Agency's commitment to enhancing capabilities amid the growing demands of digitalization, decarbonization, artificial intelligence, among others. Fostering a more inclusive approach to maritime workforce development – whether sailing internationally, navigating domestic waters, or working in ship construction and repair – is necessary for them to be empowered to thrive in an increasingly complex and competitive maritime environment.

This chapter details MARINA's accomplishments in ensuring that Filipino maritime professionals remain resilient, competent, and globally competitive.

1. Enactment of Republic Act No. 12021, “Magna Carta for Seafarers”



The Maritime Industry Authority (MARINA) welcomed with optimism the signing into law of Republic Act No. 12021 otherwise known as the Magna Carta for Seafarers. The said law cemented the country's formal recognition of the Agency as the Single Maritime Administration responsible for giving full and complete effect to the provisions of the International Maritime Organization's (IMO) International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (1978 STCW Convention). Under this law, the MARINA will have the mandate to promote and regulate the maritime education and training in the country, strengthening the jurisdiction over maritime education, in line with its foundational mandate under Republic Act No. 10635.

In support for the operationalization of the law, the MARINA actively participated in and led the drafting of the Implementing Rules and Regulation, particularly those relating to maritime education and training.

2. Mutual Recognition of Certificates under Regulation I/10 of the International Convention on the Standards of Training, Certification and Watchkeeping (STCW) for Seafarers 1978

The Maritime Industry Authority (MARINA) continues to uphold its commitment to Regulation I/10 of the IMO Standards of Training, Certification, and Watchkeeping (STCW) Code through partnerships with the following Member States for 2024

a. Philippines and Qatar

In a pivotal step toward enhancing maritime cooperation, the Philippines' Maritime Industry Authority (MARINA) and Qatar's Ministry of Transport have solidified their partnership by signing a Memorandum of Understanding (MoU) on the mutual recognition of seafarers' certificates on 22 April 2024 at the Malacanang Palace during the sidelines of the State Visit of the Amir of Qatar, His Highness Sheikh Tamim Bin Hamad Al Thani.

This MoU, which is a revision of the 2006 undertaking between the two Parties and aligns with the 2010 amendments of the STCW Convention, is one of the nine agreements signed between the two countries during the said event.

The MoU was signed by the Philippines' Department of Transportation (DOTr) Secretary Honorable Jaime J. Bautista and Qatar's Minister of Foreign Affairs Mr. Soltan bin Saad Al-Muraikhi. The signing ceremony was witnessed by His Excellency President Ferdinand Marcos Jr. and His Highness Sheikh Tanim Bin Hamad Al-Thani.

b. Philippines and Norway

On 13 May 2024, MARINA and the Norwegian Maritime Authority (NMA) signed a Memorandum of Agreement (MOA) in Oslo, Norway for the Mutual Recognition of Certificates under the provisions of Regular 1/10 of the STCW Convention 1978, as amended.

The agreement also includes, among others, mechanisms for quality assurance and inspection of approved facilities and procedures. It also outlines procedures for handling disciplinary measures, ensuring that any suspension, revocation, or withdrawal of Certificates of Recognition for disciplinary reasons is communicated promptly and transparently between the parties involved. This agreement aims to facilitate the recognition of seafarers' certificates, maintaining high standards of safety, competence, and professionalism within the global maritime industry. A

Officials present at the Norway signing ceremony included DOTr Undersecretary for Maritime Elmer Francisco Sarmiento, MARINA Administrator Sonia B. Malaluan, STCW Office Executive Director Samuel L. Batalla, and Office of the Administrator (OADM) Chief

of Staff Director Ramon C. Hernandez. Representing Norway were NMA Director General of Shipping and Navigation Mr. Alf Tore Sørheim, Head of the Department of Vessels and Seafarers Mr. Håvard Gåseidnes, and Senior Legal Adviser Mr. Finn Erik Olsen.

c. Philippines and United Kingdom

On 23 May 2024, the Philippines, represented by MARINA, and the Maritime and Coastguard Agency (MCA) of the United Kingdom signed a Memorandum of Understanding (MOU) in the UK for the Mutual Recognition of Certificates under Regulation 1/10 of the STCW Convention. This MOU includes provisions for the inclusion of the Red Ensign Group members, consisting of the Crown Dependencies (Isle of Man, Guernsey, and Jersey) and the UK Overseas Territories (Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Falkland Islands, Gibraltar, St. Helena, and the Turks and Caicos Islands), which operate shipping registers from their jurisdictions.

Officials present at the signing ceremony included DOTr Undersecretary for Maritime Elmer Francisco Sarmiento, MARINA Administrator Sonia B. Malaluan, STCW Office Executive Director Samuel L. Batalla, and OADM Chief of Staff Director Ramon C. Hernandez.

3. Philippine Inclusion in the IMO White List

In May 2024, the IMO officially confirmed the inclusion of the Philippines in the so-called IMO White List during the 108th session of the IMO Maritime Safety Committee (MSC), held in London from 15-24 May 2024. This confirmation signifies the country's full compliance with the 1978 STCW Convention, as amended, ensuring that Filipino seafarers meet the rigorous international standards set by the IMO. The updated White List, reflecting this inclusion, is to be circulated to IMO member states through the latest revision of MSC.1/Circ.1164.

It may be recalled that in 2021, the Philippines communicated to the IMO its comprehensive report on the implementation of the 1978 STCW Convention, as amended. This communication formed part of the mandatory requirements under the Convention, which mandates parties to demonstrate that full and complete effect is given to its provisions. The submission was subsequently acknowledged through IMO Circular MSC.1/Circ.1163/Rev.13, issued on 18 October 2021, listing the Philippines among countries that had successfully complied with the Convention's standards.

Furthermore, the country has since completed the Independent Evaluation of its compliance with the said Convention, a critical component of the IMO's oversight mechanism. The evaluation process, conducted by a team of technical experts, verified that the Philippines possesses an adequate and properly structured system for maritime education, training, certification, and oversight. This formed the basis for the reaffirmation of the Philippines' inclusion in the IMO White List during the 108th session of the MSC held in London from 15 to 24 May 2024. This milestone not only reflects the country's continuing commitment to international maritime standards but also reinforces the global recognition of Filipino seafarers as competent and compliant maritime professionals.

This achievement not only validates the exceptional abilities of Filipino seafarers but also ensures their continued employability in the global maritime industry. In 2023, the Philippines deployed over 570,000 seafarers, marking a 16% increase from the previous year, and their remittances reached an all-time high of US\$6.85 billion, underscoring their significant contribution to the national economy.

4. Technical Support from the European Union for the Philippine Maritime Education and Training.

In 2024, the Philippines expressed its appreciation for the significant technical assistance provided to bolster the country's compliance with the STCW Convention. A pivotal initiative was the launch

of a €4 million Technical Assistance Project under the European Union–ASEAN Sustainable Connectivity Package (SCOPE), announced in November 2024. This three-year program, running until 2027, aims to enhance the quality of maritime education, training, certification, and labor conditions for Filipino seafarers. The project is implemented by a consortium led by NTU International A/S, in partnership with the World Maritime University, Ernst & Young, and the Fondazione Accademia Italiana della Marina Mercantile.

The assistance aligns with the Philippines' commitment to adopting European standards for training and certification systems and addressing findings from the European Maritime Safety Agency (EMSA) and assessments from the European Commission related to international training and certification standards.

5. Collaborations and Initiatives for Advancing Seafarer Education, Training, and Welfare

a. MARINA Partnership with PHILCAMSAT and Kongsberg Digital AS for Training of IGF Course Trainers

To enhance the Philippines' compliance with the IMO Strategy for reducing GHG emissions from ships, the MARINA, through its STCW Office, partnered with the Philippine Center for Advanced Maritime Simulation and Training (PHILCAMSAT) and Kongsberg Digital AS to conduct a specialized Training of Trainers for the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF) Course. The training session, which began on 20 February 2024, aligns with the Philippines' commitment to international maritime conventions and is a key component of the 10-year Maritime Industry Development Plan (MIDP 2028). It underscores the strategic importance of capacity building in ensuring that the nation's maritime sector meets global standards and adapts to emerging technologies.

The Training of Trainers aimed to develop a pool of qualified instructors and assessors accredited by MARINA. It included practical exercises in bunkering, firefighting, and extinguishing operations, as well as the development of Instructor's Guides.

b. Global Collaboration on Seafarer Safety at Brussels Conference

The Philippine delegation, led by DOTr Undersecretary Elmer Sarmiento, called for global cooperation to safeguard seafarers' well-being during the Brussels Conference on Seafarers' Wellbeing on 08 March 2024.

Accompanied by H.E. Jaime Victor Ledda of the Philippine Embassy in Brussels, MARINA Administrator Sonia B. Malaluan, and Mr. Gerardo A. Borromeo, Chairperson of the MARINA Multi-Sectoral Governance Council (MSGC), underscored the importance of prioritizing seafarers' welfare. The conference discussed vital issues such as the appeal of the maritime industry, seafarer retention, gender inclusion, and overall well-being, aiming to stimulate collaborative efforts to address global challenges facing the maritime workforce.

A symbolic logbook, containing messages of support for seafarers, was created and will be presented to the IMO's Maritime Safety Committee, guiding future international initiatives to enhance seafarers' safety and welfare.

c. Memorandum of Understanding (MOU) with GOLD Foundation to Advance Seafarer Welfare

On March 21, 2024, the MARINA and the Gregorio Oca Leadership and Development (GOLD) Foundation formalized their partnership through a Memorandum of Understanding (MOU). This MOU underscores a shared commitment between MARINA and the GOLD Foundation to enhance the welfare, professional growth, and holistic well-being of seafarers and their families, while also promoting leadership and community development within the maritime sector.

Key areas of collaboration include advancing seafarers' welfare initiatives, enriching community programs, sharing resources and expertise, and aligning efforts in policy advocacy and educational outreach. The partnership also explores opportunities for further cooperation to strengthen the maritime industry.

d. Partnership With IAMU to Advance Philippine Maritime Education and Training

The MARINA and the International Association of Maritime Universities (IAMU) renewed their Memorandum of Understanding (MOU) to further enhance Maritime Education and Training (MET) in the Philippines on 25 April 2024.

Originally signed in February 2015, the MOU established a framework for cooperation in improving MET curricula and postgraduate programs for maritime professionals. Under the agreement, IAMU provides academic advice to Philippine MET institutions, particularly in refining officer training and shore-based professional development. A central initiative of the MOU is the organization of academic workshops, where IAMU's global network of MET experts collaborates with local institutions to improve teaching methodologies and curriculum content. These workshops foster the exchange of best practices and ensure continuous improvement in MET standards.

The MOU renewal, signed by MARINA Administrator Sonia B. Malaluan and IAMU Chair Adam Weintrit, marks a significant step in strengthening the ongoing partnership aimed at elevating the quality of MET in the Philippines.

e. MARINA Explores Collaboration with OTG to Empower Filipino Maritime Professionals

On 3 May 2024, MARINA initiated discussions with Ocean Technologies Group (OTG) to explore innovative digital learning and assessment solutions aimed at enhancing the capabilities of Filipino maritime professionals.

OTG representatives presented their advanced online training and certification services, which allow seafarers to access courses and assessments anytime, anywhere. MARINA expressed strong interest in further collaboration, particularly in developing programs for regulators, learning management systems for maritime administration personnel, and tailored e-learning courses for seafarers.

This collaboration marks a crucial step in improving compliance standards and optimizing workforce performance by unlocking the full potential of maritime professionals.

f. Philippines-Greece Discussions on Maritime Education and Training

The Philippines, through MARINA, and Greece, via the Hellenic Ministry of Maritime Affairs and Insular Policy, engaged in discussions to enhance maritime education and training during a meeting in Aspropyrgos, Greece in June 2024.

The discussions focused on upgrading training systems to address emerging technologies and the evolving challenges in the global shipping industry. The Hellenic Merchant Marine Academy presented Greece's maritime education system, while the Hellenic Coast Guard highlighted their role in international maritime transport and the EU shipping industry's economic contributions. Both parties exchanged valuable insights on improving maritime education and training programs, aiming to benefit seafarers and maritime stakeholders in both countries.

g. Human Rights Council Resolution on Seafarers' Rights

MARINA welcomed the adoption of the first-ever resolution on the rights of seafarers, introduced and adopted during the 56th Session of the United Nations Human Rights Council (UNHRC) held in Geneva, Switzerland from 18 June to 12 July 2024.

