

MARIN WORLD

FUSION OF MARITIME NEWS AND VIEWS

VOLUME XVI NO. 2 • ISSN 1908-0972

JUNE 2022



PRES. MARCOS JR.

**confirms seafarers
as a major sector of the
National Economic
Recovery Agenda**



Happy Day of the Seafarer

Thank you for your hard work and sacrifices
Mabuhay ang Marinong Pilipino!



www.tsmphil.com.ph



[tsmgroup.ph](https://www.facebook.com/tsmgroup.ph)



[TSM Group PH](https://www.linkedin.com/company/tsm-group-ph)



Cover Story

PRES. MARCOS JR.

Confirms seafarers as a major sector of the National Economic Recovery Agenda 06

Ports

PH TO BE A LOGISTICS HUB 08

Governance

CRISIS TO OPPORTUNITIES 20



CONTENT

ABOUT THE COVER

PRES MARCOS JR. has taken task to detail his program for Seafarers for economic recovery

Photo: courtesy of BBM Media Bureau

MARINO WORLD

FUSION OF MARITIME NEWS & VIEWS

EDITORIAL BOARD

Publisher
Lyn Bacani

Editorial Consultant
B. Cortes Lagac

CSR Editor
Charo B. Castro

Editorial Pool
Coca H. Strobar Ligaya Caban

International Contributors
F R Chowdhury Mark Millar

National Contributors
Ms. Merle San Pedro RAdm Adonis Donato Comm. Tess Lora

News and Views Correspondents
Boy Ilano Yrhen Bernard Balinis

Internal Professional Services
Legal Consultant Publicity & Programs
Atty. Manuel Obedeza Jr Maritime Digital Media Corporation

Photography & Coverage
Joana Marie Tud Robert Cuyos Ariel Arre Obera

EDITORIAL OFFICE ACCESS

Tel/Fax: +63 46 4307834 • Mobile: +63 906-4912777
Blk 41 Lot 36 Cluster 4 Bella Vista Subd. General Trias, Cavite Philippines
Email: marinoworldpublication@gmail.com

Published by Maritime Digital Media Corporation

www.marinoworldonline.com



PUBLISHER NOTE

TO GREATER HEIGHTS!

The unprecedented COVID-19 pandemic has shown the Philippines' resilience.

Despite the threat to their health, the challenges of protocols, extended contracts, and uncertainties on port access, re-supply, crew changeovers, and repatriation, our seafarers continue to sail over blue waters in difficult working conditions to secure the world's logistics chain.

The government supported the seafarers and collaborated with the stakeholders.

In July 2020, the Philippines became the first country in Asia to establish so-called "green lanes", allowing the free movement of seafarers and personnel across borders, safe and swift disembarkation, and crew change during the pandemic.

The country has become a major crew change hub, which has served hundreds of thousands of

Filipino and foreign seafarers and thousands of ships.

A Technical Working Group (TWG) was formed for the immediate anti-COVID-19 vaccination of this sector. The TWG is composed of the Maritime Industry Authority (MARINA), the Phil Overseas Employment Administration (POEA), the Overseas Workers Welfare Administration (OWWA), the Dept of Labor and Employment (DoLE), the Dept of Health-Bureau of Quarantine (DoH-BoQ), the Association of Licensed Manning Agencies (ALMA), and the Joint Manning Group (JMG).

The Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP) was in the forefront of vaccinating our seafarers.

MARINA, the sole Flag State Administration, has extended the seafarers' certificates

expiring onboard and initiated digitalization and automation, such as in document processing and examinations, to promote continued employment of the seafarers.

Indeed, a great tripartite model!

And now, the country continues to be a spotlight in the world's shipping industry, more so for our seafarers, as the geopolitical turmoil between Russia and Ukraine heightens. Shipowners and shipmanagers are now opening more opportunities for Filipino seafarers, not only for ratings but for junior and senior officers as well.

The industry's vision is also ours, like firming up as the world's manning capital to hasten the trend of Filipino merchant mariners fast becoming the majority of officers aboard global ships.

PRES. MARCOS JR.

confirms seafarers as a major sector of the National Economic Recovery Agenda



“Our seafarers are the first OFWs, really.” And I think the dominance of Filipinos in the crews of all countries all around the world is testament to the importance of our seafarers in the shipping industry and shipping in general. Once we have recognized that fact, then we can proceed from that.”

Reflective statements of President Ferdinand Marcos, Jr. in his earlier dialogue with the Philippine Interisland Shipping Association (PISA).

Consistent and reassuring. In his 67th video vlog produced in 2019 for the Day of the Seafarer, Marcos, honored our renowned Filipino seafarers for their professionalism, English proficiency, great hygiene, hardwork and honesty.

He thanked them for their great contributions to the nation’s economy through their sacrifices and remittances.

Further, Marcos has his ears on the ground: sensing the seafarers are also facing challenges such as ambulance chasing, piracy and the

EMSA issue.

