

PHILIPPINE MARITIME SITUATIONER



- ADDRESS EMSA
- PH TO IMO COUNCIL
- VS. AMBULANCE CHASERS



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The Philippines has been a major crew change hub amid the COVID 19 pandemic. This regains the country's number one position in manning global merchant fleet.

Photo courtesy: Capt. Edgardo Flores

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PUBLISHER NOTE

THE CHALLENGES

We have shifted to double tasking given the challenges of Covid 19 Pandemic which negatively impacted in all industries, a great number in total collapse. These, on top of human dislocations and death.

Our main data sourcing now for the *Marino World* print is the webinar output, always a panel of experts sharing their views and reviews. Not only cost-effective, it is a wealth of perspective from maritime industry world leaders.

In this issue, two major articles are from pronouncements

of the experts in the webinar, articulations rarely concentrated in an event.

We have a deeper understanding of crew change, as it directly affects the seafarer and the industry in terms of mental and physical health, in terms stress and assurance of transit.

Then there is the politics of vaccination, what vaccine each country allows or dishonors. Filipino seafarers are actual victims brandished around as being helped.

We also get update on the

European Maritime Safety Agency (EMSA), controversial as to its real aim of safety or domination of Philippine maritime directions.

And Ambulance Chasing, the cancer that gnaws the future for maritime Philippines as principals migrate to other countries to find fairness and protection.

Later, we shall take front view on the Philippine re-election to the International Maritime Organization (IMO).



Quick crew change at the port
Photo Courtesy: Capt. Edgardo Flores

PHILIPPINE MARITIME SITUATIONER

by Coca H. Strobar

On celebrations of its' 16th Anniversary, *Marino World* organized "The Philippine Maritime Situationer," a webinar on vaccination roll-out, crew change, crew claims and EMSA issues.

It was held on November 26th, two days after the Omicron Covid variant (B.1.1.529) was first reported to the World Health Organization (WHO).

Administrator Robert Empedrad, Maritime Industry Authority (MARINA), dialogued with an international panel to recognize problems, and consider solutions.

The Panelists were:

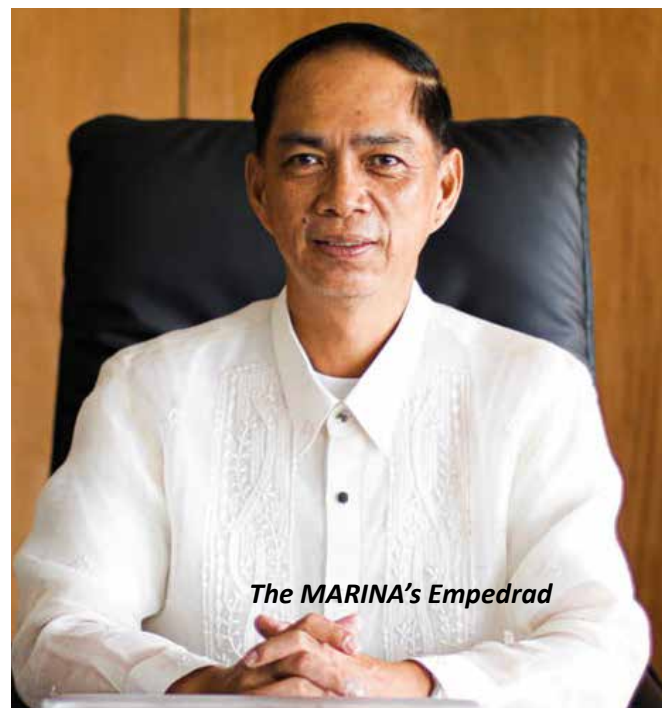
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Chairman
International Chamber of Shipping (ICS)

MR. FRANCESCO GARGIULO
Chief Executive Officer
International Maritime Employers Council (IMEC)

MR. FABRIZIO BARCELLONA
Seafarers' and Inland Navigation
Section Coordinator
International
Transport Workers
Federation (ITF)

DR. CONRAD OCA
President
Associated Marine
Officers' &
Seamen's Union
of the Phils.
(AMOSUP)

ATTY. IRIS BAGUILAT
Founding Member
and Trustee
Association of
Licensed Manning
Agencies (ALMA
Maritime Group)



The MARINA's Empedrad

A. Documentation of Overseas Filipino Workers (Contracts Processed)

Type	2020	2019	% CHANGE
Landbased	634,716	2,457,508	-74.17
-New Hires	132,536	519,834	-74.50
-Rehires	502,180	1,937,674	-74.08
Seabased	371,451	571,508	-35.01
TOTAL	1,006,167	3,029,016	-66.78

*2019-2020 Preliminary Data Only

B. Deployed Overseas Filipino Workers by Type of Hiring

Type	2020	2019	% CHANGE
Landbased	332,618	1,649,012	-79.83
-New Hires	100,318	486,306	-79.37
-Rehires	232,300	1,162,706	-80.02
Seabased	217,223	507,730	-57.22
TOTAL	549,841	2,156,742	-74.51