The resolution recognizes the significant challenges seafarers face at sea, which often jeopardize their human rights, safety, and well-being. It underscores the importance of providing safe and decent living and working conditions at sea as a human rights priority. Furthermore, the resolution calls for enhanced collaboration among States, shipowners, seafarers' representatives, the International Labor Organization (ILO), the IMO, non-governmental organizations, and other stakeholders to safeguard the rights and dignity of seafarers worldwide.

As the leading source of certificated seafarers globally, the Philippines stands to benefit significantly from this historic resolution. MARINA vowed to continue to engage in international discussions to ensure the full realization of the resolution's objectives and to champion the protection and promotion of seafarers' human rights.

6. Regulatory Issuances for the Maritime Workforce in 2024

In 2024, the MARINA STCW Office issued several key policy documents to enhance maritime training and certification standards in the Philippines. These issuances aimed to align national practices with international conventions and address emerging challenges in the maritime sector. The following are:

a. MARINA Circulars

- **Memorandum Circular No. SC-2024-01, "Policies, Rules and Regulations on the Accreditation of Instructors and Training Course Assessors of Maritime Training Institutions, and Competency Assessors of Assessment Centers."**

This circular outlines the policies, rules, and regulations for the accreditation of instructors and training course assessors of Maritime Training Institutions (MTIs), as well as competency assessors of Assessment Centers. It aims to ensure that personnel involved in maritime education and assessment meet the necessary qualifications and standards;

- **Memorandum Circular No. SC-2024-02, Revised Rules and Mandatory Minimum Requirements in the Issuance of Documentary Evidence of Training for Seafarers Serving on Passenger Ships under Regulation V/2 of the STCW Convention, 1978, as Amended**

This circular provides revised rules and mandatory minimum requirements for the issuance of documentary evidence of training for seafarers serving on passenger ships, in accordance with Regulation V/2 of the STCW Convention, 1978, as amended. It seeks to streamline the issuance process and ensure compliance with international standards.

b. Joint CHED-MARINA Advisory

- **Joint CHED-MARINA Advisory No. 01, Series of 2024, "Implementation of the Standardized Course Packages for the Second Semester of the First-Year and Second-Year Levels, as well as the Third-Year-Level, First and Second Semesters of Both the BSMT"**

This advisory pertains to the implementation of standardized course packages for the second semester of the first-year and second-year levels, as well as both semesters of the third-year level, for the Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE) programs. The initiative aims to harmonize maritime education curricula across institutions.

These policy issuances reflect MARINA's commitment to upholding high standards in maritime education and certification, ensuring that Filipino seafarers remain competitive and compliant with international requirements.

On the other hand, the following regulations were likewise issued for the enhancing regulations relating to Philippine compliance with relevant Conventions under the International Labor Organization (ILO) and development of the Filipino maritime workforce in domestic shipping:

c. Issuance for documentation of Filipino Seafarers

- **MARINA Memorandum Circular No. MD-2024-01, “The 2023 Policies, Standards, and Guidelines for the Issuance, Revocation, and Reissuance of Seafarer’s Record Book (SRB) and Seafarer’s Identity Document (SID)”**

Issued in March 2024, this circular establishes comprehensive policies and procedures for the issuance, revocation, and revalidation of the Seafarer’s Record Book (SRB) and Seafarer’s Identity Document (SID). It aims to streamline the documentation process for Filipino seafarers, ensuring that their credentials are up-to-date and compliant with international standards.

7. Issuance of a Policy for the Competency Assessment of Seafarers’ Engaged in Domestic Shipping

- **Memorandum Circular No. MD-2024-01, “The 2023 Policies, Standards, and Guidelines for the Issuance, Revocation, and Reissuance of Seafarer’s Record Book (SRB) and Seafarer’s Identity Document (SID)”**

This circular outlines comprehensive policies and procedures for the issuance, revocation, and revalidation of the Seafarer’s Record Book (SRB) and Seafarer’s Identity Document (SID). It aims to streamline the documentation process for Filipino seafarers, ensuring that their credentials are up-to-date and compliant with international standards.

- **Memorandum Circular No. MD-2024-02, “The 2023 Policies, Standards and Guidelines for the Issuance, Revocation and Reissuance of Seafarer’s Identification Book (SIB) for Seafarers Onboard Philippine-Registered Ships Below 25GT and Fishing Vessels from 3GT to Below 50GT Operating in The Philippine Waters**

This circular provides the rules and regulations on the issuance, revocation and reissuance of SIB for seafarers onboard Philippine-Registered Ships Below 25GT and Fishing Vessels from 3GT to Below 50GT Operating in The Philippine Waters. Approved in March 2024, this policy sets the requirements, guidelines, and administrative violations and corresponding fines and penalties for violations committed by seafarers and ship owners/operators.



MARINA inks MoU with Green Marine Copenhagen



MARINA signs MoU with United Kingdom Maritime and Coastguard Agency (UK MCA)



MARINA enters MoU with International Association of Maritime Universities (IAMU)

06 CHAPTER

**Bolstering international visibility
and competitiveness**

Chapter 6

The growing efficiency of shipping as a mode of transport and increased economic liberalization further contributes to the realization of the vision to compete globally in the maritime field through logistics support for movement of people and goods.

Situated in a strategic geographic location serving as a gateway for international trades, the Philippines, being an archipelagic country, has been dependent on shipping as major means of linkage to transport people, goods, and services as well as in furtherance of its international relations with the rest of the world.

With its vital role in achieving socio-economic progress, the Philippine maritime industry, particularly the overseas shipping sector, demonstrates a crucial and essential role in the development and growth of the country's economy. This sector holds the key in the promotion of the Philippines as a ship registry or a flag of choice among shipping industry stakeholders world-wide that would lead to more employment opportunities both for Filipino seafarers and land-based workers with a view of further expanding other maritime services and producing more maritime professionals. It also helps in the carriage of the country's foreign trade, generates foreign exchange earnings and contributes to the strengthening of the balance of payments position in the country. Likewise, the overseas shipping sector facilitates the transfer of technology and enhances national integrity as Philippine flag ships operate in the international trades.

Having been designated as the country's maritime administration, the Maritime Industry Authority (MARINA) is tasked to integrate the development, promotion, supervision, and regulation of the Philippine maritime industry through compliance with international obligations and responsibilities as well as transposing international instruments into national laws for effective implementation and enforcement.

Guided by the Core Program 2: Promotion and Expansion of Philippine Overseas Shipping Industry of the Maritime Industry Development Plan (MIDP) 2028 and through its efforts towards the realization of the Philippine Ship Registry Bill, the MARINA remains steadfast in revitalizing the overseas shipping sector and upholding the country's fulfillment of its international commitments and obligations toward a safe, advance, sustainable, and environmentally-sound maritime industry.



International and Regional Engagements

I. International Maritime Organization (IMO)

The Philippines has been a cooperative member of the IMO towards safe, secure, advanced and sustainable global maritime shipping and transportation since 1964. The country, through its maritime administration, ensures its effective implementation and enforcement of the rules and regulations on the safety and security of shipping as well as in promoting the welfare of the seafarers and protecting the marine environment.

Aside from being a member of the IMO, the Philippines has been consistently elected as a Member of the IMO Council under Category C since 1997. This opportunity has strengthened the country's participation in the international fora to promote the Philippine ship registry and welfare of Filipino seafarers.

Likewise, the country actively participates in the IMO Technical Cooperation Programs (ITCP) aimed at building capabilities in implementing international maritime regulations and standards.

In 2024, the Philippines, through the MARINA, actively attended and participated in various IMO Meetings to contribute in the policy formulation and decision-making process of the IMO for the advancement and sustainability of its maritime industry.

A. 133rd IMO Council Meeting, 18 to 22 November 2024

The Philippines is a member of the IMO Council for the biennium 2024-2025 under Category C or States which have special interests in maritime transport or navigation and whose election to the Council ensures the representation of all major geographic areas of the world.

As a member, it has the privilege to participate and join discussions to voice out our positions and interventions during the Committee and Subcommittee meetings.

The Council is the executive organ of IMO and is responsible under the Assembly for supervising the work of the Organization. The Council is made up of 40 Member States, elected by the Assembly for two-year.

During the 133rd Council, the Philippines was able to provide statements on the following:

- a. Secretariat Business Plan for the 2024-2025 biennium
- b. Proposal to help improve alignment between strategy and organizational processes through improvements in the “document preparation” procedure



- c. Additional information on rules and practices in other UN system organizations regarding the publicity and live streaming of official meetings
- d. Review of the Rules of Procedure of the IMO Organs
- e. Decisions of the UN GA with respect to the recommendations contained in the 2023 report of the International Civil Service Commission (ICSC)
- f. Update on the enhancement of multilingualism at IMO
- g. Update on the GISIS
- h. Possible direction for evolution of the IMSAS into the second audit cycle using the continuous monitoring approach
- i. Relations with NGOs
- j. Report of the 3rd session of the ISWG on Relations with NGOs
- k. World Maritime Day
- l. Improving the recognition of women contributing the work of the Organization
- m. Update on the IMO Goodwill Maritime Ambassador Scheme
- n. Update on the Voluntary Multi-donor Trust Fund after its first year of operation

B. 108th Maritime Safety Committee (MSC 108), May 15-24, 2024

The Philippine delegation actively participated in the discussion of maritime safety and security enhancement during the 108th Session of the MSC at the IMO Headquarters in London.

Key Highlights of Philippine participation during the MSC 108 include the following:

1. **In terms of leadership and representation.** The Philippine delegation was led by Undersecretary for Maritime Elmer Francisco Sarmiento and MARINA Administrator Sonia Malaluan, which underscored the country's commitment to contribute to global maritime safety standards.
2. **Inclusion of the Philippines in the IMO STCW Whitelist.** The Philippines' compliance with the Standards of Training, Certification, and Watchkeeping (STCW) Convention was reaffirmed during MSC 108 when the IMO confirmed that the Philippines has fully met the relevant provisions of the STCW Convention, ensuring its continued inclusion on the IMO whitelist. This recognition reflects the country's dedication to maintaining high standards in maritime education and training.
3. **Engagement in Key Maritime Safety Discussions.** The Philippine delegation actively participated in deliberations on various critical issues, including: Maritime Security Enhancements in addressing concerns related to maritime security, particularly in regions like the Red Sea; Seafarer Welfare: in focusing on the human element in maritime operations, including discussions on training, certification, and working conditions; Regulation of Autonomous Vessels in contributing to the development of guidelines and regulations for Maritime Autonomous Surface Ships (MASS); Cybersecurity Measures: in participating in the formulation of strategies to mitigate cyber threats in the maritime sector.; and Safety Amidst Emerging Technologies in engaging in conversations about the implications of digitalization and decarbonization on maritime safety.

C. 82nd Session of the Marine Environment Protection Committee (MEPC 82), 30 September to 04 October 2024

The Philippines participated in the discussions during the MEPC 82 and provided interventions/statements, as follows:

1. On the Comprehensive impact assessment of the basket of candidate mid-term GHG reduction measures, where it highlighted the role of the seafarers and the rest of the maritime workforce in achieving net zero goals, vis-a-vis specifically in the transition phase, the capacity-building complement of the 2023 GHG Strategy of the IMO, to ensure that our maritime professionals have the right skills to transition to the use of new technologies, alternative fuels, and new types of ships with this transition not

made more dangerous due to safety and health risks, that the set of actions towards reduction of GHG emissions from ships cannot be implemented successfully without the necessary funding to train seafarers and trainers. And this is a shared responsibility from all concerned.

2. On the proposal to designate the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a Particularly Sensitive Sea Area (PSSA), the Philippines conveyed support in that it will further the IMO's efforts in providing protection to this part of the Coral Triangle, a very important marine resource like the Philippines' Tubbataha Reefs Natural Park.
3. On the document MEPC 82/12/1 (Ecuador, Philippines' et al), the Philippines informed the Committee that ASEAN member states have adopted the Regional Strategy on Biofouling Management at the 47th ASEAN Maritime Transport Working Group in Brunei on 17 and 18 September 2024. This strategy is a collaborative effort between the Philippines, Indonesia, the International Maritime Organization (IMO) and PEMSEA (Partnerships in Environmental Management for the Seas of East Asia) which aims to develop best practices and standards for improved biofouling management across the ASEAN region. It is a testament to the collective commitment to maintaining healthy marine ecosystems and enhancing the energy- efficient operation of ships, The adoption of the Regional Strategy paves the way for further capacity-building efforts to support the implementation plan by other ASEAN Member States. With the assistance of the IMO and PEMSEA, the Philippines and Indonesia aim to promote south-south cooperation among ASEAN member states. facilitating capacity building and coordinated action on biofouling management at the regional level.
4. On item decisions of other bodies, the Philippines conveyed a statement on the Red Sea with addition of information on the signing of the Magna Carta for Filipino Seafarers. It highlighted the utmost importance of the safety and well-being of seafarers, emphasizing the attacks to MV Galaxy Leader and MV Tutor where some Filipino seafarers died or remained unaccounted for.