“Hindi madali ang buhay mandaragat. Nawa’y patuloy tayong gumawa ng paraan upang mapangalagaan ang kapakanan ng ating mga seafarers.” (Sailor’s life is not easy. May we find ways to protect the welfare of our seafarers).

Marcos Jr. made it clear that the maritime would be a top priority for his new administration. And creating a long-term plan for the industry, he said, is a demonstration of how much thought and analysis they have put into the problems of the sector.

100 days.

The former senator shows his clear

thinking and pragmatism.

He says, in the first 100 days of his presidency: “Well, at the very least, we will be able to start the process because we are going to have to start once again because what we are doing is redrawing the shipping industry in the Philippines and so it is not going to be something that we will just go into, we have to study it properly.

I hope that by the first 100 days of a potential presidency that there will already be at the very least the discussions with the general points on what needs to be attended to. Now, I do not think that that plan can be formulated in that short of time because as you know, a new government will have to form

itself. There will have to be the appointments. All of these things take the presidency at the very beginning of any administration.

But to get that started and to identify who are going to be the players and who are going to be the technical experts, who are going to be the market experts, who are going to be the industry experts that will be consulted by government. And will be talking about rationalizing the functions of the different agencies. Which part of the government will actually be conducting these consultations. And we must have already a good idea that when those plans are formulated, how do we get them approve, how do we fund them and how do we then engage our foreign partners to explain to them that the new government has made a commitment and that commitment is going to be carried out throughout the administration. In that way, we will be able to say that we are now open for business.



Proud Pinoy sailors

That is the long-term plan. And the short term, I think we just have to get all of the interested stakeholders together to begin with and to agree to what it is that we want shipping industry could be in the next 15, 20 years and how do

we get that started.

Consultations.

President Marcos Jr. will strengthen the government's partnership with the private sector.



Solid supporters

“I think the most important thing is going to have to be the consultation between all of the industry leaders, industry operators and the government. I think it has become a one-way street when it comes to consultation in the past years so I think we have to correct that and listen to you more, the industry proponents. In that way, find this plan, this long-term plan that we talk about that we can implement and that we will stay with and that we can commit to.”



PH TO BE A LOGISTICS HUB

President Ferdinand Marcos Jr. will develop and modernize ports to make the Philippines a global logistics hub.

He contemplates the strategic importance of the country's geographical position.

"We have become a country of great interest, in a geopolitical scene because of the conflicts that we have in the West Philippine Sea are very simply derives from the fact that we are in between the Pacific Ocean and any shipping that comes out of the West Philippine Sea must come through some Philippine waters. And that is why we have become so important geopolitically.

However, although that maybe a bit more sensitive in a geopolitical term, I think in the transport term, in the logistics term, that is a very very great advantage even when it comes to digital infrastructure coming into the Philippines, and then going into the rest of ASEAN, rest of Asia."

Modernize.

Marcos Jr says the ports must be competitive and efficient like Singapore.

"It is counter intuitive that the Philippines an archipelagic country with 7,000 plus islands does not have a more developed port system as we see in our ASEAN neighbors.

The Government should undertake an upgrading program, a modernization program to include all the best technologies that we know about that they are now using in Europe, Singapore, in the large ports around the world.

If we hope to emerge from this

economic readjustment after COVID, after the pandemic, we really have to do much to modernize and to upgrade our ports.

And there are many opportunities in that regard if we choose to go down that route, and I think that is the most advantageous for us to do so.”

with just a little more policy changes, I think that we can develop immediately and become very much part of that global market.

The most important thing is going to have to be the consultation between all of the industry leaders, industry operators and the government.

streamline or rationalize the laws and regulations among all the maritime agencies. All have functions that have been mandated to them. As years have gone by, there are many areas of commonality, in other words there’s conflict.”

He explains that port development



Ports are catalysts for economic development

Photo: SBITC

Partnerships.

The former Ilocos Norte Congressman and Governor assures the Public Private Partnerships or PPPs are going to be an important part in the county’s economic strategy coming out of the pandemic.

He believes, “There are many ports with a little bit more development,

I think it has become a one-way street when it comes to consultation in the past years, so I think we have to correct that and listen to you more, the industry proponents. In that way, find this plan, this long-term plan that we talk about that we can implement and that we will stay with and that we can commit to.

Policies.

Marcos Jr. sees “There’s a need to

is capital intensive; thus, the government must provide legislative guarantees to the investors.

He also agrees with the stakeholders’ observation that there is a conflict of interest in the regulatory and developmental functions of the Philippine Ports Authority (PPA).

“We agree the PPA’s conflict of interest derives from its nature as

a GOCC (government-owned and controlled corporation). So, that is immediate. That is an immediate thing that we will have to fix. That is something that does not really make sense. I think what happened is that the laws and regulations evolved over time. Overlapping. Before you know it, they have contradictions. So, let us re-examine. We have to codify once again.

