




OFFICE OF THE COMMANDER
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From : Commander, Maritime Safety Services Command
To : Acting Commander, Coast Guard Public Affairs Office

Subj : ***Publication of Maritime Casualty Investigation Reports (MCIR) to the PCG Official Website, Request for***

Ref: Post Activity Report of IMSAS Audit Week

1. The IMO Audit Team conducted the IMO Member State Audit Scheme (IMSAS) Audit from 30 September to 09 October 2023 to evaluate the Philippines' maritime administration as a flag, port and coastal state through its IMO instruments.
2. As a way forward, the Audit Team has observed that Maritime Casualty Investigation Reports (MCIR) were not made available to the public and the shipping industry. Relatedly, said reports, if published and communicated with stakeholders, will shed some light on the purpose of maritime casualty investigations, namely: identify circumstances surrounding the incident, determine causal and contributing factors and make appropriate safety recommendations to prevent the occurrence of similar incidents.
3. Moreover, publishing of said MCI Reports ensures the stakeholders of the impartiality and objectivity of investigations. It will also promote transparency, efficiency and accessibility of information to communicate safety recommendations and subsequently, lessen occurrence of maritime incidents.
4. In view thereof, this Command respectfully requests for publication of MCI Reports on the official website of the Philippine Coast Guard.
5. For favorable consideration


JOSEPH M COYME
CG-VADM



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

POST ACTIVITY REPORT

**INTERNATIONAL MARITIME ORGANIZATION (IMO)
MEMBER STATE AUDIT SCHEME (IMSAS)
AUDIT WEEK**

02 to 09 October 2023

Maritime Industry Authority (MARINA) Central Office

I. COMPOSITION OF THE IMO AUDIT TEAM

The IMO Audit team is composed of the following members:

- Mr. Regi John (UK) Audit Team Leader
- Mr. Aniruddha Chaki (India) Audit Team Member
- Mr. Vasudeva Aji (IMO Secretariat) Audit Officer

II. COMPOSITION OF THE PARTICIPANTS DURING THE OPENING AND CLOSING CEREMONIES

The opening and closing ceremonies were attended by the Department of Transportation (DOTr) Secretary Jaime J. Bautista, DOTr Undersecretary for Maritime, USec. Elmer Francisco U. Sarmiento, Assistant Secretary for Maritime, Atty. Asec. Julius A. Yano, Maritime Industry Authority (MARINA), Atty. Hernani N. Fabia, Philippine Coast Guard (PCG) Commandant ADM Artemio M. Abu, Cebu Port Authority (CPA) General Manager Francisco C. Comendador III, National Telecommunications Commission (NTC) Commissioner Ella Blanca B. Lopez, Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) Officer-In-Charge, Dr. Nathaniel T. Servando, National Mapping and Resource Information Authority (NAMRIA) Officer-in-Charge, Deputy Administrator Ofelia Castro, Philippine Ports Authority (PPA) Port Manager, Atty. M.A. Hiyasmin De Los Santos, Department of Foreign Affairs (DFA) Assistant Director, Mr. Joel Peralta, Subic Bay Metropolitan Authority (SBMA) Operations Specialist, Mr. John Quevedo, and representatives from the agencies composing the Philippine maritime administration. (Representatives from DFA and SBMA only attended the opening meeting)

Among the ninety two (92) participants, fifty eight (58) or 63% are male and thirty four (34) or 37% are female. From this data, it can be inferred that there was greater male participation than women although it can be noted that the Single Point of Contact (SPC) and focal points of agencies are female.

III. COMPOSITION OF THE AUDITEES

The audit sessions were attended by the representatives of the agencies based on the audit schedule.

Copies of the Attendance Sheets are herein attached as **Annex 1**.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

IV. BACKGROUND

a. Membership to the IMO

The Philippines has been a member of the International Maritime Organization (IMO) since 1964.

To date, the Philippines has ratified and acceded to 28 IMO Conventions, and is in the process of ratifying/acceding to other IMO Conventions and Protocols. As such it has the primary responsibility to establish and maintain an effective system to discharge its obligations as a flag, port and coastal State which emanates from the IMO instruments to which it is a State Party. The country also actively participates in various Integrated Technical Cooperation Programme (ITCP) aimed at building capacity in implementing international maritime regulations and standards.

Part of the obligation of the Philippines in compliance with its international obligations is to promulgate laws and regulations to give IMO Instruments full and complete effect so as to ensure safety of life at sea and protection of the marine environment.

b. Voluntary IMO Member State Audit Scheme (VIMSAS)

Since the commencement of audits in 2006, a number of Member States, including the Philippines have volunteered to be audited, and the audit reports issued in relation to their audits as well as the feedback received from those States have confirmed that the Audit Scheme is a positive development in enhancing effective implementation of the provisions of the mandatory IMO instruments concerned by the Parties thereto.

The voluntary Audit of the Philippines was undertaken from 26 October to 3 November 2009 using the principles established under *Resolution A.974(24)* and the *Code for the Implementation of Mandatory IMO instruments, 2007* (Resolution A.996(25)). The scope of the audit included the Flag, Port and Coastal State obligations of the Philippines in relation to IMO Mandatory Instruments it had acceded to.

The VIMSAS auditors concluded from the information presented by the Philippines' concerned maritime agencies that the Philippines, in general, fairly meets most of its obligations in respect to the IMO Mandatory Instruments as well as the Code for the Implementation of Mandatory IMO Instruments. They identified some areas of good practice which were deemed to be considerable assistance to the maritime community and areas where improvement will be possible.

Reported are Observations and Non-conformities to IMO Instruments of which most are addressed, except for the following during the time of VIMSAS audit:

Non-Conformity (NC) 1. Absence of a strategy in meeting its overall obligation and responsibilities in the mandatory IMO Instruments to which it is a Party.

Actions Taken: The Philippine Maritime Strategy on the Implementation and Enforcement of Relevant Instruments of the International Maritime Organization (IMO) 2020-2024 (PMS) was developed and adopted in June 2020. It aims to promulgate the Philippine maritime administration's strategy, goals and measures used to comply with the provisions of the mandatory IMO instruments and the III Code.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Further, the PMS serves as the National Work Programme for the implementation of the relevant IMO Instruments and includes delineation of roles and responsibilities, institutional arrangements, among others.

NC 2. No review and verification of the effectiveness of the State in respect of its international obligations; and overall organizational performance and capability has not been assessed.

Action taken: The Philippine Maritime Strategy was developed as the national work program to assess the:

- a. Effective and efficient implementation and enforcement of the mandatory IMO Instruments as a contracting government performing flag, port and coastal State functions
- b. Adherence to International Recommendations, as appropriate
- c. Continuous review and verification of the effectiveness of the State in respect of meeting its international obligations
- d. Effective cooperation among institutions.

