

MARINO WORLD

FUSION OF MARITIME NEWS AND EVENTS



Senator Raffy Tulfo

ADVANCING MAGNA CARTA OF FILIPINO SEAFARERS

- CRACK DOWN
AMBULANCE CHASERS
- MARINA ON EMSA & IMSAS

Congressman
Ron Salo



crossworld

YOUR GLOBAL CREWING PARTNER



Crossworld Marine provides superior crew management services to the shipping industry. We invest in People, implementing a sustainable business approach to support and drive your business vision and profitability.

Together Always Ahead!

crossworldmarine.com

MANILA

Sage House Bldg., 110 V.A. Rufino Street,
Legaspi Village, Makati City
Tel: +63 (2) 7720 1000
Mobile: +63 969 623 1881

CEBU

Unit 115 Ground Floor, JESA ITC Bldg.,
90, Gen. Maxilom Ave., Cebu City
Tel: +63 (32) 253 0042
Mobile: +63 949 376 9813

ILOILO

G/F, Emmanuel Business Center, Benigno
Aquino Ave. Diversion Road, Iloilo City
Tel: +63 (33) 508 0034
Mobile: +63 905 244 1579

POEA LIC. 02-5B-020722-R-MLC

NO FEES IN ANY FORM WILL BE COLLECTED FROM THE APPLICANTS. BEWARE OF ILLEGAL RECRUITERS AND HUMAN TRAFFICKERS.



Governance
AMOSUP AT THE FOREFRONT
CRACK DOWN AMBULANCE CHASERS

12

Cover Story
ADVANCING THE MAGNA CARTA OF FILIPINO SEAFARERS

7

Governance
MARINA ON EMSA & IMSAS

23

Manning
IBF DEAL DONE: 250,000 SEAFARERS PAY BOOSTED BY 6%

28

Shipping
APEC ECONOMIES STRESSED THE IMPORTANCE
OF AUTONOMOUS NAVIGATION

30



*Layout by
 Elmer Alitagtag*

CONTENT

ABOUT THE COVER

Senator Raffy Tulfo and Congressman Ron Salo who are both championing the Magna Carta of Filipino Seafarers, must reach a consensus on issues pertaining to ambulance chasing.

MARINO WORLD

FUSION OF MARITIME NEWS & VIEWS

EDITORIAL BOARD

Publisher & Editor

Lyn Bacani

International Contributors

F R Chowdhury Mark Millar

National Contributors

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

News and Views Correspondents

Danilo Junco Ben-Oliver Matias Mao Tze Bayotas Rachelle Ga

Internal Professional Services

Legal Consultant

Atty. Manuel Obedeza Jr

Publicity & Programs

Maritime Digital Media Corporation

Creative Director

Elmer T. Alitagtag

Photography & Coverage

Robert Cuyos Ariel Arre Obera Alfredo Patriarca Jr

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

TRIPARTISM IN MARITIME

THROUGHOUT our 18 years of exploring the global maritime industry, immersing on event coverage and exposure to the best of products and services, updated regulations and emerging business models, there comes the realization of the interconnectivity of decision, players and sectors.

We take the perspectives of industry leaders like Joint Maritime Committee (JMC) Chairman Tore Henriksen who states, "Filipino seafarers are super competitive, but the regulatory body is not. Ambulance chasing is to be seen as part of many complicating factors."

According to Atty. Noli Partido, AMOSUP legal department head, "now shipowners are not just looking for competency, cost and availability, but also on the country's legal environment on employing seafarers for their ships."

AMOSUP is admired by International Transport Workers Federation (ITF) Secretary General Stephen Cotton for "managing to be together with the Philippine

union in the world."

Labor Secretary Bienvenido Laguesma, likewise lauds AMOSUP for



UNIONS

We stand in solidarity with OSM Thome Managing Director Maily Boriilo, who hopes and fights that "soon there will be no more ambulance chasers manipulating Filipino seafarers."

That we would only focus on developing and developing our seafarers to be the best in the maritime industry globally."



GOVERNMENT

its "unwavering, unrelenting and continuing commitment to improve the lives not just of its' members and their families but the community as well."

With AMOSUP's collaboration with the government and employers,

As confident as Atty. Partido "The maritime labor industry for that matter, the seafaring industry has survived and thrived through tripartism: the government, the employers and the workers. Through the years, all pressing issues, concerns, problems have always been put on the table and we were able to solve them."

Furthermore, as President Ferdinand Marcos Jr. put it pragmatically, "the most important thing is the consultation among all of the industry leaders, industry operators and the government."

It is worth noting that Singapore, a global maritime power, has implemented tripartism as an effective strategy to achieve mutually beneficial outcomes for all stakeholders, including the government, employers, and labor unions.

government and also engaged with the employers."

Chairman of the International Maritime Employers Council (IMEC), Belal Ahmed, calls AMOSUP "the best

the country has been taking decisive efforts to mitigate ambulance chasing, which is harming both seafarers and the country as shipowners move to other countries and we lose opportunities for decent employment.



EMPLOYERS



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


 World-class
Filipino
seafarers

Advancing the Magna Carta of Filipino Seafarers

THE Magna Carta of Filipino Seafarers has made significant progress since President Ferdinand Marcos, Jr. certified the bill as urgent.

In a letter to Senate President Juan Miguel Zubiri on September 25, Marcos underscored the need for the immediate passage of Senate Bill No. 2221 in order for the Philippines to comply with the international standards and relevant conventions.

Senator Rafael “Raffy” Tulfo and Kabayan Party List Representative Ron Salo who serve as chairs of the Committee on Migrant Workers in both chambers, spearheaded the passage of the proposed bill.

On September 27, the Senate approved the bill on third and final reading with 14 affirmative votes, 0 negative votes and 0 abstentions.

After amendments, a clean copy of the SB 2221 is now composed of 95 pages with 21 authors, compared to the 48 pages it was originally filed by

the Committees on Migrant Workers, Foreign Relations, and Finance with 15 authors on May 22.

Senator Tulfo, principal sponsor and one of the authors of Senate Bill 2221 stated “I am equally thankful to the seafarers and their union, including the Associated Marine Officers’ and Seamen’s Union of the Philippines. This bill is an early Christmas gift to all seafarers.”

The 19th Congress’s Lower House earlier passed 22-page HB No. 7325, “Magna Carta of Filipino Seafarers” by a vote of 304 to 4 on March 6.

Moving forward, the two chambers will hold a Bicameral Conference Committee session to reconcile conflicting provisions in both versions of the Senate and of the House of Representatives.

“I am equally thankful to the seafarers and their union, including the Associated Marine Officers’ and Seamen’s Union of the Philippines. This bill is an early Christmas gift to all seafarers.”

— Senator RAFFY TULFO

The reconciled version of the bill, duly approved by both chambers will be submitted to Malacañang. The President either signs it into law, or vetoes and sends it back to the Senate with a veto message.

The Magna Carta of Filipino Seafarers was included in the first Legislative-Executive Development Advisory Council (LEDAC) meeting on October 10, 2022 and its second meeting on July 4, 2023, when a total of 20 legislative measures were approved for legislative approval before the year ends.

Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) President Conrado Oca expressed confidence that "The Magna Carta once enacted into law will also enhance the stability of employment of Filipino seafarers."

Dispute

One significant point of contention between the versions introduced in the Lower House and the Senate is the provision of the bill that aims to crack down on ambulance chasers who prey on seafarers and discourage shipowners from hiring Filipino seafarers.

The Senate's version removed the "escrow" provision from House Bill No. 7325, which holds any monetary award to the seafarer in escrow while the case is under judicial review. Nevertheless, claims for salaries, statutory monetary benefits, or those originally determined by the employer or manning agency to be legally due to the seafarer shall not be included in the amount held in escrow.

Cong. Ron Salo emphasized "The escrow provision is included in the Magna Carta precisely to protect seafarers and their families."

"As the provision is crafted, all salaries, benefits, and other entitlements legally due to the seafarer will be immediately released to the seafarers upon determination by the labor arbiter or the NLRC. What is to be placed in the escrow are only those contested amounts or discretionary awards such as awards of moral or exemplary damages."

Salo emphasized, "This provision is designed to protect the seafarers from becoming prey to ambulance chasers who take advantage of their unfortunate situation and jack up the amounts being sought with the intention of profiting from the amount awarded to the seafarers."

Meanwhile, in lieu of eliminating the escrow provision from the House version, the clean copy version of SB 2221 incorporated a provision mandating the involvement of a third doctor, chosen from a pool of DOH-accredited medical specialists, to ascertain the ultimate disability grading of the seafarer. "This procedure shall be obligatory prior to initiating any dispute settlement,

"This provision is designed to protect the seafarers from becoming prey to ambulance chasers who take advantage of their unfortunate situation and jack up the amounts being sought with the intention of profiting from the amount awarded to the seafarers."