Well that's clear enough. There is no check and balance, so those functions should immediately be separated. I think because it is a corporation, the conflict of interest is clearly the profit-motive of any corporation. They need to show the corporation is functioning properly.

However, if they are also making the regulations, then it would be like GOCC operating in an industry and also making the regulations for that industry. Perhaps, PPA should go back to its primary function of being a regulatory body rather than a GOCC. So there needs to be a body somehow, a governmental body that monitors and regulates it, the operations, and also provides policy as to how to handle the industry.

Reactions.

While some stakeholders call it ambitious, International Chamber of Shipping (ICS) Chairman Esben Poulsson sees President Marcos' vision of making the Philippines a global logistics hub as doable.

Responding to *Marino World*, Poulsson says he was very encouraged to read the press



Singaporean ambassador to the Phils Gerard Ho

reports that Marcos has apparently made it to port development and infrastructure.



ICS Poulsson

Poulsson who has been a member of the Board of the Maritime and Port Authority of Singapore (MPA) since 2017, explains, "There's no question that infrastructure is always really very very key in development. I mean, Singapore is an island of 720 square km, and it's tiny, tiny. But they have this heavy infrastructure.

You only have to see what the difference that it actually makes and for a country the size of the

Philippines, if these politicians really could deliver on the promises and make major improvements to the infrastructure of the port and access to the port and in the hinterland and so on, in terms of its contribution to trade, exports, generally business will be enormous and I think it's heartening that he (Marcos) said he would do this and I just hope that he will.

With over 50 years of experience in the shipping business, Poulsson recognizes the strategic location of the Philippines as an important factor in making it a world logistics hub.

But he reiterates, "As I said, it could be. But all these things are the financial commitment. It takes political will to execute. That's a hard part.

I'm sure he's sincere in this. And if he surrounds himself with a team of capable people and there is political will and leadership to want to do it, it is doable. And I think it would have a major impact.

At least, as I understand it he and the vice president have the same party... and they will be aligned in their vision."



FLEET HOTSPOT

HIGH-SPEED CREW INTERNET ACCESS MADE SIMPLE

Fleet Hotspot powered by Fleet Xpress allows crew the freedom to access a dedicated Wi-Fi portal and manage internet access on their own devices.

With Fleet Hotspot there's no need for your crew to find a PC and wait in line to talk to their loved ones. Crew can simply log in from their laptop, tablet or mobile phone from anywhere on the vessel at anytime.

Life doesn't need to stop when onboard.

No smartboxes.

No administration.

No interference with vessel bandwidth.

Powering global connectivity

inmarsat.com/fleet-hotspot



Holistic Healthcare A New Way to Care for Seafarers

Filipino seafarers represent about 25% of the world's maritime workforce, transporting essential goods around the world. We ought to improve the healthcare for seafarers, seeing the growing threat of health issues, including psychological well-being.

Prior voyage, seafarers must go through medical check. This is a critical point of the seafarer's journey, as livelihood is put on hold if medical issues come up. Then and now, it's common for seafarers to dread this medical check for fear that they would spend too much time, money, and effort to get their medical clearance, dependent on which clinic they are assigned to, and be subject to tests and evaluation, hoping that they get the call they are finally fit to work. A seafarer's journey doesn't have to be like this moving forward.

With a dream for the maritime industry's way of caring for our seafarers, Nordic Medical Clinic (NMC) was established last 2018 as a Pre-Employment Medical Examination clinic solely for seafarers.

NMC's PEME program seeks to raise the standards of seafarer's healthcare in the Philippines through its holistic approach. By maintaining the good health of the seafarer, it empowers a seafarer to long-term skilled service beneficial to their career, their family and the company.

"More than just classifying into fit or unfit, we proactively care for seafarers, prior joining and while onboard. **We didn't stop at testing**



our seafarers, we started teaching them.”, Dr Didoy Lubaton (Medical Director for Holistic Care) said. Embedded in the PEME program is the holistic health education specific for the lifestyle of the seafarers.

One interesting area of NMC is the conversation room. Within 24 hours after PEME, medical results of the seafarer are sent online, and dedicated Doctors call seafarers individually to discuss the results and continue teaching. On-site, this is done in the conversation room, a safe place for one-on-one discussion with the seafarers. The conversation includes lifestyle modifications and motivations, to be preventive rather than just to be curative, how to be at best of health in mind and body.

True to the culture of care, NMC created a **zero cash out policy**, meaning NO items/services will be paid by seafarers.

Another feature of NMC is its Telemedicine services. On shore and at sea, the seafarer now has access to healthcare. With the PEME health records, Telemedicine response is better knowing the latest medical status of the seafarer.

With holistic health education as its mission, Companies could also request health talks for free for their employees and seafarers.