Executive Order No. 84, s. 2019 was issued creating an Inter-agency Council on the International Maritime Organization Member State Audit Scheme (IMSAS). It is tasked to ensure coordination between member agencies and in-charge with monitoring and reporting on the implementation of the Strategy. It is spearheaded by the Secretary of Transportation as the Chair and MARINA Administrator as Vice-Chair. Council member agencies are representatives from the Department of Foreign Affairs, Philippine Coast Guard, Philippine Ports Authority and Cebu Port Authority.

NC 3. Absence of Legislation. The Philippines does not transpose the text of IMO Instruments or their amendments into their national legislation but makes direct reference to the instruments, and its amendments.

Action taken: In the absence of legislation (i.e. Republic Act, Presidential Decree, Executive Order), subsidiary legislations in the form of Memorandum Circulars, Administrative Orders, Advisories, Standard Operating Procedures, among others are being issued.

While there have been efforts on enacting a national legislation for the mandatory Conventions, as of this time, only one mandatory instrument was made into law. This is RA 10635 *"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"*.

c. IMO Member State Audit Scheme (IMSAS)

The IMSAS audit became mandatory in 2016 to promote consistency and effectiveness of the implementation of IMO Instruments and to assist the Member States to improve their capacity in the performance of duties as Contracting Parties to these Instruments. The Philippines underwent the mandatory audit scheme on 30 September to 09 October 2023 to determine to what extent the Philippine maritime administration is implementing and enforcing the mandatory IMO instruments.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Pursuant to IMO Resolutions A.1067(28)¹ and A.1070(28)² adopted on 04 December 2013, to determine how the relevant obligations and responsibilities under IMO Instruments are being carried out by Member States, the IMO Member State Audit Scheme (IMSAS) covers the following:

- (a) Safety of life at sea;
- (b) Prevention of pollution from ships;
- (c) Standards of training, certification and watchkeeping for seafarers;
- (d) Load lines;
- (e) Tonnage measurement of ships; and,
- (f) Regulations for preventing collisions at sea.

V. HIGHLIGHTS OF THE MEETING

02 October 2023 (Monday)

Opening Ceremony

1. During the opening session of the mandatory audit, the Department of Transportation (DOTr) Secretary Jaime J. Bautista emphasized the Philippines' dedication to ensuring consistency and effectiveness in implementing IMO instruments. In his statement, he emphasized that the Philippines recognizes the importance of IMSAS in promoting consistency and effectiveness in the implementation of the IMO instruments, thus assisting Member States in improving their capabilities as contracting governments to international conventions.

Please see **Annex 2** for the Opening Message of the DOTr Secretary Jaime J. Bautista.

2. Mr. Regi John, Audit Team Leader, presented the evolution of the IMO Audit Scheme. In his presentation, he discussed the progress of the audit from the Voluntary IMO Member State Audit Scheme (VIMSAS) in 2005-2013, in which the Philippines was one of the 79 Member States that volunteered to undergo the said audit, to the development of the mandatory audit scheme in 2010 to 2015, until the creation of the Framework and Procedures for the IMO Member State Audit Scheme (IMSAS) in 2016.
3. He likewise discussed the audit timetable, audit standard or the IMO Instruments Implementation (III) Code, as well as the areas and scope of the audit.
4. Further, Mr. John shared that the objectives of the audit include the following:
 - a. Compliance with the audit standard/overall strategy;
 - b. Enactment of legislation, administration, implementation and enforcement of applicable laws and legislation and evaluation of performance;
 - c. Implementation, enforcement and a system for compliance with the audit standard and the ratified IMO Instruments (to which the State is Party) in its role as flag, coastal and port State;
 - d. The extent to which other obligations and responsibilities under the applicable IMO instruments are discharged;

¹ IMO A. Res. 1067 (28) also known as The Framework and Procedures for IMSAS

² IMO A.1070(28), IMO Instruments Implementation or the III Code



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

- e. To promote capacity building, and identify areas for further development, to assist in discharging of responsibilities;
 - f. To provide feedback and assist in improving capacity to implement the applicable instruments; and
 - g. To provide feedback in generic lessons learned from audits of other Member States so these benefits can be widely shared.
5. Mr. John also explained the methods and procedures to be used, communication links, facilities and administrative arrangements during the mandatory audit.
6. Lastly, the IMO audit team highlighted that all information gathered during the audit will be treated as confidential.

Copy of the presentation is attached as **Annex 3**.

Session 1: Introduction of the State

An Audio-Visual Presentation (AVP) was presented by the Philippine maritime administration providing an overview of the Philippine maritime industry. The AVP showcased the agencies composing the maritime administration as well as their flag, coastal and port State functions. It also demonstrated how the maritime administration ensures the country's compliance to its obligations and responsibilities as a contracting party to the mandatory IMO Instruments.

Session 2: Strategy

The Department of Transportation (DOTr) Undersecretary for Maritime, Usec. Elmer Francisco Sarmiento, presented the overall Philippine Maritime Strategy (herein refer to as "Strategy"). In his presentation, Usec. Sarmiento explained that the Strategy is consistent with the Maritime Industry Development Plan (MIDP) 2028, which is the roadmap to accelerate the integrated development of the Philippine maritime industry.

Further, Usec. Sarmiento likewise highlighted that the Strategy aims to promulgate the Philippine maritime administration's strategy, goals and measures used to comply with the provisions of the mandatory IMO instruments and the III Code.

The Strategy likewise serves as the National Work Programme for the implementation of the relevant IMO Instruments and includes delineation of roles and responsibilities, institutional arrangements, among others.

The main goals of the Strategy include:

- a) Effective and efficient implementation and enforcement of the mandatory IMO Instruments as a contracting government performing flag, port, and coastal State functions;
- b) Adherence to the International Recommendations, as appropriate;
- c) Continuous review and verification of the effectiveness of the State in respect of meetings its international obligations; and,
- d) Effective cooperation among institutions.

The Undersecretary also explained that the country's compliance to the mandatory IMO Instruments are being monitored through the Key Performance Indicators (KPIs).



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

He discussed the coordinative mechanisms of the Philippine maritime administration pursuant to Executive Order No. 84, series of 2019 and Executive Order No. 159, series of 2021, which include the: a) IMSAS Council; b) IMSAS TWG; and c) Inter-Agency Coordinating Committee to Facilitate the Ratification of/Accession to and Implementation of IMO Maritime Conventions (ICCFRAIMC).

He likewise shared the methodology and existing legislations in ensuring continual review and improvement of performance of the agencies in the Philippine maritime administration.

Copy of the presentation is attached as **Annex 4**.

Session 3: Legislation

The MARINA Legal Service Director, Atty. Sharon D. Aledo, presented the process of transposing international treaties into national laws in the Philippines. She mentioned that the initial step in this transformation process is the creation or drafting of the bill, which typically originates from proposals and suggestions put forth by various stakeholders, including the President, government agencies, private individuals, interested groups, and legislators.