*2019-2020 Preliminary Data Only

I. Deployed Filipino Seafarers by Major Category

Major Category	2020	2019	% CHANGE
Officers	50,277	107,755	-53.34
Rating	93,618	182,228	-48.63
Non-Marine	73,328	217,747	-66.32
Others (NEC)	-	-	#DIV/0!
Total	217,223	507,730	-57.22

*2019-2020 Preliminary Data Only

J. Deployed Filipino Seafarers by Top 10 Skills

Skills Category	2020	2019	% CHANGE
Able Seaman	36,873	72,643	-49.24
Ordinary Seaman	18,967	35,331	-46.32
Oiler	16,701	33,178	-49.66
Bosun	9,514	18,342	-48.13
Chief Cook	8,564	17,130	-50.01
Second Mate	7,976	17,014	-53.12
Third Engineering Officer	7,545	13,908	-45.75
Waiter/Waitress	7,231	15,386	-53.00
Messman	7,041	14,019	-49.78
Thirdmate	3,351	16,183	-79.29
Other Skills	93,460	254,596	-63.29
Total	217,223	507,730	-57.22

*2019-2020 Preliminary Data Only

K. Deployed Filipino Seafarers by Top 10 Flags of Registry

Skills Category	2020	2019	% CHANGE
Panama	32,732	75,179	-56.46
Bahamas	22,221	72,996	-69.56
Liberia	24,789	47,147	-47.42
Republic of Marshall Islands	25,293	50,997	-50.40
Malta	17,942	40,710	-55.93
Singapore	13,674	27,800	-50.81
Netherlands	5,745	14,853	-61.32
Italy	5,512	15,496	-64.43
Bermuda	4,879	18,615	-73.79
Norway	3,581	7,791	-54.04
Other Flags of Registry	60,855	136,146	-55.30
Total	217,223	507,730	-57.22

*2019-2020 Preliminary Data Only

(Source: POEA)



JMG Marquez



ICS Poulsson



ITF Barcellona

MR. ERICSON MARQUEZ
Vice President for External Affairs
Joint Manning Group (JMG)

ALMA's Baguilat says her "greatest gratitude" is the fact that MARINA listens; resulting to upgrade of Filipino seafarers to A1 Category in the government's vaccination program.

JMG's Marquez confirms the MARINA opened six (6) strategic ports to replace the long staying crew on-board ocean-going vessels, thus helping gain leadership on the issue.

Statistics.

Marquez noted the Phil Overseas Employment Administration (POEA) report of zero deployment in April/June 2020. But as of September 31, 2021, deployment has jumped already to 217,223 seabased personnel.

According to BIMCO/ICS Seafarer Workforce Report 2021, there are around 1.9 million seafarers, the global supply estimated at 1,892,720, up from 1,647,494 in 2015. Some 857,540 were officers and 1,035,180 were ratings.

The five largest seafarer-supplying

countries were the Philippines, the Russian Federation, Indonesia, China, and India, representing 44 per cent of the global workforce.

ICS is the global trade association for shipowners and operators, representing over 80 % of the world merchant fleet. BIMCO is the largest direct entry shipping organisation representing 60% of the world cargo fleet.

In 2019, the Phil earned \$30.1 billion from its overseas workers – 9.3% of GDP and 7.3% of gross national income (GNI).

Crew change.

ICS Poulsson: Very encouraging statistics, more so in crew change with six and soon to be eight Phil ports.

He clarifies the statistics is the contract period; in excess of contract period has fallen from 7.9% to 7.1%, too much but "in the right direction."

IMEC Gargiulo: The government and Philippines have done a great job facilitating both Filipino seafarers and other nationals. The Phil is one of the few countries that actually listens.

Continues: The MARINA has approached the pandemic that the Phil has now become a major crew change hub. The opening up of the six ports, the flexibility and the facilities resulted to many more ships are now deviating to Manila (instead of the old fashioned crew changes in Singapore and Hong Kong).

Vaccination.

Administrator Empedrad recalled in June 2021, only 1% of Filipino seafarers had been vaccinated. But a Technical Working Group (TWG) was created involving MARINA personnel and licensed manning agencies. DOH released vaccines for seafarers on time and today we still have enough vaccines.

Empedrad says they communicated with Local Government Units (LGUs) our seafarers are already A1 on priority in vaccination, with Local Maritime Agencies (LMAs) reporting 80% to 90% of their seafarers have been inoculated.

The MARINA with AMOSUP, LMAs and some of the LGUs were able to vaccinate 75,000 seafarers as of November 22, 2021.

Empedrad clarifies the MARINA's



*Filipino seafarers at the Manila airport
Photo Courtesy: OSM Maritime*

reach-out to LGUs upgraded seafarers from Priority B4 to A1, translating to around 80 or 90% of our seafarers are vaccinated (or around 700,000).

