



REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION  
MARITIME INDUSTRY AUTHORITY

**MARINA ADVISORY NO. 2025- 31**  
Series of 2025

**TO: ALL SHIPPING COMPANIES, MANNING AGENCIES,  
SEAFARERS, AND ALL CONCERNED**

**SUBJECT: PROVISION OF NECESSARY TRAINING TO SEAFARERS ON THE  
SAFE OPERATION OF SHIPS USING ALTERNATIVE FUELS AND  
NEW TECHNOLOGIES**

**DATE: 06 AUGUST 2025**

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The 2023 International Maritime Organization (IMO) Strategy on the Reduction of Greenhouse Gas (GHG) Emissions from Ships envisions a “just and equitable transition” with emphasis on the need to upskill and support seafarers, particularly in developing countries, as the shipping industry moves toward decarbonization. This transition involves not only adopting zero-emission fuels and building related infrastructure for green corridors, but also ensuring that these developments are safe for the environment, people, local communities, consumers, and, especially, the seafarers.

More importantly, Regulation I/14 paragraph 1.5 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, provides that each Administration shall require every company to ensure that seafarers, on being assigned to any of its ships, are familiar with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties.

In line with this, **companies, including licensed manning agencies, that operate and/or assign seafarers to ships using alternative fuels and technologies are advised to provide the necessary training** to ensure the safe and sustainable operation of these ships. Such training should align with relevant IMO guidelines and issuances on training for seafarers serving onboard ships using alternative fuels and technologies. It must also include familiarization with the risks associated with alternative fuels, such as flammability, explosion hazards, and toxicity, as well as the related procedures, equipment, and safety protocols, tailored to the seafarers' respective roles and responsibilities on board such ships.

Moreover, ship-specific training and onboard familiarization are vital components of seafarers' preparation to ensure the safe handling of alternative fuels. Thus, shipping companies and operators are also encouraged to rotate crew members across vessels using different types of fuels within their fleet. This practice allows seafarers to gain exposure to various alternative fuel technologies and ensures they have adequate familiarization time with each system, thereby strengthening their critical safety competences.

However, fuel- and equipment-specific training will depend on the type of alternative fuels used and the corresponding ship-specific equipment required to support their implementation. Such training may be provided by the industry, particularly for specialized technologies, or as may be recommended by this Administration.

For the guidance and strict compliance of all concerned.



**SONIA B. MALALUAN**  
Administrator