Further, Atty. Aledo informed that the Philippines has consistently made efforts to collaborate with the Congress for the passage of vital implementing Bill. An example of which is the IMO Instruments Bill which was approved by the House of Representatives and transmitted to the Senate during the 17th Congress. However, it remained pending with the Senate when the 18th Congress convened. In the 18th Congress, the consolidated Bill was filed, and like its predecessor, gained approval in the House but remained with the Senate without Resolution. The efforts continued in the 19th Congress with Bills re-filed in 2022 for review of the House Committee on Transportation.

She likewise presented the national legislations or mandates of the agencies in implementing the priority IMO Conventions, the structure of the subsidiary legislation, its enforcement mechanism, reporting obligations to the IMO and the resources for effective promulgation of legislation.

Copy of the presentation is attached as **Annex 5**.

Sessions 4 & 5: SOLAS/ LOAD LINE/TONNAGE/COLREG

MARINA and PCG

The MARINA Maritime Safety Service (MSS) Officer-in-Charge, Engr. Jonathan Seguritan, presented the existing subsidiary legislations in accordance with the flag State functions of MARINA and PCG in compliance to SOLAS, LOAD LINE, TONNAGE, and COLREG Conventions.

Engr. Seguritan also explained the existing MARINA Administrative Orders regarding its process of policy development, implementation and review of MARINA policies. He likewise reported MARINA's process of internal evaluation and assessment of policy implementation through MARINA Administrative Order No. 33-21 and MARINA Administrative Order No. 09-21.

For the effective enforcement of MARINA's flag State functions, he informed that the agency issued MARINA Memorandum Circular No. MS-2020-02 or the Rules on the Conduct of Oversight Function of MARINA in the Delegation of Authority to Recognized



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Organization as Flag State Administration and likewise published the Manual on the Oversight Functions of MARINA and MARINA Auditor's Manual (MAM).

Further, Engr. Seguritan discussed the reporting process on the ship's detention as well as the involvement of the Philippine Coast Guard (PCG) for ships' monitoring and evaluation mechanism in compliance with SOLAS and COLREG Conventions.

Copy of the presentation is attached as **Annex 6**.

NTC

On the other hand, the National Telecommunications Commission (NTC) presented its existing legislations in relation to its compliance to the SOLAS Convention. The mandatory IMO Instruments are implemented by the NTC through issuance of rules and regulations which are continually being updated to consider the advancement in technology and the changing environment.

Copy of the presentation is attached as **Annex 7**.

Sessions 6 & 7: MARPOL

MARINA and PCG

The MARINA MSS Officer-in-Charge, Engr. Seguritan, presented the list of relevant primary and subsidiary legislations in accordance with the flag State functions of MARINA and PCG in compliance with the MARPOL Convention.

Engr. Seguritan also reported the existing MARINA Administrative Order Nos. 16-22 and 01-21 regarding its process of policy development, implementation and review of MARINA policies. He also presented MARINA's process of internal evaluation and assessment of policy implementation by virtue of MARINA Administrative Order Nos. 33-21 and 09-21.

For the effective enforcement of MARINA's flag State functions for MARPOL Convention, the agency issued MARINA Memorandum Circular No. MS-2020-02 or the Rules on the Conduct of Oversight Function of MARINA in the Delegation of Authority to Recognized Organization as Flag State Administration. The MARINA likewise published the Manual on the Oversight Functions of MARINA and MARINA Auditor's Manual (MAM).

Moreover, Engr. Seguritan discussed the reporting process on the ship's detention in accordance with Chapter 5 on Handling and Managing Port State Control (PSC) Detentions and Findings of the aforementioned Manual.

Copy of the presentation is attached as **Annex 8**.

Session 8: Flag State Implementation

MARINA

The MARINA Maritime Safety Service (MSS) Officer-in-Charge, Engr. Jonathan Seguritan, presented the process in delegating the functions to Recognized Organization (RO) in implementing the flag State functions on its behalf. Engr. Seguritan also emphasizes that the flag State conducts audits to ROs as part of its oversight function and in accordance with the RO Code through the issuance of Memorandum Circular No. 2018-01.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Moreover, he also reported that the flag State issues Certificate of Accreditation to ROs and forges Memorandum of Agreement. Subsequently, through the signed MOA, the RO conducts statutory certification and services to PRVs.

As to the policy on the *Satisfaction of the Administration*, Engr. Seguritan reported that a guidance was issued concerning the requirements found in the relevant international instruments that are "*To the Satisfaction of the Administration*" through MARINA Advisory No. 2023-21 and MARINA Administrative Order No. 01-23.

Copy of the presentation is attached as **Annex 9**.

NTC

On the other hand, the National Telecommunications Commission (NTC) presented its existing legislations covering the Chapter IV (Radiocommunications) of SOLAS 1974 and its Protocol of 1988, as amended. They also highlighted that the STCW function was transferred to MARINA under Republic Act No. 10635 enacted on 24 July 2023.

In addition, it was also reported that the NTC conducts an audit to ROs to verify the organization recognized to perform statutory certification and services faithfully fulfill the requirements of the III Code, RO Code and MARINA MC No. 2018-01.

Copy of the presentation is attached as **Annex 10**.

Session 9: Flag State Surveyors

MARINA

The MARINA MSS Officer-in-Charge, Engr. Seguritan, informed that all technical and support staff shall undergo a thorough evaluation of their qualification based on the minimum qualification requirements in accordance with the Civil Service Rules.

Additionally, it was reported that in 2022, the MARINA, in its AO No. 24-22 established guidelines in the Institutionalization of the MARINA Technical Personnel Certification System (MTPCS) which adopt qualifications and requirements used in the recruitment and certification of MARINA Technical Personnel. It also ensures that all ship safety surveys, inspections, audits, and investigations are carried out by qualified and competent MARINA Technical Personnel as well as to aid in the process of their career pathing.

Annex 1 of the aforementioned AO provides the minimum requirements such as education requirement, eligibility requirement, training requirements, and work experience to become a certified MARINA Flag State Surveyor.

He also reported that the role of the MFAS-Human Resource Management and Development Division (HRMDD) is to keep a copy of their complete requirements in the 201 Files and the same be uploaded to the respective HRMIS Account of the Surveyors provided that the HRMDD must be furnished with trainings taken by all technical and support staff for the corresponding year.

Copy of the presentation is attached as **Annex 11**.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

PCG

The Chief of the MEPFORCE NCR-CL CG LTJG Gerald L Cordero, presented the existing primary and subsidiary legislations in accordance with the flag State functions of PCG in the selection and appointment of surveyors.

Moreover, he also reported the document system for training based on the respective specialization of the surveyor.

Copy of the presentation is attached as **Annex 12**.

NTC

NTC started the presentation with their end-to-end recruitment process and the learning and development process flow. They also discussed the 5-year training plan for their inspectors/surveyors.