(A red flag on the Bureau of Quarantine (BOQ) data gathering, failing to segregate/ identify who among them are seafarers, basing on manning agency incomplete reports also.)

AMOSUP’s Oca is grateful to ITF support in putting up a molecular laboratory in Seamen’s Hospitals and establishing vaccination facilities; as well as IMEC’s support on safe crew change initiatives to deploy COVID-free Filipino seafarers.

ITF Barcellona: The industry has set aside their differences and come together to assist the seafarers, like the assistance of the Government, local unions, the shipowner associations, and all the agents.

He thinks the Phil had been asked to align her certificate of vaccination for seafarers through

the green path issue in Europe/ European Union, a step allowing seafarers to travel freely from the Phil to Europe and beyond.

Chokepoint.

IMEC Gargiulo says their members complain on the limited slots, creating a bottleneck with a huge

CREW CHANGE

**ONE-STOP SHOP
CREW CHANGE
OPERATIONS UPDATES**

TOTAL SHIPS SERVED:
4,826

TOTAL SEAFARERS SERVED:
81,057

As of 23 November 2021



(Source: MARINA)

surge in costs on flights and arrangements linked to crew members' repatriations.

From 2,000 inbound daily passengers in early 2021, One-Stop-Shop (OSS) caters now to about 5,500 daily; the running daily total being 1.6 million, with seabased totaling 550,000 entry.

Administrator Empedrad justifies

changing protocols is in line with the pandemic, more so with the highly infectious Omicron variant. IATF must react with new protocols.

Contrary to what the Vice Admiral expected "By December 1st, we will cater to around 6,500 to 7,500 inbound passengers per day."

Due to the Omicron variant, the Inter-Agency Task Force (IATF) for the Management of Emerging Infectious Diseases has to reduce inbound flights and red-listing countries.

Administrator Empedrad commits to lobby with the IATF to open more ports for our country and to increase comings through our international airports.



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MARINA AND STAKEHOLDERS ON EMSA

by Ligaya Caban

The Maritime Industry Authority (MARINA) has been constantly consulting the stakeholders in its bid to finally address the findings of the European Maritime Safety Agency (EMSA).

After several in-country audits of the entire maritime education system, EMSA issued a final deadline for the Philippines to respond by March 10, 2022 or be delisted.

The Philippines response shall be reviewed by EMSA and the European Commission (EC). The Committee on Safety of Seas (COSS) of European Union Member States will decide on the eligibility of Filipino mariners to serve aboard European flagged vessels.

In an earlier webinar of November 26th, MARINA Administrator Empedrad was bullish in that “...once they see our strategic corrective actions the Committee on Safety of Seas (COSS) of EU

member states will come up with the final decision” of retaining the Philippine status.

The Vice Admiral also added five (5) major actions undertaken to impress EMSA and EC of its resolve to come up higher than expected.

1. MARINA’s coordination with the Commission on Higher Education (CHED) on implementation of the corrective actions.
2. Involvement of the stakeholders to further improve the corrective actions/measures in place.
3. Coming up with the draft of EMSA Corrective Primer to be submitted to EMSA.
4. Conducted surveys to maritime stakeholders.
5. IMO Capacity building workshop to MARINA personnel

Phase 1 – Scoping Exercise conducted last April 2021

Phase 2 – Training Course on Assessment of Seafarers from

September to October 2021

Phase 3 – Curriculum Development (December 2021)

“Updates.”

Capt Jeffrey Solon, Deputy Executive Director, MARINA STCW Office, reported in a virtual



MARINA Solon

stakeholders’ meeting of December 29th the status of the EMSA inspection of the Philippine METC system.

The EMSA Final Report was received by the MARINA on March 1, 2021 while the EC Assessment was received on December 20, 2021.

Findings.

This EMSA Inspection Report covering its audit in February 24 to March 12, 2020 listed 13 Shortcoming and 3 Observations;

the EC Assessment Report contained 9 Shortcomings and 23 Grievances for corrective actions.

The Key Areas of Inspection were:

1. Program and course design, review and approval
2. Monitoring, supervision and evaluation of training and assessment

3. Examination and assessment of competence
4. Availability and use of training facilities and simulators
5. On-board training
6. Issue, revalidation and registration of certificates & endorsements.

