REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

MARINA ADVISORY
NO.: 2026-45
Series of 2026

TO : **All Shipowners/ Bareboat Charterers/ Ship Operators/ Ship Managers/ Shipmasters, Officers and Crew of Philippine-Registered Overseas Ships, Licensed Manning Agencies, Recognized Organizations, and Concerned Government Agencies**

SUBJECT : **INTERNATIONAL MARITIME ORGANIZATION (IMO) CIRCULAR LETTERS AS OF 30 JUNE 2026**

Notice is hereby given on the following attached IMO Circular Letters published as of 30 June 2026:

1. **Circular Letter No. 5213 - Draft amendments to MARPOL Annex VI -** The draft amendments from Liberia document outlines proposed amendments to MARPOL Annex VI focusing on greenhouse gas emissions reduction, fuel efficiency, certification, and operational requirements for ships, aiming to enhance global shipping sustainability and decarbonization efforts.

2. **Circular Letter No. 5216 - Draft amendments to MARPOL Annex VI -** The Secretary-General received proposed draft amendments to MARPOL Annex VI from Australia, Canada, South Africa and the United Kingdom. The circular details proposed amendments to MARPOL Annex VI, including definitions, exemptions, surveys, and new regulations on GHG fuel intensity, zero-emission fuels, and the IMO Net-Zero Fund. It introduces a framework for measuring, reporting, and verifying ships' GHG emissions, establishing compliance, surplus, and remedial units, and promoting zero or near-zero GHG fuels, with periodic reviews and enhanced transparency.

3. **Circular Letter No. 5214 - Draft amendments to MARPOL Annex VI -** The document details proposed amendments to MARPOL Annex VI from Brazil, focusing on establishing a global framework for reducing ship GHG emissions, including definitions, compliance measures, fuel and technology standards, and the creation of an IMO Net-Zero Fund. It emphasizes transparency, recognition of certification schemes, and mechanisms for monitoring, reporting, and verifying progress toward net-zero targets, with phased implementation and periodic reviews.

4. **Circular Letter No. 5215 - Draft amendments to MARPOL Annex VI -** The document is an official draft of amendments to MARPOL Annex VI as proposed by Tuvalu and circulated by the IMO Secretariat. The amendments focus on strengthening climate ambition in international shipping, introducing new regulatory mechanisms, and establishing a framework for greenhouse gas (GHG) emissions

reduction. The circular covers the context, key changes, mechanisms, and implications for stakeholders, with examples and actionable details.

5. **Circular Letter No. 5221 - Communication from the Russian Federation -** The Russian-Flagged LNG tanker 'Arctic Metagaz' on the way to the port of Beihai (China) was attacked by Ukrainian unmanned surface vehicles (USVs) and unmanned aerial vehicles (UAVs) near Malta on 3 March 2026, resulting in a fire, loss of vessel control, and crew evacuation. The Russian Federation characterizes the attack as an unprecedented act that flagrantly violates international maritime and humanitarian law, as well as UN counter-terrorism conventions, raising concerns about the safety of global shipping in the Mediterranean.

   The Russian Maritime Rescue Coordination Centre (MRCC) coordinated the rescue of all 30 crew members, with two severely injured. Malta refused to assist in the rescue, despite European legislation stating the EU sanctions do not apply to maritime rescue operations. Libya provided critical assistance, evacuating the injured to a hospital in Benghazi.

   The Russian Federation asserts that, under international law, the responsibility for preventing an environmental disaster now lies with the coastal States, not the flag State, due to the deliberate military action by a third party. The document emphasizes that international conventions (SOLAS, SAR, UNCLOS) mandate unconditional assistance to persons in distress at sea, regardless of sanctions or political restrictions.

6. **Circular Letter No. 5219 - Communication from the Government of Norway –** Norway announced the issuance of Seafarer's Identity Document (SID) as a new official identity document for Norwegian seafarers, in accordance with ILO Convention No. 108. The SID included advanced security features to prevent forgery, such as UV printing, microtext, a hologram with the Norwegian Maritime Authority logo, and a guilloche (wave) pattern. Both the new SID and the existing Norwegian Sea Service Book will be valid and in circulation.

   The Norwegian Sea Service Book will continue to be issued until June 2026 and will remain valid until its expiry date, allowing a transitional period of up to five years where both documents are accepted as proof of identity.

   The authenticity and validity of the SID can be verified via QR or through the NMA's online verification service (verify.sdir.no). The Sea Service Book must be verified manually by contacting the Norwegian Maritime Authority.

7. **Circular Letter No. 5224 - Communication from Ukraine -** Ukraine reports Russian attacks on Ukrainian maritime rescue boats and merchant vessels, violating international law and IMO resolutions. It highlights systematic Russian aggression obstructing maritime safety, endangering seafarers, and damaging port infrastructure. Ukraine urges IMO member states to condemn these violations, uphold maritime law, and support protection of civilian rescue operations amid ongoing conflict.