NMC clients and seafarers attest to the success of this healthcare program. One of its clients, as an example, was able to significantly decrease medical repatriation

operations to **NMC Cebu**. With this new branch, the holistic healthcare services are now closer to the homes of the seafarers in the Visayas and Mindanao regions: more accessible healthcare, less travel and lodging cost, easier and faster clearance to work.

NMC hopes that holistic care in



rates from the industry rate of 1.5% to now only 0.7%. This translates to healthier seafarers and families, smoother operations, and customer’s success. Crew Satisfaction Score for the clinic is at 99% with remarks of appreciation and recommendation to reach more seafarers.

The clinic has recently expanded

maritime would make a difference in the journey of the seafarer, now and the future. Everybody wins when seafarers are cared for and take care of themselves too.

Nordic Medical Clinic is a Maritime Pre-Employment Medical Clinic in the Philippines with a holistic approach to healthcare, mindful of the needs of the seafarer and company.



DMMA College of Southern Philippines WELCOMES NSA NEW DEPUTY DIRECTOR

by Bianca Amber F. Alejandre

Last April 21, 2022, the DMMA College of Southern Philippines organized a fitting arrival honors for the new Deputy Director of the Norwegian Training Center- Manila, Capt. Knut Bentzrod.

The ceremony was also graced by the Managing Director of the Norwegian Training Center- Manila, Capt. Jo Even Tomren.

The Norwegian Training Center- Manila manages the Norwegian Shipowners' Association Philippines Cadet Program, which provides fully sponsored scholarship programs in Bachelor of Science in Marine Transportation and Bachelor of Science in Marine Engineering for selected young and qualified Filipinos.

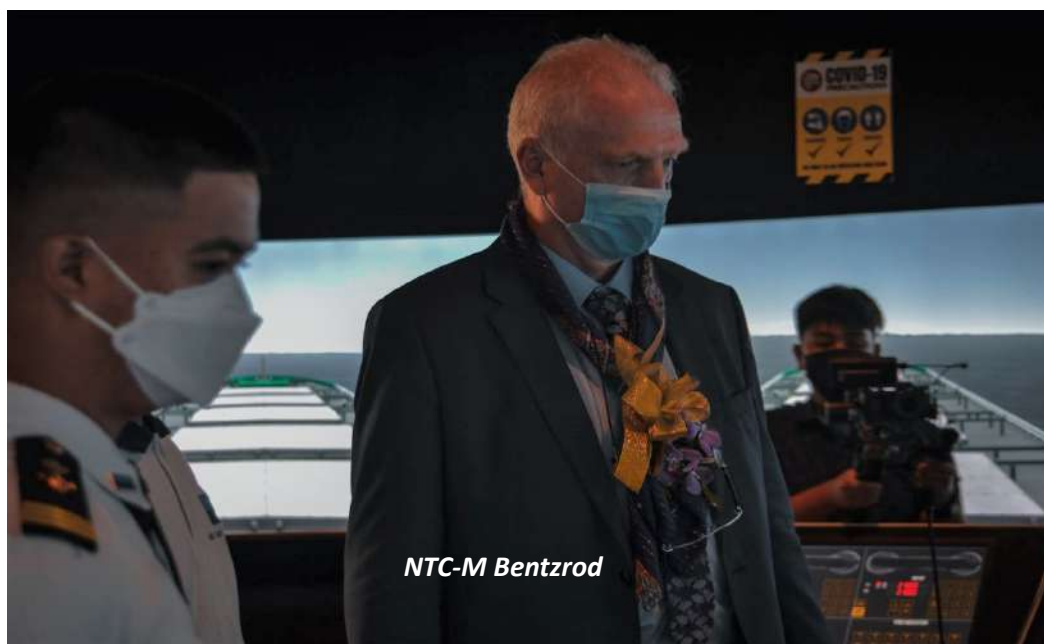
In search of these exceptional cadets, NTC-M has partnered with DMMA College of Southern Philippines since 2006.

Since its inception a total of 772 scholars have benefitted from the said partnership.

The program served as an instrument to enhance the maritime educational system in the Philippines through scholarship grants and the use of top of the line facilities which equip select young and qualified learners to only be of standard and top caliber.

True enough, hundreds of young Filipinos especially from Mindanao have benefitted from the partnership and are currently moving forth internationally in their careers as professional marine officers.

Alongside this, DMMA continues to pursue the advocacy of the program which is to greatly contribute to the Filipino youth and produce



NTC-M Bentzrod



The future officers



Equipped with the skills

efficient, disciplined, and competent graduates to soon take on esteemed careers.

This Cadetship Program has proved that Filipino seafarers can truly excel competently in the maritime profession with the due provision of opportunities, topnotch education and training, as well as appropriate resources.

With the installation of the new Deputy Director Capt. Knut Bentzrod, and his vast sailing experience for 35 years, DMMA College of Southern Philippines is confident that the program will progressively flourish in the coming years.

As mentioned by Capt. Tomren, “[DMMA] is one of the best schools in the Philippines that can

offer maritime education and, of course, the commitment from the management is very important for us”.