— Cong. RON SALO

arbitration proceedings, or legal action concerning the disability grading of the seafarer's injury or illness."

A government official and a union officer claimed that by adopting this approach, the issue of ambulance chasing can be effectively addressed at its source.

Accordingly, the particular section states that "the DMW and DOH shall develop joint guidelines for the implementation of this section, including the selection, training, maintenance, and review of the pool of accredited third doctors."

Furthermore, SB 2221 Section 55 reinforces the existing Republic Act No. 10706, An Act Protecting Seafarers Against Ambulance Chasing and Imposition of Excessive Fees, otherwise known as the "Seafarers Protection Act."

The particular clause states, "non-lawyers may not act as legal representatives of seafarers or appear on their behalf at any stage or in any proceedings before labor tribunals including the NLRC, Labor Arbiter, conciliation and mediation in the NCMB or voluntary arbitration, DMW and other quasi-judicial bodies unless they represent themselves or they represent their organization or members thereof.

Any stipulation on fees shall not exceed ten percent (10%) of the compensation or benefit which may be received by or awarded to the seafarer or to his successors in-interest pursuant to. Any contract, agreement or arrangement of any sort to the contrary shall be null and void."

Common

On the other hand, both chambers subscribed that "The Public Attorney's Office (PAO) shall render, free of charge, legal representation, assistance, and counseling to seafarers or their families in criminal, civil, labor, administrative and other quasi-judicial cases. The PAO may issue appropriate guidelines to ensure effective legal representation to seafarers.

Additionally, SB 2221 states that the PAO shall, in coordination with OWWA, appoint at least one public attorney who shall be posted in the seafarer welfare centers established





Senator Tulfo (5th from left) with AMOSUP, DMW and OWWA

by OWWA in major crew-change ports, specifically in Metro Manila, Pangasinan, Bulacan, Cavite, Batangas, Iloilo, Cebu, Cagayan de Oro City, Davao City and other areas to be determined by OWWA which have higher concentration of seafarers.

Seafarers responsibilities

Both Senate and House versions delineates the obligations of seafarers as follows:

- (a) To faithfully comply with and observe the terms and conditions of one’s employment contract;
- (b) To abide by lawful and reasonable company personnel policies and procedures and the Code of Ethics for seafarers;
- (c) To follow and observe the chain of command on board the ship or while ashore, without prejudice to one’s religious freedom;
- (d) To be diligent in performing one’s duties relating to the ship, its stores, equipment, and cargo, whether on board, in transit, or ashore;
- (e) To continually improve one’s professional competency by keeping up-to-date with the latest technological and scientific developments applied in various maritime fields, continuous education, and keen observation of shipboard activities at the expense of the shipowner;
- (f) To conduct oneself in an orderly and respectful manner towards shipmates, passengers, shippers, stevedores, port authorities, and other persons who have official business with the ship at all times;

- (g) To conduct oneself in accordance with moral, ethical and social norms;
- (h) To be responsible for one’s health while on board by maintaining a healthy lifestyle, taking proper medications, and complying with prescribed medical policies; and
- (i) To perform one’s duties in a responsible and sustainable manner should one engage in various economic activities related to oceans, seas and coasts.

Coverage

SB 2221 Magna Carta of Seafarers, applies to all Filipinos, including cadets, who is engaged, employed, or working in any capacity on board a commercial ship plying international waters, whether Philippine-registered or foreign-registered; and onboard a domestic ship engaged in trade and commerce between Philippine ports and within Philippine territorial or internal waters.

“For purposes of this Act, a seafarer is deemed ‘engaged’ as such if the seafarer has signed a valid employment contract but has yet to leave the point of hire or place indicated in the contract of employment, and which shall be the basis in determining the commencement of the contract.”

“Cadets are deemed to be engaged upon the execution of a valid shipboard training agreement. The specific provisions of the measure that pertain to cadets are referenced in Chapter XVIII, which underscores that “In no case shall cadets perform activities outside of the scope of the cadet shipboard training program.”

The bill also contains rules that apply only to Filipino domestic seafarers.

Final provisions of the bill state, “The DMW shall ensure that the relevant provisions of this Act are applied to seafarers on board foreign registered commercial fishing vessels or vessels fishing in distant waters, those serving as cruise ship personnel or as yacht crew, those stationed on mobile offshore and drilling units in the high seas, and other persons similarly situated.”

NMP

Another government agency is included in the recently amended Senate version of proposed bill, the National Maritime Polytechnic (NMP) which shall:

- (1) provide skills enhancement trainings mandated and recommended by international maritime conventions and other capability building interventions that measure up to quality standards and respond to the needs of seafarers; and
- (2) conduct strategic studies and research in support of the decent employment, protection of rights, and promotion of the welfare of seafarers, including the empowerment of women seafarers, among others.

The NMP shall also develop and maintain a resource center for Filipino seafarers, which will include a database of seafarers and related statistics and information to aid in evidence-based policy making and program development, as well as real-time updated information on issues affecting their employment and helpline support.



President Marcos at PMMA

During pandemic

The Magna Carta of Filipino Seafarers also answers critical issues on cases of pandemic such as COVID 19 which states that “In cases of epidemic or pandemic as declared by the WHO, the shipowner or manning agency shall be responsible for the expenses of medical care and board and lodging for periods spent by seafarers in self-isolation or quarantine, whether or not the seafarers have symptoms, have been exposed or are quarantined as a safety precaution for the community, until the seafarers have been duly repatriated to the point of hire.”

Upon arrival at the point of hire, up to the seafarer’s return to the place of domicile, the Philippine government shall bear the cost of medical care and quarantine expenses, following the whole-of-government approach in the management of epidemics and pandemic.

Greenlane

In accordance with Chapter XVIII of the bill, “When the circumstances warrant, the DMW, DOH, Department of Foreign Affairs (DFA), DOLE, Department of Justice (DOJ), Department of the Interior and Local Government (DILG), Department of Transportation (DOTr), and other relevant agencies shall activate a green lane.”

It must be recalled that in July 2020, the Philippines became the first country in Asia to establish so-called “green lanes”, allowing the free movement of seafarers and

“The reintegration program shall cover the different dimensions of support needed by seafarers, such as economic, social, psychosocial, and cultural, including skills certification and recognition of equivalency for effective employment services, and shall ensure contribution of skilled or professional seafarers to national development through investments and transfer of technology.”

personnel across borders, safe and swift disembarkation, and crew change during the COVID-19 pandemic.

The Philippines has become a major crew change hub, which has served hundreds of thousands of Filipino and foreign seafarers and thousands of ships.

Reintegration

Another notable provision of the Magna Carta of Filipino Seafarers is the Reintegration clause which emphasizes the Section 19 of Republic Act No. 11641 which states that “there shall be developed and implemented a full-cycle and comprehensive national

reintegration program for seafarers, which shall be embedded in all stages of migration for work beginning from pre-deployment, on-site during employment, and upon return, whether voluntary or involuntary.”

“The reintegration program shall cover the different dimensions of support needed by seafarers, such as economic, social, psychosocial, and cultural, including skills certification and recognition of equivalency for effective employment services, and shall ensure contribution of skilled or professional seafarers to national development through investments and transfer of technology.”

Beyond MLC

Substantial legislation introduced by different legislators in both the current and previous Congresses is taken into account and integrated into the proposed SB 2221, certified by the President for its immediate enactment into law.

The proposed measure highlights and reinforces certain elements of existing domestic and international laws.

Today, the proposed Magna Carta of Filipino Seafarers is more than just a legal framework for the country’s compliance to the Maritime Labor Convention (MLC).

Furthermore, it is endeavoring to address the industry issues and challenges with the ultimate aim to protect the rights and jobs of the Filipino seafarers.



The Marshall Islands Registry
Leads the Way with Unrivaled
QUALITY and **INTEGRITY**



International Registries (Far East) Limited Representative Office
in affiliation with the Marshall Islands Maritime & Corporate Administrators

manila@register-iri.com
www.register-iri.com

AMOSUP AT THE FOREFRONT **Crack Down Ambulance Chasers**

THE Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), in collaboration with employer groups and the government, has been actively spearheading significant measures to combat ambulance chasing.

AMOSUP is the world's largest seafarers affiliate of the influential International Transport Workers Federation (ITF), with over 130,000 members.

"We are all for the gainful employment of Filipino seafarers and the betterment of their lives and families," said AMOSUP President Dr. Conrado Oca, adding that ambulance chasing is the reason behind the many unreasonable claims which could affect seafarers' employment.