Further, NTC showed a matrix of their total number of inspectors/surveyors performing maritime functions which compose of one hundred sixteen (116) Engineers, forty six (46) inspectors, eight (8) lead inspectors, and sixty to (62) observers.

Copy of the presentation is attached as **Annex 13**.

Session 10: RO Delegation

MARINA

This was again presented by MARINA MSS Officer-in-Charge, Engr. Seguritan, presented that legal basis on RO delegation which are the MARINA MC No. 2018-01 "*Rules on the Accreditation of Recognized Organizations Performing Statutory Certification and Services for Philippine Shipping Companies and its Philippine-registered Ships, on Behalf of the Administration*" and MARINA MC No. 2020-02 "*Rules on the Conduct of Oversight Function of MARINA in the Delegation of Authority to Recognized Organization as Flag State Administration*".

He highlighted the following process under MC No. 2018-01: 1) letter application; 2) screening of application; 3) evaluation of documents; 4) conduct of audit; and, 5) preparation of Memorandum of Agreement (MOA) and issuance of Certificate of Accreditation (COA).

Further, Engr. Seguritan informed that ROs are accredited to perform the delegated functions of survey, audit and issuance of statutory certificates. As of September 2023, there are eight (8) ROs with corresponding Certificate of Accreditation and signed Memorandum of Agreements, as follows:

- a) American Bureau of Shipping;
- b) International Register of Shipping;
- c) Bureau Veritas;
- d) International Naval Surveys Bureau;
- e) Registro Italiano Navale;
- f) Indian Register of Shipping;
- g) Class NK; and,
- h) China Classification Society.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

He likewise presented the criteria selection for Flag State Officers (FSO) and Auditors in terms of Education, Eligibility, Training and Experience as well as the responsibilities of the FSO and Auditors.

Copy of the presentation is attached as **Annex 14**.

PCG

The PCG presented its primary legislation with regards to RO delegation and nominated MARPOL surveyors which are the Republic Act 9993 "*The Philippine Coast Guard Law of 2009 and its IRR*" and Presidential Decree 979 "*Providing for the Revision of PD No. 600 Governing Marine Pollution*" and their subsidiary legislations.

They likewise presented the criteria and appointment of ROs and nominated surveyors, specifically the qualification and documentary requirements.

Further, PCG provided the accreditation flow of MARPOL Surveyors, their responsibilities and monitoring of MARPOL surveyors.

Copy of the presentation is attached as **Annex 15**.

NTC

The NTC presented their subsidiary legislations with regards to the RO delegation as well as its oversight function on ROs. They also mentioned the objective and scope of audit performed by ROs.

Further, NTC informed that the accreditation of ROs is through the MARINA pursuant to MARINA MC No. 2018-01. There are two (2) ROs accredited by the MARINA and recognized by NTC, the Bureau Veritas and Class NK.

Copy of the presentation is attached as **Annex 16**.

Session 11: STCW

The Maritime Education and Training Standards Supervisor (METSS) of the Standards of Training, Certification and Watchkeeping Office (STCWO), Ms. Presca Lee Lugo, highlighted two (2) points in her presentation: the Legislation and Communication of Information.

On legislation, Ms. Lugo informed that the prevailing national law for the implementation of the STCW Convention, 1978, as amended, in the Philippines is the Republic Act (RA) No. 10635, which was promulgated on March 13, 2014. The said law established MARINA as the Single Maritime Administration responsible for the implementation and enforcement of the STCW Convention, 1978, as amended.

She likewise informed that prior the issuance of RA 10635, the STCW Convention was implemented through Letter of Instructions (LOI) No. 1404, which was promulgated on May 01, 1984 after Philippine accession to STCW '78. This LOI created the Maritime Training Council (MTC), under the Department of Labor and Employment (DOLE) to give full and complete effect to the STCW.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

As to the communication of information, Ms. Lugo presented that the latest report of the Independent Evaluation was submitted to the IMO last 08 May 2023 and as requested by the Panel of Competent Persons, a clarificatory report was submitted on 01 September 2023. Further, the Philippines submitted to the IMO the latest list of countries with which the country has a Bilateral Agreement under Regulation I/10 on 29 September 2023.

Copy of the presentation is attached as **Annex 17**.

Session 12: Port State Control

The PCG informed the meeting that the Port State Control management was transferred from the office of the Deputy Chief of Staff for Maritime Safety Services, CG-8 to Maritime Safety Services Command (MSSC) on 26 October 2017. The National Port State Control Service (NPSCS), MSSC of the PCG is the responsible entity for the implementation and enforcement of port state control functions in the Philippines. The organizational chart of the NPSCS was likewise provided during the presentation.

PCG also informed of the legislation supporting their port state control functions. The primary legislation is RA 9993 and subsidiary legislations are MC No. 03-20, SOP No. 03-21 and SOP No. 04-21. PCG likewise emphasized their port state control procedure and reporting.

PCG also provided the qualification and training requirements for their PSC inspectors and officers (Apprentice, Junior and Senior) as well as the number of their PSC officers. Inspection records extracted from the Asia Pacific Computerized Information System (APCIS) were likewise shown in the presentation.

Copy of the presentation is attached as **Annex 18**.

Session 13: Policies and implementation on port and coastal areas on radiocommunication services and meteorological services

PCG and NTC

The Philippine Coast Guard Deputy Chief CDR Aloise L Morales and NTC Deputy Commissioner Mr. Alvin Bernand N. Blanco presented the existing primary and subsidiary legislations in accordance with the port and coastal State functions of NTC and PCG on the radiocommunication services. It was also reported that the PCG is responsible for issuing local navigational warnings while the PAGASA and NAMRIA provides weather information/forecasts and coastal navigational warning respectively to the PCG for radio broadcasting of warnings to maritime stakeholders through CGWCEISC and CG COMCEN.

Moreover, it was informed that NTC issues radio station licenses and permits to private and government agencies including maritime radio communications in accordance with Executive Order No. 546 and Act No. 3846.

As to the process, the PCG broadcasts Maritime Safety Information and enhances PCG's maritime safety and security monitoring capability through Radio Communication Services while the NTC issues licenses and permits to private and government agencies including Maritime radio communications.

For the monitoring and evaluation, the PCG ensures monitoring at sea area 1 through VHF with DSC and to enhance PCGs maritime safety and security monitoring capability through



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

its RADAR Station. On the other hand, NTC ensures that the installation of the GMDSS apparatus is in accordance with Memorandum Circular Nos. 02-03-1999 and 01-01-2022.

Copy of the presentation is attached as **Annex 19**.

PAGASA

Mr. Robb Gile of the PAGASA reported the existing primary legislation in accordance with the port and coastal State functions of PAGASA on meteorological services. He also highlighted that in order to fulfill its mandate, the agency is composed of seven (7) operational units and he further emphasized the core functions of each unit.

