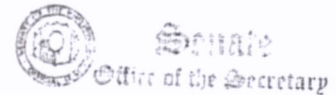


SEVENTEENTH CONGRESS OF THE)
REPUBLIC OF THE PHILIPPINES)
Second Regular Session)



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SENATE
P.S. Res 682

RECEIVED BY 

Introduced by Senator Poe

RESOLUTION

URGING THE SENATE COMMITTEE ON PUBLIC SERVICES AND OTHER APPROPRIATE COMMITTEES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ANENT THE PUBLIC SERVICES FUNCTION OF THE MARITIME INDUSTRY AUTHORITY (MARINA) VIS-À-VIS THE DEPLOYMENT AND PROFESSIONAL REQUIREMENTS OF FILIPINO SEAFARERS, WITH THE END GOALS OF COMPLYING WITH INTERNATIONAL STANDARDS AND CONVENTIONS OF SEAFARING AND MARITIME TRANSPORTATION AND FORMULATING MEASURES AND/OR POLICIES TO RECLAIM AND SUSTAIN THE TOP NOTCH WORLD CLASS STATUS OF THE PHILIPPINES' SEAFARING INDUSTRY OR SECTOR

WHEREAS, Section 9, Article 2 of the Constitution states that "the State shall promote a just and dynamic social order that will ensure the prosperity and independence of the nation and free the people from poverty through policies that provide adequate social services, promote full employment, a rising standard of living, and an improved quality of life for all";

WHEREAS, Section 17, Article 2 of the Constitution likewise states that "the State shall give priority to education...and promote total human liberation and development";

WHEREAS, Section 27, Article 2 of the Constitution, "the State shall maintain honesty and integrity in the public service and take positive and effective measures against graft and corruption";

WHEREAS, in 2016, the Philippines was the world's top source of competent and hard-working seafarers, boasting around 229,000 Filipino seafarers on board shipping vessels worldwide at any given time, thus, Filipino seafarers comprise more than 25% of the 1.5 million seafarers worldwide – making the Filipino seafarers the

“single biggest nationality bloc” in the global shipping industry according to the Department of Labor and Employment (DOLE);¹

WHEREAS, according to a study of the Commission on Filipinos Overseas (CFO), 358,898 Filipino seafarers were deployed in 2015, infusing about \$5.575 billion to the country’s economy through their remittances in said year;²

WHEREAS, in 2017, however, the DOLE and the Integrated Seafarers of the Philippines (ISP) observed an alarming 25% drop in the deployment of Filipino seafarers. Said drop was confirmed by the Philippine Overseas Employment Administration (POEA) and by the Bangko Sentral ng Pilipinas (BSP);³

WHEREAS, it has been reported that shipping experts have predicted that the drop in deployment will continue even until this year, 2018;

WHEREAS, the above-mentioned decline in deployment of Filipino seafarers was further aggravated by the previous arrest of 5 employees of the Maritime Industry Authority (MARINA) who were allegedly into the illegal activity of selling questions and answers in the maritime desk officer licensure examination⁴;

WHEREAS, a MARINA official who requested anonymity has been reported to have claimed that there is rampant and blatant corruption in MARINA “from examinations to approval of contracts, accreditation of training centers, to issuance of certificates of proficiency (COP) for seamen – these are sources of corruption”;⁵

WHEREAS, to add to the degradation of the seafaring industry of the Philippines, industry leaders and seafarers had been lamenting that MARINA had been allegedly imposing “unreasonable policies and regulations” on Filipino seafarers such as: (a) mandatory training for Officer-in-Charge Level Course Part “A” and Part “B”; (b) mandatory training on Management Level Course (MLC) to include upgrading and refreshing prior to the issuance of Certificate of Competency (COC) and Certificate of Endorsement (COE), respectively; and (c) the erroneous interpretation of the transitional provisions of International Maritime Organization (IMO)/Standards of Training, Certification and Watchkeeping (STCW) Convention when revalidating seafarer’s COCs including, but not limited to, erroneous

¹ <http://www.manilatimes.net/filipino-seafarers-top-choice/259323/>

² <http://www.manilatimes.net/filipino-seafarers-top-choice/259323/>

³ <http://www.manilatimes.net/sailor-deployment-drops-25-dole-2/333670/>

⁴ <http://www.philstar.com/metro/2018/01/15/1777788/probe-leak-marine-officer-licensure-exam-congress-asked>

⁵ <http://www.philstar.com/metro/2018/01/15/1777788/probe-leak-marine-officer-licensure-exam-congress-asked>

interpretation on the STCW provisions pertinent to education, training and certification, among others;

WHEREAS, industry leaders in maritime schools and seafarers further claim that the above actions of MARINA had resulted to the dissatisfaction of the European Maritime Safety Agency (EMSA), which will be deciding whether or not to accredit Filipino seafarers this coming June 2018. Furthermore, there has been a lingering doubt as to why the "deficiency findings" of EMSA from 2006 to 2017 were never addressed and/or resolved by the appropriate authorities;

WHEREAS, the above-narrated incidents and/or circumstances surrounding the education and deployment of Filipino seafarers will surely be noticed, noted, considered and assessed by maritime safety agencies and merchant shipping managements worldwide and will surely have a negative impact on our aspiring and hard-working Filipino seafarers;

WHEREAS, it is the duty of the State to intervene, stop and rectify the problems and/or mistakes hounding the education and deployment of the Filipino seafarers with the goal of reclaiming and sustaining our sterling reputation in the seafaring industry or sector;

NOW, THEREFORE, BE IT RESOLVED, as it is hereby resolved, to urge the Senate Committee on Public Services and other appropriate committees to conduct an inquiry, in aid of legislation, anent the public services function of the Maritime Industry Authority (MARINA) vis-à-vis the deployment and professional requirements of Filipino seafarers, with the end goals of complying with international standards and conventions of seafaring and maritime transportation and formulating measures and/or policies to reclaim and sustain the top notch world class status of the Philippines' seafaring industry or sector.

Adopted,


GRACE POE