DMMA College of Southern Philippines strives to operate with heart and commitment to bring forth the best learning experience for their students. Given the school’s dedicated officials and management who unceasingly direct DMMA College towards innovation and excellence in all aspects, the college maintains a keen, optimistic outlook vis-à-vis the future of every cadet.

DMMA College is dedicated in the pursuit of continuously producing elite maritime students. Through the partnership of NTC-M and DMMA College, the rapid development of maritime education across the country would no longer be far from reality and aspiring maritime professionals would most certainly be promised a clear path paved for their very success.



A walkthrough for safety



Minoa Marine & Michaelmar Phils

STRENGTHEN TIES

While things are hissing up towards global economic recovery, Minoa Marine Ltd. (MML) and Michaelmar Phils. Inc. (MPI) are bullish to reinforce their synergy. Together, they spearheaded two valuable projects for the seafarers and their families.

Speaking to *Marino World*, MML Crewing Manager Mr. Alexandros Papalambrou, underscores “We are committed to provide services of the highest standards, quality and efficiency. Towards this direction we are seeking long-term relationship with valued partners. One of the most valuable partners is Michaelmar Phils. Inc.”

Investment.

MML held its first training program at the recently established Anthimos Minoa Marine Training Center located at Michaelmar building in Palanan, Makati City.

The two-day seminar was participated in by 22 deck and engine management level officers on June 9-10 aimed to study cases, gain feedback from the officers to avoid accidents on board and to create a better life at sea.

MML Operations Manager Capt. Yiannis Katsouris shares his deepest thoughts on investing on training for their crews who play a vital role

in the operations of the vessels 24/7 responsible for her seaworthiness and for the proper handling of the cargo, a key aspect of the whole voyage.

“Therefore, we consider them as valuable assets. Our company aims to have a long-lasting cooperation with Filipino seafarers, making them an indispensable part of our team, for years to come.”

MPI supplies the crewing requirements of the eight panamax bulk carriers managed by MML.

Capt. Katsouris with 25 years of experience and who worked with Filipino seafarers onboard says “Filipino seafarers are reliable, loyal and disciplined. They work hard and with dedication, committed to solve any problem that might arise during a sea voyage.”

Support.

Mr. Papalambrou proudly reports that there was not even one case of COVID-19 reported from their crew. He also confirms Minoa’s support to the seafarers and their families during the crisis.

“Not even one case of COVID. No complaint from the seafarers. Minoa treats the seafarers not only with protection but also takes care of their finances so that in these difficult periods they can overcome.”

Pay back.

MML Owner’s Representative Capt. Rudylyn Gallego substantiates Papalambrou’s statement, “the company and Michaelmar also provided the crew with extensive medical test, free hotel isolation prior to joining, and personal protective equipment.

In consideration of, he said, the seafarers including himself sacrificed and showed resiliency during the difficult times.

“Life at sea requires mental flexibility which most of the seafarers already adapted. We provided open communication to the seafarers in order to ward off their feelings of anxiety, loneliness and depression. I myself stayed 12 months onboard, it was very difficult times, very difficult. But I always tell my crew that we must wait for the time that we are able to disembark as there is no airport to go home.”

Charity.

On June 4, Julia Minoa Women Society held its first project of Constant Support Initiative (CSI) at the Bahay Aruga in Ermita, Manila.

Minoa and Michaelmar gave a complete party package to the kids – food and drinks, gifts, bubble and balloon shows. The children danced and were entertained by the



performances of the clowns.

Two of the kids also celebrated their birthdays with the traditional blowing of the cake candles.

Event headers are Ms. Georgia Stylianopoulou and Ms. Marlene Gaspar MML and MPI Representatives; and Ms. Marimel Gallego, Team Leader of the Women Society.

Ms. Stylianopoulou keynotes “I know it’s hard times. I know you’re having difficult times but please don’t let the bad moments define you. Be happy whenever you can. Smile whenever you can. If we lose hope, we have nothing. So please keep smiling and I think everything will go as well as they can go.”

Bahay Aruga as a charitable institution is a free halfway house for children with cancer. Affiliated with the Philippine General Hospital, it gives temporary shelter to pediatric cancer patients for free while they are having their medications at PGH.

Ms. Gaspar says Bahay Aruga needs more support and funding as it runs solely on donations by kind-hearted individuals.

“The worldwide pandemic caused



(From left) Ms. Georgia Stylianopoulou, Capt. Yiannis Katsouris, Mr. Alexandros Papalambrou, MPI Director Spyros Ravanopoulos, Ms. Marlene Gaspar, Mrs. Marimel & Capt. Rudylyn Gallego.

economic and social disruption. Less donations came in and now it is gradually starting to pick up. By having this outreach event, we hope that we were able to bring some joy and happiness to the kids and forget the pain they are going through even for a moment,” she expounds.