In addition, Mr. Gile informed that the meteorological services of PAGASA are undertaken in accordance with WMO regulations, standards and best practices. They likewise maintain a Quality Management System that conforms with the ISO:2015 standard for their services including the meteorological.

For the mechanism for evaluation, review and monitoring, Mr. Gile reported that they use effective and efficient methods to identify areas for improvement of the QMS through the monitoring and measurement process performance indicators from SPMS reports, customer satisfaction and feedback, and results of internal and external audits. Additionally, they also use documented procedures to address the nonconformities, conduct of management reviews and maintain risk management plans.

To link to the overall strategy, he informed that a Memorandum of Agreement (MOA) between NAMRIA, PAGASA and PCG on the Tripartite Mechanism for the Broadcast of Maritime Safety Information (MSI) to Vessels and the Reception of Danger Messages from Vessels using the PCG Shore-Based Radio Communication Facilities was drafted and consequently signed by the involved parties.

Copy of the presentation is attached as **Annex 20**.

NAMRIA

LCDR Lorena Jasmin Lerio of the NAMRIA reported the existing primary and subsidiary legislations in accordance with the port and coastal State functions of NAMRIA on hydrographic services. She highlighted that the NAMRIA through the Hydrography Branch and in coordination with other NAMRIA branches, performs SOLAS 1974 Regulations V/4 on the navigational warnings and V/9 on the hydrographic services.

For its implementation, as the national hydrographic office, NAMRIA is the representative authority of the Philippines in the International Hydrographic Organization (IHO), it's regional mechanism (the East Asia Hydrographic Commission (EAHC), also a member of the ENC regional coordinating centre International Center for the Electronic Navigational Chart (IC-ENC) and the Philippines' national coordinator to NAVAREA XI.

Moreover, LCDR Lerio reported that as an IHO member and in accordance with legal mandates, the hydrographic services provided by NAMRIA are undertaken in accordance with the minimum standards set by the IHO. Thus, NAMRIA Administrative Order No.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

2021-002 on the adoption of International Hydrographic Organization (IHO) Standards was issued.

She also presented that the corrections to nautical charts and publications are issued through the monthly Notices to Mariners.

LCDR Lerio further reported that all processes of NAMRIA needed to perform all its mandates as the national and central mapping agency are certified under the ISO 9001:2015 as part of its mechanism for evaluation, review, monitoring and continuous improvement.

Copy of the presentation is attached as **Annex 21**.

Session 14: Policies and implementation on port and coastal areas on IMDG Code, IMSBC/Grain Code/VGM, PRF and FO Suppliers

PPA

Ms. Maria Christine M. Bautro of PPA reported the existing primary and subsidiary legislations in accordance with the port and coastal State functions of PPA on IMDG Code implementation. Moreover, the procedures on the handling of dangerous goods were presented from the notification and coordination until the submission of the report.

Ms. Bautro also explained the process in the handling and storing of the dangerous goods using the PPA Administrative Order No. 07-2015 as guide. She then highlighted the procedure on how they evaluate and monitor the handling of the dangerous goods.

Copy of the presentation is attached as **Annex 22**.

With regard to the Shore Reception Facility (SRF), Ms. Janice S. Pradal reported the existing subsidiary legislations in accordance with the port and coastal State functions of PPA through the Asian Terminal Incorporated (ATI) on shore reception facility. She also presented the process on how the SRF are being implemented and nominated based on PPA Administrative Order Nos. 08-2018 and 09-2020.

With regard to the procedure on the conduct of SRF Operations, it was informed that this was based on PPA Administrative Order No. 02-2003 or the *Implementing Guidelines on MARPOL 73/78 Requirements for Shore Reception Facilities (SRF)*. Ms. Pradal also reported that the monitoring and evaluation of SRF are done daily, monthly, quarterly and annually.

Copy of the presentation is attached as **Annex 23**.

Session 15: Policies and implementation on port and coastal areas on coastal rescue, SAR, pollution response and incident control

PCG

CG Capt Rolando Lorenzana of the PCG presented the existing primary and subsidiary legislations in accordance with the port and coastal State functions of PCG on coastal



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

rescue and SAR coordination. Capt. Loranzana also informed that the PCG in pursuant to Republic Act 9993, is the National Maritime Search and Rescue Service.

The processes involved in case of maritime incident/other incident was discussed from receiving of the information to maintaining records of the incident. He also reported that a Crisis Management Committee was established to properly carry out the situation in case of an incident.

For its monitoring and evaluation, he informed that when the SAR case is closed or suspended, every authority, center, service or facility activated should be notified. Moreover, he highlighted that it is important that details be submitted as it is required to improve methods, evaluate mistakes and provide statistics for SAR data management.

Copy of the presentation is attached as **Annex 24**.

On the other hand, LTJG Gerald Cordero of the PCG reported the existing primary and subsidiary legislations in accordance with the port and coastal State functions of PCG on pollution response and MARPOL incident control. LTJG Cordero added that fifteen Mepforce units were strategically distributed nationwide under the supervision of the National Operations Center for Oil Pollution to monitor and respond to Marine Pollution incidents.

Further, he also presented that the National Oil Spill Contingency Plan (NOSCP) was developed to provide guidelines and procedures, response coordination mechanism and basis for crafting the Oil Spill Contingency Plans.

For its monitoring and evaluation, it was informed that the maritime incident database system was established and the same has been continually monitored and evaluated.

Copy of the presentation is attached as **Annex 25**.

Session 16: Policies and implementation on port and coastal areas on AtoN, ship's routing, ship reporting and VTS services

PCG

Capt May B Marfil of the PCG presented the existing primary and subsidiary legislations in accordance with the port and coastal State functions of PCG on Aids to Navigation, VTS Services, Ship Routing/Ship Reporting. Capt Marfil also reported relevant processes in disseminating and publication of navigational warnings.

She likewise presented the process on how the reports were being monitored and evaluated.

Copy of the presentation is attached as **Annex 26**.

SBMA

Mr. Jerome D. Saddi of the SBMA presented the existing primary and subsidiary legislations in accordance with the port and coastal State functions of SBMA on Aids to Navigation and Vessel Traffic Management System. Mr. Saddi then reported the



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

procedure for vessel entry in the port of Subic and showed the duly registered NTC license holders for VTMS.

Copy of the presentation is attached as **Annex 27**.

Session 17: FSI implementation, enforcement, planning and follow up

Session 17 was conducted at the MARINA Regional Office National Capital Region (MRO-NCR) at the 12th floor, MARINA building. This was the first field visit of Team 1 which consists of Mr. Chaki and Mr Aji as auditors.

The Director of MARINA Regional Office NCR, Engr. Marc Anthony Pascua, presented the subsidiary legislations of MARINA with regards to the flag state implementation, which are the MC Nos. 181, 2018-01, 2018-03, OS-2023-01 and AO No. 20-21.