(Main source: Capt. Jeffrey Solon)

Key Areas of Inspection	EMSA Inspection Report	EC Assessment Report	
	Shortcoming and Observations	Shortcomings	Grievances
1. PROGRAM AND COURSE DESIGN, REVIEW AND APPROVAL	3	3	6
2. MONITORING, SUPERVISION AND EVALUATION OF TRAINING AND ASSESSMENT	1	1	4
3. EXAMINATION AND ASSESSMENT OF COMPETENCE	2	1	3
4. AVAILABILITY AND USE OF TRAINING FACILITIES AND SIMULATORS	1	1	2
5. ON-BOARD TRAINING	1	1	6
6. ISSUE, REVALIDATION AND REGISTRATION OF CERTIFICATES & ENDORSEMENTS	5 SC & 3 OB	2	2
TOTAL	13 SC 3 OB	9 SC	23

CORRECTIVE ACTIONS

Program and Course Design, Review and Approval

6 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
Insufficient design of Maritime Education and Training programmes for certification of masters and officers	1. Standardization of Course Packages for BSMT and BSMAR E programmes	Completed (First Year Level) Ongoing Pilot Testing in PMMA
Inconsistent provisions on the competences that the BSMT and BSMAR E programmes should cover		Ongoing (Second and Third Year to be completed on April and July 2022 respectively)
Inconsistent teaching and examination methods, facilities and equipment		
Courses do not cover all KUPs specified by the STCW Code for the competences addressed		
Several course syllabi do not specify fundamental references and study materials concerning the addressed KUPs and included obsolete references and topics	2. Revision of JCMCC 01, series of 2019 (Policies, Standards, and Guidelines on the delivery of BSMT and/or BSMAR E Programs)	Ongoing (Presented to the Stakeholders on 27 to 28 December 2021)

Monitoring, Supervision and Evaluation of Training and Assessment

4 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
<p>Some MHEIs do not systematically plan the courses and do not follow the lesson schedules or timetables</p> <p>Practical training at laboratories and workshops not carried out by MHEIs as specified in the course syllabi.</p> <p>Students' attendance is not recorded systematically and reliably</p> <p>'Carrying capacities' are not calculated or not consistent with the number of students admitted to courses</p>	1. Handholding Activity and Workshop with Maritime Stakeholders	Completed (Conducted last March and April 2021)
	2. Conduct of Verification Visit to the 11 MHEIs visited by EMSA and Development of Verification Tool	Completed(Further coordination with the 11 MHEIs to close out deficiencies)
	3. Revision of the JCMMC No. 01, series of 2018 (Guidelines on the Monitoring of Maritime Education Programs)	Ongoing (Presented to the Stakeholders on 28 December 2021)
	4. Enhancement of the Outcomes Based Monitoring Instrument (OBMI)	
	5. Formulation of a standard equipment carrying-capacity computation	Presented to the Stakeholders on 27 December 2021

Examination and Assessment of Competence

3 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
<p>Lack of use of laboratory equipment in practical examination</p> <p>Inconsistent theoretical and practical assessment of competences</p> <p>Inconsistencies in practical assessment conducted by ACs</p>	1. Revision of the Quality Procedure for the Development of Assessment Tools for Practical Assessment	Completed
	2. Revision of Competency Mapping	Completed
	3. Issuance of Policies, Rules and Regulations for the Approval to Conduct Practical Assessment for Management Level, Operational Level, Support Level, Electro-Technical Officer, and GMDSS Radio Operators	Ongoing, For presentation to the MARINA Board
	4. Establishment of Criteria for Evaluating Practical Assessment Scenarios	Completed
	5. Validation of practical assessment scenarios	Completed
	6. Conduct of unannounced / random visit at Assessment Centers by the Board of Examiners	Completed and Continuing

AVAILABILITY AND USE OF TRAINING FACILITIES AND SIMULATORS

2 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
<p>The MHEIs and ACs do not fully ensure the availability of appropriate and maintained facilities, equipment and simulators suitable for training and assessment</p> <p>Design, testing, approval and practice of simulator exercises were not conducted as required</p>	1. Issuance of the Revised Joint CHED-MARINA MC Nos. 01 and 02, series of 2019	Ongoing (Presented to the Stakeholders on 27 to 28 December 2021)
	2. Formulation of a standard equipment carrying-capacity computation	
	3. Conduct of Verification Visit to the 11 MHEIs visited by EMSA and Development of Verification Tool	Completed (Further coordination with the 11 MHEIs to close out deficiencies)
	4. Revision of the JCMMC No. 01, series of 2018 (Guidelines on the Monitoring of Maritime Education Programs)	Ongoing (Presented to the Stakeholders on 28 December 2021)
	5. Enhancement of the Outcomes Based Monitoring Instrument (OBMI)	

Onboard Training

6 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
Inconsistencies in the information documented in the Training Record Book (TRBs)	1. Revision of Annex B of the JCMCC No. 01, series of 2019 "Guidelines for the conduct of Onboard Training" 2. Issuance of MARINA Circular on the Guidelines for the Onboard Training of Cadets onboard Philippine-registered ships engaged in Domestic Shipping	Ongoing (Presented to the Stakeholders on 27 December 2021)
TRB formats used do not fully allow verification that students received systematic practical training and experience in the tasks, duties and responsibilities of an officer at operational level		
The MHEIs do not define the specific training tasks or duties required to be undertaken by the students as part of the approved programme of on-board training		Completed (For publication)
The MHEIs do not keep records to ensure verification of the completion of the compulsory watchkeeping duties by the students		
No procedures are applied for those students who completed the on-board training six years or more after having completed their theoretical studies		
No measures are in place to ensure the performance of watchkeeping duties and on-board training for those students serving on ships engaged in domestic trade		