Mrs. Merry Rose Simeon, wife of a seafarer, says in her first time joining the event, she met new friends and it was fulfilling.

“The knowledge of helping others is hugely empowering and in turn it makes you feel happier and more fulfilled. The power to improve the lives of others and to many people is a privilege and one that comes with its own sense of obligations.”

Commitment.

Team Leader Marimel, wife of MML Manila representative

Capt. Rudylyn Gallego expressed determination to have a strong presence.

“Julia Minoa Women Society is determined to have a strong presence to establish our objectives in the Philippine community - to provide socially beneficial work where we as the wives of the seafarers will act and organize the activities and plans of Minoa.”

She also gave emphasis that parents should be the heroes of their children by taking care of them and supporting them in every challenge they encounter.

Indeed, the two events reflect Minoa Marine Ltd. and Michaelmar Phils. Inc. strong partnership in taking care of the seafarers and their families’ well-being.

Empowering Women in Shipping

The Route to Achieving Gender Equality

Elpi Petraki, Operations, Chartering and Business Development Manager at ENEA Management, and President of WISTA Hellas, says it is vital that the industry works together to empower women working in shipping and eliminate gender inequality.

Much has changed in the maritime industry over the last decade. The industry is in a period of transition as it embraces new technologies, modernises and moves towards a more sustainable future. However, shipping itself is also changing as it strives to rectify its historic gender imbalance and create a more diverse and gender balanced industry.

Over the last 24 years Elpi Petraki has seen more women enter and succeed in the maritime industry. “At the start of my career, there were very few women working directly in the shipping industry. Greece was one of the exceptions, as there have always been many women working in maritime related positions, but this was not the case internationally,” she explains.

However, Petraki highlights that women can now be seen throughout the sector and hold a wide range of positions, in ship chartering, brokering and operations, engineering, technical management and QHSE, and as crew onboard vessels.

Petraki is the Chartering, Operations and Business Development Manager at ENEA Management - a Greek



WISTA Hellas Pres Petraki

shipping company that operates a fleet of specialised tankers. She is the 2nd Vice President of the Hellenic Shortsea Shipowners Association (HSSA), a member of the board of directors for the Hellenic Chamber of Shipping and an active member of Intertanko.

She is also the President of the Women in Shipping and Trade

Association (WISTA) Hellas and is committed to eliminating gender-based inequality in the maritime sector by promoting diversity and inclusion and supporting women in furthering their careers.

WISTA promotes diversity and the empowerment of women, and Petraki explains its approach as two-sided. “On the one hand, we aim to ensure women have a seat at the table and can participate on an equal basis in the dialogue on how to create a more diverse and inclusive workforce. On the other, it gently prods the industry into recognising that women can, and are, meeting the requirements of any shipping-related position, whether it’s in an office, boardroom or on a vessel.”

Diversity is the key

However, Petraki stresses that removing gender inequality is not about women replacing men; it’s about working together to empower

women and acknowledging that they have the skills and experience to lead effectively, make decisions and address the challenges facing the industry.

“Diverse teams are known to work better, make better decisions and deliver better results. So, we need to keep working together to create a diverse and inclusive culture that not only celebrates the individual, but recruits people who can provide different perspectives and experiences,” she says.

Supporting Women at Sea

While the number of women working in onshore positions has increased significantly, there are still areas where women remain underrepresented. This is particularly the case at board level, in technology and research, and at sea.

According to the 2021 BIMCO/ International Chamber of Shipping Seafarer Workforce report, the number of women serving as seafarers has increased by 45.8% compared to 2015. However, Petraki points out that while progress has been excellent, this still only accounts for just over one percent of the global seafaring workforce.

“To encourage more women to consider a career at sea, it is essential that the industry understands the challenges that women face when working at sea

so that the necessary steps can be taken to make sure the environment onboard is right, so that women are safe and happy at work,” she says.

Petraki suggests that the Short Sea Shipping sector could offer a route in for women considering a career onboard, as the voyages are shorter and more predictable. “Many of the Short Sea Shipping companies are small to medium sized, making it easier to implement the necessary changes at a faster pace,” she says.

Making the industry more accessible

Another way in which the maritime sectors can help break down the barriers is through education and access to training programmes. A strong advocate for education, Petraki is also on the board of the Hellenic Maritime Museum where she assists with the preservation of maritime history and developing an environment where younger generations can learn about the maritime industry and what it has to offer.

“WISTA is committed to supporting the next generation through continuous professional development by offering education and training which can help women and other people become better equipped to deal with the challenges they face in shipping every day,” says Petraki.

WISTA Hellas works closely with

prominent educational institutes. It offers full and part time scholarships to its members for courses such as the ALBA Graduate Business School’s MBA in Shipping, an MSc in Logistics and Supply Chain Management from the BCA College and the University of Piraeus’ MSC in Ship Management. It has also partnered with the ALBA Graduate Business School to provide a Leadership Programme specifically for women in maritime.