Engr. Pascua further discuss the FSI implementation, enforcement, planning and follow-up with the following steps: 1) Accreditation of Overseas Shipping Companies; 2) Registration and Documentation of Vessels (CPR, CO Manning); 3) Application for Vessel Plans Approval; 4) Application for Issuance of Letter to RO; and 5) Deletion of Vessel from Philippine Registry.

Moreover, Engr. Pascua presented the existing Regional Office NCR organization framework and its manpower compliments.

Copy of the presentation is attached as **Annex 28**.

Session 18: Hydrographic services, charts and naut. publications, navigational warnings

After Session 17 Team 1 proceeded to the National Mapping and Resource Information Authority (NAMRIA) Hydrography Branch in San Nicolas, Manila.

The site visit at the NAMRIA started with a video presentation introduced by Lcdr Lorena Jasmin Lerio highlighting their functions under IMSAS specifically on hydrographic services and maritime safety information services.

The AVP highlighted that in compliance with SOLAS Chapter V Regulation 9 on the hydrographic services, the NAMRIA conducted hydrographic surveys employing state of the art equipment and technology in accordance with the internationally recognized (International Hydrographic Organization) IHO standards and upholding the NAMRIA Standards for Hydrographic Surveys.

She informed that NAMRIA collaborates with various agencies in conducting surveys and establishing standardized data gathering procedures. The agency also developed a PH Tides application to easily disseminate these data.

In accordance with SOLAS Chapter V Regulation 4 on Navigational Warnings, NAMRIA ensures that the intelligence about potential danger is promptly to those concerned. Navigational warnings are issued in the form of email, NAMRIA website, social media and the navigational warning map application.

Aside from the AVP, the Nautical Charting Division presented the workflow on nautical charting and the Electronic and Navigational Charts coverage of the Philippines. While the Survey Support Division presented the Survey Capabilities and Platforms. Their



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

presentation also highlighted that the Philippine Hydrographic Survey Priorities is a tool that is used in identifying High Priority Areas.

Copy of the presentation are attached as **Annex 29**.

Session 19: Meteorological services, including weather forecasting

The next site visit is to PAG-ASA Weather and Flood Forecasting Center in Diliman, Quezon City.

Mr. Robb Gile presented the meteorological services for the maritime sector that are undertaken in accordance with WMO regulations, standards and best practices. Also discussed the forecast cycle from the collection of meteorological data to the issuance of meteorological Maritime Safety Information (MSI) including its dissemination.

PAGASA also discussed their ways forward for the Marine Meteorological Services and conferred that the MOA between PAGASA and PCG for pilot testing is under review. This includes pilot testing covering the Matnog-Allen RORO/ROPAX corridor.

Copy of the presentation is attached as **Annex 30**.

Session 20: Radiocommunication services

After PAG-ASA, Team 1 continued the site visit at the Office of the NTC also in Diliman, Quezon City.

The NTC presented an AVP highlighting that the Safety Radio Services and STCW Compliance Division ensures maritime safety and quality services in line with national laws and international radio regulations, conventions and treaties to which the Philippines is a party.

Moreover, it was conferred that the NTC has Memorandum Circular No. 01-01-2022 issued that is mandated for the installation of NAVTEX Receiver and satellite EPIRB as additional navigational aids for ship radio stations engaged in coastwise trade. This requirement is in compliance with the 1974 International Convention on the Safety of Life at Sea (SOLAS) and its amendments, as well as Department Order 2001-46. The latter mandates the installation of a global positioning system to ensure immediate response in case of maritime distress.

While the NTC reported that they currently have fifty four (54) Surveyors/Inspectors, the auditors looked for a matrix of training for surveyors/ observation activities of FSI qualified inspectors.

Copy of the presentation is attached as **Annex 31**.

Session 22: Port Reception Facility, VGM and IMDG Code (ATI)

After NTC, Team 1 proceeded to the Asian Terminals Inc. (ATI) in South Harbor, Port Area, Manila.

PPA accredited port reception facilities presented the actual activities undertaken by their agency.

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REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

They added that their NAVTEX has been used since 1994 and until now it has not undergone rehabilitation. As of the date of audit, the NAVTEX is still being used but with limited capability.

When Mr. Regi inquired if PCG had informed the stakeholders of the status of the NAVTEX, they responded that this status was not disseminated to the concerned.

The PCG showed sample documents including Letter of Instruction, which identifies the functions to be performed by their unit.

Trilateral Exercise. They were also informed that they do trilateral maritime exercises. According to PCG, the trilateral maritime exercise sought to strengthen interoperability between the JCG, PCG, and USCG through the conduct of communication exercises, maneuvering drills, photo exercises, maritime law enforcement training, search and rescue (SAR), and passing exercises. They conduct these exercises using different scenarios. Reports on these exercises are used as bases for evaluation for future actions and measures. Further during the conduct of the trilateral exercise, critique and debriefing are conducted where concerned units are well represented.

After this briefing the team was led to BRP Malapascua, the vessel that will transport the group to PCG Maritime Safety Service Command Headquarters.

Onboard the vessel, a presentation was shown providing information about the vessel, its details, history among others. The team was informed that this vessel was one amongst those that is being used to patrol the West Philippine Sea.

Session 24: AtoN, VTS and Port State Control

Upon arrival at PCG MSSC HQ in Sangle Point, Cavite, the PCG presented an Audio Visual Presentation (AVP) encapsulating the function of its Aids to Navigation Command with its seven functional support units, to wit: (a) Aids to Navigation Service, (b) Maritime Search and Rescue Group, (c) Maritime Casualty Investigation Service, (d) Vessel Safety Services Unit, (e) Recreational Safety Enforcement Unit, (f) National Port State Control Service, and, (g) Navigational Safety Service Unit.

The AVP emphasized that the Aids to Navigation Service (ANS) is mandated to coordinate, develop, establish, maintain and operate aids to navigation primarily installation of buoys and establishment of lighthouses within the maritime jurisdiction of the Philippines. These aids to navigation promote maritime safety within Philippine waters and serves as guide and reference to our seafarers and serves as a symbol of our nation's sovereign rights and maritime presence in the waters of Philippines jurisdiction.

They also informed that for foreign vessels calling domestic ports, it is the National Port State Control Service that monitors these vessels. It is in charge of the conduct of port state control inspection to ensure safety compliances of the vessel, competency of the crew, living conditions onboard and marine environmental protection compliances of the vessel. It likewise formulated policies and guidelines on port state control inspections in accordance with applicable international maritime safety and labor conventions, protocols, treaties, instruments, agreements and standards, and national laws, rules and regulations.

Session 25 & 27: Casualty Investigation

Still at the MSSC HQ, the Enforcement Service (ES), MARINA started its presentation by providing the current organizational structure responsible for marine casualty investigations both for MARINA and PCG. ES likewise provided their respective



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

mechanism for conducting safety investigation. For MARINA, the RA 9295 and its IRR AO 01-18, AO 01-19, MC No. MS 2022-01, ES QPR 08.2 and AO No. 28-22, and for PCG, the Rule 3 (j) of RA 9993 and its IRR and HPCG/CG-8/HMSSC SOP No. 04-22.