D. 111th Session of the Legal Committee (LEG 111), 22 to 26 April 2024

The Philippines participated in LEG 111 held in IMO Headquarters, London United Kingdom from 22 to 26 April 2024. During the meeting, the MARINA, as one of the responsible authorities, expressed its commitment to implement the Republic Act 12021 or the Magna Carta of Filipino Seafarers which would address the issues involving seafarers.

Further the following are the future actions to be undertaken:

- a. On Seafarers in Red Sea area, for DMW, to consider further limitation of deployment of seafarers on ships sailing through known global hotspots, in addition to option to refuse to sail in warlike and high-risk areas, with provision for repatriation and compensation at company cost.
- b. On the Guidelines on the fair treatment of seafarers detained on suspicion of committing crimes finalized, the finalized guidelines will be submitted as a base document to the Joint ILO/IMO Tripartite Working Group for further refinement which will be further submitted to LEG and the ILO Governing Bodies for endorsement. DMW, DOLE and DFA to consider the finalized guidelines to ensure that Filipino seafarers are treated fairly during any investigation and detention by public authorities.
- c. On the new Task Force to review abandonment database established, the DMW and DFA (involved in the Assistance to Nationals) to consider being part of the Task Force to review the abandonment database to complement their system to repatriate abandoned seafarers.
- d. On Fraudulent registration and fraudulent registries of ships, to work on due diligence in ship registration continues.

- e. On the new output on guidelines or best practices on the registration of ships to be developed, the MARINA to participate in the development of guidelines or best practices on registration of ships. Due diligence must be done in the process of registration of ships with the IMO unique company and registered owner identification scheme to establish beneficial ownership of the ship. The Certificate of Registration being issued should bear a QR Code to allow easy access to the information of the ship. MARINA GISIS administrator with MRO-NCR to participate in the improvement of the GISIS modules related to fraudulent registration of ships to make the database easily searchable, comprehensive and verifiable. MRO-NCR suggested to conduct a comprehensive investigation on the ships deceitfully registered in their respective flags which is listed in the database as “false flags” by S and P Global.
- f. On the measures to assess the need to amend liability limits approved, to consider participating in the revision of the Guidelines for accepting insurance companies, financial security providers by a LEG Circular. The relevant conventions include:
 - The International Convention on Civil Liability for Oil Pollution Damage, 1992, as amended
 - The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
 - The Nairobi International Convention on the Removal of Wrecks, 2007
 - The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and
 - Noxious Substances by Sea, 1996, as amended by the Protocol of 2010 to the Convention
- g. On the Autonomous shipping – a roadmap on LEG’s work on MASS approved, the MARINA-STCW Office to participate in the regulatory framework for MASS in order to define the roles and responsibilities of key stakeholders, including the MASS Master, crew, remote operations center, and remote operator.
- h. On the facilitation of the entry into force of the 2010 HNS Protocol, the MARINA focal point to continue to work on the ratification of the 2010 HNS Protocol.

E. 74th Session of the IMO Technical Cooperation Committee (TC 74), June 24 to 28, 2024



At TC 74, the Philippines engaged in discussions on enhancing the IMO Capacity-Development Strategy, which aims to streamline technical support for Member States. This strategy integrates existing frameworks, including the Capacity-Building Decade 2021–2030, and emphasizes resource mobilization and monitoring.

The Philippines also supported initiatives under the IMO’s Women in Maritime programme, which focused on enhancing gender equality in the maritime sector. Activities included capacity-building for women, support for Women in Maritime Associations (WIMAs), and the development of regional strategies to advance Sustainable Development Goal 5. Additionally, the Philippines participated in the development of an e-learning Implementation Plan, which promotes innovative and cost-effective training methods for maritime professionals. A correspondence group was established to further refine this plan, with outcomes to be reported in the next session (TC 75).

In March 2024, the Philippines donated \$40,000 to the IMO’s Integrated Technical Cooperation

Programme (ITCP). This contribution supports training initiatives aligned with the IMO's Strategy for the Reduction of Greenhouse Gas (GHG) Emissions from Shipping. The funds are designated for developing seafarers' training programs and facilitating the participation of delegates from developing countries, particularly Small Island Developing States (SIDS) and Least Developed Countries (LDCs), in IMO GHG-related meetings.

F. IMO Sub-Committees

1. Sub-Committee on Ship Design and Construction (SDC 10), January 22–26, 2024

The Philippines participated in discussions focusing on the reduction of underwater radiated noise (URN) from ships, recognizing its impact on marine life. The Sub-Committee agreed on an action plan to implement revised guidelines for URN reduction, which includes establishing an experience-building phase and enhancing public awareness and seafarer training. Additionally, the development of guidelines for emergency towing arrangements for ships other than tankers was initiated, aiming for its implementation by 2028.



10th Session of the International Maritime Organization's (IMO) Sub-Committee on Human Element, Training and Watchkeeping (HTW 10), February 5 to 9, 2024

The Philippines, through the Maritime Industry Authority (MARINA), actively contributed to discussions and initiatives aimed at enhancing maritime training and certification standards, particularly on the following issues:

- a. **Advancement of the STCW Convention and Code Review.** The Philippine delegation played a significant role in the finalization of the draft list of 22 specific areas under the STCW Convention and Code for comprehensive review. These areas include emerging technologies, e-certification, mental health, and gender sensitization. The delegation also contributed to developing a two-step methodology for the review process and establishing a roadmap outlining timelines for action, with the aim of finalizing amendments by Spring 2027.
- b. **Addressing Bullying and Harassment at Sea.** The Philippines supported initiatives to enhance efforts on preventing and addressing bullying and harassment, including sexual assault and sexual harassment (SASH), in the maritime sector. This included the finalization of the terms of reference for the revision of Model Course 1.21 on Personal Safety and Social Responsibilities, aiming to incorporate new competencies to help prevent and respond to such issues.
- c. **Enhancement of Polar Code Training.** The Philippine delegation co-sponsored recommendations to enhance training for seafarers operating in polar waters. These

recommendations, based on regional capacity-building workshops, aim to improve competencies and safety measures in challenging polar environments.

- d. **Combating Fraudulent Certificates.** The Philippines co-sponsored a paper addressing unlawful practices associated with certificates of competency, highlighting concerns over fraudulent endorsements and the need for stricter verification processes. The Sub-Committee noted the importance of appropriate Certificate of Competency (CoC) endorsements and encouraged STCW Parties to take broader actions to tackle the problem.

2. Sub-Committee on Implementation of IMO Instruments (III 10), July 22–26, 2024



The Philippine delegation to III 10 presented its commitment to improving compliance with IMO instruments and shared lessons from recent implementation audits and marine casualty responses within the domestic shipping sector.

One of the Philippines' notable contributions was its support to the proposal to expand Automatic Identification System (AIS) and Very High Frequency (VHF) requirements to include smaller domestic ships and fishing vessels, in light of safety concerns and accident statistics. The delegation also provided insights on implementing remote audits under the International Safety Management (ISM) and International Ship and Port Facility Security (ISPS) Codes, referencing MARINA's pilot programs on remote inspections during COVID-19 and lessons learned from its hybrid audit models. These helped guide the Sub-Committee's discussions on updating global enforcement frameworks.

The Philippines formally announced it would host the 24th Marine Accident Investigators' Forum in Asia (MAIFA24) in Boracay Island from 4–6 September 2024. This commitment demonstrated its leadership in maritime casualty investigation and regional cooperation. The country also supported the finalization of the IMO publication *Lessons Learned from Marine Casualties*, as a tool for knowledge dissemination and policy reflection for both developing and developed member states.

3. Sub-Committee on Ship Systems and Equipment (SSE 10), March 4–8, 2024

In SSE 10, the Philippines participated in discussions on revising the International Convention for Safety of Life at Sea (SOLAS) Chapter III and the Life-Saving Appliance (LSA) Code, aiming to enhance safety standards for life-saving equipment. The Sub-Committee agreed on a draft roadmap for developing functional requirements and expected performances for these regulations. Further, draft amendments to the LSA Code concerning the testing of release systems for free-fall lifeboats were finalized, with plans for submission to MSC 110.

4. Sub-Committee on Ship Systems (SSE 10), March 4-8, 2024

The Philippine delegation to SSE 10 actively engaged in the revision of SOLAS Chapter III and the Life-Saving Appliance (LSA) Code. The team supported the development of performance-based standards for life-saving equipment, emphasizing the need for consideration of regional vessel designs such as outrigger ferries and wooden-hulled boats common in the Philippines. The delegation argued for the inclusion of tropical operational conditions when drafting testing and performance benchmarks.

One of the contributions highlighted the challenges of procuring compliant release gear for free-fall lifeboats on older domestic vessels. MARINA requested that any implementation of new LSA Code standards provide sufficient lead time and technical assistance mechanisms for developing states. The Philippines also supported further studies on adapting lifeboat drills for small passenger craft and Roll-On / Roll-Off Passenger (RoPax) vessels under 500 GT, which dominate its domestic fleet.

The country also contributed to initial discussions on fire safety risks associated with battery-powered electric vehicles on Roll-On / Roll-Off (RoRo) decks. With the anticipated transition to green mobility in the ASEAN region, the Philippines urged proactive policy on lithium-ion battery firefighting and containment. This echoed the findings from MARINA's ship safety forums held in 2023 and early 2024.

5. Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 11), June 4-13, 2024

The Philippine delegation contributed to finalizing draft amendments to SOLAS regulation V/23, enhancing the safety of pilot transfer arrangements. The Sub-Committee also approved performance standards for the NAVDAT system, improving the reception of maritime safety information. Discussions on introducing the VHF Data Exchange System (VDES) into the SOLAS framework were held, aiming to enhance digital communication capabilities.

6. 10th Session of the Sub-committee on Carriage of Cargoes and Container (CCC 10), 16 to 20 September 2024

The discussions during the CCC 10 provides the following benefits to the Philippines:

- a. The discussions surrounding the Interim Guidelines for ammonia and hydrogen as fuels provide the Administration an opportunity to contribute and influence the safety standards that will govern these emerging technologies, ultimately benefiting local shipping operations and maritime safety.
- b. By participating in discussions on mitigating cargo fire risks on containerships, the Administration can promote strong fire safety protocols. This engagement will help tackle potential hazards within its shipping industry, safeguarding lives and cargo while bolstering the country's reputation for safety.
- c. The invitation for Member States and organizations to submit proposals encourages collaborative efforts. The Philippines can leverage this opportunity to network with international counterparts, share best practices, and gain insights into fire prevention strategies and alternative fuel technologies.
- d. The review of the IMSBC Code and IMDG Code amendments presents the Philippines with a chance to contribute to the development of cargo handling standards. This can lead to safer practices in the transport of bulk and dangerous goods, benefiting both the local and international shipping industry and its stakeholders.
- e. The discussions on mandatory training for onshore personnel under mitigating the risks and consequences of cargo fires on containership, highlight the need for improved training

programs. The Philippines can take the initiative to enhance its workforce's skills in line with these international guidelines, promoting better safety and operational efficiency.

- f. The insights gained from agenda items such as the revision of the IGC Code and the development of measures to prevent container loss equip the Philippines with knowledge to prepare for upcoming regulatory changes, ensuring that local entities remain compliant and competitive in the global market.
- g. Engaging in discussions about alternative fuels aligns with the Philippines' commitment to sustainability. Adopting and promoting these guidelines can help the country transition towards greener shipping practices, supporting its environmental goals.
- h. Participation in the CCC 10 allows the Philippines to stay updated on international codes and regulations pertaining to the safe carriage of dangerous goods, solid bulk cargoes, and bulk gas cargoes, ensuring compliance with the latest standards for maritime safety. This engagement ensures that the country's maritime regulations align with international standards, fostering safer and more efficient shipping practices.

