

MARINER WORLD

FUSION OF MARITIME NEWS AND VIEWS

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owners and seafarers to
get the most out of the
capabilities of the ship."*

John
Rowley

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EST. 1903

Connect Collaborate Succeed

- Magna Carta to boost PH maritime
- AMOSUP – UTS digitalization
- Crew Connect Finalists

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Stefanou

Ceferino
Leal, Jr.

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KEEP THE MOMENTUM GOING!

The Magna Carta of Filipino Seafarers would not have been enacted into law without the collaboration of legislators, regulators, and all industry stakeholders.

As President Ferdinand Marcos Jr. remarked, “Our different perspectives helped us produce this Magna Carta that encompasses our shared goal: to make Filipino seafarers, the industry, and the country prosper both in domestic and international waters.”

The Magna Carta of Filipino Seafarers, also known as RA 120211, became effective on October 10th, 15 days after its publication in the Official Gazette.

The crafting of the Magna Carta’s Implementing Rules and Regulations (IRR) is crucial and should encourage greater collaboration across the country’s relevant sectors. The IRR should be ready by December 2024, or 90 days after it goes into force.

The Department of Migrant Workers

(DMW) is the Chairman responsible for promulgating the rules and regulations to implement the provisions of this Act.

The inter-agency meetings have already started, bringing together representatives from various government agencies to align their efforts toward establishing a comprehensive framework for the protection and welfare of Filipino seafarers.

MARINA STCW Office Executive Director Samuel Batalla said, the draft IRR will be presented to stakeholders in November for consultations and any necessary modifications prior to publication in December.

The new law also aims to eradicate ambulance chasing, thereby, encouraging more employers to hire

and support Filipino seafarers in their reskilling and upskilling programs to meet the demands of modern shipping.

Therefore, the international shipping community also anticipates an ongoing consultative process with the International Advisory Committee on Global Maritime Affairs, comprised of the International Transport Workers’ Federation (ITF), the International Maritime Employers’ Council (IMEC), the European Community Shipowners’ Association (ECSA), and the International Chamber of Shipping (ICS), formed by the Department of Migrant Workers at the direction of President Marcos, in January 2023.

Indeed, there is a need to retain the drive!

The government, employers, and seafarers must continue to be motivated and driven to collaborate in order to effectively implement the Magna Carta’s provisions and eventually fulfill its goals. **MW**


 A photograph showing President Ferdinand Marcos, Jr. in a white barong tagalog, smiling and holding a large document. He is surrounded by other officials, including a woman in a red and black dress and a woman in a blue dress, who are also smiling and clapping. The background is a blurred indoor setting with warm lighting.

Magna Carta of Filipino Seafarers to boost PH maritime

Finally, signed
by President
Marcos, Jr.

The Magna Carta of Filipino Seafarers signed into law by President Ferdinand Marcos, Jr. on September 23, is anticipated to foster positive developments in the maritime industry.

Legislators, cabinet officials, regulators, and non-government organizations (NGOs) witnessed the long-awaited signing ceremony in Malacanang Palace of the harmonized version of Senate Bill No. 2221 and House Bill No. 7325, also known as Republic Act (RA) No. 12021 or 'An Act Providing for the Magna Carta of Filipino Seafarers.

In his speech, President Marcos emphasized, "It is not just a tribute to our seafarers' sacrifices..." but a call to weave together a future that they can be proud of—one where their voices are heard, their rights are upheld, their families feel the support of a nation that understands the weight of their duty."

Marcos stated the importance of the law in upholding the seafarers' rights to safe working conditions, protection from exploitation and discrimination, as well as skills development.

"This law also confronts the emerging challenges of modern seafaring, including digitalization and automation. It commits to lifelong

"It is not just a tribute to our seafarers' sacrifices... but a call to weave together a future that they can be proud of—one where their voices are heard, their rights are upheld, their families feel the support of a nation that understands the weight of their duty."

—Pres. Ferdinand Marcos, Jr.

learning and skills development, recognizing that the seafarer must not just adapt but prosper in a rapidly changing and evolving world," Marcos said.

Major local and international

stakeholders have expressed their gratitude to President Marcos and lawmakers for creating the Magna Carta of Filipino Seafarers, which will address industry concerns and propel the Philippine maritime industry to new heights.

Unions

Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) President Dr. Conrado F. Oca remarked, "The enactment of the Magna Carta of Filipino Seafarers is an important victory for all Filipino seafarers serving onboard both domestic and international vessels, as it seeks to ensure our country's compliance with the Maritime Labor Convention, 2006 that protects the rights and promotes the welfare of all seafarers and encompasses comprehensive safeguards to uphold their rights to decent, just, and gainful employment.

The Associated Philippine Seafarers Union (APSU) welcomed the new law as "it shows the commitment of the government to protect Filipino seafarers, their families, communities, and the Philippine maritime industry."

AMOSUP and APSU are both



PBBM with the major stakeholders

affiliates of the International Transport Workers Federation (ITF), which is recognized as the world's leading transport authority.

During the *Marino World Hybrid Webinar* on September 25, ITF Seafarers and Inland Navigation Sections Coordinator Fabrizio Barcellona congratulated the Philippines on the recent signing of the Magna Carta of Filipino Seafarers, which is "certainly a milestone and the representation for an enlightened government that takes seriously the matter of seafarers and shipping."

Manning

In a joint statement, the Joint Manning Group (JMG) and Filipino Association for Mariners Employment (FAME), stated "This newly signed law acknowledges the invaluable contributions of Filipino seafarers, often dubbed as modern-day heroes and addresses the challenges they face both on and off the ship".

The Association of Licensed Manning Agencies (ALMA) Maritime Group, emphasized that "The Magna Carta acknowledges that seafarers are a distinct group of workers, subject to specialized working conditions, and international regulations."

JMG, FAME and ALMA believe that the enactment of the Magna Carta will lead to a safer and more secure jobs for Filipino seafarers.

Shipowners

The International Maritime Employers Council (IMEC), in its social media post, said, "This has been a long journey, full of highs and lows, false dawns and pyrrhic victories but we are now hopeful that, with a few essential

The Association of Licensed Manning Agencies (ALMA) Maritime Group, emphasized that "The Magna Carta acknowledges that seafarers are a distinct group of workers, subject to specialized working conditions, and international regulations."

provisions agreed, the industry will start on its path to recovery that so many of us have longed for during these difficult years."

The international shipping community is also anticipating that there will be a continuous consultation with the International Advisory Committee on Global Maritime Affairs (IACGMA), composed of ITF, IMEC, International Chamber of Shipping (ICS), and the European Community Shipowners' Association (ECSA).

Regulators

Migrant Workers Secretary Hans Leo Caddac stated that the Magna Carta will also foster collaboration among maritime training centers, manning agencies, and other maritime industry partners in improving seafarers' education, training, and cadetship programs to upkeep with the innovations in the global maritime industry.

Maritime Industry Authority

(MARINA) Administrator Sonia Malaluan underscored the importance of unity and shared common goals, expressing her optimism for collaborative efforts among all concerned agencies in developing the Magna Carta's Implementing Rules and Regulations (IRR).

IRR

On October 10, the Magna Carta of Filipino Seafarers, also known as RA 120211, became effective 15 days after its publication in the Official Gazette. Its IRR should be ready by December 2024, or 90 days after it goes into force.

The law stipulates that the DMW and MARINA, as Chair and Vice-Chair, in coordination with the Department of Labor and Employment (DOLE), Department of Transportation (DOTr), Commission on Higher Education (CHED), Department of Foreign Affairs (DFA), (Department of Health (DOH), Department of Finance (DOF), Overseas Workers Welfare Administration (OWWA), Philippine Coast Guard (PCG), Board of Investment (BI), Technical Education and Skills Development Authority (TESDA), Public Attorney's Office (PAO), Bureau of Internal Revenue (BIR), and other concerned agencies, and upon consultation with representatives from maritime industry stakeholders, recognized organizations, academe and training institutions, nongovernmental organizations (NGOs), civil society groups, and all relevant sectors, shall promulgate the necessary rules and regulations to implement the provisions of this Act. **MW**



**STCW Chief
Samuel Batalla**

Batalla on MLC, Magna Carta, STCW review

Marino World recently had a one-on-one interview with Executive Director Samuel Batalla of the Maritime Industry Authority (MARINA) STCW Office.

Batalla, who holds a Master of Science (MSc) in Maritime Affairs specializing in Maritime Administration from World Maritime University (WMU), previously served as the OIC-Director of the MARINA Regional Office (MRO) 12.

MLC

MARINA shortened the Management Level Course (MLC) for deck officers from 425 hours (53 days) to 193 hours (24 days) and for engine officers from 565 hours (70 days) to 311 hours (38 days).