Issue, Revalidation And Registration Of Certificates and Endorsements

2 GRIEVANCES	CORRECTIVE ACTIONS	STATUS
The CoP document included a capacity that was not related to the function nor to the regulation displayed and the text included in the functions was not related to one of the seven functions listed in the introduction of Part A of the STCW Code.	1. REVISED and ISSUED Four (4) Certification-related Circulars (COC and COP)	Completed
	2. REVISED the QUALITY PROCEDURES in the Issuance of STCW Certificates in line with the REVISED CIRCULARS.	Completed
As regards the competency details required in Section A-I/2, paragraph 9.3 of the STCW Code, no limitations included in the CoCs could be retrieved or made available through MISMO.	3. Updated the MARINA Integrated Seafarers Management Online (MISMO) System	Completed

STATUS OF COMPLIANCE TO EMSA FINDINGS

KEY AREA	SC	STATUS	CORRECTIVE ACTIONS	TARGET TIMELINE
Program and Course Approval	• 3 SC	1 FULLY ADDRESSED 2 PARTIALLY ADDRESSED	Revised Refresher Courses Standardization First Year JCMCC No. 01, 2019	Completed by end of Jan 2022
Monitoring and Evaluation	• 1 SC	1 PARTIALLY ADDRESSED	Verification Visit and Tool JCMCC No. 01, 2018 OBMI	Completed by end of Jan 2022
Examination and Assessment	• 1 SC	1 FULLY ADDRESSED	Theoretical & Practical Assessment	-----
Facilities and Equipment	• 1 SC	1 PARTIALLY ADDRESSED	JCMCC No. 01, s 2019 Standard Equipment Carrying Capacity Computation Standardization First Year	Completed by end of Jan 2022
Onboard Training	• 1 SC	1 PARTIALLY ADDRESSED	MC ON OBT-Domestic Guidelines for OBT (Annex)	Completed by end of Jan 2022
Certification and Endorsement	• 2 SC	2 FULLY ADDRESSED	4 Revised STCW Circulars MISMO System	-----
TOTAL:	9 SC	4 SC FULLY ADDRESSED 5 SC PARTIALLY ADDRESSED		

Gnats gnarling growth.

AMBULANCE CHASERS BANE OF MARINERS

by Coca H. Strobar

Ambulance Chasers (AC) damage both seamen and the country since principals move to other countries and we lose opportunities for decent employment.

AC is feigning sickness and demanding atrocious compensations from principals. The last ten years have not produced the silver bullet. All AC laws are mince-meat to brilliant (read, unscrupulous) lawyers who can always find legal loopholes.

Another solution is the Escrow bill, where funds are kept in the bank and released only on final decision of the litigation. Currently, AC mariners immediately receive the award money. When decision is reversed on appeal, Principals have nothing to collect since funds were spent already by the AC seafarers.

Some believe AC is a victimless crime because this money is paid by the P&I Clubs. But, P&I Clubs are paid for by the principals, the Phil should realize.

So what of the next 10 years? The pandemic pushed people for alternatives, like going to Ukraine for more and cheaper choices. While IMEC is fully committed in its investment in the Phil, the Government must help to secure the jobs.

Administrator Empedrad commits to prioritize solutions to AC and the Escrow Bill, accelerating his report by December, followed

by a gathering of major stakeholders to address the concerns.

ALMA's Baguilat advances that "we don't attack this traditionally" but "through the help of the clubs, the unions, the employer associations and local manning agencies.

IMEC Gargiulo: Yes, 20 revoked license is a number. Would I wish more efforts from the government this

being "a massive area of concern".

The IMEC 2021 Review has a "lot of complaints" putting off employers even if the Phil is the biggest source of manpower with China "an impossible alternative." But there is Vietnam and Ukraine for officers and ratings as alternatives to the Phil.

We have a "very successful cadet program in the Phil" for the last 13

SUMMARY OF MEDICAL DISABILITY CLAIMS CASES			
Decided SRB and SID in view of MC No. MD-2019-01			
	Granted Revocation of SRB and SID	Denied Revocation of SRB and SID	Closed (Pending Appeal, rendered Moot and Academic)
2019	17	9	3
2020	3	4	3
2021			5
TOTAL	20	13	11

(Source: MARINA)

NLRC / MVA JUDGMENT AWARD			
YEAR	CASES FILED	CASES DECIDED	JUDGMENT AWARD IN PHP
2013	2,907	2,410	2,197,511,683.14
2014	2,703	2,168	3,239,541,590.61
2015	2,605	2,135	4,388,121,301.01
2016	2,619	2,275	4,365,891,303.71
2017	2,503	1,986	3,928,566,577.60
TOTAL	13,337	10,974	18,119,632,456.07 @ 53.50
			\$ 338,684,718.81

NLRC – National Labour Relations Commission
MVA – Maritime Voluntary Arbitrators

(Source: LUBECA)



DOHLE Seafront Baguilat



IMEC Gargiulo



AMOSUP Oca

years now, investing over 50 millions, another 25 millions for additional infrastructure.

