



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

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MARINA ADVISORY

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TO : ALL OWNERS, OPERATORS AND CHARTERERS OF DREDGER VESSELS AND OTHERS CONCERNED

SUBJECT : STRICT COMPLIANCE WITH AUTOMATIC IDENTIFICATION SYSTEM (AIS) AND OTHER SAFETY REQUIREMENTS FOR DREDGER VESSELS ENGAGED IN RECLAMATION ACTIVITIES

In the interest of the service and to enhance maritime safety, regulatory compliance and maritime domain security, all shipowners and ship operators of dredger vessels, whether operating under Special Permit or Bareboat Charter (BBC), and engaged in reclamation activities within Philippine waters, are hereby advised to ensure the **STRICT COMPLIANCE** of the following guidelines:

1. All shipowners and ship operators shall ensure that Automatic Identification System (AIS) units fitted onboard dredger ships are properly maintained and correctly configured with the vessel's registered name, radio call sign, MMSI number, and flag of registry, as issued and approved by the National Telecommunications Commission (NTC) compliant with MARINA Circular No. 2015-02 and MARINA Circular No. DS 2025-05¹ and/or its Flag for ships operating under Special Permit.
2. AIS units shall be maintained in operation at all times, whether underway or at anchor in accordance with **MARINA Advisory No. 2024-06** or **SOLAS Chapter V, Reg. 19.2.4**, as applicable, except for the circumstance explicitly provided under the said Advisory and Convention. In ports, AIS operation should be in accordance with the port requirements, otherwise the AIS should be in continual operation.
3. The decision by the Master to switch off the AIS for a legitimate reason should be recorded in the ship's logbook including as a minimum the date, location, time and reason for switching off the AIS.
4. Operating manuals and instructions for AIS and **other critical shipboard equipment and operations** shall be available onboard **written in a working language or languages understood by the crew**, consistent with the requirements of the ISM Code² and MARINA Circular No. 2015-11³.

¹ Omnibus Rules and Regulations Relating to the Issuance of Special Permits for the Temporary Utilization of Foreign-Registered Ships Within the Philippine Maritime Zones

² Clause 6.6 of the ISM Code states that "the Company should establish procedures by which the ship's personnel receive relevant information on the Safety Management System in a working language or languages understood by them."

³ Revised Rules and Regulations to Implement a Safety Management System for Domestic Shipping



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Particular attention shall be given to dredger ships that were previously operated by foreign crews and are now manned by Filipino personnel, to ensure that shipboard personnel are able to properly operate and maintain the AIS, all other equipment onboard and effectively perform critical shipboard operations.

For operators and managers of ships transferring to Philippine Flag, Operating Manuals for equipment and other critical shipboard operations are strongly advised to be translated to English and/or working language/s understood by all Filipino crew, **prior to securing the Ship Safety Certificate.**

5. Companies are strongly advised to incorporate a shipboard procedure relative to the operation of AIS in their Safety Management System (SMS) Manual, and ensure that the Masters, Officers and crew of their managed vessels are familiarized with the rules and guidelines provided under MARINA Circular No. 2015-02, MARINA Advisory No. 2024-06 and this Advisory.
6. The above shall be strictly verified by MARINA **during its routine inspections including during compliance monitoring and enforcement (CME) activities and ISM-related audits** as conducted by the Administration.
7. Any deficiencies or non-compliance identified during the said activities shall be duly documented. Such findings may affect the issuance, endorsement and renewal of Special Permits, Bareboat Charter (BBC) approvals, and other relevant statutory certificates, in accordance with existing MARINA rules and regulations.
8. Likewise, stern reminder is hereby given that dredger ships covered by MC No. 2015-02, without or with non-functional AIS (including those found with AIS turned-off without legitimate reasons in any given period) shall be in a no sail condition and shall be administratively fined and penalized (including suspension of Safety Certificate) as provided under Section V of the said Circular.
9. For dredger ships issued with Special Permit (SP) under MC No. DS-2025-05 or under previously issued Circulars, in violation of the provisions of the SP particularly on AIS operation, shall be administratively fined and penalized based on the said Circulars (with possible revocation or permanent disqualification for repeated violations).

For strict compliance.


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Administrator

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