MLC is a training program developed by MARINA in compliance with the STCW Convention, specifically Regulation II/2 and III/2, requiring every candidate for certification as Master and Chief

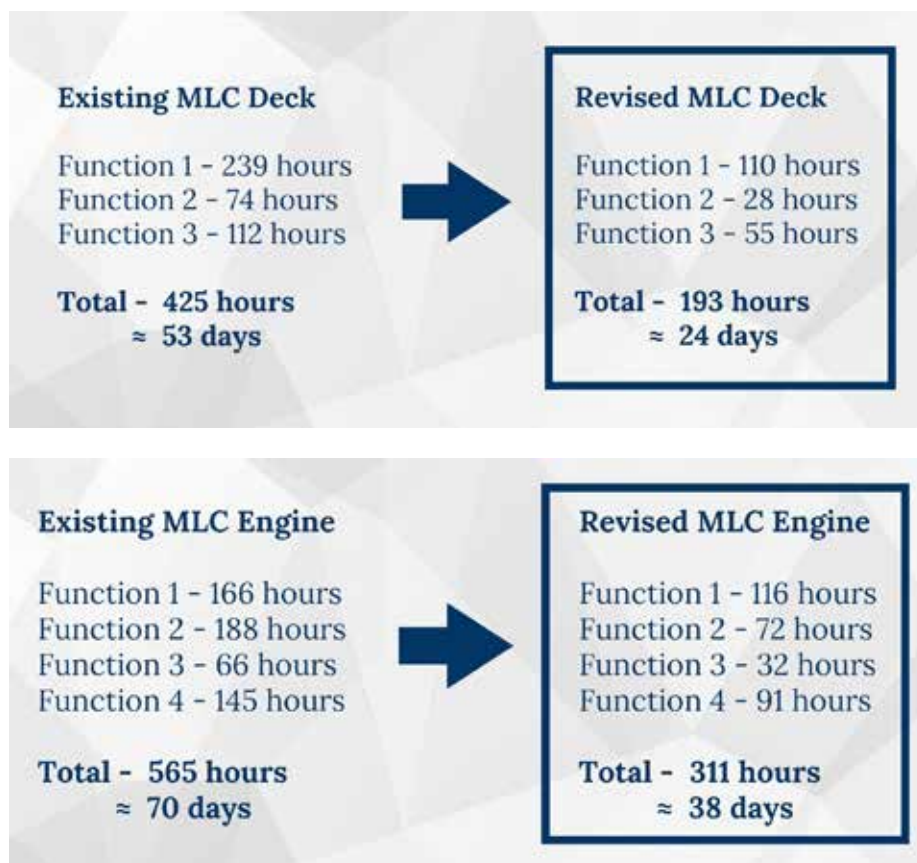
The review and crafting of the revised MLC, which began in October 2023 were carried out by MARINA's Maritime Education and Training Standard (METS) officers, the Board of Examiners, subject matter experts who are captains and chief engineers, and technical staff from the current MLC providers.

Mate, and Chief Engineer and Second Engineer, respectively, to complete approved education and training, and meet the standards of competence specified in Sections A-II/2 and A-III/2 of the STCW Code.

According to Batalla, "the revised MLC underwent thorough review and was aligned in the Standards of Training, Certification, and Watchkeeping (STCW) Convention and requirements of the industry."

He explained that the overhaul's focus was on the redundancies in the current curriculums of Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE). The approach and competencies from the operational level were also upgraded to the management level.

The review and crafting of the revised MLC, which began in October 2023 were carried out by MARINA's Maritime Education and Training Standard (METS) officers, the Board of



Source: MARINA

Examiners, subject matter experts who are captains and chief engineers, and technical staff from the current MLC providers.

He said that the revised MLC was pilot tested with trainees from MLC providers. Aside from the course frameworks, outlines and timelines; the instructors guide and additional assessment tools were added.

Currently, 11 accredited training institutions offer MLC and will be required to submit their revised MLC course package for evaluation, inspection and approval.

Batalla stated that they will prioritize the existing MLC providers, but they are also open to new training center applicants.

The revised MLC is scheduled for full implementation in January 2025, as indicated by MARINA's Supplementary Technical Guidance. Batalla emphasized that by January, no older MLC course packages will be allowed.

He explained that the MLC delivery is by function. Thus, a seafarer who was unable to finish the course in December 2024 can take the remaining functions in January 2025 under the revised MLC.

With the shortened MLC, it is anticipated that more aspiring management level officers will take the course at reduced training fees.

Magna Carta

Batalla confirmed that MARINA requested additional budget of P200 million for the implementation of the Magna Carta of Filipino Seafarers, signed by President Ferdinand Marcos, Jr. on September 23, 2024.

"How can you implement Magna Carta if no additional budget," asked Batalla.

He said, the funding will be used for the establishment of the Office of the Deputy Administrator for Human Element which will focused on research, policy and development of education and training courses for international and domestic shipping.

MARINA is proposing for additional 100 staff and more equipment to carry out its pivotal role in enhancement of the country's education and training systems for overseas and domestic seafarers.

According to Chapter XVIII, Section 75 of the Magna Carta of Filipino Seafarers, entitled Education and Training of Seafarers and Cadets: Consistent with Republic Act No 10635, otherwise known as "An Act Establishing the Maritime Industry Authority (MARINA) as the Single Maritime Administration Responsible for the Implementation and Enforcement of the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as Amended, and

International Agreements or Covenants Related Thereto", MARINA shall have jurisdiction over maritime education.

Moreover, under Section 83, MARINA shall be authorized to regulate the fees imposed by MARINA-accredited maritime training institutions for maritime courses and programs required under the STCW Convention, as amended. The MARINA Board shall ensure that the fees charged for these training courses are reasonable.

There are currently 83 maritime schools, 85 training centers, 40 assessment centers in the country. Batalla said, the target is to inspect all of these institutions in one year.

STCW review

Batalla cited the Philippines proposal for the Comprehensive Review of the STCW Convention:

1. Shorten onboard training requirements under Regulation II/1, to be complemented with training programs using advanced simulators,
2. To eliminate inspections such as EMSA audit, citing the country's existing bilateral agreements on the recognition of seafarers' certificates,
3. Address gaps in the training of seafarers subject to IGF Code, such as on bunkering operations
4. Digitalization of seafarers' documentation, including STCW certificates, and
5. Address the issues of violence and harassment in the workplace

He stated that five MARINA representatives attended the one-week intersessional working group meeting for comprehensive review in October to garner support from other IMO member countries and defend the country's proposals.

Meanwhile, Batalla confirmed that a Danish company will facilitate the technical assistance pledged by the European Commission (EC) to further improve the Philippines' education, training and certification system for seafarers.

Inspections by the experts are part of the process, "to determine what we need." However, Batalla quickly clarified that the inspection is not an audit or evaluation.

The technical assistance will be implemented for a period of three years, from 2025 to 2027, following the completion of the contract. **MW**

LIFE ON BOARD THE FLOATING OFFICE

The Seafarer Perspective

Seafarers' increasing dependence on digital technologies for both work and leisure highlights the need for onboard connectivity that is fast, reliable, and 'always on', says Inmarsat report 'The Digital Wave'.

Published by Inmarsat Maritime, a Viasat business, *The Digital Wave: Transforming vessels into floating offices and remote homes* examines how crews and shore-based teams are using digital technologies today – and the connectivity they rely on during work and leisure time.

Of the approximately 100 seafarers surveyed for the report, 88% have access to the Internet for work and leisure, while 12% have Internet access solely for work purposes. On average, the respondents reported spending five hours a day using digital tools to complete work-related tasks.

The research indicates that crew on deck are increasingly using smart ship technologies to optimise route planning and manage energy consumption. According to the Thetius IQ Intelligence database, the implementation of artificial intelligence (AI) systems at sea is also on the rise. AI systems enhance situational awareness to help seafarers detect targets and make timely collision-avoidance decisions. By reducing the navigational burden on crew, they can also minimise fatigue-induced errors.

In the engineering department, AI is the foundation for the condition monitoring and predictive maintenance systems that allow personnel to proactively schedule and execute services, thereby cutting downtime and costs. Thanks to the combination of video conferencing with virtual reality (VR) and augmented reality (AR), onboard engineers can also connect with shore-based support staff to receive live and accurate troubleshooting assistance.

In addition, AR- and VR-based simulation has revolutionised seafarer training by

enabling crew to gain hands-on experience of a system, process, or piece of equipment from the safety of a classroom.

Connectivity for the remote home

With the maritime industry becoming ever-more reliant on digital technologies to support safe and efficient operations, the connectivity needs of many vessels today are comparable to those of small and medium-sized businesses – and ships are increasingly regarded as 'floating offices'. However, since a vessel is not only a place of work but also a 'remote home' for seafarers, onboard connectivity is required during leisure as well as work hours.