Many seafarers who come home after an incident on board, fall prey to "unscrupulous individuals who entice seafarers by exaggerating the amount they can claim, making the seafarers' unfortunate condition a moneymaking venture."

Dr. Oca stated that "principals tend to choose other nationalities to avoid dealing with these rampant unreasonable claims."

Ambulance chasing is the illegal practice of running after susceptible seafarers and manipulating them to file unsubstantial complaints against their employers in exchange for exorbitant legal fees.

AMOSUP legal department head Atty. Noli Partido, confirmed "now shipowners are not just looking for competency, cost and availability, but also on the country's legal environment on employing seafarers for their ships."

"Ambulance chasing is really a monster," he stated. It's all about trickery. It's all about lies. It's all about greed and sometimes even corruption."

ITF Seafarers' Section Coordinator Fabrizio Barcellona, expressed dismay over "exploitative ambulance chasers" who merely use crew as a pawn to obtain an out-of-court settlement from an employer.

He said, "It was common for the lawyer or their firm to issue seafarers with ethically questionable loans at predatory interest rates, as crew waited for the settlement promised to them. In practice, the long wait means crew have to look on as lawyers' fees and mounting interest eats away at any payout they had once expected to receive."

Social media

An increasing number of ambulance chasers are utilizing social media platforms to establish channels of communication with seafarers and their families.

Agents claiming to be maritime consultants are openly promoting their services, which include free consultation, assistance and processing of claims of seafarers repatriated due to accident, injury, illness, death, piracy, or illegal dismissal.

Some are even publishing copies of the Release of All Rights or joint manifestation of both parties on their



United front vs ambulance chaser

social media sites as proof of millions of pesos in payments to seafarers, tempting them to file lawsuits against their employers.

Proactive

Keeping seafarers informed and empowered is viewed as a proactive way to combat ambulance chasers.

AMOSUP has been actively undertaking information campaigns under the slogan "Karapatan: Sama-samang Ingatan," which it launched on September 28, 2021 in collaboration with the National Maritime Polytechnic (NMP) and the International Seafarers' Welfare and Assistance Network (ISWAN).

Subsequently, on February 22, 2022, AMOSUP, NMP, ISWAN, the Maritime Industry Authority (MARINA), the National Labor Relations Commission (NLRC), and the National Conciliation Mediation Board (NCMB) altogether signed a memorandum of understanding (MOU).

The initiatives raise seafarers' awareness of Republic Act 10706, Act Protecting Seafarers Against Ambulance Chasing and Imposition of Excessive Fees, and Providing Penalties Therefor. It encourages seafarers and their families to seek the support of competent government institutions, seafarers' unions, and non-governmental groups where their safety and well-being are paramount.



AMOSUP Oca

PROTECT THE SHIP FROM THE INSIDE OUT



AMOSUP conducted seminars at the ITF Seafarers' Expo, held from June 23 to 25 at the Liwasang Ullalim, CCP Complex in Pasay City, and at the AMOSUP Info Caravan held on September 28 at the AMOSUP Convention Hall in Intramuros, Manila.

Posters and flyers are distributed to the seafarers and their families, as well as to other industry stakeholders.

The AMOSUP's Maritime Academy of Asia and the Pacific (MAAP) syllabus for the legal subject has been modified to include contracts and obligations and ambulance chasing.

Meanwhile, during the AMOSUP Caravan, OWWA Administrator Arnel Ignacio, said that the OWWA Board

allocated a P14.8 million budget for setting up the seafarers' hub.

"We decided to set up a seafarers' hub so they will have a place to hang out safe from ambulance chasers," Ignacio said.

Preventive

According to OSM Thome Managing Director Mailyn Borillo, it is critical to teach the seafarers on how to care for themselves so that they do not end up being medically repatriated and becoming victims of ambulance chasers.

The Nordic Medical Clinic (NMC) of OSM Thome applies a holistic approach to healthcare. It's Pre-Employment Medical Examination (PEME) program does not only test

seafarers' health prior to boarding but it also teaches the seafarers how to take care of their health onboard and ashore.

Meanwhile, Philippine Transmarine Carriers SVP Capt. Ronald Enrile said that repatriation cases are rare at PTC.

In any situation, PTC has a dedicated group to care for and monitor the sick or injured seafarer.

"You must pick them up from the airport and monitor them in the hospital. If the seafarer feels you care about them, there will be no case," Enrile remarked.

Legislation

Former ship captain Cong. Khymer Adan Olosa of Zamboanga City's First District declared, "Ambulance chasing in the Philippines must be eliminated through legislation."

Olosa, in his address at the "Seafarers Rights and Protection" symposium organized by the Far East Maritime Foundation on September 14, recalled his encounter with an ambulance chaser.

He stated that an ambulance chaser accosted him in 2006, following an incident onboard that fractured his right hand, and advised him to file a complaint against his employer seeking a P5million judgment. To his surprise, the ambulance chaser informed him that his portion of the reward would be limited to P1 million.

Olosa refused to initiate a case and did not file a complaint with the ITF. He was a third officer earning \$4,000 per month at that time.



OWWA Ignacio



OSM Thome Borillo



PTC Enrile



Cong. Olosa

"Sabi ko hindi ako magpapaloko (I refuse to be fooled, I said)."

"Bakit ko ipagpapalit sa five million ang career ko at bakit ko ipapalit sa five million ang dignidad ko bilang isang marino?"

Why would I give up my career for five million pesos, and why would I sacrifice my dignity as a seafarer for five million pesos?" Olaso stated.

Meanwhile, Atty. Noli Partido, AMOSUP head of legal department, believes that RA 10706, also known as the Seafarer Protection Act, should be revisited with stricter penalties and an expansion of prohibited conduct.

Partido exclaimed, "Someone should be prosecuted and convicted for violating RA 10706 due to its administrative, civil, and criminal liability."

According to AMOSUP current documentation on ambulance chasing, the majority of the occurrences are anecdotal, because it is extremely rare to find a seafarer prepared to go public and file a lawsuit against the perpetrator.

Escrow

As of press time, substantial progress has been made on the Magna Carta of Filipino Seafarers, an act that includes provisions designed to address the issue of ambulance chasing, ever since President Ferdinand Marcos Jr. declared the bill as urgent.

Some groups continue to advocate for the inclusion of an escrow provision in the law on the grounds that "the participation of a third doctor prior to initiating any dispute settlement" "does not guarantee that a seafarer enticed by an ambulance chaser will not sue the shipowner," according to these organizations.

"Ambulance chasing will continue as long as the award is issued immediately following arbitration because the message is that big money is easy to earn."

ALMA Maritime Group Chairman Atty. Iris Baguilat explained "the legal basis precisely of the escrow provision is anchored on what is truly the fundamental principle in litigation: the payment of the award should only come after finality. But it's very unique in the Philippines where you pay even before



Educating our seafarers

As of press time, substantial progress has been made on the Magna Carta of Filipino Seafarers, an act that includes provisions designed to address the issue of ambulance chasing, ever since President Ferdinand Marcos Jr. declared the bill as urgent.

the case becomes final, and it is only in labor."

If not included in the Magna Carta of Filipino Seafarers, the other option is to amend Republic Act No. 10706, or the Seafarers Protection Act, with the inclusion of the escrow provision or any system that will put the contested claim on hold while the appeal is still pending at the higher court.

The International Group of P & I Clubs (IG P & I) has voiced apprehension regarding the non-linear legal system of the Philippines, specifically the lower level at which garnishment takes place.

"The NCMB completely disregards the stipulations of appropriate employment contracts and CBAs."

Statistics show that nearly 60-70% of cases elevated to higher courts are significantly modified or reversed, as evidenced by the more than USD 37.5 million owed back to shipowners as a result of case reversal in higher courts, of which only USD 400,000 was recovered because "the money paid to the seafarers and his very enterprising lawyer has

vanished into thin air."

Corruption

MARINA Administrator Atty. Hernani Fabia said unequivocally, "ambulance chasing is not a maritime concern. It is a judicial concern." Adding that "ambulance chasing in other countries is a corruption ecosystem where all parties are involved," he said from an article he had read.

However, Fabia declined to specify the offices in the Philippines where corruption begins in the ambulance chasing corruption ecosystem.

"It's a corruption ecosystem." I will not mention the offices in the Philippines. So how do you curb corruption? You cannot. In any countries there's also corruption."

Fabia made this statement in front of the employers present at the Joint Maritime Committee (JMC) meeting on September 28.

The Dutch Chamber of Commerce in the Philippines (DCCP), the German-Philippine Chamber of Commerce and Industry (GPCCI), the Nordic Chamber of Commerce in the Philippines (NordCham), and the Philippines Norway Business Council (PNBC) comprise the JMC.