   On 06 June 2026, Russian forces launched targeted attacks using unmanned aerial vehicles against Ukrainian search and rescue boats (SAR-07 and SAR-02) operating in the Ukrainian Maritime Corridor. These attacks resulted in significant damage, casualties, and loss of life among rescue personnel, despite the vessels being clearly marked and engaged in humanitarian operations.

The attacks on SAR-02 and SAR-07 are part of a broader, systematic campaign by Russia targeting Ukrainian maritime infrastructure, merchant vessels, and port facilities. Since February 2022, 960 port infrastructure facilities and 196 merchant vessels have been damaged or destroyed, with 256 civilian casualties reported. These actions threaten global food security by disrupting the export of Ukrainian agricultural products.

8. **Circular Letter No. 5222 - Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974 Amendments to the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Amendments to the International Code of Safety for Ships Using Gases or other Low flashpoint Fuels (IGF Code) - Amendments to the Technical provisions for means of access for inspections (resolution MSC.133(76), as amended) -** The Maritime Safety Committee, at its 111th session (13 to 22 May 2026), approved draft amendments to:

   .1 chapters II-1 and V of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as set out in annex 1;

   .2 the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as set out in annex 2;

   .3 the International Code of Safety for Ships Using Gases or other Low-flashpoint Fuels (IGF Code), as set out in annex 3; and

   .4 the Technical provisions for means of access for inspections (resolution MSC.133(76), as amended), as set out in annex 4.

   The document details IMO amendments to SOLAS, IGC, IGF codes, and inspection access provisions, focusing on safety for ships using gases or low-flashpoint fuels. Key updates include definitions, design requirements, safety systems, cargo handling, venting, piping, materials, fire protection, and control systems, with new standards for ships constructed after specific dates to enhance safety and environmental protection.

9. **Circular Letter No. 5226 - Communication from the Government of the Republic of Cameroon -** The document outlines recent actions taken by Cameroon to address unlawful vessel registrations and fraudulent use of its flag. Several vessels were unlawfully operating under the Cameroonian flag abroad, violating national and international regulations. Lists of vessels that have been removed or sanctioned were provided for dissemination among IMO Member States. Furthermore, the government identified fraudulent websites (marinecameroon.com and cameroonshipregistry.com) assigning the Cameroonian flag to vessels without authorization. Authorities have been contacted to identify and deactivate these sites.

10. **Circular Letter No. 5232 - Communication from the Government of Ukraine -** The Government of Ukraine reported continued attacks by the Russian Federation on merchant vessels and maritime infrastructure in the Black Sea. On 22 June 2026, the M/V VICTRESS (IMO No. 9030498, Panama flag), carrying steel products from the Republic of Türkiye and bound for the Port of Chornomorsk via the Ukrainian Maritime Corridor, was struck by a Russian unmanned aerial vehicle, resulting in a major fire that killed one Egyptian crew member and forced the remaining eight crew members to abandon the vessel. On 23 June 2026, the M/V HELGA (IMO No. 9444912, Liberia flag), scheduled to load 25,000 tonnes of corn at the Port of Chornomorsk, was also struck by a Russian unmanned aerial vehicle, causing a fire

but no casualties. Ukraine reported that 59 merchant vessels were attacked between January and 22 June 2026 (5 in January, 5 in March, 24 in April, 14 in May, and 11 as of 22 June). Since 24 February 2022, Russian attacks have damaged or partially destroyed 967 port infrastructure facilities, 206 merchant vessels, and caused 264 civilian casualties. Ukraine emphasized that these attacks threaten the safety of international shipping, undermine global food security, and may contribute to rising food prices and reduced food access in import-dependent countries. Ukraine reiterated its call for strict compliance with international law, including the protection of neutral-flagged merchant vessels and civilian infrastructure, and urged IMO Member States to advise their maritime stakeholders that calls at ports in the temporarily occupied territories of Ukraine constitute a violation of Ukrainian legislation and the internationally recognized legal regime applicable to those territories.

11. **Circular Letter No. 5227/Rev.1 - Communication from the State of Kuwait -** The document reports Iran's attacks on Kuwaiti ports. Shuwaikh Port was attacked on 27 March 2026, while Shuaiba was attacked on 30 and 31 March 2026. In addition, the storage facility located at Abdullah Ports was directly attacked on 06 April 2026. Attacks involved unmanned aerial vehicles (UAVs) that entered the airspace of the State of Kuwait for the airspace of the Islamic Republic of Iran. The attacks caused material and operational damage to ports and facilities.
Kuwait condemns these attacks as unlawful and a violation of sovereignty and international law.

Copy of the Circular Letter may be viewed at or downloaded from https://marina.gov.ph/marina-advisory-flag-state-administration-advisory/.

Attention is therefore invited for all Philippine overseas shipping companies, shipowners, and other concerned maritime entities to observe any action/s you may deem appropriate.

For the information and guidance of all concerned.

Issued on AUG 04 2026 at Manila, Philippines.

SONIA B. MALALUAN
Administrator

Date of Publication: 25 August 2026
Business Mirror