In 2022, in a major breakthrough for seafarer welfare, amendments to the Maritime Labour Convention 2006 made crew connectivity a regulatory requirement. Yet even before then, the provision of high-speed onboard Internet access had established itself as a competitive differentiator among ship owners.

During Inmarsat's 2023 'Connected Future' seminar, Ron Welles, C-Comm Manager, Edison Chouest Offshore, discussed a fuel resupply mission to Antarctica in 2021 in which crew Internet proved pivotal.

According to Welles, Edison Chouest was informed it would be unable to hire seafarers for the mission unless it could provide them with the facility to keep in touch with their families. In response, the company turned to Inmarsat for onboard connectivity. "Two-and-a-half years later, it's one of the most successful jobs that we've done in that part of the world," commented Welles. "If you don't provide the crew with a means to [connect with family], you'll have a difficult time in today's world."



The importance of enabling crew to maintain contact with loved ones is reflected in the report's survey results, which found that 80% of respondents primarily use their free time on board to communicate with friends and family. Meanwhile, 70% use their leisure time to browse the Internet, 64% to make and receive video calls, and 54% to watch films – all activities that rely on stable, high-speed connectivity.

In a follow-up question about the impact of slow connectivity or Internet outages, respondents referred to "stress and anxiety", the inability to take "proper rest", "loneliness and fatigue", "mental trauma", "depression", and a lack of focus during work hours. A reliable connection helps seafarers to avoid these problems not only by allowing them to talk to friends and relatives and unwind but also by connecting them to trained healthcare professionals through mental health hotlines and telemedicine services.

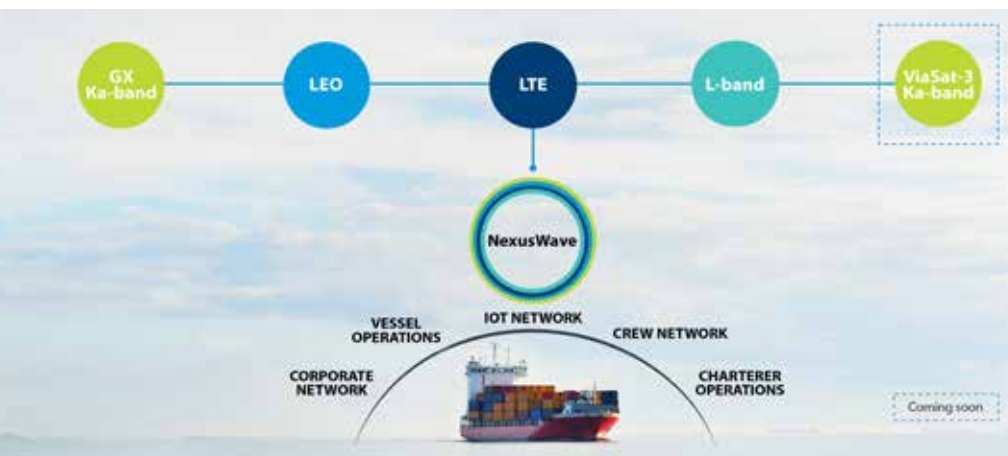
High speeds, unlimited data, and global coverage

Given the bandwidth required to support the systems and services used above and below deck – and the potential consequences of a lagging or unstable connection on safety, efficiency, and crew well-being – ship owners are increasingly seeking fast, reliable, and 'always-on' connectivity.

Inmarsat's newly launched fully managed service, NexusWave, integrates multiple high-speed networks in real time – Global Xpress Ka-band, low-Earth orbit services, and as-available coastal LTE – with an additional layer of resilient L-band. Delivered by a single provider as a unified solution, it offers complete transparency on total cost of ownership, meaning vessels are reliably and securely connected to high-speed Internet – with no unexpected charges.

As a result, customers' ships are transformed into seamlessly connected, high-performing floating offices and remote homes – with benefits for operational safety and efficiency as well as crew welfare.

"It's clear that seafarers today require digital technologies as much to unwind in their free time as they do to perform their jobs effectively," said Marco Cristoforo Camporeale, VP Strategy & Business Development, Inmarsat Maritime. "By delivering high-speed connectivity, unlimited data, and global coverage in one package, NexusWave keeps vessels and crews connected around the clock, wherever they are sailing, to help ensure safe, efficient operations and a happy and motivated workforce." **INMARSAT**



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Marino World Publisher Ms. Bacani with the panelists: (from right) ALMA Ladera, MMAP Quinones, Cong. Olaso, UMTC Bautista and YIMO Balinis

Marino World joins call for digitalization, decarbonization of shipping industry

■ By BEN-OLIVER MATIAS

The UN Global Compact Ocean Stewardship Coalition estimated that 80 percent of the global trade transpired because of international maritime shipping. However, the industry also accounted for three (3) percent of GHG emissions such as carbon dioxide (CO₂).

Research showed from 1850 to 2022, as much as 2,550 billion tons of (GtCO₂) were dumped in the atmosphere. 69 percent came from fossil-fuel production and consumption. Unabated GHG emissions could lead to global rise in temperature, frequent extreme weather events, transformations of ecosystems, and other natural disasters. 90 percent of the accumulated GHG emissions were mostly from Europe and the US.

As of 2023, the International Maritime Organization (IMO) adopted the revised GHG Strategy which aimed to reach a net-zero emission by 2050.

Marino World on its 19th anniversary, highlighted the relevance and impact of GHG emissions, as well as the maritime industry's digitalization, in a hybrid webinar titled "The Challenge Ahead: Digitalization and Decarbonization in Shipping."

The event, held on September 25, 2024, coincided with the 2024 World

Maritime Day, themed "Navigating the Future: Safety First!" It was hosted by Marlow Navigation Philippines at the UMTC Building in Manila and live-streamed on *Marino World's* Facebook page.

Presenters who joined virtually were C/E Fabrizio Barcellona (Section Coordinator, International Transport Workers Federation), Capt. Pradeep Kumar Chawla (Chairman, GlobalMET), and Mrs. Naomi Rewari (Founder Director, ARI Simulation).

The panel of reactors included former ship captain Cong. Khymer Adan Olaso (1st District, Zamboanga City), Capt. Jaime Quiñones (President, Masters and Mates Asso. of the Phils.), Engr. Donald Bautista (Managing Director, United Marine Training Center), Capt. Antonio Ladera (President, ALMA Maritime Group), and 3/O Yrhen Bernard Balinis (President, Office of the Youth in Maritime).

Ms. Lyn Bacani, *Marino World* publisher and editor, served as the moderator.

Mr. Antonio Galvez Jr., CEO of Marlow Navigation Philippines, delivered the opening remarks. He underscored the significance of the event as a step forward in the "collective journey towards innovative and sustainable maritime practices."

Transform and adapt

Engr. Fabrizio Barcellona presented two extremely important international reports: the Transport 2040 World Maritime University (WMU) study and recommendations and the Maritime Just Transition Task Force.

According to the WMU Technology Roadmap, there is a trend towards greener shipping. Seafarers would have to face transformational future technologies such as robotics, cyber security, and zero-emission technologies. The complexity of the operation and technologies would require additional skills for seafarers.

Among the recommendations of the WMU for seafarers included online and virtual trainings, improvements on the safety of seafarers and ships, and support for medical services at sea.

Some of the recommendations

would be further discussed in the International Labor Organization (ILO) convention next year particularly on seafarers' welfare.

Barcellona was pleased on the shift of the industry from being reactive to proactive.

While the WMU report focused on environmental recommendations, the Just Transition emphasized fairness and inclusivity in the greening economy.

He said that the introduction of technology should be people-centered and should assist rather than replace seafarers in their routine work.

Technology per se is a non-issue for the Task Force and in fact acknowledged it as part of the maritime industry evolution since the 1960s. However, as much as 800,000 seafarers might be required to have new skills by 2030.

During the panel discussion, Capt. Quiñones identified the main issue as technology against current competency of seafarers. He cautioned that seafarers are not learning as fast as the phasing of technology.

Capt. Ladera noted the fast phasing of technologies and the ability of the industry and regulatory agencies to cope up with such changes.

Capt. Chawla emphasized that the shipping industry has no choice but to adapt to technological advancements.

Meanwhile, 3/O Balinis, shared his observation on how society, including children, learn how to adjust with technology. He stressed that the best training is experience.

Engr. Bautista reiterated that



ITF Barcellona



GlobalMET Chawla



ARI Rewari

"the key to learning is a passionate instructor."

The future of training

Capt. Chawla expounded on digitalization and decarbonization.

He stressed that automated technology is already available, such as in small ships being controlled through data centers, collision avoidance systems, and fuel efficiency technologies.

He postulated that autonomous unmanned ocean-going ships would be at hand by 2035.

Capt. Chawla enumerated available technologies such as enterprise system, crewing system, and robotics. He believes that the industry is collecting a lot of data to do an analysis.