But all these negated by a single concern: AC.

Administrator Empedrad sees the Anti-Privacy Act as protective of AC in that when a seafarer declares he is sick, the MARINA cannot tell who these seafarers are as prime recruits for AC.

As a flanking move, a Memorandum of Agreement (MoA) is being readied

between ISWAN, NMP, AMOSUP and the MARINA to jointly educate our seafarers against AC.


The IMEC 2021 Membership survey was taken after the Phil Overseas Employment Administration (POEA) published the Filipino seafarer deployment statistics for 2019 and 2020.

It shows in the last six years, the Phil continues to be the largest supplier of Ratings but with a slow downward trend --- and a steady upward trend from the Indian Sub-Continent (which


overtook the Phil as the largest supplier of Officers.)

Over the last few years, IMEC has been vocal on the various issues in the Phil that are making Filipino seafarers a less attractive option.

Whether it be the rising national mandatory funding elements from the country, the growing claims culture or concerns over maritime educational standards, Filipino seafarers continue to become a more expensive and risk-laden labor option, the report says.



NLRC / MVA DECISIONS : SEAFARERS vs SHIPOWNERS



YEAR	CASES DECIDED	JUDGMENT FOR SEAFARERS	% OF DECISION IN FAVOUR OF SEAFARERS	JUDGMENT FOR SHIPOWNERS	% OF DECISION IN FAVOUR OF SHIPOWNERS
2013	2,940	2,410	82%	530	18%
2014	2,678	2,168	81%	510	19%
2015	2,671	2,135	80%	536	20%
2016	2,726	2,275	83%	451	17%
2017	2,373	1,986	83%	387	17%
TOTAL	13,388	10,974	82%	2,414	18%



PH REELECTED TO IMO COUNCIL

by Ligaya Caban

The Philippines has been re-elected to the International Maritime Organization or IMO Council under Category C for the biennium 2022-2023.

This was during the 32nd IMO Assembly at the IMO Headquarters in London from December 6th to 15th last year.

Philippine Ambassador to the U.K. and Permanent Representative to the IMO Antonio Lagdameo has been elected the President of the Assembly of 175 Member States and three Associate Members.

The Assembly is the IMO's highest governing body, responsible for approving the work program and budget; determining financial arrangements and electing the IMO Council.

Lagdameo was with Maritime Industry Authority (MARINA) Administrator Robert Empedrad, STCW Chief Rene Medina, Incoming Maritime Attache to London Jean Ver Pia and Outgoing Maritime Attache to London Sonia Malaluan.

Empedrad claims the Philippines re-election shall promote Filipino seafarers, Philippine ship registry, shipbuilding and ship repair and other maritime industries. It allows participation in the advancement of safer ships, seafarers welfare and protection of the marine environment.

Other States elected to the IMO Council under Category C which have special interests in maritime transport or navigation were Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Jamaica, Kenya, Malaysia, Malta, Mexico, Morocco, Qatar, Saudi Arabia, Singapore, Thailand, Turkey and Vanuatu.

Member States elected under Category A with the largest interest in providing international shipping services were China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom and United States.

Under Category B with the largest interest in international seaborne trade were Australia, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden and United Arab Emirates.

The new 40-member Council met for its 126th session on 16 December. It elected Mr Víctor Jiménez of Spain as Chair, and Ms Amane Fathallah of Morocco as Vice-Chair.

At the 32nd session of the IMO Assembly (A 32) from 6 to 15 December 2021, the Assembly adopted a resolution on comprehensive action to address seafarers' challenges during the COVID-19 pandemic, consolidating

issues related to crew change, access to medical care, "key worker" designation and seafarers' prioritization for COVID-19 vaccination.

The Assembly also adopted amendments to the IMO Convention to expand the size of the Council to 52 Members, and adopted a number of important resolutions, including those covering prevention and suppression of piracy in the Gulf of Guinea, capacity building, fishing vessel safety and prevention of fraudulent registries and other fraudulent acts.



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LAWYER JEAN VER PUGAL PIA TO IMO

Director Jean Ver Pia has been appointed Maritime Attaché to the International Maritime Organization (IMO). Currently, she is Maritime Industry Authority (MARINA) director for Overseas Shipping Services (OSS).

As a maritime attaché, she will assist the Head of Mission on matters relating to flag and seafarers administration, and shipyard regulations. Pia will also represent the MARINA in IMO

meetings and assist in the formulation of Philippine positions.

Pia continues as the Department of Transportation (DoTr) designated Single Point of Contact (SPC) to ensure the country's full and effective implementation of mandatory IMO instruments under the IMO Member State Audit Scheme (IMSAS).



The MARINA's Pia

Three divisions.