Further, ES discussed its process on the reporting of very serious marine casualty reports to GISIS. ES emphasized that MARINA and PCG separately conducted an investigation and eventually produced its joint analysis.

ES further presented its process in conducting marine safety investigation as follows: 1) Occurrence of Maritime Accident or Incident; 2) Notification of maritime accident or incident; 3) Investigation Preparation; 4) Investigation Proper; 5) Examination, Analysis and Report writing; 6) Deliberation by CITWG/MCIB; 7) Submission of report to the Head of Agency; 8) Uploading to GISIS/ Processing of Safety Recommendations; and 9) Records Keeping.

Moreover, ES discussed the criteria of safety investigators, particularly the educational requirements, eligibility requirements, work experience and training requirements.

Lastly, ES presented the data on reported marine accidents for the last five years, trend analysis and the lessons learned, specifically on safety management procedures or onboard implementation of the ISM/Ship SMS, lack of situational awareness, enforcement of rules and regulations, and ship construction and safety

Copy of the presentation is attached as **Annex 33**.

Session 26: Operational pollution response equipment/procedures

From MSSC HQ, Team 2 proceeded to Marine Environment Protection Command (MEPCOM) HQ Farola in Binondo, Manila to continue the audit.

The PCG presented an Audio Visual Presentation (AVP) on its operational pollution response equipment/procedure. The AVP showed the legislation supporting PCG's mandate relating to pollution responses. It likewise showcased the equipment used in pollution response as well as the procedures in conducting the said response.

Session 28 & 29: Outstanding issues

During these sessions, the Auditors reminded the agencies for any outstanding issues and final submission of any pending audit evidence/records/documents. The Auditors likewise provided a brief overview of the perceived findings during the audit which is still subject for their finalization. There are thirteen (13) possible areas of improvement. However, the auditors mentioned that this can still be changed during their finalization of the Draft Interim Report (DIR) and Draft Executive Summary Report (DESR).

For the detailed audit question and answer (Q&A) during the whole duration of the audit sessions, please see attached herein **Annex 34**.

VI. CLOSING PROGRAM

During the Closing meeting, the Audit Team Leader, Mr. John, reinstated the scope and objectives of the audit as well as the methods and procedures used during the audit. Mr. John likewise mentioned the classifications of findings which are the 1) Finding: Non-Compliance with a mandatory requirement contained in an IMO instrument or the ILL Code.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

Supported by objective evidence.; and 2) Observation: Statement of fact substantiated by objective evidence, relating to a non-mandatory provision of the III Code.

Further, Mr. John enumerated the audit findings based on the draft Interim Report, as follows:

FD1 - Transposition of the mandatory IMO instruments and their amendments into national legislation were not carried out timely and systematically by the State. In particular, out of the nine mandatory IMO instruments, primary law had been enacted for one instrument and the transposition of the remaining instruments was in progress. Furthermore, sufficient personnel with maritime expertise were not available to assist in the timely promulgation of national laws.

FD2 - Although the State had recently developed a policy on the communication of information to IMO, not all obligations of communication as required under the mandatory IMO instruments were fulfilled.

FD3 - Although an overall mechanism had been established by the State to review and continually improve the measures taken to fulfill the obligations under the mandatory IMO instruments, the State had not implemented necessary corrective actions in some instances to eliminate the causes of identified non-conformities.

FD4 - The Administration had not implemented policies through issuing national legislation and guidance which would assist in the implementation and enforcement of the requirements of some of the mandatory IMO instruments including mandatory codes.

FD5 - Measures taken by the Administration to secure observance of rules and standards by ships entitled to fly the flag of the State were inadequate and the actions taken were not in accordance with the procedures established by the Administration. Adequate number of periodic inspections of ships entitled to fly the flag of the State had not been conducted to verify that the actual condition of the ship and its crew is in conformity with the certificates they carried.

FD6 - Although the Administration had recently developed a documented system for the qualification and continuous updating of the knowledge of the flag State surveyors with regard to the tasks they were authorized to undertake, the system was not fully implemented.

FD7 - The Administration had not investigated and reported all ship casualties in accordance with the mandatory IMO instruments. The process established by the Administration for the conduct of flag State investigations did not fully ensure impartiality and objectivity of investigations. Moreover, it could not be demonstrated that the final investigation reports were made available to the public and the shipping industry.

FD8 - The State did not make available adequate shore-based facilities for radiocommunication services to transmit navigational warnings, danger messages, meteorological and other urgent messages relating to safety of navigation.

FD9 - The maritime administration did not have in place SAR plans for cooperation with SAR services, the companies and passenger ships, calling regularly at ports within the State, in the event of an emergency.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

FD10 - The State had not taken necessary measures to ensure the availability and maintenance of AtoN in the waters under the jurisdiction of the State.

FD11 - The maritime administration had not completed the measures to implement a management system and a radiation protection programme for the handling of IMDG Code class 7 dangerous goods in their ports.

FD12 - The maritime administration had not developed and implemented provisions regulating the supply of fuel oil, retention of bunker delivery notes by fuel oil suppliers and verification of fuel oil quality stemming from related MARPOL, Annex VI requirements.

Moreover, Mr. John likewise mentioned the area of further development and area of positive development, as follows:

Area of Further Development

"Since the State was an archipelago with an extended coastline and seaborne transport has importance in the economy of the State, the nautical and hydrographic services are important for aiding safe navigation of ships in coastal waters of the State. The capability and resources of NAMRIA needs to be enhanced to complete the planned hydrographic surveys, improve the quality of hydrographic data and updating of nautical charts and publications in a timely manner"

Area of Positive Development

"PCG- MEPCOM's Marine Science Investigation Force (MSIF), in their exemplary efforts to continually improve marine oil and chemical pollution control and enforcement measures, operates a Chemical Investigation Division with responsibility to analyse oil content in water samples, a Biological Investigation Division, a General Engineering Investigation Division, and a Field Scientific Investigation Division."

Lastly, Mr. John requested the following further actions required to the Administration:

- Produce the Corrective action plan including root cause analyses for the Findings stated in the Audit Interim Report
- Corrective action plan to be filled out completely, including the indication of appropriate timelines for completing/closing out of the findings.
- Forms to be signed by the State after verification by the audit team leader (ATL) and technical review by MSA.
- As guidance, use available Consolidated Audit Summary Reports (IMO Circular Letter No. 4442) and analysis of CASR (document III 7/INF.27)
- Corrective Action Plan (CAP) of the Administration should contain:
 - detailed information of action to be taken including a time frame for commencement and completion of each action;
 - CAP should be presented to the ATL and the Secretary-General of IMO (via MSA) within 90 days after receiving the agreed Audit Interim Report; and
 - After verification and technical review, CAP is sent back to SPC for signature.