For the analytics to be beneficial to the seafarers and to the company, he said, it should be actionable such as tracking of ships with AIS.

He underscored the sense of urgency for training and digitalization could be utilized to transform traditional learning. His presentation centered on three types namely, micro learning, gamified learning, and

virtual reality.

On decarbonization, he mentioned the availability of alternative fuels such as liquefied natural gas (LNG), ammonia, and methanol, among other fuels. However, adoption would depend on the supply chain.

Moreover, Capt. Chawla said that the technology on nuclear fuels could be developed within the next decade. This could include molten-salt reactors that could be commercialized in five or seven years.

AI and digital tools

Mrs. Rewari delivered her presentation on "AI and Digital Tools in Maritime Education and Training."

She asserted that education and training for seafarers should be relevant and future-proof. She lamented on how students were made to adapt to the learning environment. Instead, it should be the other way around.

Mrs. Rewari highlighted the potentials of AI in education, such as e-Observer and e-Analyzer that could capture the performance, biometrics, and evaluation of simulation exercises.

There are also simulators with hybrid/blended capabilities. Additionally, real-world scenarios could also be simulated through Just in Time (JIT) simulation.

Another option is the mixed-reality suite which combine mixed reality solutions with avatar representations. The automated scenario/simulation-based assessment permanently removes the presence of an instructor.

PH move

Cong Olaso formally announced the enactment of the Magna Carta of Filipino Seafarers into law by President Ferdinand Marcos, Jr. on September 23, 2024, which drew commendations from industry stakeholders.

As President Marcos remarked, the Magna Carta will strengthen the country's legal framework to ensure that Filipino seafarers receive adequate training and will seamlessly align with the Standards for Training, Certification, and Watchkeeping (STCW) convention.

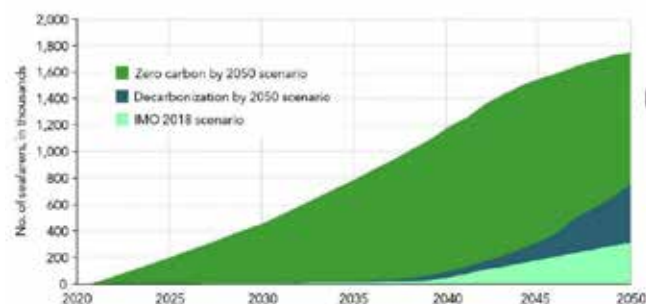
According to Bautista, the law will enable the Philippines' education and training systems to modernize and respond to the challenges of digitization and decarbonization in shipping. **MW**

Up to 800,000 seafarers may require new skills and additional by the 2030s to handle alternative fuels

Transitioning to decarbonized shipping will require additional training to hundreds of thousands of seafarers up to 2050.

Key Findings

Estimated number of seafarers working on board ships equipped with alternative fuel technologies, all scenarios



Source: DNV



United Marine
Training Center

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AMOSUP collaborates with UTS for digitalization

(From left) UTS Hart, AMOSUP Santos and Oca, and UTS Gittenberger

"No longer will our seafarers have to carry thick folders or papers wherever they go. No longer will they have to worry about documents being damaged, lost or delayed," states Dr. Conrado Oca, President of the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP).

Dr. Oca, VAdm. Eduardo Ma R Santos, AMOSUP EVP, and UTS Founders Mr. Jan Hart and Mr. Edmund Gittenberger officially launched the e-Sea app and the Seafarers' Digitalization and Verification Center (SDVVC), at the AMOSUP Seamen's Center Basement in Intramuros, Manila on September 27.

AMOSUP and UTS collaboration aims to streamline essential seafaring paperwork by moving it to a digital platform, making life easier for Filipino seafarers.

Dr. Oca continued to address the seafarers, saying, "The center is here for you." This is our commitment to making your life easier and ensuring that Filipino seafarers remain at the forefront of the global maritime industry."

He underscored that the opening of the center "marks a significant milestone not just for us but most especially for our members, the heart of this initiative."

Digitizing

The e-Sea app is expected to revolutionize the way seafarers manage their careers and documents.

VAdm. Santos remarked, "It's all for you, our members. This is one of the biggest, significant welfare assistance to all our members, making sure that your certificates are valid, your certificate are authentic."

The app is free for all Filipino seafarers at no cost and can be downloaded on google play and the apple store.

At the SDVVC, the UTS staff will assist the seafarers simplify their document management by replacing physical papers with a QR code for instant access and verification of qualifications.

This shift enhances efficiency, security, and competitiveness by enabling seafarers to manage their certifications in real-time without the hassle of bulky paperwork or delays. This is expected to benefit both seafarers and employers by

streamlining the verification process and reducing the need for physical documents.

The e-Sea app addresses a common challenge faced by Filipino seafarers: managing physical documents like certificates, passports, payroll, and travel documents, ensuring that they are fully compliant and competent to safely perform their jobs wherever they are going to work.

By digitizing these essential items, the app enables users to access, manage, and renew their paperwork through their mobile devices, both online and offline. This ensures that critical documents are always at hand, reducing the burden of paper trails and eliminating the risk of losing vital documents while at sea.

The app not only stores documents but also provides validation services, allowing users to verify certificates and other paperwork digitally. This feature adds an extra layer of security and convenience, streamlining the certification renewal process and making compliance with industry standards more accessible.

Community building

The e-Sea app goes beyond just a digital paperwork platform. It also serves as a community hub for



UTS staff, ready to serve the seafarers

Filipino seafarers, providing access to relevant industry news, updates and developments. This ensures that users are always up to date on the latest trends and regulations, further empowering them in their professional lives.

Seafarers can also use the app to connect with one another, creating a sense of community and solidarity among Filipino maritime workers worldwide. The app is a tool not just for managing a career but for fostering

a support system for those who often spend extended periods away from home.

Long-time partners

UTS CEO Hart stated, "To stay number one is more difficult than becoming number one." Hence, the software was developed for Filipino seafarers to demonstrate their skills competencies, as well as how they managed to maintain them all."

VAdm. Santos acknowledged that Hart is a dear friend of Filipino seafarers and has been a long-time partner of AMOSUP, beginning with the establishment of the Offshore Petroleum Industry Training Organization (OPITO) facilities at the Maritime Academy of Asia and the Pacific (MAAP).

He also announced a future cooperation with UTS on wind farm trainings, in support of the maritime industry's decarbonization initiatives.

UTS Chief Technology Officer (CTO) Gittenberger said that they have been working with the Filipino team to develop the e-Sea app for the past two years.

"They have been working day and night to get this done. These are the people who really made it happen," Gittenberger stated.

Recognition

AMOSUP earned a prestigious award from the Department of Migrant Workers (DMW) in recognition of the union's unwavering commitment to protecting the rights and promoting the welfare of Filipino seafarers.

Dr. Oca received the plaque of appreciation from Transportation Secretary Jaime Bautista and DMW Secretary Hans Leo Cacdac at the Philippine International Convention Center (PICC) on September 27. Subsequently, he proceeded to e-Sea app and SDVVC launching.

He shared the good news to the AMOSUP members, exclaiming that the award was given because "Filipino seafarers are great sailors!" **MW**



Seafarers witness the launch



The Seafarers' Digitalization and Verification Center



WALLEM GROUP

The Wallem Group with IMEC
Phils Training Manager Jake
Amog (wearing suit)

Connect, Collaborate, Succeed!

Indeed, the iconic Wallem Group, the world's first third-party ship manager, has a plethora of leaders who embody its current mantra and theme for this year's, Wallem Fleet Officers Meeting "Connect, Collaborate, Succeed," held on August 28-29 at the Sheraton Hotel, Manila Bay.

The executives resonate Wallem's standpoint: "As ship manager, we partner with the owners and seafarers to get the most out of the capabilities of the ship."

Westminster Seafarer Management Philippines, which recruits exclusively for Wallem Group in the Philippines, hosted and facilitated the conference.

Over 100 Filipino, Chinese, and Indonesian deck and engine officers were in attendance.

Wallem Group CEO John Rowley, expressed gratitude for the opportunity to connect with the "most important people" in his organisation.

Rowley told the marine officers, "Those ships are completely reliant on you to run them; without you, we have nothing. And that's why the seafarers and the people who lead seafarers, the officers are the most important people in our company."

ESG Report

In an interview with *Marino World*, Rowley proudly announced the recent release of Wallem Group's Environmental, Social and Governance (ESG).

He underscored Wallem's commitment to everything environmental, social and governance, including compliance with IMO 2030 and 2050 targets for CO2 emissions reduction.

Rowley explained that they are fully collaborating with the ship owners to

WALLEM
EST. 1903

ensure that they are building ships that are not only fuel-efficient but also using the latest fuel types. Most importantly, they are dedicated to training the crew.