Fabia confirmed that medical claims have resulted in the cancellation of the certificates of approximately 40 seafarers.

Marlow Navigation's Owner's Representative Joost Mes asked MARINA to remove from their website those whose licenses have been revoked.

In response, MARINA STCW Executive Director Samuel Batalla assured that they will look into their records to determine if the cancelled licenses are still posted on their website.

Arbitrators

Capt. Edgardo Flores, former owner's representative and now consultant of the Eastern Mediterranean Manning Agency (EastMed) Manila, reiterated that "the arbiters and arbitrators at the National Labor Relations Commission (NLRC) and the National Conciliation and Mediation Board (NCMB) should be questioned as to why they are favoring unwarranted claims."

Ambulance chasing is "hard to prove because of under the table arrangements and connivance with unscrupulous seafarers." He said it is easier to prove the corrupt arbitrators and arbiters who continuously tendering judgement against CBA and POEA contracts.

"Yun ang madaling imbestigahan dahil me basehan." That is easier to investigate because there is basis.

He elaborated that if the arbitrators and arbiters of the NCMB and NLRC only adhere to the CBA and POEA contracts, there will be no ambulance chaser.

He said, NCMB and NLRC were given "Final and Executory Power" under the Labor Code, which is why they are not scared to make incorrect decisions.

A Greek owner's representative told Marino World, "If you want to solve this case, you go to the head. The lawyers just found the opportunity. They exist because they found opportunities.

"If we don't offer them opportunities, they will disappear. Ambulance chaser is a unique phenomenon in Philippines.

NCMB Director Cynthia Foncardas said there are 62 active NCMB maritime voluntary arbitrators in the National Capital Region (NCR), where 90% of cases involving seafarers claiming for disabilities are filed.

She claimed that the NCMB, Maritime Arbitration Advisory Council, Philippine Association of Voluntary Arbitrators (PAVA), and Philippine



EastMed Flores



DMW Cacdac

A Greek owner's representative told Marino World, "If you want to solve this case, you go to the head. The lawyers just found the opportunity. They exist because they found opportunities.

Maritime Voluntary Arbitrators Association (PMVAA) are participating in focus group discussions with labor unions and manning agencies on the issue of ambulance chasing.

The IG P & I commented "It's quite disturbing that the NCMB voluntary arbitrators may not be lawyers, may be lay people and are not knowledgeable about the maritime industry."

The group argued that the accreditation of voluntary arbitrators and the processes by which they render verdicts need to be done properly, with accountability.

Orophil Shipping International Co. and the Cargo Safeway Inc. have filed charges with the Ombudsman against two NCMB arbitrators for "knowingly rendering unjust judgment, malicious delay in the administration of justice, and violation of Anti-Graft and Corrupt Practices Act."

Lawyers

Earlier, Chief Justice Alexander G. Gesmundo warned erring lawyers, stressing that members of the Bar who exploit Overseas Filipino Workers (OFWs) have no place in the legal system.

He strongly encouraged the filing of complaints against members of the Bar who engage in ambulance chasing

to the Supreme Court or the Integrated Bar of the Philippines (IBP).

Gesmundo said the Court has been imposing stricter disciplinary measures, such as suspending or disbaring lawyers who violate the Code of Professional Responsibility. He also mentioned that the proposed Code of Professional Responsibility and Accountability is currently undergoing, emphasizing the Court's desire for lawyers to be more accountable to all stakeholders.

In conjunction with the Department of Migrant Workers (DMW), the Chief Justice expressed the Court's readiness to engage in a collaborative effort to ensure that OFWs and their families have access to justice. This is particularly noteworthy given its alignment with the Strategic Plan for Judicial Innovations 2022-2027, an authoritative document that delineates the Court's initiatives and plans over the subsequent five years.

Regulatory

JMC Chairman Tore Henriksen emphasized "shipowners depend on seafarers and seafarers depend on shipowners. We are not opposites; we are not enemies."

However, he remarked, "while the shipowners trust their ships to Filipino seafarers, the Philippine regulatory body issues directives that basically signal that shipowners can't be trusted and in a global industry like ours, that isn't good."

DMW OIC Atty. Hans Leo Cacdac assures continues consultations with the stakeholders 'International Advisory Committee on Global Maritime Affairs' (IACGMA) which was initiated by the late former DMW Secretary Susan "Toots" Ople.

Cacdac said DMW is preparing to review the 2016 Revised Rules and Regulations Governing the Recruitment and Employment of Seafarers previously enforced by the defunct Philippine Overseas Employment Administration.

The DMW OIC further said the department plans to introduce new provisions in the rules, apparently in line with President Ferdinand Marcos Jr.'s call for ease of doing business.

GOOD SHIPS RUN ON GOOD RELATIONSHIPS



The safe and efficient operation of a modern vessel isn't just a matter of skill. At BSM we put great emphasis on crew welfare and personal, trusting relationships. Our dedicated Crew Service Centres nurture our pool of over 20,000 seafarers by providing them with quality training, recognition and support – for example with smart tools like our Seafarer App, that helps crew members on board keep a clear head.

How can we support you? www.bsm-csc.ph

Apply today at **BSM Crew Service Centre Philippines Inc.**

Manila

T: +63 2 8516 5640

ph-csc-apply@bs-shipmanagement.com

Cebu City

T: +63 32 505 3788

ice.orias@bs-shipmanagement.com

Iloilo City

T: +63 33 503 8842

evelyn.tolentino@bs-shipmanagement.com

*No fees in any form and/or purpose will be collected from the applicants

**POEA License No.: 254-SB-062304-AOE

Member of the **SCHULTE GROUP**



PERSISTENT AND EVOLVING MARITIME SAFETY CHALLENGES CALL FOR ENHANCED FOCUS ON HUMAN ELEMENT

If shipping is to resolve its existing safety deficiencies and minimise risk amid rapid transformation, greater attention must be paid to the human element, reveals Inmarsat's The Future of Maritime Safety Report 2023.

■ **By PETER BROADHURST, SVP
Safety and Regulatory, Inmarsat**

DESPITE a steady decline in total vessel losses in recent decades, incidents at sea remain stubbornly high. As revealed in its 2023 edition of *The Future of Maritime Safety Report*, Inmarsat received 853 distress calls in 2022, up from 794 in 2021. Over the last four years, distress signals registered on Inmarsat RescueNET average 810 per year. Elsewhere, Lloyd's List Intelligence data reveals that casualty reports numbered 700 in the third quarter of 2022 – the highest quarterly total since 2008. Again, the Allianz Global Corporate and Speciality Safety and Shipping Review 2023 notes a slight increase in vessel casualties in 2022, the most common causes of which were recurring issues like machinery damage, collision, fire and explosion, and grounding.

Even as shipping contends with persistent, familiar tests, its accelerating digital and green transformation poses entirely new challenges – particularly surrounding the introduction of novel technology and alternative fuels. Yet according to Peter Broadhurst, Senior Vice President, Safety and Regulatory, Inmarsat Maritime, these challenges come with an opportunity: "As data in [The Future of Maritime Safety] Inmarsat report shows, we see the same safety incidents repeated time and again, year after year. While the rapid changes ahead pose challenges, they also afford us a great opportunity: to not simply try to maintain levels of safety, but to improve them."

To this end, Broadhurst added, the industry must address the existing deficiencies that hinder meaningful progress. "Often, the default outcome of a marine accident investigation is to assert the need for more or better training," he said. "Of course, this is frequently a contributing factor, but training is expensive and time-consuming and regularly has to be squeezed into already-busy routines. It also points the finger of blame at our seafarers, placing too much onus on human error. Such an approach does little to prevent similar events from recurring as it fails to address underlying safety-culture shortcomings."

As Ksenia Zakariyya, HSEQ Manager, Yara Clean Ammonia, noted at the 2023 Inmarsat Proactive Safety Roundtable –



Human Element Focus, "Over 70% of all incidents reported are based on human factors. What is causing the human-error statistic to be so high in the maritime industry? We need to route it back to the cause."

Probable factors behind the elevated risk of safety incidents attributable to human error include poor living and working conditions, separation from families, and unfair employment practices – issues that were exacerbated by the recent pandemic. Although the Covid-19 risk has since markedly reduced, and the resumption of crew changes has helped to mitigate the insidious impact of fatigue, the ramifications of the global health crisis are still being felt across shipping.

For example, the restricted access to seafarer training during the height of the pandemic likely contributed to the current shortage of trained personnel, which has in turn amplified concerns regarding overwork. While the crewing situation is already serious, it will soon become critical as companies compete for talent among the small pool of crew able to safely handle and operate vessels transporting and/or powered by alternative – and higher risk – fuels.

