PHILIPPINE Initiatives in Promoting Environmental Sustainability in the Maritime Sector

Danang, Vietnam / 16-21 November 2015
TYPHOON “HAIYAN” (YOLANDA)

DEALING WITH DISASTERS AND CLIMATE CHANGE

LESSONS LEARNED

- no communication of any sort available,
- no power supply,
- impassable roads,
- local rescuers were also victims,
- non-operational airport in the area,
- locals not aware of the destructive power of the storm surge

MARITIME INDUSTRY AUTHORITY
Republic of the Philippines
PH GOVERNMENT POLICY AND INSTITUTIONAL DEVELOPMENTS ON CLIMATE CHANGE

LEGAL DEVELOPMENTS

- 1987: Philippine Constitution
- 1991: Philippine Strategy for Sustainable Development (PSSD) and the Philippine Agenda 21 (PA21)
- 1999: Philippine Clean Air Act of 1999
- 2009: Climate Change Act of 2009
THE PHILIPPINES

• remains the major infrastructure by which the country’s 7,100 islands are strongly linked

• connects the country to international commerce and trade

• a vital component in attaining inclusive growth and socio-economic progress

• a total of 119 overseas ships and 9,574 domestic ships as of December 2014
345,945 Domestic Ships

- majority of our vessels are passenger & cargo ships
- majority are acquired thru importation

10,572 Foreign-going Ships

- majority of vessels are bulk carriers, tankers, & container ships
- mostly trading in the Middle East, Europe and Asia
Filipinos comprise roughly 35-40% of all seafarers on board ocean-going ships. They move the world’s maritime commerce of about 9.2 Billion MT.

In 2013, a total of 367,168 seafarers were deployed and recorded a remittance of about USD 5.2 billion. About 78,381 are officers; 128,806 are ratings and 125,815 are service providers.

Sources: World Trade in 2012, as per UNCTAD Maritime Review 2013; Philippine Overseas Employment Administration; Central Bank of the Philippines.
STATUS of RATIFICATION of IMO CONVENTIONS / INSTRUMENTS

The MARINA as the PH maritime administration, has pushed for the ratification and/or accession to the ff:

– MARPOL Annex VI,
– Ballast Water Management, and
– Anti-Fouling Systems on Ships 2001, among others.

Knowing the difficulty of ratification and translation to national legislation, our administration has constituted a legislative liaison officer for this purpose and for other conventions which we have not ratified.

We have a party list representative from the Angkla Party List who we can use to our full advantage as he is very supportive of the maritime industry initiatives.
PH’s Initiatives in Promoting Environmental Sustainability in the Maritime Sector.

Issuance of the following:

- Flag State Advisory No. 2013-02 on the entry into force of Marpol VI Chapter 4
- MARINA Advisory No. 2014-29 on the entry into force of the amendments to MARPOL Annex VI Reg. no. 13
- MARINA Advisory No. 2015-19 on the entry into force on 01 Jan. 2016 of various blue economy-related Annexes/Resolutions

Republic Act No. 8749 also known as the “Philippine Clean Air Act of 1999” is the national law that is aligned with MARPOL Annex VI. We have no enforcement regime dealing with MARPOL Annex VI.
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Conducted/Hosted/Facilitated/Attended:

- National consultation on 17 to 18 July 2014, relative to the GEF-UNDP-IMO Project to remove the capacity barriers for implementing energy measures of international shipping.
  - DOTC Department Order No. 2015-010 was also issued, confirming the Philippines as the Lead Pilot Country in the GEF-UNDP-IMO Project on Transforming the Global Maritime Transport Industry Towards a Low Carbon Future through Improved Energy Efficiency.
- National Seminar on Greenhouse Gas Emission for International Shipping
- National Seminar on Fuel Efficient Ship Operations
- National and Regional seminars on Anti-Fouling Systems on Ships
PHILIPPINE SHIPBUILDING & SHIP REPAIR INDUSTRY

PH GOVERNMENT SBSR INITIATIVES

INSTITUTIONAL

• Implementation of EO 909 IRR “Encouraging Investments in Newly Constructed Ships or Brand New Vessels in the Domestic Shipping Industry by Providing Incentives”

• Incentivizing the use of green ships

• Implementation of Progressive Restriction of ship Importation
  ➢ Shipyard Capacity & Capability Measurement
PH GOVERNMENT SBSR INITIATIVES

TECHNICAL

- Development of green ship design
  - Promotion of the use of LNG-fuelled ships
  - Revisiting the ship design taking into consideration the enhancement in the efficiency of engine and propulsion systems as well as improved hull designs
  - Adoption of rules for the construction and classification of steel-hulled and FRP-hulled ships following green ship design

- Digitizing the use of more reliable SBSR database including the use of the latest Naval Architecture/marine programs
THANK YOU AND MABUHAY

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