Similarly, at an international level, in March this year the IMO and WISTA International launched the Maritime ShEO Leadership Accelerator Programme, which has been designed to provide women with the management knowledge and skills they need progress into leadership roles and create visible role models within the industry.

Petraki highlights that women in leadership positions also have a responsibility to lead by example and share their knowledge and experience with others. “Setting an example is very important”, she says. “I truly believe that by working together and sharing our own experiences, we can bring about change and encourage others to take the next step in their careers as we strive to create a more supportive, diverse and inclusive maritime industry.”



CRISIS TO OPPORTUNITIES

In celebration of the Day of the Seafarer, Marino World has organized a webinar on challenges, crewing, pandemic and geopolitics dubbed “FILIPINO SEAFARERS: Crisis & Coping”.

Administrator ROBERT EMPEDRAD of the Maritime Industry Authority (MARINA) is the primary guest, joined in by reactors of experts:

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

MR. JAY BABERA
Vice President
OSM Philippines Crewing Operations

CAPT. FAOUZI FRADI
Group Director Crewing and Training
Columbia Shipmanagement Ltd

Ms. Lyn Bacani, *Marino World* publisher, sets the tone.

“The past two years were tough years. Economic recession is all over. But our seafarers silently continue to sail over blue waters to secure the logistics chain of the world.

As we firm up being the world’s manning capital, we spotlight how vital Filipino seafarers are for sustainable shipping. How do we turn crisis into opportunities?”

Vice Admiral Empedrad updates the audience on the latest statistics, on the agency’s initiatives in promoting the employment of Filipino seafarers, and on the country’s response to the European Maritime Safety Agency (EMSA).

He also reports 12 open ports for crew change operations and further confirms that “Even during a post-pandemic, these crew change hubs will remain open, certainly because we have a lot of Filipino seafarers onboard ships all over the world.”

Sympathy.

Dr. Conrad Oca, Associated Marine Officers’ and Seamen’s Union of the Phils (AMOSUP) President, expressed sympathy

“Well, we do not want to capitalize on the misery of others. We have to really sympathize with our brothers and sisters in Ukraine and Russia. But then again, we have to fill the gap, where there are officers and seafarers who have to be replaced. I think it is our role really in the world, in the scheme of things.”

Challenge.

Mr. Ja Babera, OSM Phils. Vice President for Crewing Operations, reveals, “Definitely we have the supply but the match of the requirement is not fully met. For the ratings, yes. In OSM, we have been taking over several vessels now, previously manned by but only for junior officers and ratings.”

Encouragement.

Capt. Fradi inspires the seafarers, especially the Filipinos, that

“Nothing is impossible to have the confidence to continue progressing and to work very hard to really become and to continue to be the leading seafaring nation in the world. And I can guarantee all my personal support and all the support of my company, and also to the administration and to everyone contributing to these efforts. “

Honors.

Administrator Empedrad wraps up, recognizing the great contribution of the seafarers.

“I salute you. And if we call you our modern-day heroes, we should provide you with our selfless service. Our main goal is to make sure that we will continue to be the number one

country that produces manpower, and yes, we will do more in capacitating our seafarers to go higher on the ladder of leadership in the ships all over the world.”

The full webinar proceedings are streamed on the *Marino World* Online YouTube Channel (https://youtu.be/Byf7_s1eQfQ).



**WE ARE URGENTLY HIRING!
COME SAIL WITH US!**

Why work with SCM?

We are proud to be one of the leading local manning agencies in the Philippines. We have grown to become the trusted partner of both our clients and crew, with a reputation for delivering on our commitments. As an integrated full-service provider, we provide a complete range of crewing and recruitment services for containerships, bulk carriers, tankers, offshore, passengerships and megayachts.

We believe in the Filipino. We believe in providing them with a job that involves precision and discipline with Filipino creativity and tenacity. At Senator Crewing Manila, we understand the needs of our Filipino seafarers and strive to provide them with quality life on board services that are practical, economical and appropriate. We are committed to provide a safe and comfortable environment so they can do their job at top performance levels.

FILIPINO SEAFARERS

Crisis and Coping

Webinar on challenges, crewing, pandemic and geopolitics
How vital Filipino seafarers for sustainable shipping

SPONSORS



GOLD SPONSORS



PLATINUM SPONSORS



SILVER SPONSORS

Warmest greetings from the
LEADING PROVIDER OF LPG AND PETCHEM TONNAGE

Happy International Day of the SEAFARER

June 25, 2022

To our hardworking seafarers, we appreciate everything you do.



SOLVANG STAVANGER (HQ)

Telephone (+47) 51 84 84 00
www.solvangship.no
crew@solvangship.no

Visitor's address:
Strandkaiaen 36
N-4005 Stavanger
Norway

SOLVANG PHILIPPINES, INC.