"We help our owners with equipment and software to make sure that we're

running the ship most efficiently and effectively.

And perhaps most importantly, we focus very much on our crew: make sure that they get the best possible training to get the most out of the capabilities of the ship," Rowley said.

Wallem Group currently has more than 150 ships under management.



Wallem Managing Director Stefanou (far right)
with shipowners' representatives



Westminster's Capt. Leal hands over a souvenir to Wallem CEO Rowley.

Growth

"Wallem's fleet has grown by 22%. It has been growing in all segments and we have also entered new segments," stated Ioannis Stefanou, Wallem Group Managing Director.

He enthusiastically informed the conference attendees, whom he refers to as "Seafarer colleagues," that Wallem Group had taken over dual fuel car carriers, container vessels and bulk carriers in 2023; that they had returned to managing LPG vessels and had entered into Bitumen carrier management; that they had been awarded the management of tankers; and that one of them had even taken over in five days from when they were told about being awarded the vessel.

Stefanou said, "I am confident, we will continue and increase the pace of our fleet's growth. This will bring opportunities for growth to all of us individually as well. People will not wait for that long for a promotion. Shore opportunities will also open."

While optimistic about the future, he emphasised the importance of teamwork both on board and ashore.

"Once we connect and collaborate, we will succeed," Stefanou stated. "We will succeed in delivering safety. We

will succeed in delivering operational excellence."

Support

Wallem Group Global Head of Crewing Yogesh Pasrija reported a positive trend in the pool of seafarers for Filipino crew, particularly from Westminster Seafarer Management Philippines, over the last two years.

Wallem Group employs more than 5,000 seafarers globally, the majority of whom come from the Philippines and India.

Yogesh thanked the officers and crew for their support. He went on, "Of course, we are dependent on the fleet size, which is increasing now, but the only way we're able to take over this is that our seafarers support us for takeovers and yard deliveries by joining early."

Anticipating the expanding fleet, Yogesh encouraged the seafarers to obtain their STCW certification for dual fuels and more female seafarers to work onboard.

The Fleet Officers Meeting is an integral part of Wallem Group's support for its crew, ensuring that they are equipped with the necessary knowledge and skills.

Wallem senior staff speakers who focused on safety and technical issues included:

- Subramanian Rajagopal, *Marine and Safety Director;*
- Gavin Dsouza, *Technical Director;*
- Puran Singh, *Senior Marine and Safety Manager;*
- Sriram Mannargudi, *Marine and Safety Superintendent;*
- Mishu Raja, *Fleet Manager;* and
- Abhinav Abhishek, *Assistant General Manager, Crewing.*

Other presenters on crew welfare were:

- George Cheng, *Director of Ocean Technologies Group (OTG);*
- Neil Donaldson, *Director of Garrets International;* and
- Dr. Pericles Mendiola, *Representative of International SOS.*

In addition, Abhishek and Westminster's Jesse Noel Lorenzo and Shirley Erasquin facilitated a Bingo game on wellness.

Commitment

Four officers also shared their experiences and personal insights from their journeys with Wallem: 2/O Ryan Amancio, 3/O Majella Albances, Capt. Mark Jasper Sibayan and Capt. Abelardo Oronea. They all expressed gratitude for the company's support and pledged to continue working with Wallem.

The attendees actively participated in the discussions, including role plays about the new SIRE 2.0 system for marine industry inspections.

Westminster President and General Manager Capt. Ceferino Leal, Jr. concluded the conference with empowering words.

"SIRE 2.0 is now transforming into the human element." Leal told the officers, "If you will practice this SIRE inspection that you have perfectly executed here and you will also perform it onboard, there's no reason for our vessels to have detentions or very long findings."

"Yes sir, the officers answered aloud to Leal's challenge of commitment to "perform well and take care of the vessels the clients have entrusted."

Family and recognitions

Wallem Group and Westminster Seafarer Management Philippines hosted a Filipiniana-themed dinner for seafarer families and guests following the two-day Fleet Officers Meeting.

Long Service Awards were given to loyal seafarers, as well as appreciation plaques to clients' representatives. **MW**



Global Head of Crewing Yogesh Pasrija (rear left, third row) with the seafarer awardees.



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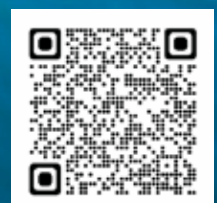
About Wallem Group

Wallem supports the complete vessel lifecycle. Leveraging in-house expertise to the full, we combine our experience and a forward-thinking outlook to ensure the highest standards in safety as well as technical and commercial performance.

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Amb. Lyster with
DMMA's Paramio,
Consul Tuason-Fores
and NTC's Bentzrod

Ambassador Lyster visits DMMA College to strengthen partnerships

■ By DAVE FLORIAN BALANON

Norway Ambassador to the Philippines Christian Halaas Lyster visited DMMA College of Southern Philippines (DCSP) on September 3, 2024, as part of efforts to enhance maritime education cooperation between Norway and the Philippines.

DMMA officials and students warmly welcomed the Ambassador, who toured the school's facilities and engaged in a dialogue with the cadets, faculty and staff.

Davao's pride Madayaw Cultural Ensemble performed a stunning cultural dance while the Norwegian Shipowners' Association (NSA) cadets and cadettes showcased their agility in a silent drill.

The Ambassador expressed gratitude for the institution's hospitality and emphasized the significance of the Norwegian Training Center's cadet program with DMMA as a model for building bilateral ties.

Lyster was accompanied by NTC CEO Capt. Jo Even Tomren, and Deputy Director Capt. Knut Bentzrod; and Norwegian Shipowners Association (NSA) Cadet Manager Mr. Larry Gonzalez.

Ms. Rosanna Tuason-Fores,

The Ambassador expressed gratitude for the institution's hospitality and emphasized the significance of the Norwegian Training Center's cadet program with DMMA as a model for building bilateral ties.



The inspired NSA cadets



Checking the facilities

made the courageous decision to pursue a career within the maritime industry,” he noted.

He encouraged them to embody values such as hard work, dedication, and loyalty, asserting, “These values will guide you throughout your journey.”

The ambassador also acknowledged the need for greater female representation in the maritime sector. “A special salute to the female cadets... You are still a few, but I do hope you will grow in numbers in the years to come. The maritime industry needs the brightest minds, regardless of gender,” he said.



Amb. Lyster with NTC, NSA and DMMA officials

Honorary Consul of the newly opened Norwegian Consulate in Davao, and Ms. Ana Florentino, Senior Advisor to the Royal Norwegian Ambassador in Manila, also attended the event.

Bright future

Ambassador Lyster’s visit underscores the DMMA’s pivotal role in producing top-tier seafarers for the global maritime workforce.

Lyster commended the cadet’s determination to pursue careers in the maritime industry. “Today, I have the privilege of speaking to a group of exceptional individuals who have

“A special salute to the female cadets... You are still a few, but I do hope you will grow in numbers in the years to come. The maritime industry needs the brightest minds, regardless of gender.”

—CHRISTIAN HALAAS LYSTER,
Norway Ambassador to the Philippines

Stronger cooperation

Highlighting the importance of maritime cooperation between Norway and the Philippines, Lyster stated, “The maritime sector is a cornerstone in that relationship.”

The Norwegian Consulate in Davao aims to expand consular affairs in Mindanao, focusing on cooperation in food security, agriculture, and maritime education.

DMMA has been part of the NSA Cadetship Program since 2006, providing scholarships to deserving students with comprehensive maritime training and the resources to succeed.

Lyster emphasized that his priority is to maintain and strengthen the bilateral ties between Norway and the Philippines. He remarked, “We work on different levels... It’s really about working together and collaboration.”

The Ambassador’s visit concluded with discussions on future collaboration in maritime education, aiming to equip students with the necessary skills to meet the demands of the global maritime industry.

Both parties expressed optimism for continued cooperation and support in fostering a robust maritime workforce. **MW**





SEA QUEST MARITIME TRAINING

A Story of Synergy and Growth

Sea Quest Maritime Training, Inc. (SQMTI) marks a new chapter of strategic acquisition in July 2024 geared towards promising enhanced services, broader reach, and a continued legacy of producing world-class seafarers.

This strategic move is not just a typical business acquisition but a synergy of expertise in systems and technology, licensing services, maritime training and assessment that set the stage for continued growth and innovation.

At the helm

Seasoned businessman Mr. Joel Espineli, SQMTI new CEO and Chairman of the Board is concurrently the Chairman of Topmast, Inc. and Transhumance Maritime Services, Inc.

Topmast is a distributor of leading maritime training simulators leading modernization in maritime schools and training centers.

Transhumance specializes in licensing services, assisting Filipino seafarers with the complex process of certification and regulatory compliance, ensuring that they meet the international standards.