As Director of the OSS since November 2015, Atty. Pia is responsible for the promotion and regulation of the overseas shipping sector. She provides over-all direction and supervision to the three divisions of the OSS: Maritime Registry Division (MRD), International Shipping Development Division (ISDD) and the Cooperation and Strategic Maritime Initiatives Division (CSMID).

Credentials.

A lawyer by profession, she is a Career Executive Service Eligible (CSEE). Atty. Pia took up her Doctor of Philosophy (PH.D)



Pia with PH maritime majors

in Cardiff University, Wales, Cardiff, United Kingdom. She obtained her Masters of Science (MSc) in Maritime Administration at the World Maritime University, in Malmo, Sweden. Both post-graduate studies were funded by the Sasakawa Fellowship of Japan and the Nippon Foundation/Seafarers International Research Centre (SIRC).

Atty. Pia took her Bachelor's Degree in Laws (Ll.B) at the San Beda College, Manila and passed the 1999 Philippine Bar examinations. She took her Bachelor of Arts degree, Major in Political Science, at the University of Santo Tomas, Manila.



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HOW LONDON BECAME A HUB OF FINANCIAL SERVICES

In 1995 the shipping world witnessed Banking and insurance play vital roles in the economic development of any country. International trade, commerce and industry could not develop and function without banking and insurance. We can understand how banking developed because it provides the facility to make collective investment in viable projects. But it seems nobody is certain as to how insurance came about. However, most people now believe that insurance originated from the needs of the shipping world.

When there was still no acceptable currency, trade was done on barter. Traders exchange goods according to supply and demand. Those days the ship-owner was the trader as he would collect goods and go to another land for profitable exchange. As he becomes rich, he does not want to go to sea anymore and employs a captain. Thus, until the ship is on sight, the ship-owner gets worried and remains so until the ship re-appears.

Some started taking bets on ship's safe return. This allowed a number of people to share the risk and thereby encourage traders and ship-owners to undertake more and perhaps bigger business ventures. This is how insurance provided the cover for risk; and the financial world reached its present shape. Today not only ships and aircrafts but also their cargoes and passengers are insured. Industrial giants like steel mills, refineries and automobile plants, off-shore rigs and plants are all insured along with historical objects and structures.

Modern industrialization and transformation started from Europe. Britain had a leading role. If we look at the history of port developments – we find two very important components: protection from rough seas and pirates. The city of London and river Thames provided the security to develop as a trading port and the nucleus of maritime activities.

Coffee was first imported in the UK in 1652, and soon became popular with

elite. After the great fire of London in 1666, London started to re-build with coffee shops for people to transact business, to give economic boost to the port city. Records from 1688 already mentioned Edward Lloyd's Coffee shop in Tower Street. It was popular with traders, ship-owners and captains returning from overseas voyages. Edward rented out boxes in his coffee shop for the businessmen to conduct insurance or risk undertaking business.

Mr. Lloyd noticed there was a great demand for information for assessment of risk. Lloyd's Coffee House started publishing daily shipping news, information on ship departures and arrivals, the cargo on each ship, where other country's fleets were operating and where pirates were known to be active.

The Lloyd's List was first published in 1734 and the last printed version was published on 25-September-2013. However, the electronic version continues as the world's oldest newspaper, updating every hour. (By the way, I have a copy of the last printed edition of Lloyd's List.)

To underwriters, it is important to know how well the ship is; whether it is worth taking the risk. They would like to know details such as – type of ship, when and where built, materials used, when docked and inspected last, etc. Mr. Lloyd hired the services of a few ship-builders and engineers and the Lloyd's List gradually started to provide such information. There was clear need from the insurance world for an organization without any vested interest that could certify the health of a ship.

This eventually led to formation of *Lloyd's Register of Shipping*, a non-government organization not for profit but to serve the industry with guidance to keep ships on required standards. It is now very much like a standard institute which has its own bench-mark. If the ship meets the standards, the ship remains classed. Until this time, Lloyds Coffee shop is the biggest facilitator and housed all – ship-owners/brokers,



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underwriters, class society, Lloyd's List and all others connected with the business.

To maintain its independence, the Lloyd's Classification Society had to stand alone, precisely the reason why the two businesses eventually separated. The insurance part of the business (i.e. the ship-owners and their brokers along with the underwriters) were the first to move out to Royal Exchange in 1774. The Lloyd's Register (the society for classification of ships) moved out in 1786 to Lombard Street.

Today, the Lloyd's Register of Ships is on Fenchurch Street, with offices and surveyors almost all over the world. It has already developed the reputation, trust and confidence as an organization dedicated to excellence on quality control, without fear, influence and nor interest in loss or profit for anyone.

Underwriters accept the LR report as the actual condition of the ship. The flag administration trusts it to such extent that it allows the LR to carry out some of the statutory functions on its behalf. IMO (International Maritime Organization) now requires all sea-going vessels to which SOLAS Convention applies to be designed, built and maintained as per requirements of the recognized organization (relevant Class Society).