Copy of the presentation is attached as **Annex 35**.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

After the Statements of the other auditors, the signed DIR and DESR was turned-over to Secretary Bautista.

After which, Secretary Bautista, delivered the closing remarks. The Secretary expressed his deep appreciation to the IMO for its continued support and guidance for advancement of the Philippine maritime industry as well as to the IMO Auditors for their thorough scrutiny of the country's compliance to the IMO mandatory instruments.

He likewise thanked the Maritime Industry Authority, the MARINA Secretariat, the Overseas Shipping Service, and the SPC/Maritime Attaché in London for a well-planned and organized event. Thanks were also given to the PCG for the security provided to the auditors and for allowing the use of BRP *Malapascua* as transportation to the PCG Maritime Safety Command headquarters during the site visit as well as to those other agencies who hosted the site visits such as PPA, NAMRIA, PAGASA and NTC.

He assured the auditors that the Philippine maritime administration will work on addressing the identified findings in order to ensure effective implementation of the IMO mandatory instruments.

As a way forward, Sec. Bautista urged the maritime agencies to conduct root cause analysis on the challenges that the industry is facing to effectively address the identified findings through legislation with clearer mandates and mechanisms.

Further, he called on the member-agencies of the IMSAS Council and Technical Working Group to continually empower our representatives by actively participating in IMO meetings and by working towards the ISO certification of our respective agencies. I hope we maintain, and strengthen if needed, the good work being performed through coordinated mechanisms.

Lastly, Sec. Bautista congratulated the Philippine maritime industry team for doing a great job.

Please see **Annex 36** for the Closing Message of the DOTr Secretary Jaime J. Bautista.

VII. RECOMMENDATIONS AND WAYS FORWARD

POST-AUDIT ACTION POINTS -

Guided by Resolution A.1070(28) - IMO Instruments Implementation Code (III Code) and Resolution A.1067(28) - Framework and procedures for the IMO Member State Audit Scheme

1. For quarter 1 of 2024, to engage the services of an international consultant with sufficient qualifications and expertise to assist in the development and implementation of the corrective action plan (CAP) with sufficient budget for professional fees, daily subsistence allowance (DSA) and airfare;
2. In November 2023, to conduct a series of inter-agency root cause analysis (RCA) workshops using the proposed RCA form attached herein as **Annex 37** and the consolidated audit summary reports (CASRs). To consider a revolving hosting with the other agencies;



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

3. For December 2023 to January 2024, drafting of the corrective action plan (CAP) that responds to the audit findings by proposing action to bring the Philippines in conformity or adherence with the audit standard, to be submitted to the Audit Team Leader and the IMO Secretary General within 90 calendar days after receipt of the agreed audit Interim Report;
4. In consonance with the RCA sessions and the drafting of the CAP, identity the technical assistance needed for the effective implementation of actions to address the findings of the audit and for possible inclusion in the Integrated Technical Cooperation Programme (ITCP);
5. Institutionalize the Quality Assurance Service (QAS) to continue with the expansion of the ISO 9001 certification of the MARINA;
6. Prepare for the next cycle of the IMSAS Audit of the Philippines;

CONTINUED USE AND ENHANCEMENT OF TOOLS AND COORDINATIVE MECHANISMS:

7. By quarter 1 of 2024, to draft a Manual for the Philippine Integrated Shipping Information and Monitoring System (PHISIMS) and to revise existing QPRs on the use and uploading of documents in PHISIMS and the IMO Global Integrated Shipping Information System (GISIS), as appropriate.
8. To continue using the most recent Non-Exhaustive List of Obligation (NELO, 2023) Tracker as a tool for gap analysis for the implementation of the international maritime instruments (Conventions and Codes) and clear delineation of functions;
9. To continue with the finalization of the Key Performance Indicators (KPIs) and accomplishments of the Philippine maritime administration for the Philippine Maritime Strategy (PMS) and report this information to the IMO;
10. To continue the coordinative mechanisms of the Philippine maritime administration through the Multi-sectoral Advisory Group on IMO Concerns (MAGIC) Cluster Groups, IMSAS Technical Working Group (TWG) and Council, Inter-Agency Coordinating Committee for the Facilitation of the Ratification and Accession to IMO Maritime Conventions (ICCFRAIMC) and TWG and engagement with private sector stakeholders.

Annexes

Copies of the Annexes can be viewed through this link:

https://drive.google.com/drive/folders/1r5-oFLflcRuEyIG5jixjfiBD42WHk55G?usp=drive_link

Prepared by:

IMSAS Secretariat

Overseas Shipping Service (OSS)
Maritime Industry Authority (MARINA)

PCJ/JLH/CPN/SACOS/MKHHV




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Reviewed by:


ATTY. JEAN VER P. PIA
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PRECILA C. JARA
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Chief MIDS, OSS

OSS-CSMID-1555



Philippine Coast Guard
Headquarters Maritime Safety Services Command
MARITIME CASUALTY INVESTIGATION SERVICE
24th de Mayo St, Cor. 1898 Ave., Cavite Buoy Base, Naval Base Heracleo Alano,
Sangley Point, Cavite City, Cavite
DPSIII/JRCT/EEG/09637621604
MCIS-0206-004
06 February 2024

From: Commander, Maritime Casualty Investigation Service
To: Commander, Maritime Safety Services Command
(Attn: DC of MSS Staff for Operations, MSS-3)

Subj: ***Publication of Maritime Casualty Investigation Report (MCIR) to PCG Official Website, Request for***

Ref: Post Activity Report during IMSAS audit week

Encl: Draft Letter Request to CGPAS

1. The IMO Member State Audit Scheme (IMSAS) conducted a mandatory audit scheme on 30 September to 09 October 2023 to determine to what extent the Philippine maritime administration, including the Philippine Coast Guard, is implementing and enforcing the mandatory IMO instruments. Moreover, it has been recommended on the attached reference (Post Activity Report during IMSAS audit week FD7) under casualty investigation that the final investigation reports should be made available to the public and to the shipping industry.
2. Moreover, online access to our Maritime Casualty Investigation Report (MCIR) will play a crucial role in serving the public by providing a centralized and accessible platform for information relative to safety investigations. It will play a pivotal role by promoting transparency, efficiency, and accessibility, ultimately enhancing the relationship between the PCG and the public. Likewise, the public can access adopted maritime casualty investigations and other related maritime safety policies from the comfort of their homes or offices, saving time and reducing the need for physical travel. This convenience is especially important for individuals with busy schedules.
3. In view thereof, this Service respectfully request to make representation to Coast Guard Public Affairs Service (CGPAS) for approval for the publication of MCIR to the official website of the Philippine Coast Guard.
4. For favorable consideration


DOMINADOR P. SENADOR III
CG COMMO