In compiling *The Future of Maritime Safety Report*, Inmarsat invited crew to provide their views on how to improve vessel safety. The seafarers interviewed agreed that access to regular, high-quality training alongside frequent safety drills would ensure competency levels were maintained and onboard risks reduced. Fundamental safety considerations were also a common theme among the interviewees, who highlighted the need

for appropriate PPE, proper rest hours, and manageable shift patterns. Some also noted a requirement for more crew members on board ships.

In many cases, the seafarers' recommendations amounted to a call for leaders to focus on the basics, including regular reviews and updates to safety protocols. Second officer Pankaj Manglani pointed out that those in charge must "strictly follow" codes and conventions, implement and execute risk assessments, ensure good health and hygiene on board, promote and practise a strong safety-reporting culture, encourage teamwork, and "be aware of and eliminate non-conformities".

Meanwhile, fourth engineer Bachala Shanker Rao called for leaders to build and maintain a strong safety culture to reduce incidents at sea. "Create an environment where safety is a top priority and everyone is responsible for making the workplace safe, encouraging a culture of open communication," he advised. "Embracing advanced technology (automation) will reduce human error and remote monitoring systems to track the vessel conditions."

The interconnection between regulation, human element and technology needs to be front and centre to proactively address safety challenges as shipping transitions to alternative fuels, adopts decarbonisation technologies, and continues to digitalise. Considering the challenges that this transformation presents, and the requirement to retrain seafarers on complex new systems and procedures, the industry would do well to listen to its workforce and implement changes based on their concerns.

THE maritime sector is witnessing a transformative shift in its expectations and demands around crew travel. A growing emphasis on optimising and expanding interactions with crew managers has emerged, driven by the need to enhance logistics efficiency, reduce expenditure, and prioritise the well-being of seafarers during their journeys.



In response to this evolving market landscape, ATP Marine Travel has undertaken a strategic realignment and adopted a dynamic approach on a global scale. The changes go beyond conventional crew travel management services, evolving into a comprehensive crew change logistics portfolio. New, segmented service packages will introduce a novel, end-to-end hybrid servicing solution, seamlessly incorporating cutting-edge technological advancements and soft Business Process Outsourcing (BPO) solutions into every phase of the crew change cycle.

For crew managers, this expanded crew change logistics framework offers an opportunity to optimise workflows and processes with direct operational

implications. Additional data, intelligence, and support become invaluable tools, enhancing their teams' performance. The journey begins with providing comprehensive visibility into travel analytics, followed by granting them full command of the situation, ensuring they possess a complete overview of pre, on, and post-trip activities and information. This comprehensive control extends to reducing the cost of travel and fostering a nurturing environment for employees. Detailed insights into travel patterns empower organizations to optimize their budgets and, in turn, enhance the well-being and satisfaction of their seafaring workforce.

This innovative and modular approach

underscores three critical stages within crew change logistics: Pre-Trip, On-Trip, and Post-Trip, and introduces four distinct solutions tailored to various stakeholders and operational aspects.

Caring for your crew

Employers are entrusted with both a legal and ethical responsibility to ensure the well-being of their employees during their commute to and from work. It is only logical that when crew members arrive at their vessel following a pleasant, secure,

.....
Find out more about the future of

Get better crew travel cost control and insight



they become critical in terms of cost or employee well-being; in the case of the €0.5 million savings above, ATPI proactively informed crew managers and crew of any change to their booking made as part of the review. Ultimately, by optimising communication for all stakeholders, it's possible to unlock more effective workflows and processes to support crew managers and their teams.

Post-trip, the focus ideally shifts towards providing access to travel

data which aids in precise planning and budgeting for future crew changes. As an example, one cruise employer was recently able to save €0.5 million over just three months following a review of crew change ports carried out by ATPI Marine Travel.

Communication and monitoring

Delays and last-minute changes can cause significant issues for both crew managers and crew members. However, with real-time monitoring and support, it's possible to address these issues proactively and schedule new travel arrangements before

Carbon footprint management

Given the environmental impact of air travel, assessing the carbon cost of individual crew trips and offsetting them using certified carbon credit projects also becomes essential. This will assist ship owners and operators in managing their carbon footprint responsibly, aligning with evolving carbon reduction targets. ATPI's new portfolio features a service package to streamline management of the carbon portfolio of crew travel, so crew managers and their team can focus on operational and cost saving initiatives.

and comfortable journey, they are better positioned to excel in their roles and look forward to their next rotation. This not only promotes crew retention but also leads to significant cost savings by reducing recruitment and training expenditures.

Cost reduction and control

Effective cost management tools are essential. They involve the use of data to evaluate port conditions before a trip and continuously monitoring air travel status during the trip, which can yield substantial economic benefits while maintaining efficiency in the crew change workflow.

New Name, Same Team

Instone Philippines, Inc. has been renamed to ATPI Travel Philippines, Inc. The team continues to deliver diverse round-the-clock crew change logistics support for maritime employers and employees, and can be contacted at **0063 2 8540 1611**

of crew change logistics and how our services can support your business to save on costs and improve employee satisfaction at atpi.Com



DCSP Board of Directors: Cheers to a more promising future!



DMMA, 30 Years and Beyond!

WITH great anticipation for a more promising future, the DMMA College of Southern Philippines (DCSP) commemorated its milestone 30th founding anniversary with its industry partners and committed staff.

DCSP hosted a Thanksgiving Party for its industry partners on October 6 at the opulent Solaire Resort Hotel in Manila and a Gala Night on October 10 for its employees at the elegant Dusit Thani in Davao.



was bestowed with special recognition.

In Davao, Loyalty Awards were given to employees who has served the College for 15 years or more.

Recognitions

In his opening remarks, DCSP Chairman of the Board of Trustees Vicente Virtudazo, expressed gratitude to their guests: "Our partners, shipping companies, stakeholders, friends, benefactors, your assistance in taking in our school's graduates has made possible the continued existence of DMMA. He stated, "You are very special to us."

Mrs. Saturnina Ebuenga, DCSP's longest serving employee for 30 years,

Mrs. Gloria Uriarte, president of DCSP, addressed the committed faculty and staff, stating, "You are the heart and soul of DMMA College of Southern Philippines. Your commitment to our students' success and your continuous pursuit of knowledge have played a vital role in shaping the minds of future leaders."

Foundation

The celebrations took on greater significance with the formal launch of the DMMA Foundation, Inc.

A representative of DCSP's former cadet scholar Christlamb Rea Vicente, now CEO and Chairman of the Philippine GCB Management Corporation, turned over a cheque worth one million pesos as seed capital for the Foundation.

The DMMA Foundation, Inc. has been established to provide grants and endowments in support of a wide range of charitable, religious, educational, athletic, cultural, literary, scientific, environmental, medical and social welfare initiatives.

Over the last 30 years, DCSP has awarded scholarships to 8,470 financially disadvantaged students who have excelled academically and exhibited exceptional leadership and talent, in accordance with its guiding principles rooted in the values of excellence, discipline, integrity, social responsibility and equality. These scholars have since gone on to become maritime officers, corporate leaders, government employees, and agents of change.



“Three remarkable decades of unyielding dedication, relentless innovation and an unwavering commitment to educational excellence have transformed DMMA into a commendable institution in the Southern Philippines.”

— SARAH Z. DUTERTE-CARPIO, Vice President & Education Secretary



P1M support for the DMMA Foundation.



Mrs. Ebuenga, 30 years of service!



A token of commitment from the NTC.

DCSP Vice Chairman Al Ryan Alejandro stated, “Our purpose is to inspire, mentor and guide people not just educate them. We believe that every young mind, regardless of background deserve a chance to shine.”

More support

The Norwegian Training Center (NTC), DCSP’s long-standing partner, donated P100,000 as a sign of sustained support to the College.

NTC Deputy Director Capt. Knut Bentzrod, who is also the overall in charge at Norwegian Shipowners’ Association (NSA) Cadet Program

stated, “I know that you can handle the future ... And I see a brighter future for us together moving forward.

He applauded DMMA cadets for being extraordinary: knowledgeable, trustworthy and good in all kinds of aspects.

From the VP

Vice President and Education Secretary Sarah Z. Duterte-Carpio sent her greetings and message of support.

“Three remarkable decades of unyielding dedication, relentless innovation and an unwavering commitment to educational excellence have transformed DMMA into a commendable institution in the Southern Philippines.”

Your steadfast commitment in shaping a brighter future for your students by establishing a quality and relevant maritime academic institution has strengthened the capabilities of Filipino mariners, both here and abroad, and nurtures the value of your industry in our country.

The future

“The complexity of seafaring today is so much bigger than it was 30 years ago,” remarked Frank Arne Johansen, First Secretary and Consul of the

Norwegian Embassy in Manila.