Many huge engineering projects such as rigs and plants are also classed with LR. At local level Lloyd's Agents often trust them with damage limitation (especially protection of the environment) after any accident or incident. Today there are a

number of such societies of which LR was the first.

The Lloyd's House of Underwriters is simply known as the Lloyds and located in an iconic building built with lot of glass and aluminum at 1, Lime Street. There is no other insurance market that conducts even half the business that Lloyd's deal with. There is no company known as Lloyd's Insurance Company. It is the business house that provides all the facilities for its members from both sides of the industry to negotiate risk undertaking.

It operates the same way as Lloyd's Coffee shop operated more than 300 years ago. Except now, it is done under the law of the British Parliament on system and procedures. There are three basic principles on which it works.

There must be identifiable object/ risk, all declarations must be honest and truthful and a premium must be paid to secure the cover. Ship's insurance is referred to as Hull and Machinery as there are other arrangements to cover risk originating from cargoes, crew and passengers. In many cases, insurance undertaken outside Lloyd's market want to be re-insured with Lloyd's to have the ultimate credibility of the insurance market.

With the passage of time, ship's operation became more hazardous involving too many claims from too many corners. Some of these claims run into millions, especially those relating to protection of marine environment and removal of wrecks. No one ship-owner can pay those claims nor would the insurance market like to give cover to such unknown vast claims. The ship-owners finally found their own solution by forming mutual groups to protect each other.

In the beginning the ship-owners formed the groups. But now, they simply join one of the existing groups. They are commonly known as P&I (protection and indemnity) clubs to protect and indemnify the owners/ members against any sudden claim from other parties. The risk and claims originating on cargoes, crews, passengers and other assets are also grouped with them. It is not unusual for a ship to be arrested in a port for not paying all claims on time. But it is also customary for the relevant P&I Club to issue a bond or bank guarantee for the vessel to get released while the judicial

process continues in the court.

The P&I being mutual and not for profit, it is aimed at rescuing a member who suddenly suffers too heavily by collective/ additional contribution from other members. Calls are subscribed instead of paying premium. Ships that are moth-balled not exceeding three months may request for return of calls. The principle is that no engagement in voyages and ventures mean no risk or hazard. As such, 80 to 90% of the subscription may be refundable.

P&I secretariat carries out the fine accounting on member's contribution against the benefits received making sure that well maintained members enjoy the best. This is why there is always demand for memberships in clubs with quality shipping. All P&I Clubs consider 21 February as the opening day of the business for the year.

The mortgage industry developed on the principle of banking and insurance. Lending money against a security deposit has been an old business in the UK. Pawnshops still operate in many places. For Britain to develop as a maritime power it had to provide support where necessary. This support came in the form of mortgage.

Mortgage for the property market in the UK developed on the principle of P&I of shipping i.e. mutual. Many mortgage societies later turned into full commercial banks. Islamic banking and mortgage has lot of similarities with today's world of financial services. Huge investment in off-shore rigs, structures and other scientific development required to be registered like a ship under a flag and maintained to class standards with Lloyd's or other similar classification society so that mortgage can be raised and recorded for possible arbitration and litigation in any dispute.

We have discussed all types of marine insurance so mariners can identify the root and purpose of each one of them. Time had modified requirements from the days of the Coffee shops as it was in 1811. The main purpose was damage limitation. That is why it was necessary for the shipmaster to keep local Lloyd's agents informed and act according to their good advice.

With the passage of time this is losing its importance. There was another organization created by Lloyd's known

as Salvage Association as an in-house salvage contractors. Now it is no more considered feasible to maintain such a white elephant since services of specialized contractors are readily available. Lloyd's Salvage form with "no cure, no pay" has served the industry for many years. It is now modified to state that all expenses undertaken to protect the environment must be paid for.

There is a statement from Lloyd's CEO that "For more than three centuries, the Lloyd's market has been sharing risk to protect people and businesses, inspiring them to create a braver world".

This reflects how the insurance business of the Coffee House first shifted out followed by the society for classification of ships. Next important thing was the Lloyd's List which is now merged with "Informa" group and published regularly.

There are two separate on-line training institutes which take the name Lloyd's but perhaps have nothing to do with original Lloyd's. They are Lloyd's Maritime Academy and Lloyd's Maritime Institute which share very informative courses on shipping. The Lloyd's Bank and its associated groups has nothing to do with Lloyd's of London.

London is comprised of boroughs or councils where elected public representatives make the local government. GLC (Greater London Council) has an elected Mayor as the Head of the civil governance. Law and order, transport and housing are main issues dealt by the Mayor. The Lord Mayor of London is not elected nor connected with civil governance. He represents the financial district of London and it is the business community that selects a Lord Mayor every year to protect, uphold and promote the financial business of the city.

An analysis of the history of the development of financial services in London shows that shipping was the base for most other developments. The systems and procedures were developed by industry itself and that name "Lloyd's" was so strongly linked with it.

London, 15 November 2021

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