Espineli's expertise in these areas made him a natural fit to take over Sea Quest to complement in achieving its core mission of providing world-class maritime training.

Espineli's expertise in these areas made him a natural fit to take over Sea Quest to complement in achieving its core mission of providing world-class maritime training.



Teammates

Espineli is joined on the Board by veteran C/E Mike Marasigan, who now serve as Chief Operating Officer (COO).

Marasigan has been a pillar of Sea Quest for many years bringing a wealth of knowledge in crewing and training. He has been instrumental in maintaining the high standards of SQMTI's training programs. His years of experience with the institution ensure that the transition under new ownership is seamless, and his technical expertise provides continuity in program delivery.

Other members of the new SQMTI Board of Trustees include Mr. Marq

Hernandez, Mr. Jeric Rebellion, Ms. Tin Gazo, Ms. Edén Llamas and Mr. Jay Dela Cruz.

Hernandez, as an IT expert and management specialist, will help streamline administrative processes, improve data management, and enhance communication systems within the organization. His expertise can support the integration of simulation technologies and digital tools that could modernize maritime training, ensuring SQMTI remains competitive and forward-thinking.

Rebellion, a digital marketing specialist, adds a modern edge to the institution's leadership. His expertise in digital marketing will be crucial for SQMTI to enhance its digital presence, making it easier for aspiring seafarers to access information, enroll in programs, and engage with the institution's services effectively.

Gazo, a seasoned expert in sales and marketing, will spearhead efforts to ensure that the SQMTI's services are well-positioned in the competitive maritime training market. Her insights into market trends and client engagement will be essential for the growth of SQMTI.

Llamas, with her extensive knowledge of maritime licensing, ensures that Transhumance' licensing services are seamlessly integrated into SQMTI's training programs, offering seafarers a comprehensive solution that covers both training and certification.



**SQMTI
Chair
Espineli**



Equipped with cutting-edge facilities



This integration simplifies the process for trainees and enhances the value of SQMTI's services.

Dela Cruz, an experienced seafarer and educator, plays a critical role in shaping SQMTI's curriculum. His hands-on experience at sea and his background in education ensure that the training programs remain relevant to the real-world challenges seafarers face, equipping them with the skills and knowledge they need to excel in their careers.

A hub for excellence

SQMTI, located in the City of Manila, is a premier maritime assessment center that plays a critical role in the training and certification of seafarers.

With a mission to meet and exceed the requirements of the Standards of Training, Certification, and Watch-keeping (STCW) 1978, as amended, SQMTI is committed to the continuous improvement of its programs.

The institution actively collaborates with industry stakeholders through

research, development, and peer review, ensuring that its curriculum evolves with the changing dynamics of the seafaring profession.

SQMTI provides Comprehensive Assessment Programs, that adhere to global standards and industry needs, including:

- Deck and Engine Officer-in-Charge and Management Level Practical Assessments,
- Electrotechnical Officers and Ratings, and;
- Able Body Seafarer Engine and Engine Ratings.

Its state-of-the-art facilities are equipped with bridge and engine room simulators that replicate real-world maritime scenarios, offering hands-on training that prepare seafarers for the demands of their jobs.

SQMTI also boasts a team of highly qualified and experience instructors and assessors, ensuring seafarers receive effective, engaging training that meets the highest industry standards.

Expanding horizons

The Team's vision for SQMTI goes beyond simply meeting industry standards—they aim to position the institution as a leader in maritime education, continuously adapting to the evolving needs of the global maritime industry.

With state-of-the-art facilities, a commitment to excellence, and a comprehensive approach to seafarer development, SQMTI is poised to remain a vital player in ensuring the competence, professionalism, and safety of the maritime workforce.

The new Board of Directors' acquisition of Sea Quest led by Chairman Espineli, is a well-strategized move that leverages each partner's unique expertise.

Together, they are setting a new standard in maritime assessment, ensuring that Filipino seafarers continue to be among the most skilled and sought-after professionals in the global maritime industry. **MW**

WOMEN LEADERS IN MARITIME:

Breaking Waves And Navigating Leadership Towards A Sustainable And Inclusive Future

The maritime industry is transforming, and women are at the forefront of this change.

In Busan, Republic of Korea, from September 10-12, 2024, women from across Asia gathered for the 3rd Women in Maritime Asia (WIMA Asia) Regional Conference, themed “Tides of Change: Women Leading to a Sustainable and Innovative Maritime Future.” The event celebrated women’s vital contribution to maritime innovation, sustainability, and digital transformation while addressing the ongoing challenges in gender equality within the sector.

The conference organized by the Women in Maritime Association ASIA (WIMA Asia) and hosted by the International Maritime Organization (IMO) with the Ministry of Ocean and Fisheries (MOF) of Republic of Korea was attended by leading maritime figures who emphasized the need for inclusivity and gender equality as the industry adapts to emerging global challenges. Delegates were welcomed by WIMA ASIA Governing Council and prominent leaders with Mr. Seong-yong Choi, Director-General of Korea’s Maritime Affairs and Safety Policy Bureau who underscored the role of women in shaping the maritime industry’s future especially with the new landscape of the industry changing with the call for digitalization and decarbonization.

The Conference was part of the bigger celebration of the Korea Maritime Week from September 9-13, 2024 at Busan.

Bridging the Gender Gap: Women as Game-Changers

“Women are not just contributors to the maritime industry – they are game-changers, leading the way with so much passion, courage, and a commitment to sustainability.” “We opened the Conference calling for continued efforts to close the gender gap, as reported in the World Economic Forum’s 2024 Global Gender Gap Index.

By **MERLE JIMENEZ SAN PEDRO, FRIM**

President,
*Women in Maritime
Philippines (WIMAPHIL)*
*Women in Maritime Asia
(WIMA Asia)*



According to the World Economic Forum (WEF), gender parity status in the world shows that 2024 Global Gender Gap Index point to the absence of any country that has achieved full gender parity. Data show 97% of the economies have closed more than 60% of their gap, compared to 85% in 2006. Among the regions, Southeast Asia ranks 7th out of the 8 regions in the world after Europe, North America, Latin America and Caribbean, Eastern Asia and the Pacific in closing the gender parity gaps as of 2024.

Keynote speaker Mr. Arsenio Dominguez, Secretary-General of the International Maritime Organization (IMO), further reinforced the importance of leadership and innovation, urging women to document their achievements and focus on collaboration over competition as “they have space in shipping.” He highlighted digitalization and decarbonization as vital to the industry’s progress, offering a roadmap for a more resilient maritime future.

Spotlight on Sustainability and Digital Transformation

Throughout the two-day event, plenary sessions and panel discussions headed by women with their expertise in various fields tackled pressing issues facing the maritime sector, including the need for greener practices and digital advancements. Notable sessions such as “Navigating the Future: Green and Digital Horizons” and “Empowering Women through Digital Transformation and Education” explored strategies for integrating sustainability with cutting-

edge technology.

Philippine MARINA Administrator Sonia Malaluan, WIMA Asia Governing Council fellow, made a presentation on “Charting a Clean Course Towards a Green and Digital Future” that focused on the initiatives of the maritime administration in Digitalization, decarbonization and marine environment protection projects. The projects include Passenger Service Rating System/ Cargo Service Rating System (e-Rating System),

Maritime Route Transport Information System (MARIS) for domestic shipping, planning and route rationalization using the Navigational Traffic Information System (NAVIS) Software and Pilot & Demonstration of Localized Vessel Tracking System for Marine Protected Areas (MPA) and Prototype Solar Assisted Electric Boat (e-Boat) for Inland & Coastal Waterways.

IMO speaker Brendan Marshall focused on the importance of forging partnerships where IMO supports developing countries in reducing greenhouse gas emission from shipping and emphasizing inclusivity and equitable participation of women in its programs.

Other Panel discussions included New Technologies for a Sustainable Future, Empowering Women Through Digital Transformation and Education, Upskilling to Empower Women, Leadership and Innovation: Women Pioneers in Maritime.

Women leader presenters came from technical officers with background in marine surveying and Harbor pilot Capt. Emanuel Mubah who shared Key insights on the importance of mentorship, peer support, and perseverance in overcoming barriers to leadership roles. She called for Maritime inclusive policies and practices to provide a safe space for women in the next generation.

WIMA ASIA for SMART C Project

The 3rd Regional Conference of the WIMA ASIA was attended by some 15 countries led by the Governing



The participants with IMO Sec-Gen Dominguez and Korea's Choi (middle)

Council members from the Philippines, Malaysia, Republic of Korea, Timor Leste, Vietnam, Indonesia, Mongolia and Maldives.

Speakers from different sectors shared insights on the SMART C Women Project, which aims to enhance maritime trade through digitalization. They emphasized the importance of data documentation and called for government support to effectively integrate digital systems across the shipping industry. These discussions highlighted the industry's need for a holistic approach to transformation, where gender inclusivity and technological advancement go hand in hand.