He commended DCSP for enhancing their curriculum and putting in their agenda the importance of learning the latest technology for their students.

Under the professional advice of the Institute of Corporate Directors, the board has amended the institution’s vision, purpose, and core principles.

Mission: *To be an institution of higher learning, training and assessment committed to provide excellent professionals to the local and global maritime and other markets.*

Vision: *By 2030, DMMA will be among the leading educational, training and assessment institutions in the world, providing highly competent graduates and professionals for the maritime industry and related businesses.*

Indeed, DCSP celebrated its 30th year with a plethora of exciting prospects!

ARI SIMULATION

FULL RANGE OF PHYSICAL AND CLOUD SIMULATORS

For two decades, ARI Simulation has been delivering class-leading and DNV certified virtual / augmented reality training solutions to customers across the globe.

e-sim.cloud/



ARI
DIGITAL



AI, XR
Applications

ASBA



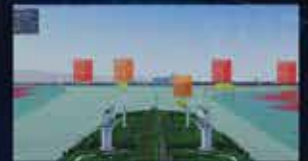
Adaptive Scenario Based
Assessment



Digital Applications



e-Examinations /
Assessments



Digital Vessel Monitoring

info@arisimulation.com | www.arisimulation.com

marine | port & terminal | oil & gas | general industry | defence

INDIA | SINGAPORE | USA



MARINA Admin Fabia
with Ambassador
Pffaffernoschke and the
JMC leadership

MARINA on EMSA & IMSAS

ATTY. Hernani Fabia, Administrator of the Maritime Industry Authority (MARINA), reaffirmed the country's commitment to continue implementing corrective actions to maintain the quality of the Philippines' maritime education, training, and certification systems.

Fabia delivered the remarks as the invited speaker at the Joint Maritime Committee (JMC) meeting that took place at the German Club Manila in Makati City on September 28.

In attendance were members of the JMC, including the Dutch Chamber of Commerce in the Philippines (DCCP), the German-Philippine Chamber of Commerce and Industry (GPCCI),

the Nordic Chamber of Commerce in the Philippines (NordCham), and the Philippines Norway Business Council (PNBC), as well as German Ambassador to the Phil Andreas Pffaffernoschke.

The "European Commission (EU) is currently preparing the arrangements for the implementation of the 4-million euro technical assistance to aid the Philippines in improving our

compliance with the STCW Convention and the Maritime Labor Convention,” Fabia said.

The technical assistance will commence by the last quarter of 2024 and will be delivered until 2027.”

Fabia met with Ms. Fotini Ioannidou, Head of the Maritime Safety Unit and Deputy Director Waterborne Transport in the Directorate General for Mobility and Transport of the European Commission, and discussed the details of the DG-MOVE delegation’s upcoming visit of the to the Philippines in November to finalize the Terms of Reference for the technical assistance.

“The technical assistance is a testament to the strong support of the EU to the Philippines as a leading supplier of seafarers to the European fleet. It also represents the strong collaboration between EU and the country to protect and sustain the mutual interest in the maritime field,” Fabia emphasized.

Fabia said that MARINA has completed two further external

“The technical assistance is a testament to the strong support of the EU to the Philippines as a leading supplier of seafarers to the European fleet. It also represents the strong collaboration between EU and the country to protect and sustain the mutual interest in the maritime field.”

evaluations regarding the country’s compliance with the STCW Convention:

First, the Independent Evaluation under Regulation I/8. MARINA have communicated the information to the IMO in May 2023, including the steps taken to implement the subsequent amendments to the STCW Convention. The International Maritime Organization (IMO) is presently assessing the communicated information via its Panel of Competent Persons; the outcome of their evaluation is anticipated to be released early next year.

Fabia explained, “Our compliance with the Independent Evaluation is crucial to our continued inclusion in the IMO’s “white list” of STCW-compliant countries.”

Second, during the first week of September, MARINA was subjected to the IMO Member State Audit Scheme (IMSAS), which is organized by the IMO to verify the country’s compliance and implementation of not only the STCW Convention, but also other mandatory international instruments such as SOLAS, MARPOL, LOADLINES, TONNAGE and COLREGS.

The results of IMSAS will be the basis for the IMO to provide assistance in areas where the country needs improvement in terms of enforcement of the IMO mandatory conventions.

Fabia proudly declared “I am very happy to share the good news that in terms of our implementation of the STCW Convention, the three IMSAS auditors did not find any issue nor any observation.

“As the current Administrator of MARINA, I really welcome these external evaluations as a mechanism for us to strengthen our policies, streamline our procedures and improve our services to our clients and stakeholders,” Fabia added.

Training for Service on Ships Subject to the IGF CODE

NYK-EI
MARITIME E-TRAINING, INC.

BASIC IGF Training
2 DAYS ONLINE
2 DAYS ON-SITE

ADVANCED IGF Training
2 DAYS ONLINE
3 DAYS ON-SITE

Accredited by:
MARINA & Norwegian Maritime Authority

For inquiries, contact us at:
049(508)-8600 | 0998-598-8770
argel.antonio@neti.com.ph
marketing@neti.com.ph



United Marine
Training Center



Unfolding a brighter future at sea
by bridging the learning gaps
today, tomorrow, and beyond.

CONNECT WITH US

info@umtc.com.ph | +63 2 8981 6682 | www.umtc.com.ph
2120 Leon Guinto St., 1004 Malate, Manila, Philippines

Human Error Causes Majority of Marine Pollution



PHILMEPA President Reyes

HUMAN error, according to the Philippine Marine Environment Protection Association (PHILMEPA), is the leading cause of marine pollution.

In her presentation at the Blue Economy Annual Trade and Conference (BEACON) held on September 6-8 at the SMX Convention Center Manila, PHILMEPA President Rochelle Reyes stated that “the weakest link in maritime safety and environment is education and training.”

Regardless of modern, more efficient ship designs, human error or a lack of training among seafarers is responsible for 80% of maritime accidents.

75% of tanker spills occur in ports during routine ship operations such as

loading, bunkering and discharging.

The shipping industry contributes to marine deterioration through:

- **Oil spills** – the release of oil into sensitive habitats that affect marine species
- **Pollutants** – the generation of pollutants like garbage, scrubber effluent, sewage, grey water, chemicals that have immediate and long-term marine damage
- **Air emission** – the greenhouse

gases, nitrogen dioxide and black carbon, all of which impact local air quality and human health

- **Habitat destruction** – the construction of new ports which destroy marine life and seafloor habitats

- **Disruption of food security** – the food security of indigenous and local community.



PHILMEPA was founded in 1998 by the late Commo. Dante La. Jimenez with the mission to promote voluntary participation of all sectors of the community in the protection and preservation of marine environment from all courses of ship generated marine pollution.

Among its objectives are: marine literacy, protection of marine species, habitat conservation/restoration and engaging sustainable communities for marine conservation.

PHILMEPA is a member of International Marine Environment Protection Association (INTERMEPA), a voluntary, non-governmental and non-profit making entity established in 2006 in Athens, Greece, with headquarters hosted at the Offices of Hellenic Marine Environment Protection Association (HELMEPA).



Reyes with DOTR and MARINA officials



A PTC GROUP COMPANY

JEBSEN PTC
MARITIME INCORPORATED

AT JEBSEN PTC,
WE OFFER YOU PERSONALIZED
AND BESPOKE SERVICES
TAILORED TO YOUR NEEDS.



For more information on Jebesen PTC,
please visit jebesen-ptc.com.

PTC PHILIPPINE
TRANSMARINE
CARRIERS, INC.
Moving the World®

A FILIPINO
GLOBAL MARITIME PROFESSIONAL
ON EVERY VESSEL,
IN EVERY SEA,
MOVING THE WORLD



For more information on PTC,
please visit ptc.com.ph.



IBF deal done: 250,000 seafarers pay boosted by 6%

SEAFARERS' unions and maritime employers have signed a four-year agreement will result in substantial compensation increases and dozens of workplace protections and enhancements for more than 250,000 seafarers employed on over 10,000 vessels.

In September, the International Bargaining Forum (IBF), which negotiates the largest global collective bargaining agreement, reached an agreement on the terms for the 2024-2027 IBF Framework Agreement.

Over the next two years, the agreement stipulates that seafarers will be granted a wage increase of 6 percent: 4% on January 1, 2024, and 2% on January 1, 2025, in addition to the wage and compensation increases already in place. The pay deal and cost items for 2026-27 will be negotiated in 2025.

Furthermore, the agreement includes a reference to ILO Convention 190 on Violence and Harassment to reinforce a joint commitment to provide safe workplaces free of violence, discrimination and harassment for all seafarers.