II. IMO Technical Cooperation and MARINA-Initiated Capacity-Building Efforts

1. IMO Workshop on Safe Ship Recycling



The MARINA hosted a three-day subregional workshop by the IMO, aimed at enhancing compliance and safety in ship recycling across Asia. Commenced on 06 November 2024, the workshop is a crucial step in advancing the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC), which is set to enter into force on 26 June 2025.

The three-day workshop, organized under the IMO's Integrated Technical Cooperation Program (ITCP), combined interactive discussions, technical presentations, and real-world exposure. The agenda covers critical aspects of the Hong Kong Convention (HKC), including the Inventory of Hazardous Materials, ship recycling facility standards, authorization processes, and European Union (EU) regulations on ship recycling. Topics on related conventions, such as the Basel Convention on hazardous waste, were also included, offering a comprehensive look at the global framework shaping the industry.

2. Biofouling Prevention and Management Training

The Philippines has intensified its efforts to protect its marine environment from invasive aquatic species (IAS) by conducting a two-day training on biofouling prevention and management in dry-dock operations held last 16-17 October 2024.

The training, organized by the MARINA, was conducted in coordination with the International Maritime Organization (IMO) and the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA).

The consultants introduced the participants to the risks posed by IAS and biofouling, which can cause biological invasions via ships. She discussed dry-dock operations, anti-fouling coatings, and how to safely manage biofouling materials during these procedures. As part of the program, participants visited dry-docking facilities in Navotas City, gaining insight into real-world operations and biofouling prevention measures.



3. Training Course on Bio fouling Management Plans and Record Book

The Philippines, through the Maritime Industry Authority (MARINA) and in coordination with the International Maritime Organization (IMO), conducted a Training Course on Biofouling Management Plans and Record Books in Pasay City from 20 to 21 February 2024.

This training, which focused on developing and analyzing biofouling management plans and record books, are the main tools proposed by the IMO Biofouling Guidelines for a proactive prevention of biofouling on ships' hulls.

The training was attended by the participants from the Department of Science and Technology (DOST), MARINA, Philippine Coast Guard (PCG), and representatives from maritime associations, and shipping companies.



4. Sustainable Maritime Transport Cooperation (SMART-C) Programme



To further strengthen the country's collaborative mechanisms with international bodies such as the International Maritime Organization (IMO) and the Republic of Korea (RoK) for a safe, advanced, and sustainable maritime sector, the Philippines, through the Maritime Industry Authority (MARINA), commits to participate in the Sustainable Maritime Transport Cooperation (SMART-C) Programme during the inception meeting held at the MARINA Building, Port Area, Manila on 28 February 2024.

As defined by the IMO, the SMART-C Programme aims to promote sustainable maritime transport systems and the marine environment through knowledge-building and technical capacity in developing countries via long-term projects. The SMART-C Programme is composed of various projects, with the Philippines being one of the beneficiary countries: a) SMART-C Women Project; b) SMART-C Traffic Project; and c) SMART-C GHG Project.

The SMART-C Women Project aims to contribute to gender equality by increasing employment opportunities for women in the maritime sector in developing countries and providing training to help women advance their careers in related industries. The SMART-C GHG Project, on the other hand, is intended to support developing countries in decarbonizing the shipping sector by establishing a management and analysis system for GHG emission data from ships. Lastly, the SMART-C Traffic Project aims to develop, operate, and pilot an e-navigation service that can efficiently analyze and manage maritime safety information in an internet-based environment.

5. WIMA Asia Regional Conference



The Maritime Industry Authority (MARINA) actively participated in the Women in Maritime Association (WIMA) Asia Regional Conference, themed "Tides and Change: Women Leading to a Sustainable and Innovative Maritime Future." The conference, organized by the International Maritime Organization (IMO) under the Technical Cooperation Programme and the Women in Maritime Association – Korea (WIMA-Korea), was held from 10-12 September 2024.

The forum emphasized the need for continuous learning, collaboration, and addressing the unique challenges women face to foster a more equitable and innovative workforce by empowering women through educational strategies and transformative solutions.

III. Association of Southeast Asian Nations (ASEAN)

The ASEAN, composed of ten (10) Member States in Southeast Asia was founded on 08 August 1967 with the signing of the ASEAN Declaration, to which the Philippines, represented by former Ambassador Narciso R. Ramos was one of its Founding Fathers. The purpose of this political and economic union is to accelerate economic growth, social progress and cultural development in the region, promote regional stability through abiding respect for justice and rule of law in the relationship among countries of the region, promote active collaboration and mutual assistance on matters of common interest, and provide assistance in the form of training and research facilities in the educational, professional, technical and administrative spheres, among others.

True to its commitment to provide significant contributions to achieve the primary objectives of the ASEAN, the MARINA, as the single maritime administration of the Philippines has remained committed through its active participation in various fora.

In 2024, MARINA has represented the Philippine maritime industry in the following meetings to contribute in discussions relative to the region's political, economic, and strategic challenges:

1. ASEAN Senior Transport Officials Meeting (STOM)



In its efforts to oversee the implementation of various programs, projects, and activities of the sectoral seas set by the ASEAN Transport Ministers and as specified in the Kuala Lumpur Transport Strategic Plan (KLTSP), the 58th ASEAN Senior Transport Officials Meeting (STOM) was held simultaneously with the 30th ASEAN Transport Ministers Meeting.

The Philippine delegation, led by DOTr USec. Timothy John R. Batan, together with Administrator Sonia B. Malaluan and other high-ranking representatives from other National Government Agencies (NGA) relating to transportation, participated in the ASEAN-STOM, which was held on 18-20 November 2024 in Kuala Lumpur, Malaysia to discuss initiatives on improving the region's transportation systems.

The discussion revolved around efforts being undertaken by relevant working groups, including those from ASEAN Maritime Transport in advancing regional and global connectivity that will redound to economic prosperity across the Member States.

2. ASEAN Maritime Transport Working Group (MTWG)

One of the transport organs of ASEAN is its Transport Working Group under the STOM. In 2024, Chairmanship of the MTWG was agreed to be Brunei Darussalam. The MTWG discusses the ASEAN Transport Strategic Plan for 2016-2025 otherwise known as the “Kuala Lumpur Transport Strategic Plan (KLTSP)”, which serves as the main reference guiding ASEAN transport cooperation and integration.

46th ASEAN MTWG MEETING



As an integral Member State of the ASEAN, the MARINA, represented by its Deputy Administrator for Planning Ms. Nenita S. Atienza, together with the OIC-Director of the Overseas Shipping Service (OSS), represented the Philippines during the 46th ASEAN MTWG meeting held from 06-09 May 2024, where the MARINA shared the official adoption of its Maritime Industry Development Plan (MIDP) 2028 through the approval of Executive Order No. 55, series of 2024.

With this development, the MARINA assured the Member States that the MIDP is aligned with the commitment of the Philippines to adopt and implement maritime transport-related measures outlined in the Kuala Lumpur Transport Strategic Plan (KLTSP). Among the discussions shared by the Philippine delegation were updates on the country's port development projects in ASEAN-designated ports and the status of Davao / General Santos-Bitung Roll-on / Roll-off (RORO) Route and likewise informed the Members that the Philippines is on the verge of finalizing its Port Environment Code, otherwise known as the “Green Code” as its strategy to responsibly manage port environments.

47th ASEAN MTWG MEETING



The Philippine delegation, led by MARINA Deputy Administrator for Operations, Ms. Nannette z. Villamor-Dinopol presented the draft Regional Strategy on Biofouling Management in the ASEAN Region during the 47th ASEAN MTWG meeting held in Bandar, Seri Begawan, Brunei Darussalam from 17-18 September 2024.

During the said meeting, the Regional Strategy on Biofouling Management in the ASEAN Region was adopted by the Member States. This strategy, a collaborative effort between the Philippines, Indonesia, the International Maritime Organization (IMO), and Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), aims to develop best practices and standards for improved biofouling management across the ASEAN region. It is a testament to the collective commitment to maintaining healthy marine ecosystems and enhancing the energy-efficient operation of ships.

3. 5TH ASEAN Regional Forum (ARF) - Workshop on Ferry Safety



The Philippines, through MARINA co-chaired the 5th ARF Workshop on Ferry Safety last 30 - 31 October 2024, which served as a platform for Member States to share best practices and innovative solutions to enhance domestic ferry safety

The Deputy Administrator for Operations of MARINA, Engr. Nannette Z. Villamor-Dinopol spearheaded the Philippine delegation, where she encouraged the Member States to actively participate in the said workshop and put emphasis on the importance of identifying areas of technical cooperation to regional ferry safety standards across the region.

Representatives from MARINA's Service Units, Engr. Divinagracia F. Tolosa and Engr. Ernesto Caluza from the Maritime Safety Service (MSS) and Shipyard Regulations Service (SRS) led presentations highlighting the country's significant efforts in promoting ferry safety and shared insights on the Philippines' Concentrated Campaign on Ferry and ROPAX Fleet Safety in line with the efforts to enhance safety standards and reduce risks at sea.

4. Brunei Darussalam-Indonesia-Malaysia-Philippines East Asean Growth Area (BIMP-EAGA)

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

The MARINA through the representation of the Franchising Service and MARINA Regional Office 12 actively participates in various strategic planning and transport cluster meetings.

11th BIMP-EAGA Transport Cluster Meeting

The MARINA participated in the 11th BIMP-EAGA Transport Cluster Meeting held from 27-29 August 2024 in Puerto Prinsesa, Palawan.

MARINA Director, Engr. Emmanuel B. Carpio, led the Sea Linkages Working Group. Other sectoral working groups include the Air Linkages Working Group and Land Transport Working Group.



The three-day Transport Cluster Meeting serves as the primary coordinating mechanism for implementing initiatives supporting Connectivity – one of the strategic pillars of the BIMP-EAGA. The outcomes from the meeting will be endorsed to the Senior Officials’ Meeting, Ministerial Meetings and BIMP-EAGA Leaders’ Summit for overall guidance and directions.

5. Asia-Pacific Economic Cooperation (APEC)

The Asia Pacific Economic Cooperation (APEC), to which the Philippines was also a pioneer member, is a regional economic forum established in 1989 to leverage the growing interdependence of the Asia-Pacific. As part of its 21 members, the Philippines remain active in its thrust towards achieving its goal, particularly to create greater prosperity for the people of the region through promoting a balanced, inclusive, sustainable, innovative and secure growth by accelerating regional economic integration.

54th Meeting of the APEC TPT



The Philippines recently welcomed the adoption of the Maritime Workforce as the 2025 Main Policy Theme (MPT) of the Maritime Experts Group (MEG) of the APEC Transportation Working Group (TPT) at its 54th Meeting in Singapore from 30 September 2024 to 02 October 2024.

In its continued effort to promote inclusivity across the Asia-Pacific Region, the MEG noted the discussions provided by Canada on the maritime workforce and as interjected by the Philippines, to include port workers, shipyard workers, fishers, and others who may be identified as within the scope of the maritime workforce. The MEG likewise noted that the sub-topics relating to labor standards, labor shortages, gender representation, and global regulations and their impact on seafarers will serve as sources for project concept notes and project proposals.

APEC-Seafarers Excellence Network (APEC-SEN)

Vice- Chairs of APEC SEN for Term 2025-2026

The Philippines, through the Maritime Industry Authority (MARINA), has taken prominent roles during the 6th APEC Seafarers Excellence Network (SEN) Steering Council and Expert Group Meetings, held from September 9 to 11, 2024, with two (2) of its representatives have been chosen as Vice Chairs for the upcoming 2025-2026 term.



MARINA STCW Office Maritime Education and Training Standards Supervisors (METSS), Ms. Presca Lee B. Lugo was appointed as Vice Chair of the APEC Seafarers Excellence Network (SEN) Steering Council, and Mr. Herbert V. Nalupa as Vice Chair of APEC SEN Expert Group 2. Their selection highlights the Philippines' commitment to contributing to the maritime education, training standards, and seafarer welfare within the Asia-Pacific region.

The event brought together key policymakers and experts from the APEC Transportation Working Group (TPTWG), Maritime Expert Group (MEG), and APEC SEN Steering Council and Expert Groups. These meetings provided an opportunity for exchange of ideas on pressing issues affecting the global maritime industry, particularly the challenges faced by seafarers.