The ****Smart C Project**** was highlighted as a transformative initiative aimed at integrating digital solutions into the workforce, with a specific focus on upskilling women and women empowerment (education, gender equality, advanced career technologies) funded by ROK.

Building a Supportive Network for Women in Maritime

A recurring theme throughout the conference was the power of collaboration among women in maritime. Experts urged participants to foster supportive networks to amplify their impact globally. By building strong alliances, women can collectively navigate the evolving maritime landscape and accelerate progress toward a more equitable and sustainable industry.

The gathering in Busan was not only a platform for sharing knowledge but also a call to action for women to take on more prominent roles in decision-making. With female leaders demonstrating resilience and adaptability, the maritime sector is poised to benefit from their diverse perspectives and experiences.

Further, the Conference participants pledged to support the development of Master Plan for Empowerment Women in Maritime with the WIMA Asia through Smart C-Women program.

During the General Membership meeting, 2 new members were added to the Governing Council with Bangladesh and Cambodia joining the Philippines, Republic of Korea, Malaysia, Timor Leste, Vietnam, Indonesia, Thailand, Mongolia and Maldives.

Mariana Noceti of the IMO presented the Global Strategy for WIMA Associations to serve as guide for the PROGRAMME of works to be done by WIMA ASIA as one of the 8 regional networks established by the IMO.

Reliving the Busan Declaration of 2013

Holding the 3rd WIMA Asia Regional Conference in BUSAN in a POST COVID scenario is such a significant move the BUSAN DECLARATION made in April 2013 during the IMO Regional Conference on the Development of a Global Strategy for Women Seafarers was revisited. The BUSAN Declaration was a commitment document that agreed to work towards enhancing greater awareness of the role of women as a valuable resource to the maritime industry and to the promotion of safe, secure and efficient shipping and the protection of the environment. Further, it advocates for the adoption of policies and regulations which support access for women to maritime education and the merchant marine professions and participate in the development of a Global Strategy for Women Seafarers through sharing of information, experience and best practices, and contributing to relevant associations and networks.

Learning from Global Best Practices: Benchmarking and Future Initiatives

As a side activity after the Conference, a Visit at the Korean Maritime and Ocean University (KMOU) and the Korea Institute of Maritime and Fisheries Technology (KIMFT) provided the participants the latest advancements in maritime education, such as AI-powered training ships, green ship simulators, and robotics, gaining insights that could shape future maritime practices.

A Collective Commitment to a Sustainable Maritime Future

As the conference concluded, delegates reaffirmed their commitment to advancing maritime innovation while ensuring inclusivity. The call for gender equality resonated throughout, with the women leaders in maritime urging the industry to seize this moment to build stronger alliances and empower one another.

The WIMA Asia Regional Conference 2024 was a milestone event that underscored the vital role of women in guiding the maritime industry toward a sustainable and inclusive future. By addressing the challenges and opportunities within the sector, the conference set a course for transformative change, driven by the determination and vision of women leaders. As tides shift, the future of the maritime industry will be shaped by the bold collaboration of women leading the change.

Looking back, the conference was a unique opportunity to ensure diversity and inclusivity – to build bridges, share experiences, and inspire one another to continue the journey towards a future where women's leadership is not the exception but the norm in the era of digitalization with a compelling call for greener horizons in the maritime industry. **MW**

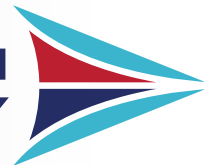


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Finalists announced for Seatrade Maritime Crew Connect Global Awards

EVENT

The finalists for the Seatrade Maritime Crew Connect Global Awards have been announced following a rigorous selection process by an independent panel of international judges.

The overall winners will be announced on the evening of Thursday 14 November 2024 as part of the Seatrade Maritime Crew Connect Global conference, which takes place from 12–14 November 2024 at Shangri-La The Fort, Manila in The Philippines.



The finalists from the six categories are:

1. Innovation and Adoption of Technology Award

- 90POE
- OSM Thome
- Bigyellowfish Technologies
- Bound4blue
- MarinePALS

2. Environmental Champion Award

- V.ERDE
- Berge Bulk

3. Health and Wellbeing at Sea Award

- IMEQ Center
- 88 Aces
- BW Group
- Maritime & Healthcare Group
- MedSea

4. Seafarer of the Year

- Mahdi Pakzad
- Captain Ruben Magallanes
- Ian John Fayo Obapial
- Majella Angelie P. Albances
- Abigal Chin-Sood

5. Industry Partner Award

- Ocean Technologies Group
Information Classification: General
- OSM Thome
- PHILCAMSAT
- Onboard Maritime
- V.Care

6. Training and Safety at Sea Award

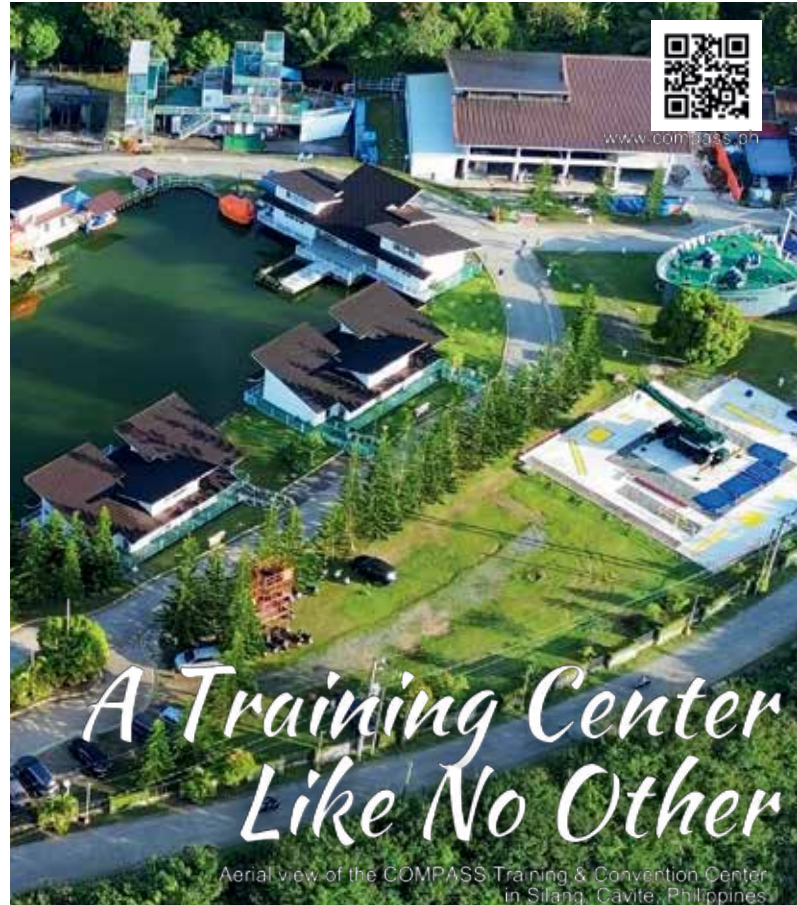
- Blue Orange Wave
- PHILCAMSAT
- Berge Bulk
- VIKAND
- MarinePALS

Two more awards – selected by the Seatrade Maritime editorial team – will be revealed on the night for Lifetime Achievement and Personality of the Year.

According to Chris Morley, Group Director, Seatrade Maritime and organisers of Seatrade Maritime Crew Connect Global: "There were a record number of entries for these awards this year – which illustrates well how significant these are within the industry and the prestige that is held around them for winners.

"The judging panel had a tough task – the entries were all excellent – but through a transparent and robust evaluation process, we have found our six winners. Whilst each category was different, each focused on specific elements of improving the lives and careers of seafarers – which is ultimately what these last few days has been about, to bring together the industry for common causes."

This year's panel of judges included: Ben Bailey - Director of Programme, The Mission to Seafarers; Fabrizio Barcellona - Maritime Coordinator, International Transport Workers' Federation and Executive Board Member, World Maritime University (WMU); Francesco Gargiulo - Chief Executive Officer, IMEC; Simon Grainge - Chief Executive, International Seafarers' Welfare and Assistance Network (ISWAN) and Andreas Nordseth - Director General, Danish Maritime Authority (DMA). **mw**





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Multiple Maritime Celebrations!

Actor Dantes leads the Stop and Salute ceremony

■ By DAVE FLORIAN BALANON

From September 22 to 29, the Philippines celebrated a week dedicated to the maritime community, highlighting the invaluable contributions of Filipino seafarers.

National Seafarers Day, National Maritime Week, Maritime and Archipelagic Nation Awareness Month (MANAMo), and World Maritime Day were simultaneously observed to raise awareness, advocate for seafarers' rights, and encourage sustainable practices in the maritime industry.