There was also a joint recognition of the importance of safe working practices in cargo lashing in the common fight against malpractice.

A new working group was also established that will focus on the future of seafaring and major challenges that the industry faces including the impact of new technology, the introduction of alternative fuels, and ensuring a just transition as the industry responds to climate change. Concerns around seafarers' hours of work, crewing levels, fatigue and duration of employment will also fall under the remit of the working group.

The JNG also agreed to remind their members of the importance of respecting national cabotage provisions and to collaborate with the ITF on a strategy to ensure that more and more seafarers receive a decent level of free internet access.

ITF General Secretary Stephen Cotton said: "Over the four years of this agreement, we have a lot of important issues to discuss so that we can continue to enhance the living and working conditions of all seafarers on IBF covered vessels. The biggest challenges we all face is the just transition and the move to alternative fuels. How the industry recruits and motivates our seafarers and ensures they have the skills for the future, this is firmly on our forward-looking agenda."

"Over the four years of this agreement, we have a lot of important issues to discuss so that we can continue to enhance the living and working conditions of all seafarers on IBF covered vessels," said ITF General Secretary Stephen Cotton. The biggest challenges we all face is the just transition and the move to alternative fuels. How the industry recruits and motivates our seafarers and ensures they have the skills for the future, this is firmly on our forward-looking agenda."

Capt. Belal Ahmed, Spokesperson for the Joint Negotiating Group (JNG) of maritime employers and Chairman of International Maritime Employers Council (IMEC) Captain Belal Ahmed said "Post Covid joint initiatives by JNG and ITF to face together the new and unprecedented challenges for our industry will now take center stage. I believe this partnership is key to address the issues affecting seafarers' welfare and training today towards the ultimate aim of decarbonizing and achieving net zero shipping by 2050 whilst resolving seafarers' shortages."

www.doehle-seafront.com

Döhle Seafront

JOIN OUR FLEET!

FOLLOW US!  

DÖHLE SEAFRONT CREWING (MANILA), INC.

ALL ABOARD!

Recruitment Office
Ground Floor, Döhle Haus, 30-38 Sen Gil Puyat Ave.,
Brgy. San Isidro, Makati City 1234 Philippines

+63 9985678930
+63 9985647931
+63 9399150712
+63 9985961858
Reception: +632 8705 8102

POEA LICENSE NO.: POEA-059-SB080221-R-MLC
ISO 9001: 2015, MLC 2006 Compliant

Great
Place
To
Work®

Certified
JUN 2023-JUN 2024
PH

MAGSAYSAY
People



**AT MAGSAYSAY,
EVERYTHING MATTERS.**

MAGSAYSAY
MAGSAYSAY MARITIME CORPORATION

MAGSAYSAY
Global

MAGSAYSAY
MAGSAYSAY TRAINING CENTER



MAGSAYSAY CENTER FOR
HOSPITALITY AND CULINARY ARTS



MOL MAGSAYSAY
MARITIME ACADEMY



MAGSAYSAY INSTITUTE
OF SHIPPING

Follow us for more updates:

 magsaysaymaritimeworld  magsaysay-maritime-corporation

Check out career opportunities at:

www.magsaysaycareers.com



APEC Economies stressed the importance of autonomous navigation

ASIA-PACIFIC Economic Cooperation (APEC) maritime expert group completed a project on International Cooperation in Autonomous Navigation to Promote Safe, Efficient and Sustainable Maritime Transport.

The project aimed at accelerating the implementation of autonomous navigation in the APEC region, promoting equal access to technologies and establishing strong and continuous collaboration between the APEC Economies, including Malaysia, Thailand, Viet Nam, Chinese Taipei, Indonesia and the Philippines.

As a result, after thorough elaboration, APEC Economies developed and released Policy Recommendations on the Effective Implementation of autonomous navigation.

Participating APEC Economies stressed their interests and highlighted the importance of the practical implementation of autonomous navigation in the region.

The Recommendations introduced measures supporting the implementation of technology at the domestic level, such as raising public awareness, conducting research, formulating a comprehensive plan or road map, dealing with the regulatory framework,

providing infrastructure improvement and skills development, and working out trial projects.

Policy recommendations were presented

at the APEC Maritime expert group on September 26 and published at the APEC website: <https://aimp2.apec.org/sites/PDB/Supporting%20Docs/Forms/Supporting%20Docs.aspx?RootFolder=%2Fsites%2FPDB%2FSupporting%20Docs%2F4868&ProjectID=4868>.

Participating APEC Economies stressed their interests and highlighted the importance of the practical implementation of autonomous navigation in the region.

In particular, during capacity-building workshops, representatives of Hong Kong, China, expressed their interest in the interpretation of signals by MASS from other ships, the interaction of mass and non-mass vessels, and how it could comply with COLREG.

Representatives of Malaysia were attentive to the MASS approaching the port, and representatives of the Republic of Korea highlighted the importance of Situational Awareness Technologies.

Representatives of the Philippines stressed that since the technology was new, there was a need to explore more about several issues, including automated berthing, communication of MASS with VTS when entering ports, recognition of MASS, and availability and affordability of the technology.

He also added the importance of dedication to implementing such technology, the availability of training modules and simulators, the accessibility of a budget, and the active cooperation of all interested stakeholders.

Asia-Pacific Economic Cooperation (APEC) is a premier intergovernmental forum that promotes sustainable economic growth and prosperity in the Asia-Pacific region.

In particular, APEC seeks to advance connectivity and deepen regional integration by developing policies that promote a safe, secure, efficient, and sustainable maritime industry with a focus on innovation and new technology.



FAR EAST MARITIME

RESPONSIBILITY • INNOVATION • SUSTAINABILITY • EXCELLENCE

<http://www.facebook.com/FEMFI.MNL> 8-526-2477-to 79



Department of Migrant Workers
NATIONAL MARITIME POLYTECHNIC



**Ang Training Center ng Gobyerno,
Kasama ng Marino sa Pag-asenso!**

COURSE OFFERINGS

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)
- Vessel Crane Operator (VCO)
- Ship Security Officer (SSO)
- 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)

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
- 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
- Advanced Fire Fighting (AFF)
- Refresher Course on AFF (RAFF)
- Medical First Aid (MEFA)
- Technical Writing for Seafarers (TWS)

BASIC COURSES

- Basic Training (BT) with PADAMS, SHAPIMS & GSTS
- Refresher Course on Basic Training (RBT) and Updating Course for Basic Training (BTU)
- 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)
- Security Awareness Training and Seafarers w/ Designated Security Duties (SAT-SDSD)
- Survival Craft and Rescue Boats other than Fast Rescue Boats (SCRB)
- Refresher Course on SCR B
- Fast Rescue Boats (FRB)
- Consolidated MARPOL 73/78 (CONSO-MARPOL)
- 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 (IMO Model Course 6.09)
- Assessment, Examination and Certification of Seafarers (IMO Model Course 3.12)
- Training Course for Simulator Instructors and Assessors (IMO Model Course 6.10)

NMP ONLINE ENROLMENT

register.nmp.gov.ph

NMP RESEARCH PORTAL

research.nmp.gov.ph

NMP MAIN OFFICE

NMP Training Complex,
Cabalawan, Tacloban City
 +63 965 182 3521 / +63 936 786 2196

NMP MANILA OFFICE

DMW Mezzanine Floor, Blas F. Ople Bldg.,
Ortigas Ave. cor. EDSA, Mandaluyong City
 +63 927 304 6588 | +63 921 640 8096

Visit or Like us

www.nmp.gov.ph
 info@nmp.gov.ph

TRUNKLINE +63 998 969 3670 | +63 939 923 3140 | +63 919 081 0274 | +63 908 876 9786
+63 919 074 4847 | +63 917 107 8755 | +63 917 117 8136

NMPTrainingCenter

Strategic Priorities for Post Pandemic Supply Chains

CUMULATIVE disruptions have exposed the profound interdependencies and inherent vulnerabilities in today's over-globalised supply chains.

The three colossal 'Black Swan' events of recent years – Covid-19, Suez Canal closure and the ongoing crisis in Ukraine – are being supplemented with numerous economic challenges. Ever increasing costs in Asia, geopolitical tensions and trade tariffs are further de-stabilising supply chains.

A global recession looms, with concerns about the price and availability of energy supplies, increasing inflation and rising interest rates – resulting in a cost-of-living crisis for consumers, and further uncertainties for business.

Supply Chain Strategies

Every company must now be actively re-thinking their supply chain ecosystem, with a view to diversification and reconfiguration over the medium term, which will inevitably lead to greater simplification, regionalisation and localisation.

Business leaders would do well to focus on three strategic priorities for their supply chain agenda.