APEC SEN Workshop



As an active member of the APEC, the MARINA participated in a two-day virtual workshop held from 10-11 July 2024 which included presentations from member economies, focusing on sharing maritime workforce statistics, discussing best practices in maritime education and training systems, highlighting women's capacity-building in maritime sector and exploring strategies to address emerging transportation challenges.

MARINA Administrator Sonia B. Malaluan presented the country's updates focusing on the current state of seafarers, partnership status with other countries on the mutual recognition of seafarers' certificates, methodologies for database establishment, maritime education and training systems, and challenges and initiatives for emerging transportation technologies and practices.

Administrator Malaluan shared data on the country's issuance of STCW certificates to Filipino seafarers by levels of responsibilities and gender. She also noted the number of IMO Member States recognizing the STCW certificates issued by the Philippines. Information on MARINA's registry and certification for Filipino seafarers and updates on maritime education and training policies were also provided.

6. International Ventures and Engagements



GLOBAL COLLABORATION FOR SEAFARER'S SAFETY AT BRUSSELS CONFERENCE

The Philippine delegation, led by Department of Transportation (DOTr) Undersecretary Elmer Sarmiento, emphasized the need for global maritime leaders to unite in ensuring the safety and protection of seafarers at the Brussels Conference on the Wellbeing of Seafarers held on 08 March 2024. Joined by H.E. Jaime Victor Ledda of the Philippine Embassy in Brussels, MARINA Administrator Sonia B. Malaluan, and Mr. Gerrardo Borromeo, chair of the Multi-Sectoral Governance Council (MSGC), the delegation advocated for prioritizing seafarers' welfare.



PH, GREECE DISCUSSION ON THE UPGRADING MARITIME EDUCATION & TRAINING

The Philippines through the Maritime Industry Authority (MARINA) and the Hellenic Ministry of Maritime Affairs and Insular Policy through the Hellenic Merchant Marine Academy discussed areas to upgrade maritime education and training in Aspropyrgos, Greece. MARINA Administrator Sonia Malaluan, Chief of Staff Engr. Ramon Hernandez and other members of the Philippine delegation met with Cmdr. Katsikas S. Konstantinos, MSc, MA, Deputy Commander, Hellenic Coast Guard and other officials of the Merchant Marine Academy discussed how to continuously improve the training system considering the development of new technologies and current challenges in the shipping industry.

POSIDONIA 2024

The Philippines, led by H.E. Giovanni E. Palec, Ambassador of the Philippines to the Hellenic Republic, participated in Posidonia 2024, the world's premier shipping event. With over 2,000 exhibitors from 82 countries, 23 national pavilions, and 68 maritime conferences, forums, and seminars, the said event stood as a pivotal gathering for the global maritime industry. The participation of the Philippines in this year's Posidonia underscored the country's commitment



to strengthening its maritime sector. As a key player in global shipping, the country aimed to leverage this platform to enhance international collaboration, promote Filipino maritime services, and foster sustainable practices within the industry. Ambassador Palec was accompanied by Maritime Industry Authority (MARINA) Administrator Sonia B. Malaluan, Department of Migrant Workers (DMW) Asec Jerome Pampolina, Asec Mario Zinampan, National Maritime Polytechnic (NMP) Capt Chito Go, MARINA Chief of Staff Director Ramon Hernandez, and other Athens-PE officials.

PARTICIPATION IN THE HELLENIC-GERMAN CHAMBER OF COMMERCE AND INDUSTRY AND THE GREEK-ASEAN BUSINESS COUNCIL



In a Workshop organized by the Hellenic-German Chamber of Commerce and Industry on 18 June 2024, the MARINA, through the representation of its Administrator, Sonia B. Malaluan was given the opportunity to present investment opportunities in the Philippine maritime industry.

The presentation's focus is to highlight the recently approved Public Service Act (PSA), specifically with regard to allowing 100% foreign-ownership of corporations as shipowners / operators in the domestic or inter-island shipping. She likewise touched on the efforts of MARINA to modernize domestic ships and the potential growth and expansion of the Shipbuilding and Ship Repair Industry.

FIRST PHILIPPINE MARITIME FORUM IN ATHENS, GREECE



The first-ever Philippine Maritime Forum, organized by the Philippine Embassy in Athens, was held on 11 June 2024 at the Intercontinental Hotel. The forum was attended by Greek shipowners, ship managers, and other maritime stakeholders.

MARINA Administrator Sonia Malaluan presented the Maritime Industry Development Plan 2028, highlighting investment opportunities in domestic shipping and shipbuilding. Updates and developments relating to seafarers were also shared.

REGIONAL WORKSHOP ON COMBATING DECEPTIVE SHIPPING PRACTICES



The Maritime Industry Authority (MARINA), along with officials from the maritime administrations and coast guards of Indonesia, Malaysia, the Philippines, and Thailand, participated in the Regional Workshop on Deceptive Shipping Practices.

The workshop, organized by the United Nations Office on Drugs and Crime (UNODC) – Global Maritime Crime Program and funded by the Governments of Malta and Japan, tackled global threats posed by deceptive vessel behavior. Discussions centered on combating maritime smuggling, particularly the transport of hazardous contraband such as weapons, drugs, and chemical, biological, radiological, and nuclear (CBRN) materials.

IORIS 2ND STEERING COMMITTEE SESSION



The Maritime Industry Authority–Enforcement Service (MARINA-ES) participated in the Indo-Pacific Regional Information Sharing (IORIS) 2nd Steering Committee Session, facilitated by the invitation and sponsorship of the EU Critical Maritime Routes Indo-Pacific (CRIMARIO) program.

Throughout the two-day event, attendees engaged in plenary sessions and working groups, tackling significant issues such as the future ownership of the IORIS platform, strategic priorities, regional cooperation on information sharing, and the importance of engaging external stakeholders.

A key focus of the event was the announcement of the development of IORIS Version 4 and a new “lite” version for merchant ships. Martin Cauchi Inglott, Project Director of CRIMARIO II, reiterated the program’s commitment to enhancing the platform with valuable new features. Discussions also included the formalization of IORIS Regional Community Areas as part of the Regional Standard Operating Procedure and the introduction of a signing process for the Memorandum of Agreement on regional information sharing.

2024 INTERNATIONAL WORKSHOP ON SAFETY INVESTIGATION



The Maritime Industry Authority (MARINA) Enforcement Service Director Ronaldo P. Bandalaria participated as a resource speaker at the 2024 International Workshop on the Safety Investigation of Marine Casualty (IWSIMC), under the invitation and sponsorship of the Korea Marine Safety Tribunal (KMST), on 27 June 2024.

The workshop, attended by over 100 marine safety investigators from various districts of South Korea, as well as maritime experts and international delegates, aimed to enhance knowledge sharing, expertise exchange, and collaboration among safety investigators. It also served as a networking platform to foster better cooperation for improving maritime safety through effective safety investigations.

Key discussions at the IWSIMC focused on the investigation of ship foundering and fires on ships carrying electric vehicles (EVs), emphasizing the importance of crew interviews and scientific methods in formulating recommendations for foundering cases, while recent EV fire incidents sparked discussions on the adequacy of current safety regulations in preventing and combating such fires.

INTERNATIONAL FORUM ON EDUCATION AND TRAINING FOR ADVANCED SEAFARERS (IFETAS) ON HIGH-TECH MARITIME MOBILITY



The Maritime Industry Authority (MARINA) Administrator Sonia B. Malaluan has been appointed as the Vice-Chairperson of the International Forum on Education and Training for Advanced Seafarers (IFETAS) on High-Tech Maritime Mobility. Her appointment was formalized during the inaugural 2024 International Maritime Mobility Forum (IMMF) on 10 September 2024, and she will serve a five-year term from 10 September 2024 to 09 September 2029.

The IFETAS, spearheaded by the Republic of Korea (RoK), gathers key stakeholders from seafaring nations, international maritime organizations, and research institutions to address the future of maritime mobility in the face of rapid technological advancements and the global shift toward environmental sustainability.

The RoK, in collaboration with its international partners, aims to create a global platform for training seafarers to safely operate advanced ships. The forum centered on building international cooperation, establishing a global training platform, and securing funding for projects that will prepare skilled manpower for the future of maritime mobility.



07

CHAPTER

**Enhancement of Philippine Merchant
Shipping and Shipyard Services**

Chapter 7

In 2024, the Philippines embarked on significant advancements in its maritime sector, focusing on domestic shipping and overseas shipping as well as modernization of the country's shipbuilding and ship repair industry.

Key accomplishments include the following:

1. Efforts to Expand the Philippine Merchant Shipping

a. The Philippine Ship Registry

As the Maritime Industry Authority (MARINA) is committed to making the Philippine ship registry attractive, and to furthering the country's standing in the international community, the agency initiated the drafting of the Philippine Ship Registry System Act which aims to establish a framework for managing the registration and administration of ships under Philippine jurisdiction. It is likewise essential in promoting transparency and efficiency, enhancing the country's maritime capabilities and ensuring compliance with international standards. Hence, several efforts and undertakings were made for the realization of the proposed legislation:

- On 14 November 2024, the Presidential Legislative Liaison Office (PLLO), in collaboration with the MARINA, organized a Focus Group Discussion (FGD) to provide a comprehensive review of the full text of the draft administrative version of the bill. The FGD included government agencies that are, in one way or another, tasked to implement maritime laws, or rules and regulations related thereto, such as the Department of Transportation (DOTr), Department of Finance (DOF), Department of Foreign Affairs (DFA), Department of Budget and Management (DBM), Department of Interior and Local Government (DILG), Department of Trade and Industry (DTI), Philippine Coast Guard (PCG), Philippine Ports Authority (PPA), Bureau of Customs (BOC), Bureau of Internal Revenue (BIR), Board of Investments (BOI), Philippine Economic Zone Authority (PEZA), and Technical Education and Skills Development Authority (TESDA).



- On 02 August 2024, the MARINA Technical Working Group (TWG) reviewed the draft administrative version of the bill to ensure consistency with management directives and guidance. In going through the provisions, the TWG resolved to present the bill to the DOF for consideration of the proposed system of taxation being introduced by the bill.
- Initial coordination with the DOF was made, and relevant documents were provided to them for their reference. According to the Department, they will be studying the proposed tax measures and incentives before meeting with the MARINA for discussions.
- The Bill was further reviewed during the MARINA Lawyer's Convention last 15-18 July 2024 to determine finer points of the constituting provisions of the Bill. As the Bill will be the subject of FGD spearheaded by the PLLO, preparatory meeting was conducted on 29 July 2024. As a result of the meeting, the MARINA shall coordinate and meet with the DOTr to discuss the intricacies of proposing a substitute tax regime on ships.
- The MARINA convened an inter-agency technical working group meeting for the review of the MARINA draft of the proposed Ship Registration Act with relevant government agencies, particularly with the Philippine Competition Commission (PCC) and the Board of Investments (BOI).
- On 08 May 2024, the MARINA participated in the House Committee on Transportation TWG of House Bill No. 4336 entitled "An Act Establishing the Scope and Procedure for Philippine Ship Registry, Recognition and Enforcement of Maritime Claims, Limitation of Liability, as well as Providing Essential Incentives, to Promote a Comprehensive and Orderly Philippine Ship Registry System for the Regulation of Vessels Carrying the Flag State".
- From 07-10 May 2024, the MARINA held a Legislative Drafting Writeshop to come up with its own version of the proposed Philippine Ship Registration Bill.
- For the months of March and April 2024, the MARINA has undertaken a review of Ship Registration Practices of leading Flag Registries such as Panama, Liberia, Marshall Island, Hong Kong and Singapore.
- It may be recalled that on 01 September 2022, Hon. Rep. Angelo Marcos Barba filed a Bill entitled "An Act Establishing the Scope and Procedure for Philippine Ship Registry, Recognition and Enforcement of Maritime Claims, and Limitations of Liability, as well as Providing Essential Incentives, to Promote a Comprehensive and Orderly Philippine Ship Registry System for the Regulation of Vessels Carrying the Flag State" which was endorsed to the Committee on Transportation for further deliberation.
- While there is a pending version of the Bill before the House Committee on Transportation, there are two (2) bills sponsored by Sen. Sonny Angara and Ramon "Bong" Revilla, Jr. pending before the Senate Committees on Public Services, and Ways and Means in 2022.

b. Promotion of Ease of Doing Business in the Domestic Shipping

Full Implementation of MARINA Memorandum Circular No. DS-2023-02, "Guidelines on Domestic Shipping as 'Public Service' Pursuant to Republic Act 11659 and its Implementing Rules and Regulations".