National Seafarers Day: Honoring the backbone of maritime trade

"Marinong Filipino: Ligtas na Paglalayag!" the 29th National Seafarers Day held on September 29, emphasized the nation's commitment to improving the safety, welfare, and rights of maritime professionals.

Bishop Ruperto Santos of Stella Maris-Philippines, expressed heartfelt gratitude: "We express our deepest appreciation to our beloved Filipino seafarers, wherever you may be. Your contributions and sacrifices do not go unnoticed. You are the backbone of our community, embodying the values of hard work, resilience, and compassion."

Stella Maris-Philippines, in collaboration with government and private organizations, hosted a series of events across the country to further

recognize the importance of seafarers. These included flag-raising ceremonies, award presentations, community outreach programs, and discussions on pressing concerns such as mental health and job security.

Actor and Philippine Navy reservist Major Jose Sixto "Dingdong" Dantes III led the Stop and Salute flag-raising ceremony at Rizal Park, Manila on September 23.

Among the panelists for the maritime forum "Kapihan para sa Marinong Filipino," were C/E Eliza Chomi; Mr. Luisito Delos Santos, Director II Planning and Policy Service

of the Maritime Industry Authority (MARINA); and Capt. Guillermo Lopez, Jr., Treasurer of Confederation of Ship's Manning Agents and Allied Maritime Institutions (COSMA-AMI).

The 15th National On-the-Spot Art Contest held at the AMOSUP Convention Hall in Intramuros, Manila on September 24, showcased young talents' creativities.

The event had 22 in-person participants and 11 virtual participants, all reflecting on the NSD theme and the IMO's "Navigating the Future: Safety First!"

Zamboanga State College of Marine Sciences and Technology won first place, followed by Iloilo Merchant Marine School in second, and John B. Lacson in third.

The activities highlighted the Filipino seafarers' commitment to safe



Cadets show their passion and creativity

voyages while fostering awareness and appreciation for their critical role in global trade.

National Maritime Week: A call for safety practices

Coinciding with National Seafarers Day, National Maritime Week was observed from September 22 to 29. The week-long event began with an opening ceremony at PCG Headquarters in Port Area, Manila, led by PCG Commandant Adm. Ronnie Gil Gavan.

The Philippine Coast Guard, in collaboration with the Maritime Industry Authority (MARINA) and other relevant agencies, organized forum, seminars, workshops, and public awareness campaigns to educate the public about maritime safety, environmental protection, and the significance of the shipping industry in the Philippines.

“As we embark on this journey together, let us remember that safety is not just a priority — it is a culture. It is our duty to instill this culture within our organizations, ensuring that every seafarer returns home safely after each voyage. This commitment to safety will not only safeguard lives but also inspire the next generation of maritime professionals,” Adm. Gavan said.

MANA Mo: Striving for a sustainable country

The Maritime and Archipelagic Nation Awareness Month (MANA Mo) is a month-long event celebrated every September in the Philippines. It highlights the country’s rich maritime heritage and the importance of protecting marine resources.

This year’s theme, “Pamana ng Karagatan: Para sa Kinabukasan, Ating Ingatan” (Ocean Legacy: Protecting for the Future), emphasizes the vital role of maritime resources in the livelihoods of coastal communities and the need for sustainable practices.

Throughout the month, numerous activities were organized to raise awareness of the Philippines’ status as an archipelagic nation.

The Presidential Office for Maritime Concerns (POMC) led by Secretary Andres Centino, the Presidential Assistant for Maritime Concerns, wrapped up the MANA Mo celebration with the awarding ceremony for the inaugural SEAning Painting Competition. The event was held last September 30 at Museo El Deposito.

Secretary Centino stressed that beyond the month of September, the efforts and initiatives on raising public awareness on our maritime and archipelagic heritage should continue.



**PMOC Sec.
Centino**



**IMO Sec-Gen
Dominguez**

Schools and local communities participated, with events such as the clean-up drive in Rawis, Legazpi City, organized by Mariners’ Polytechnic Colleges Foundation-Legazpi City (MPCF-LC), playing a key role in engaging the public in environmental conservation efforts.

These initiatives foster a deeper understanding of the importance of the seas to the country’s culture and economy, reminding Filipinos to act as responsible stewards of their maritime environment, ensuring that future generations can continue to benefit from the ocean’s resources.

World Maritime Day: Highlighting safety in a transforming industry

The World Maritime Day on September 26 underscored the importance of safety at sea amidst rapid changes and new risks.

This year’s theme, “Navigating the Future: Safety First!,” acknowledges the ongoing transformations in the maritime sector, particularly with the rise of green energy, new technologies,

and global security challenges.

The celebration also recognized the enduring relevance of the International Convention for the Safety of Life at Sea (SOLAS), which was adopted in 1914 after the Titanic disaster, as well as its modern impact on ensuring safety at sea.

SOLAS, the world’s most significant treaty for maritime safety, has been crucial in setting international standards for ship safety, construction, and operations.

IMO Secretary-General Arsenio Dominguez stressed the need for continued vigilance: “We cannot be complacent...World Maritime Day calls for collective effort to keep pace with ongoing transformations.”

UN Secretary-General Antonio Guterres echoed this sentiment, highlighting the sector’s role in climate action: “New technologies and designs offer opportunities for greater digitalization, automation, and decarbonization.”

A unified maritime community

The simultaneous commemoration of National Seafarers Day, National Maritime Week, MANAMo events, and World Maritime Day illustrates the Philippines’ unwavering commitment to the maritime world.

By honoring seafarers and advocating for their rights and welfare, the country reaffirms the crucial role these professionals play in the global shipping industry.

As the maritime sector continues to evolve, these events serve as a reminder of the collective responsibility to empower and support Filipino seafarers, ensuring they are equipped for a sustainable future.

The successful collaboration among various organizations highlights the importance of community engagement and advocacy, setting a precedent for future initiatives. **MW**



C/E Chomi shares her perspectives at the forum



The NSD Committee members

BEACON promotes maritime advancement



DOTr Sec Bautista tries a biofouling virtual reality demo. MARINA Admin Malaluan and Maritime League Chair Santos, observe.

Photo courtesy: MARINA

The Blue Economy Annual Trade and Conference (BEACON) themed “Oceans of Opportunity: Sustaining Blue Economy in the Philippines,” underscored the pivotal role of the maritime industry in nation-building.

Representatives from relevant government agencies, shipping companies, maritime institutions, organizations, and other stakeholders in the maritime sector attended BEACON 2024, held at SMX Convention Center at the Mall of Asia Complex in Pasay City on September 30 to October 2. It was also open to the general public.

BEACON is a collaborative project of the Maritime League and the Department of Transportation (DOTr) that aims to advance the interests of the country’s maritime sector through conferences, and static displays of cutting-edge products and services from the domestic and international maritime sectors.

Simultaneously, the Manila International Boat Show at the Manila Yacht Club, further showcased advancements and innovations in the boating industry.

Maritime League Chairman and President VADM Eduardo Ma. R. Santos, emphasized the significance of convening to address the blue economy, which is necessary for the country’s

economic development and our identity as an archipelago.

Transportation Secretary Jaime J. Bautista stressed that discussions on the blue economy must extend beyond mere mention in speeches



Tourism Sec Franco with MYC Pres Tronqued (left) and BIAP Pres Supangan.

Photo courtesy: DOT

and encouraged participants to consider how they can contribute to its advancement.

Maritime Industry Authority (MARINA) Administrator Sonia B. Malaluan outlined the agency’s initiatives to assess the capabilities and capacities of the country’s maritime transport sector.

MARINA, in collaboration with the International Maritime Organization (IMO), organized a biofouling virtual reality experience for guests and visitors at its booth.

The virtual reality demonstration visually depicted biofouling on various parts of vessels, including hulls, propellers, and other niche areas.

The Marine and Technical Superintendent Association of the Philippines Inc. - Ship Managers Association of the Philippines Inc. (MTSAP-SMAP) hosted the Shipboard Energy Efficiency Management Plan (SEEMP) Calculations Seminar with insightful discussions on sustainable maritime practices, led by Engr. Rey C. Eustaquio, MTSAP Chairman and President.

Twenty-six graduates of the 5-day Ship Superintendent Course also took their oath. The Ship Superintendent Course equips maritime professionals with necessary management skills to supervise ship operations while focusing on safety, efficiency, and economic success.

Boat show

Simultaneously, the Manila International Boat Show at the Manila Yacht Club, further showcased advancements and innovations in the boating industry.

At the event were Tourism Secretary Christina Garcia Frasco, Manila Yacht Club President Marco Tronqued and Boating Industries Association of the Philippines (BIAP) President Engr. Eugene Supangan.

“By promoting responsible tourism and innovative maritime solutions, together we can harness the full potential of our natural resources while preserving them for future generations,” the Secretary remarked. **MW**

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