POEA-080-SB-100120-R-MLC
valid till November 19, 2024

Telephone: +63 2 8831 6520
crew.phils@solvangship.no

Visitor's address:
4th Floor, 1751 Dian Street
Palanan, Makati City 1235
Philippines

SOLVANG OSLO

Telephone +47 22 47 19 50
chartering@solvangship.no
operation@solvangship.no

Visitor's address:
Haakon VII's gate 6
PO Box 1737
N-0121 Oslo
Norway



NMP

An ISO Certified Maritime Training and Research Center

NMP TRAINING COURSES

FACE-TO-FACE COURSES

Deck Courses

- Ratings Forming Part of a Navigational Watch (RFPNW)
- Operational Use of Electronic Chart Display Information System (OUECDIS)
- Ship Simulator and Bridge Teamwork (SSBT)
- New Management Level Course for Marine Deck - Functions 1, 2 & 3
- Updating Training for OIC of a Navigational Watch - Parts A & B
- Updating Course for Management Level Marine Deck Officers - Function 1 and 3
- Safe Mooring Practices (SMP)
- Safe Navigation and Collision Regulation (SNCR)
- Cargo Handling and Care of Cargo (CHCC)
- Trim and Stability (TS)
- Vessel Crane Operator (VCO)
- Ship Security Officer (SSO)

Engine Courses

- Ratings Forming Part of a Watch in a Manned Engine-room/designated to perform duties in a Periodically Unmanned Engine Room (RFPEW)
- Updating Training for OIC of an Engineering Watch - Part A & B
- Basic Control Engineering (BCE)
- Auxiliary Machinery System (AMS)
- Marine Electrical System (MES)
- Marine Refrigeration and Air Conditioning (MRAC)
- Engine Room Simulator (ERS)
- Oily Water Separator (OWS)
- Introduction to Marine Electrotechnology (IME)

Specialized Courses

- GMDSS Radio Operators
- Basic Training for Oil & Chemical Tanker Cargo Operations (BTOCTCO)
- Advanced Training for Oil Tanker Cargo Operations (ATOTCO)
- Medical First Aid (MEFA)
- Advanced Fire Fighting (AFF)
- Refresher Course on Advanced Firefighting (RAFF)
- Technical Writing for Seafarers (TWS)

Basic Courses

- Basic Training (BT) with PADAMS, SHAPIMS & GSTS
- Refresher Course on Basic Training (RBT) and Updating Course on Basic Training (BTU)
- Survival Craft and Rescue Boats other than Fast Rescue Boats (SCRB)
- Refresher Course on SCRIB
- Fast Rescue Boat (FRB)
- Security Awareness Training and Seafarers w/ Designated Security Duties (SAT-SDSD)
- Prevention of Alcohol and Drug Abuse in the Maritime Sector (PADAMS)
- STD/HIV/AIDS Prevention in the Maritime Sector (SHAPIMS)
- Gender Sensitivity Training for Seafarers (GSTS)

- Safety Training for Boat Captain & Marine Diesel Mechanic (STBCMDM)
- Basic Safety Training for Motorboat Handlers/Operators and Fishermen with Typhoon Preparedness (BSTMHOF)

Professional Development Courses

- Training Course for Instructors (TCI) (IMO Model Course 6.09)
- Assessment, Examination and Certification of Seafarers (AECS) (IMO Model Course 3.12)
- Training Course for Simulator Instructors and Assessors (TCSIA) (IMO Model Course 6.10)

BLENDED LEARNING COURSES

Deck Courses

- Vessel Crane Operator (VCO)

Engine Courses

- Oily Water Separator

Specialized Courses

- Advanced Fire Fighting (AFF)

Basic Courses

- Basic Training (BT) with PADAMS, SHAPIMS & GSTS
- Survival Craft and Rescue Boats other than Fast Rescue Boats (SCRB)
- Updating Training on Basic Training (BTU)

ONLINE COURSES

Basic Courses

- Consolidated MARPOL 73/78 (CONSO-MARPOL)
- Prevention of Alcohol and Drug Abuse in Maritime Sector (PADAMS)
- STD/HIV/AIDS Prevention in the Maritime Sector (SHAPIMS)
- Gender Sensitivity Training for Seafarers (GSTS)

Specialized Courses

- Technical Writing for Seafarers (TWS)

Enroll now at

register.nmp.gov.ph

View our latest researches at

research.nmp.gov.ph

NMP MAIN OFFICE

- 📍 NMP Training Complex, Cabalawan, Tacloban City
- ☎ 0965 182 3521 / 0936 786 2196

NMP MANILA OFFICE

- 📍 G/F Blas F. Ople Hall, San Jose Street, Intramuros, Manila
- ☎ 0927 304 6588 / 0998 367 2528

Visit or Like us

- 🌐 www.nmp.gov.ph
- ✉ info@nmp.gov.ph
- 📘 [NMPTrainingCenter](https://www.facebook.com/NMPTrainingCenter)



#SeafarerJourney