It repealed the foreign equity restrictions in domestic shipping, aligning with the amended Public Service Act (RA 11659) which reclassified domestic shipping as a public utility not subject to the 60-40 Filipino-foreign equity cap. This reform aims to attract foreign investment and increase competition in the sector.

Funding to support the full implementation of MC No.-DS 2023-02 was sourced from Second Sustainable Recovery Development Policy Loan (DPL2) from the World Bank amounting to approximately US\$750 million (P42 billion). The expected outcome of this policy is an expanded foreign investment in the country, thereby providing efficient, reliable and affordable transport services to all citizens.

Entry of Foreign Shipping Firms in the Domestic Shipping Trade

In 2024, a significant development in the Philippine domestic shipping industry was the entry of foreign-owned firms, led by Cheng Lie Navigation Company (CNC), a subsidiary of global giant Compagnie Maritime d’Affrètement – Compagnie Générale Maritime (CMA CGM), which began operating key routes linking Manila, Cebu, and Cagayan de Oro.

Enabled by MARINA Memorandum Circular No. DS-2023-02, allowing conditional foreign participation, CNC’s entry introduced competition in a market previously dominated by a few players. The move marks a potential shift in the domestic logistics landscape, as global players bring advanced fleets and integrated services that challenge traditional practices.



2. Modernization of the Philippine Shipbuilding and Ship Repair Industry

In 2024, the Philippines undertook significant strides to modernize its Shipbuilding and Ship Repair (SBSR) industry, aligning with the Maritime Industry Development Plan (MIDP) 2028. These efforts aimed to enhance domestic capabilities, attract investments, and economic resilience. Here are some highlights of developments for this sector.

a. Completion of the MARINA draft of the Philippine Shipbuilding and Ship Repair Development Bill.

The Maritime Industry Authority (MARINA) actively pursued the passage of the Shipbuilding and Ship Repair Development Bill. This legislation seeks to provide a robust framework for industry growth, including incentives for investors, workforce development, and infrastructure enhancement. The bill is a cornerstone of the MIDP 2028, emphasizing the government’s commitment to revitalizing the maritime sector.

Key components of the draft bill are the following:

- i. Infrastructure Development:** Upgrading existing shipyards and establishing new facilities to meet international standards;
- ii. Workforce Enhancement:** Implementing training programs to develop a skilled labor force adept in modern shipbuilding technologies; and
- iii. Investment Promotion:** Creating a conducive environment for both local and foreign investments in the maritime sector.

b. SBSR Peer Review Project

On 23 October 2024, MARINA signed a **Memorandum of Agreement (MOA)** with the French Embassy in Manila and **OCEA S.A.**, a French shipbuilding firm, initiating the **SBSR Peer Review Project**. The collaboration was facilitated under the auspices of the European Union-Philippines Maritime Dialogue, which seeks to deepen maritime cooperation on trade, safety, and climate resilience.

Key features of the collaboration included: (1) **Technical Expert Missions** from France to evaluate key shipyards across Luzon, Visayas, and Mindanao; (2) **Joint Industry Consultations** with Philippine shipbuilders, engineers, regulatory bodies, and academic institutions; and (3) **Comparative Analysis Reports** prepared by French maritime experts focusing on production efficiency, quality control, and digital integration in shipbuilding.



c. 3rd National Shipyards Convention and Resolution, 16–17 April 2024, City Sports Club, Cebu City

The MARINA, in cooperation with the Shipyards Association of the Philippines (ShAP), convened the **3rd National Shipyards Convention and Resolution** at the City Sports Club in Cebu City on 16–17 April 2024. The convention served as a vital platform for national dialogue



among shipyard operators, maritime experts, policymakers, and other stakeholders to exchange best practices, examine industry trends, and accelerate innovation in the Philippine shipbuilding and ship repair (SBSR) sector.

The event resulted in the signing of Resolution on the following:

- a. **Legislation:** Continued advocacy for the passage of the **SBSR Development Bill**, a key MIDP legislative priority that institutionalizes regulatory and fiscal reforms for the sector;
- b. **Research and Development:** Strengthening technological innovation in ship design, shipyard operations, and safety compliance, including promotion of digital and eco-efficient technologies;
- c. **Capability and Capacity Building:** Enhancing shipyard infrastructure and industrial capacity through public-private partnerships and clustering of shipyard facilities; and
- d. **Workforce Development:** Investing in human capital through training programs and maritime education, ensuring the Philippines remains globally competitive in maritime technical skills.

The event featured several technical and policy presentations, including the **Proposed SBSR Development Bill**; a comprehensive **SBSR Situation Report** by **Shipyard Development and Licensing Division (SDLD) Chief Engr. Maria Teresa Mamisao**; and an assessment of **shipbuilding safety compliance levels** by the **French Maritime Expert**.

d. Regulatory Issuance

MARINA Advisory 2024-24 “Registration of Undocumented Newly Constructed Motorboats/ Bancas”

In June 2024, the MARINA issued Advisory No. 2024-24, establishing guidelines for the registration of newly constructed but undocumented motorboats/bancas. The advisory aims to standardize the registration process, ensuring these small vessels meet safety and operational requirements before being allowed to operate. By mandating their inclusion in the official registry, MARINA reinforces its commitment to maritime safety, security, and environmental protection, particularly in local and inter-island transport. The initiative also supports more effective monitoring of maritime traffic and promotes compliance with national maritime laws.





08

CHAPTER

**Building the Foundation of a Sustainable
and Green Philippine Maritime Industry**

Chapter 8

Following the adoption of the 2023 International Maritime Organization (IMO) Strategy on the Reduction of Greenhouse Gas (GHG) Emissions from Ships, the Maritime Industry Authority (MARINA) has proactively commenced foundational initiatives to align the Philippine maritime sector with global decarbonization goals. The 2023 IMO GHG Strategy, which sets the vision of reaching net-zero GHG emissions from international shipping by or around 2050, mandates accelerated action from all member states, including developing countries with substantial domestic and international fleets.

Key objectives include reducing the carbon intensity of international shipping by at least 40% by 2030 compared to 2008 levels, increasing the uptake of zero or near-zero GHG emission technologies to represent at least 5% of the energy used by international shipping by 2030, and achieving net-zero GHG emissions by or around 2050. The strategy also introduces indicative checkpoints: reducing total annual GHG emissions from international shipping by at least 20% by 2030 and at least 70% by 2040, both compared to 2008 levels.

Implications or impacts of these developments on Philippine-registered ships are significant. The MARINA has committed a target to reduce GHG emissions from Philippine-registered vessels engaged in international trade by 5% annually from 2026 to 2028, aiming for total reduction of 15% by the end of 2028, using 2021 as the baseline.

Moving forward, the MARINA has initiated a range of strategic activities to lay the groundwork for the Philippines' gradual compliance with the 2023 IMO GHG Strategy. These activities include, but are not limited to, the conduct of technical assessments, policy reviews, and capacity-building initiatives that target both the regulatory framework and operational readiness of the maritime sector. MARINA is also actively participating in, or leading, the formulation of appropriate national policies that support the transition to low- and zero-emission fuels.

In addition, the MARINA is promoting the upgrading of fleet efficiency standards and facilitating the adoption of emerging technologies among Philippine-registered shipowners and operators. These efforts aim to enhance the environmental performance of domestic and international vessels flying the Philippine flag, while ensuring that the country's maritime industry remains resilient, competitive, and aligned with international decarbonization goals.

MARINA is urging ship operators to develop energy-efficient systems and practices, including calculating their Energy Efficiency Existing Ship Index (EEXI) and establishing their annual operational Carbon Intensity Indicator (CII) and CII rating, in compliance with amendments to Annex VI of MARPOL 73/78. Additionally, the Philippines has advocated for the inclusion of seafarers' concerns in the IMO's revised strategy, emphasizing the crucial role of maritime professionals in achieving decarbonization objectives.

This report lays down programs or measures that pursued in 2024 as part of MARINA's contribution on decarbonization.

1. Preparation of National Action Plan on Decarbonization and Marine Plastic Litter

a. Draft National Strategy Action Plan on the Decarbonization of Ports, Ships, and Shipyards

This working draft presents a strategic framework designed to guide the Philippines' efforts toward the decarbonization of maritime operations, encompassing ports, ships, and shipyards. The strategy articulates a comprehensive approach to reducing greenhouse gas (GHG) emissions across the maritime value chain, in alignment with international climate commitments and the broader objectives of sustainable development.

The plan underscores the critical importance of adopting cleaner technologies, transitioning to low- and zero-carbon fuels, and institutionalizing best practices in shipbuilding, shipyard modernization, and port management. It also sets forth measurable emission reduction targets and outlines the necessary institutional, technical, and financial interventions to achieve these

goals. Furthermore, the strategy emphasizes the role of multi-stakeholder collaboration—bringing together government agencies, maritime industry players, and environmental organizations—in fostering a unified and resilient response to the climate crisis. By placing decarbonization at the core of maritime policy, this draft action plan seeks to mitigate the sector’s environmental impact while safeguarding its long-term economic viability and competitiveness.

b. National Strategy Action Plan on Marine Plastic Litter

This working draft outlines the National Strategy Action Plan on Marine Plastic Litter, a strategic framework aimed at addressing the growing concern of plastic waste generated from maritime sources, including ships, ports, and related activities. Recognizing the ecological and socio-economic impacts of marine plastic pollution, the strategy sets forth a comprehensive set of measures to reduce the discharge of plastic litter into the marine environment and strengthen the country’s commitment to ocean conservation.

The action plan focuses on three core pillars: prevention, education, and effective waste management. It proposes the implementation of targeted interventions such as the regulation of shipborne waste disposal, the enhancement of port reception facilities, the promotion of sustainable operational practices, and the institutionalization of circular economy principles within maritime supply chains. It also emphasizes stakeholder engagement, fostering coordinated efforts among government agencies, port authorities, shipping companies, local governments, and civil society. Through this integrated approach, the strategy seeks to mitigate plastic leakage into marine ecosystems, protect coastal and marine biodiversity, and promote cleaner and more resilient oceans for future generations.

2. Global and Maritime Partnership on Decarbonization, Marine Plastic Litter, Ballast Water Management, and Biofouling Management

a. MOU with Green Marine Copenhagen.

In April 2024, MARINA formalized its partnership with Green Marine Copenhagen to advance the green transition of the maritime sector in the Philippines. The collaboration focuses on sustainable practices, innovative technologies, and regulatory enhancements, paving the way for an environmentally responsible maritime industry.

The MOU outlines specific strategies to improve regulatory frameworks, ensuring compliance with international best practices for environmental protection. It also emphasizes the adoption of advanced technologies that reduce ecological impacts, including alternative fuels, energy-efficient vessels, and waste-reduction systems.

b. Renewal of MOU with the Department of Science and Technology - Philippine Council for Industry, Energy, and Emerging Technology Research and Development (DOST-PCIEERD)

Signed during a forum in 2024, the agreement underscores joint research and development initiatives aimed at promoting safer, energy-efficient ships and a cleaner environment. This collaboration is a testament to MARINA’s commitment to leveraging science and technology for sustainable maritime development.

As a result of this partnership with the DOST-PCIEERD, the following “marine environment related projects were completed in 2024:

i. Automated Marine Sewage Treatment Plant (MSTP) Using Ultraviolet Lights with Holding Tank and Shore Connection to Discharge Pipe for Domestic Vessels.

An automated marine sewage treatment plant (MSTP) is a system that processes sewage on

board a ship, ensuring it is treated and safe to discharge into the sea or connect to a shore-based system. These plants often use ultraviolet (UV) lights for disinfection, a holding tank to store treated sewage temporarily, and a shore connection with a discharge pipe for transferring treated sewage to a land-based treatment facility when available.

ii. Product Testing and Market Validation of Marine Nanocoat for Anticorrosion, Antibarnacle, AntiUV Coating for Ship Applications

The “Product Testing and Market Validation of Marine Nanocoat” project focuses on evaluating a coating designed for ship applications, specifically for anti-corrosion, anti-barnacle, and anti-UV protection. This project, under the FASTRAC program of PCIEERD, aims to assess the product’s effectiveness and market viability for ship vessel

3. Capacity Building on Decarbonization and Other Environment Protection Measures

a. Comprehensive online training workshops on Ship Energy Efficiency Regulations, December 3-4 and 10-11, 2024.