Resilience

The first priority is to develop enhanced Supply Chain Resilience, where Resilience is the capacity to withstand or to recover quickly from adversity.

This entails a multi-faceted approach, reviewing your geographic footprint, supplier base, logistics landscape and distribution networks.

Many companies will reconfigure their supply chains to a much more regional approach, whereby production and sourcing are relocated closer to the



By MARK MILLAR

final consumption markets, ie more local and less global.

Regional supply chains will be shorter and more localised, enabling companies to benefit from reduced lead times, freight costs and emissions, at the same time as increasing control, responsiveness and resilience.

Sustainability

Everyone is now ever-more conscious of climate change and the importance of the sustainability agenda.

Consumers are increasingly expressing their preferences for products with a lower-impact environmental footprint, and in many cases, are prepared to pay a modest premium. In addition to adopting environmental best practices and implementing ethical sourcing initiatives, the shorter supply chains resulting from reconfiguring the global flows of goods will reduce the environmental impact of international freight transport networks, whilst also reducing fuel costs and shortening lead times.

Digitalization

Digital disruption is impacting most industries. And people. Predictions are that disruptive technologies are going to automate or displace most of us in the not-too-distant future!

The need for digitalization across the

supply chain has been turbo-charged by the huge increase in IoT-enabled devices (Internet of Things) essential for the online connectivity required for working, schooling, shopping and socialising, whether from home, at the office, or on the road.

Robotics and automation solutions - now readily available on pay-per-use service model - will see widespread deployment as production is re-shored back into developed markets, thus counteracting higher labour costs.

And through the rest of this decade, supply chain performance and operational efficiencies will be further enhanced by the advent of commercially feasible and economically viable applications for 3D printing, artificial intelligence and autonomous vehicles.

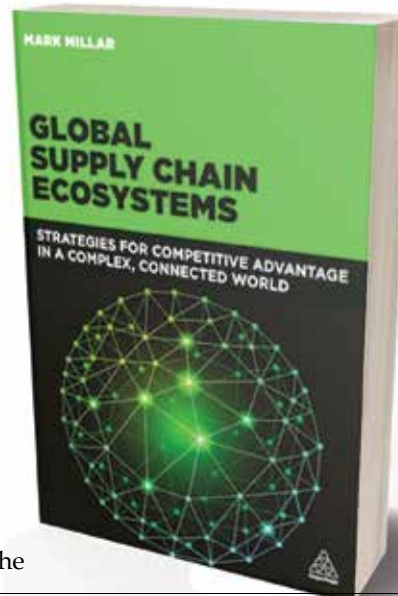
Conclusion

These critical priorities of Resilience, Sustainability and Digitalisation apply equally to our business life, our professional life and our personal life – and will remain strategically relevant throughout the coming decade. The most important step is getting started.

The journey thereafter becomes one of Continuous Improvement – endlessly searching for, identifying and strengthening the weakest link, relentlessly implementing the "Find and Fix" approach.

The uncertain outlook ahead should remind us all that it is not the strongest that survive, nor the most intelligent, but the ones that are most adaptable to change.

Businesses that cannot, or do not, adapt to the new normal of the post-pandemic world will face a very ambiguous future!



Mark Millar is an internationally renowned keynote speaker, a respected authority on supply chain and logistics, and author of the widely acclaimed book *Global Supply Chain Ecosystems*. www.markmillar.com

SPECIAL OFFER: Marino World readers can download a complimentary copy of Mark Millar's keynote presentation 'Strategic Priorities for post-pandemic Supply Chains' from his Online Shop, use Promo Code MarinoWorld at <https://www.markmillar.com/digital-library>.

MEDICAL DIAGNOSTIC SERVICES

through **Competence and Compassion**
Because your **good health** is a 'Plus'

 (02) 856 27 101  information@hpdci.com
 +63 956 175 1516  www.hpdci.com

4th Floor, Solemil Bldg., 1248 J Bocobo Corner,
Padre Faura St. Ermita, Manila, Metro Manila



DIGITAL RESOURCES AT SEA



DIGITAL LIBRARY
marinesocietyshop.org

- Thousands of titles in multiple languages including Tagalog
- Books straight to your crew's electronic devices
- Access with or without Wi-Fi



LEARN@SEA
marine-society.org/learnatsea

- Award-winning educational content
- 16 maritime contextual courses focusing on functional and technical skills – i.e. English@Sea and Engineering@Sea

Excitement builds as global crewing sector prepares to meet at Seatrade Maritime CrewConnect Global 2023

ANTICIPATION continues to grow as leaders and key stakeholders from across the global shipping industry prepare to reunite at Seatrade Maritime CrewConnect Global 2023, the leading event dedicated to the maritime crewing sector.

Seatrade Maritime CrewConnect Global 2023, which is set to unfold in Manila from 21 – 23 November, will once again deliver an experience designed to foster networking, collaboration, and industry progress across an expert-led conference, packed Supplier Showcase and the ever-popular CrewConnect Global Awards.

This year's conference will take place under the guiding theme of "preparing for the seafarer of tomorrow". Over the course of three days, delegates will have the chance to explore key topics impacting crew management including recruitment, retention, mental wellbeing and health, sustainability, and onboard management with over 50 sessions to pick from. Key topics include:

- Addressing Bullying and Harassment in the Maritime Industry
- Energy Transition and the Role of Seafarers in Delivering ESG Goals
- Priorities for Shipmanagement and Crewing: Alignment and Collaboration
- Crew Supply and Deployment: Shortage or Surplus?
- Mind the Gap: The Human Element and the Role of Technology in MET



Seatrade Maritime

CREW CONNECT GLOBAL

"We're really excited to welcome the crewing industry to Seatrade Maritime CrewConnect Global 2023, which will once again provide a comprehensive insight into the future of this important sector, where the opportunities for growth can be found, and how to prepare for the challenges that are upon the horizon. In particular, our Cruise Breakout Forum, which is a new addition for 2023."

"We're really excited to welcome the crewing industry to Seatrade Maritime CrewConnect Global 2023, which will once again provide a comprehensive insight into the future of this important sector, where the opportunities for growth can be found, and how to prepare for the challenges that are upon the horizon. In particular, our Cruise Breakout Forum, which is a new addition for 2023," said Chris Morley, Group Director of Seatrade Maritime.

"We have a wealth of knowledge represented across the entire speaker panel, with more than 70 leading voices set to bring insights and expertise to each session. In particular, our opening keynote will be delivered

by Nancy W. Karigithu, Advisor and Special Envoy for Maritime and Blue Economy, Executive Office of the President at State Department for Shipping and Maritime, Kenya, which will inspire the tone for conversations over the following three days," continued Morley.

In between conference sessions, delegates will have the opportunity to discover the Supplier Showcase. More than 60 world-class suppliers of services and solutions to the crewing sector will be represented, including Mintra, OSM Thome, Ocean Technologies Group, IRI – Marshall Islands Registry, Panama Maritime Authority, Wärtsilä, Energy Crewing Solutions and more.

"In addition to our Supplier Showcase, we are also delighted to welcome a collection of forward-thinking newcomers and start-ups to our New to Show Zone. This feature is a new addition and will give delegates the opportunity to discover services offered by Port Medical Management, Onboard Maritime, Tilla, Blue Orange Wave, Bulbous Agency USA and Marine Media USA," continued Morley.

Seatrade Maritime CrewConnect Global will conclude on Thursday 23 November with the presentation of the winners of the 2023 CrewConnect Global Awards. A total of five winners from this year's shortlist will be announced, ahead of the Seafarer of the Year Award, which is sponsored by Kadmos, and the Lifetime Achievement Award.

Seatrade Maritime CrewConnect Global will take place from 21 – 23 November at Sofitel Philippine Plaza Manila, The Philippines. To find out more, please visit crew-connect-global.com







NORDIC MEDICAL CLINIC

Take care of yourself.
Take care of others.



Holistic Maritime Healthcare Services:

-  Pre-Employment Medical (PEME)
-  Telemedicine for Ships and Shore
-  Psychological Counseling
-  Health Education and Training

 **MANILA**

nmc.admin@nordicmedical.no
+63 2 8562 7810
Unit 1B Maria Daniel Building,
San Andres St., cor. M.H. Del Pilar,
Brgy. 701 Malate, Manila

 **CEBU**

nmc.cebuaadmin@nordicmedical.no
+63 32 253 0211
G/F Don Alfredo D. Gothong Centre,
Sergio Osmeña Blvd. North Reclamation Area,
Cebu City, Cebu



OSM Thome

A Maritime Powerhouse trusted by Customers,
respected by Community, and a home for our People



**Committed to providing
the highest standards of
safety, quality, sustainability
and reliability**



osmthome.com