These workshops were designed specifically to enhance understanding and compliance with the Energy Efficiency Management Plans (SEEMP) mandated for all Philippine-registered vessels. Participants included shipowners, crew members, and maritime stakeholders, who engaged in interactive discussions and case studies focused on implementing effective energy-saving measures within their operations.

4. Information Awareness with Key Stakeholders

a. BEACON 2024 Conference | September 30 to October 2, 2024

MARINA hosted an awareness-raising event centered on biofouling management and underscored the ecological repercussions of biofouling—where unwanted organisms cling to ship hulls and other submerged surfaces—and presented innovative management strategies to address this challenge.

b. MARINA x Fireworks Collaborate for 9th PhilMarine 2024

The MARINA, in collaboration with Fireworks Trade Exhibitions and Conferences Philippines Inc. delivered the 9th PhilMarine 2024 in Pasay City, showcasing global maritime innovation through exhibits from 305 companies and participants from 15 countries. Held from June 19-21, 2024, the event highlights cutting-edge technologies in shipbuilding and offshore industries under the theme “Charting the Course to a Sustainable Maritime Industry: Innovation, Technology, and Collaboration.”

5. Regulatory Issuances

a. MARINA Advisory No. 2024-26: “Supplemental Information on the Inventory of Hazardous Materials (IHM) as Required Pursuant to Memorandum Circular No. SR-2020-01”

This advisory pertains to the Supplemental Information regarding the Inventory of Hazardous Materials (IHM). It is a crucial component of the guidelines established in MARINA Circular No. SR 2020-01-55, which underscores the necessity of maintaining a thorough and accurate inventory of hazardous materials. The IHM is essential for ensuring compliance with safety regulations and environmental protection standards in maritime operations. It facilitates the identification, management, and safe handling of hazardous substances found on board vessels, thereby minimizing risks to both crew members and the marine environment. Proper implementation of these measures is vital for upholding maritime safety protocols and fostering responsible operational practices across the industry.

b. MARINA Advisory No. 2024-19: “Final Notice for the Submission of Ship-Specific Implementation Plan (SIP) Pursuant to MC No. SR-2020-06 and Advisory No. 2021-58”

This advisory serves as the final notification regarding the submission of Ship-specific Implementation Plans (SIPs), in strict adherence to the requirements set forth in MARINA Memorandum Circular No. SR2020-06. It underscores the critical importance of compliance with the detailed guidelines concerning ship operations and safety protocols. Vessel operators and stakeholders must ensure that their SIPs are comprehensive and aligned with the stipulated safety measures. Failure to meet these guidelines may result in regulatory repercussions and compromise maritime safety standards. All parties involved are encouraged to prioritize the timely submission of their plans to foster a secure and efficient shipping environment.

c. MARINA Advisory No. 2024-35: “Supplemental Guidelines on the Implementation, Monitoring and Enforcement of MARINA Circular No. SR-2020-06 on Low Sulphur Cap”

This advisory delivers comprehensive supplemental guidelines designed to facilitate the effective implementation, monitoring, and enforcement of Maritime Circular No. SR 2020-06. The primary objective is to elucidate the procedures involved and bolster compliance within the maritime sector. In doing so, this advisory delineates specific roles and responsibilities for stakeholders outlines key performance indicators for monitoring compliance, and establishes clear protocols for reporting and addressing violations. By enhancing clarity and providing structured guidance, we aim to ensure a safer and more efficient maritime environment for all participants.

d. MARINA Advisory No. 2024-39:” Reiteration on the Submission of SEEMP I and II for Domestic Ships above 400gt Pursuant to the MC No. SR-2021-05, and Compliance with Low Sulfur Cap (MARINA MC No. SR-202006) and Ship Energy Efficiency Regulations of All Imported Ships Prior to Operation in the Domestic Trade”

This Advisory underscores the critical requirement for domestic vessels exceeding 400 gross tons to submit their Ship Energy Efficiency Management Plan (SEEMP) I and II. This directive is intended to bolster the maritime sector’s commitment to environmental sustainability and energy efficiency practices. The advisory aligns with the provisions outlined in MARINA Memorandum Circular No. SR-2021-05, which specifically focuses on compliance with low sulfur cap regulations, ensuring that all operational vessels contribute to reducing air pollution and greenhouse gas emissions.

In addition, the advisory stipulates that any imported ships intending to operate in domestic trade must adhere to established energy efficiency regulations prior to embarking on their operations. This includes meeting the necessary benchmarks to ensure that these vessels are equipped with adequate energy management strategies, thereby fostering a more sustainable and environmentally responsible maritime industry as a whole. Further details regarding the specific MARINA memorandum circular related to energy efficiency compliance will be provided in subsequent communications.





09

CHAPTER

**Navigating Excellence Through Workforce
Growth and Organizational Strength**

Chapter 9

The Maritime Industry Authority (MARINA) has consistently demonstrated its commitment to improving the capabilities of its workforce and strengthening its organizational structure to effectively support the growing demands of the maritime sector. In 2024, these efforts culminated in significant advancements across key areas, all aimed at fostering a high-performing workforce and enhancing the agency's role in maritime governance. Through strategic capacity-building initiatives, regulatory reforms, and a focus on employee well-being, MARINA continues to lead the charge in improving both its internal operations and its contribution to the broader maritime industry.

By aligning its workforce development initiatives with the evolving needs of the sector, MARINA has ensured that its personnel are equipped with the necessary skills and knowledge to meet contemporary challenges. The agency's success in institutionalizing impactful policies, enhancing technical expertise, and promoting a healthy and productive work environment highlights its dedication to a future-proof and resilient maritime industry.

1. Institutionalization of Regulatory Reforms

In 2024, MARINA prioritized advancing policies and regulatory reforms aimed at improving governance, streamlining procedures, and bolstering maritime safety. These initiatives demonstrate the agency's dedication to fostering a competitive, sustainable maritime industry aligned with both national and international standards.

a. Regulatory Impact Assessment

MARINA has institutionalized the Regulatory Impact Assessment (RIA) to align with Republic Act No. 11032, the Ease of Doing Business Act of 2017, which seeks to streamline government procedures and enhance service delivery efficiency. Demonstrating its commitment to evidence-based policy-making, the agency has successfully integrated RIA into its regulatory processes, ensuring that regulations are not only effective and efficient but also minimize burdens on stakeholders.

i. Basic and Advanced RIA Training

Conducted from August 13 to 16, 2024, the training focused on providing foundational knowledge in RIA, particularly in conducting Preliminary Impact Assessments (PIA). This course aimed to teach MARINA personnel how to evaluate both the costs and benefits of proposed regulations before their approval. The training covered the initial steps in the regulatory process, equipping participants with the tools necessary to perform evidence-based assessments.





ii. Advanced Course on RIA and Technical Revalida

On October 14 to 18, 2024, MARINA and Development Academy of the Philippines (DAP) proceeded with the Advanced Course on RIA after the Basic RIA Course, which ran concurrently with the Technical Revalida. This training provided participants with an opportunity to refine their assessments and policies. It also included a review of a proposed regulation regarding the approval of ship plans for newly-constructed and modified Philippine-registered ships. In this course, the working groups submitted Preliminary Impact Statements, which were then evaluated and critiqued by a panel of experts. The outcomes were integrated into official submissions to the Anti-Red Tape Authority (ARTA).



2. MARINA Workforce Capacity Enhancement Building

a. Project Monitoring and Evaluation Training -

Last July 2 to 5, 2024, MARINA partnered with the DAP to conduct a Project Monitoring and Evaluation (M&E) Training aimed at enhancing the capacity of its personnel in managing maritime development initiatives. The training focused on essential M&E skills, including setting clear objectives, developing logical frameworks, collecting and analyzing data, and evaluating project outcomes. This initiative aimed to ensure that MARINA's projects under the Maritime Industry Development Plan (MIDP) 2028 were efficiently managed, aligned with national goals, and delivered with transparency and accountability.



b. Load Line Assignment Training for Technical Personnel

To build technical capacity in maritime safety, MARINA held a Load Line Assignment Training for its personnel on July 23 to 26, 2024. The training emphasized compliance with international standards, particularly the International Convention on Load Lines (ICLL), and equipped participants with a clear understanding of how load lines help prevent overloading. It also covered the technical procedures for determining load lines based on ship design and operational conditions, ultimately supporting MARINA's goal of improving safety and reliability within the Philippine fleet.



c. Capacity Building on Marine Casualty Investigations and Safety Investigations

As part of its efforts to improve maritime incident response, MARINA conducted a Capacity Building Program on Marine Casualty and Safety Investigations on April 1 to 5, 2024. The training enhanced personnel competency in investigating maritime incidents by covering legal, technical, and procedural aspects of determining accident causes and recommending preventive measures. This initiative aimed to strengthen safety standards and reinforce accountability across the Philippine maritime sector.



d. COLREGs and ISPS Training for MARINA Personnel

MARINA conducted a 5-day training on the International Regulations for Preventing Collisions at Sea (COLREGs) and the International Ship and Port Facility Security (ISPS) Code for its personnel last 11-15 and 18-22 November 2024. This training aimed to enhance the skills of MARINA staff in ensuring maritime safety and security by aligning with international standards. By strengthening their capacity to enforce these critical regulations, MARINA reinforced its commitment to safer maritime operations and improved security measures within the Philippine maritime sector.



e. Capacity Building Workshops on Maritime Safety Investigation

MARINA held capacity-building workshops on maritime safety investigations to enhance the skills of its personnel in accident investigation and safety measures last June 27, 2024. The training covered investigative techniques, data analysis, and international best practices. This initiative aimed to improve MARINA's ability to conduct thorough and effective safety investigations, ensuring a safer maritime environment.



f. Re-orientation on Maritime Safety Rules and Regulations

January 8 to 11, 2024, MARINA conducted a re-orientation program for its personnel to reinforce understanding and compliance with the latest maritime safety rules and regulations. The session focused on updating staff on significant changes in maritime safety standards, including new protocols and best practices for vessel operations and crew management. This initiative aimed to ensure that MARINA personnel are well-versed in current regulations and are equipped to enforce safety measures effectively, contributing to the overall improvement of safety standards within the Philippine maritime industry.



3. Gender and Development, Women Empowerment

a. Formulation of MARINA's 6-Year Gender and Development Plan (2025–2030)



MARINA concluded its first comprehensive Focus Group Discussion (FGD) for the formulation of its 6-Year Gender and Development (GAD) Agenda, which will guide policy and program development from 2025 to 2030.

Conducted on October 21 to 25, 2024, the FGD engaged 85 participants, 81.18% women and 18.82% men, from various maritime sector groups. Stakeholders included representatives from manning agencies, maritime institutions, industry associations, and active seafarers advocating for gender equality.

Participants explored key gender mainstreaming concepts and identified pressing gender-based challenges through participatory situational analysis. The discussions produced prioritized issues and strategic insights, forming a solid foundation for MARINA's long-term GAD roadmap aimed at a more inclusive maritime sector.

b. Celebration of International Day for Women in Maritime

MARINA, through the Women in Maritime Philippines (WIMAPHIL) MARINA Subchapter, hosted a roundtable discussion themed, “Safe Horizons: Women Shaping the Future of Maritime Safety” in May 2024.

Distinguished women leaders from across the maritime industry shared their experiences and insights. In her remarks, WIMAPHIL MARINA Subchapter President Atty. Sharon D. Aledo emphasized the vital role of women in maritime safety and the importance of gender diversity in the sector. Deputy Administrator for Planning Nenita S. Atienza echoed these sentiments, calling for inclusive policies that promote women's empowerment and professional growth in maritime roles.

The event fostered dialogue and collaboration among women leaders, reinforcing MARINA's commitment to cultivating a safe, inclusive, and equitable maritime industry.

c. “Empower Her Series: Women in Maritime Security” Roundtable Discussion

MARINA actively participated in the Empower Her Series: Women in Maritime Security” Round Table Discussion hosted by the Coast Guard Gender and Development Center and the United Nations Office on Drugs and Crime (UNODC) on May 17, 2024.

The event gathered stakeholders from MARINA, the Philippine Coast Guard, PNP Maritime Group, PMMA, and MAAP to discuss the integration of women in maritime security through personal narratives and collaborative group discussions.

Participants shared insights and presented key takeaways, promoting a deeper understanding of gender dynamics in maritime security and the need for greater inclusion of women in this critical field.



d. Mental Health Awareness Seminar and Safe Spaces Act (Bawal Bastos Law) Orientation

MARINA prioritizes mental health and workplace awareness, understanding that a healthy workforce is key to its success. The Agency fosters a supportive work environment to ensure the well-being of its employees.

On November 21, 2024, the MARINA reinforced its commitment to employee well-being by holding a Mental Health Awareness Seminar alongside an orientation on the Safe Spaces Act (Bawal Bastos Law). These initiatives aimed to promote mental wellness, equip personnel with stress management tools, and raise awareness on workplace rights and mechanisms for addressing harassment, underscoring MARINA's dedication to fostering a safe, respectful, and inclusive work environment.



e. Fostering Inclusive Spaces in the Workplace through MARINA's Kid's Corner

As part of its GAD initiatives, MARINA inaugurated a dedicated “Kid's Corner” at its Central Office on May 31, 2024. This family-friendly space underscores MARINA's commitment to supporting working parents and promoting gender equality in the workplace.

Located on the 3rd floor, the Kid's Corner is equipped with colorful toys and child-friendly furnishings, offering a welcoming environment for employees' children and visiting families. This initiative reflects MARINA's broader advocacy for inclusive, supportive, and gender-sensitive workspaces.



4. ACCOLADES

GCash Award for Leadership in Sustainable Financial Digitalization

On December 5, 2024, MARINA was honored with the “Leader in Sustainable Financial Digitalization” award by GCash, recognizing the agency's efforts in advancing innovative and inclusive digital solutions within the maritime sector. This accolade highlights MARINA's commitment to sustainability, financial inclusivity, and digital transformation in public service.

This recognition reflects the dedication of MARINA's workforce and its continued collaboration with industry partners. It reinforces the agency's resolve to promote eco-friendly and efficient maritime governance through smart digital initiatives.







Former Deputy Administrator
1992-2006

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50th
Year
Towards Green
Maritime Future

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“Golden Voyage Towards a Green and Digital Maritime Future”

[A glimpse of MARINA's 50th Anniversary Celebration]

On 01 June 2024, the Maritime Industry Authority (MARINA) commemorated its 50th founding anniversary—an institutional milestone that marks five decades of dedicated service, regulatory stewardship, and policy innovation within the Philippine maritime sector. Established through Presidential Decree No. 474 in 1974, MARINA has played a pivotal role in shaping the maritime landscape of the country by promoting safety, modernization, and competitiveness across the four (4) traditional sectors of the Philippine maritime industry - the domestic shipping; the overseas shipping, the shipbuilding and ship repair and the maritime workforce.

Over the years, the MARINA has faithfully discharged its primary mandate of connecting islands and building resilient maritime communities, as well as implementing measures to achieve the vital role of the MARINA as an important component of the national economic agenda. The golden jubilee thus reflects its legacy and a renewed commitment to steering the maritime industry toward inclusive and sustainable development.

Anchored on the theme “Golden Voyage Towards a Green and Digital Maritime Future,” the celebration underscores MARINA's strategic pivot toward the dual priorities of environmental sustainability and technological advancement. The ongoing global shift towards decarbonized maritime transport and digital governance has necessitated a proactive recalibration of policies, systems, and a more strengthened approach to work together with stakeholders and the general public.

To this end, the MARINA has advanced a suite of forward-looking programs that promote and adhere to streamline regulatory compliance and enhance service delivery. These efforts are fully aligned with the Maritime Industry Development Plan (MIDP) 2028 and reinforce the national objectives articulated in the Philippine Development Plan 2023–2028.

This chapter provides a glimpse of activities held to celebrate this milestone of the MARINA. Other chapters of this Report outline the key accomplishments and commemorative initiatives undertaken in

2024 in celebration of MARINA's 50th year. It documents, among others, the Authority's progress in digital transformation, strategic initiatives to lay down the foundations of an effective maritime decarbonization, policy reforms to promote ease of doing business, and multi-stakeholder collaborations under the framework of its golden anniversary agenda. Through these endeavors, MARINA reaffirms its institutional resolve to remain a catalyst for sustainable maritime growth, national economic advancement, and regional connectivity.

This is further reinforced in the Opening message of MARINA Administrator, Sonia B Malaluan, where she said, “As we embark on this new chapter of MARINA's journey, let us reaffirm our commitment towards a green and digital maritime future. Let us embrace change as an opportunity for growth and sustainable maritime. Let us continue to work tirelessly toward a safer maritime transport.”

As it sail on the next chapter of its voyage, MARINA remains steadfast in its commitment to deliver responsive, innovative, and future-ready maritime governance in service of the Filipino people and the global maritime community. Here are some highlights of MARINA's 50th Anniversary celebration on 01 June 2024.

Theme and Logo

The anniversary theme “Golden Voyage Towards a Green and Digital Maritime Future”, underscores the Maritime Industry Authority’s (MARINA) strategic shift toward environmental sustainability and technological advancement, reflecting the global movement toward decarbonized maritime transport and digital governance. This anniversary served as a reflection of MARINA’s legacy and a renewed commitment to steering the industry towards inclusive and sustainable development, in alignment with the Maritime Industry Development Plan (MIDP) 2028 and the Philippine Development Plan 2023–2028.

The color of the MARINA logo was transformed into gold to symbolize a momentous event in its history.



est. 01 June 1974

Awards and Recognition

1. TIMONEL AWARDS

The Maritime Industry Authority (MARINA) honored the exceptional contributions of leading entities and individuals with the prestigious Timonel for Outstanding Maritime Entity or Individual (TOMEI) Award. This esteemed accolade recognizes those whose efforts have significantly advanced the maritime sector on national, regional, and international levels.

The TOMEI Award, considered the highest honor in the maritime industry, is bestowed upon entities and individuals who have achieved exemplary performance and contributions. This year, MARINA awarded the Timonel Award to Tsuneishi Heavy Industries Cebu, Inc. in the entity category; Vice Admiral Eduardo Ma R Santos in the individual category; and the Special Timonel Award to Dr. Yohei Sasakawa, highlighting their extraordinary achievements and remarkable contributions to the industry.

a. Entity Award: Tsuneishi Heavy Industries Cebu, Inc.

Tsuneishi Heavy Industries Cebu, Inc. was honored with the TOMEI Award for its significant impact on the maritime industry. Established in Buanoy, Balamban, Cebu, as a joint venture between the Tsuneishi Group-Japan and the Aboitiz Group, Tsuneishi has made remarkable contributions, exporting a total of 350 ships as of March 2024. This achievement not only brings substantial revenue to the Philippine government but also facilitates technology transfer, generates employment opportunities for the local community of Balamban and neighboring areas, and contributes to regional development.



b. Individual Award: VADM Eduardo Ma R Santos

Vice Admiral Eduardo Ma R Santos, President of the Maritime Academy of Asia and the Pacific (MAAP) and Executive Vice Chairman of the Associated Marine Officers and Seamen’s Union of the Philippines (AMOSUP), received the TOMEI Award for his outstanding leadership and dedication to maritime education and labor. His contributions have significantly elevated the standards of maritime training and welfare, impacting both national and international maritime sectors.



c. Special Award: Dr. Yohei Sasakawa



A Special Award was presented to Dr. Yohei Sasakawa, Chairman of the Nippon Foundation, in recognition of his outstanding contributions to the maritime sector. Dr. Sasakawa's long-standing mission focuses on social innovation through scholarships, grants, and networking, impacting not only maritime initiatives but also the preservation of oceans, health, and other areas through the work of the Nippon Foundation. His efforts have been instrumental in advancing global maritime development. Additionally, he has extended his support to the World Maritime University (WMU) in Malmö, Sweden, and the IMO International Maritime Law Institute (IMLI) in Malta.

The Nippon Foundation is a private, non-profit organization dedicated to creating a supportive society through social innovation. Its mission includes humanitarian activities both in Japan and abroad, as well as promoting global maritime development.

Dr. Sasakawa has played a pivotal role in enhancing the quality of maritime experts around the world through the Nippon Foundation's support of the World Maritime

University (WMU). Since 1987, the "WMU Sasakawa Fellowship" has provided a two-year Master's degree program, and Dr. Sasakawa has personally established the Sasakawa Fellows network to foster international maritime cooperation. In addition, he has collaborated with institutions such as the International Maritime Law Institute (IMLI), the UN Division of Oceans and Law of the Sea, and the International Tribunal for the Law of the Sea. This collaboration has resulted in a network of 1,099 Sasakawa/Nippon Foundation Fellows from over 131 countries, including 77 from the Philippines.

Dr. Sasakawa has supported the establishment of the Cooperative Mechanism in the Straits of Malacca and Singapore, facilitating government and industry collaboration to protect the environment and enhance navigational safety. His efforts have also strengthened port State control through the Tokyo MoU and supported various coastguard activities, including an annual regional meeting for Asian coast guard leaders and a training program for prospective leaders.

2. MARINA Media Awards

One of the key highlights of the event was the awards ceremony, where MARINA honored outstanding members of the media for their contributions to maritime reporting. The Manila Times was recognized as “Media Partner of the Year” for its consistent support and collaboration with the agency.



The title of “Maritime Journalist of the Year” was jointly awarded to Ms. Carmela Huelar of The Manila Times and Ms. Roumina Pablo of PortCalls, in recognition of their outstanding journalism, commitment to maritime advocacy, and invaluable support in helping MARINA inform and engage the public.



In addition to these top honors, several respected journalists and industry advocates received certificates of recognition for their notable contributions to maritime reporting and awareness-raising efforts.

1. Mr. Martin Sadongdong, Journalist, Manila Bulletin
2. Atty. Brenda Pimentel, Columnist, The Manila Times
3. Capt. Jess Morales, Columnist, Daily Tribune
4. Ms. Yashika Torib, Journalist, The Manila Times
5. Mr. Raffy Ayeng, Journalist, Daily Tribune
6. Mr. Lorenz Marasigan, Journalist, Business Mirror
7. Mr. Eloi Calimoso, Digital Reporter, Seaway Shipping Digest
8. Ms. Zenaida Magnial, Digital Reporter, Harborscope
9. Ms. Genivi Verdejo, Journalist, The Manila Times
10. Mr. Raymond Carl Dela Cruz, Writer, Philippine News Agency
11. Mr. Reno Bolivar, Digital Content Creator, MARINO PH
12. Ms. Lyn Bacani, Marino World



3. Boat Design Awards

Another key highlight of the MARINA's 50th Founding Anniversary celebration was the awarding of the winners of the Boat Design Contest.

In the Professional Category, Mr. Paulo Robert Aguila of Bertoleta Engineering Services earned the grand prize for his entry MV Casco. The runner-up award was presented to the team of Mr. Darryl Abapo, Mr. Raymond Espina, and Ms. Dweena Maye Zamora from the University of Science and Technology of Southern Philippines – Jassan Campus.

Meanwhile, in the Student Category, teams from the University of Cebu dominated the competition. Team ALMIGHTEAM, composed of John Nicole Jardin, Isaiah Albert Amante, and Shaun Francis Bate, was named the champion. Team DAMONA and Team ARA followed closely, securing second and third places, respectively.

The boat design contest served as a platform to showcase the creativity and technical expertise of both professionals and students in advancing innovative solutions for the maritime industry.



4. Milestones and Recognition Awards for the MARINA Employees

Recognizing the outstanding contributions and dedication of its personnel, the MARINA honored its exemplary employees and units through a series of awards. Mr. Ronaldo P. Bandalaria, Director II of the Enforcement Service, received the Best Employee (Director Level) award, while Mr. Dalmacio L. Gonzales Jr., Information Technology Officer III of ICTMD-STCWO, was named Best Employee (Rank and File). The Standards of Training, Certification and Watchkeeping Office (STCWO) was recognized as the Best Organizational Unit.

In addition, MARINA celebrated the commitment of employees who have served the agency for 40 years and beyond through the Longevity Service Award, while those who have rendered 15 to 35 years were acknowledged with the Loyalty Service Award. Retirees were also given special recognition for their years of dedicated service leading to their retirement.



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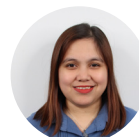
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