



**Project Preparation National Inception Workshop (Philippines)
IKI/IMO/PEMSEA Project on Reducing Maritime Transport Emissions
in East and Southeast Asian Countries (Blue Solutions Project)**

12-13 August 2021

WORKSHOP PROCEEDINGS

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**12-13 August 2021
Virtual Meeting Proceedings**

This event is part of a series of national inception workshops being held with participating countries of the International Climate Initiative/ International Maritime Organization/Partnerships in Environmental Management for the Seas of East Asia (IKI/IMO/PEMSEA) Project on Reducing Maritime Transport Emissions in East and Southeast Countries (Blue Solutions Project). This is a follow-on to the regional kick-off meeting for the preparation phase of the overall project held on 18 June 2021. These national inception workshops will initiate the country-specific discussions on the preparation of the full proposal for a pilot project within each country.

The national inception workshop for the Philippines was held virtually from 12-13 August 2021. It was jointly organized by the Department of Transportation (DoTr), which serves as the National Focal Agency for the Project, the IMO, and PEMSEA.

The aims of this workshop were to:

- Introduce the scope, objectives, and components of the Blue Solutions project, including the timeline and implementing arrangements for the national project preparation;
- Understand the principal targets and challenges to greenhouse gas (GHG) reduction in the maritime sector in the Philippines;
- Discuss the identification of a national GHG reduction pilot demonstration project in the Philippines; and
- Delve into the national assessment of GHG emissions in the maritime sector in the Philippines.

Blue Solutions National Inception Workshop
Part 1: Project objectives, work schedule, and organizational arrangements

Virtual Connection via Microsoft Teams

12 August – 2:30-4:30PM (GMT+8/Philippine Standard Time)

1. INTRODUCTION

The workshop was co-chaired by Ms. Aimee Gonzales, Executive Director of PEMSEA, and Assistant Secretary (ASec) Sheilah Napalang of the Department of Transportation (DoTr), who is also the National Focal Point (NFP) for the Blue Solutions project in the Philippines. The PEMSEA Resource Facility (PRF) served as Secretariat to the workshop.

2. OPENING REMARKS AND INTRODUCTION

2.1 Ms. Aimee Gonzales, PEMSEA Executive Director welcomed the participants to the Blue Solutions National Inception Workshop. A joint undertaking by the Philippine's Department of Transportation (DoTr), International Maritime Organization (IMO), and Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), this consultation workshop aims to build towards developing a full-fledged project proposal in the Philippines to reduce greenhouse gas (GHG) emissions related to the maritime sector. She introduced PEMSEA as a regional coordination mechanism that was created by 11 countries in the EAS region that aims to foster healthy and resilient coasts and oceans through integrated management solutions and strategic partnerships. PEMSEA has a history of regional partnerships, such as with Oil Spill Response Limited (OSRL) and IPIECA to address oil spill risk management measures and develop subregional strategies in the Gulf of Thailand and the Arafura Timor Seas Region. PEMSEA also provides technological knowledge and capacity development services to promote sustainable coastal initiatives.

PEMSEA serves as a co-implementing partner together with IMO for the Blue Solutions project, with financial support coming from the German Government.

2.2 The International Climate Initiative (IKI), which falls under the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, was represented by Ms. Christiane Molt. IKI supports efforts around the world related to climate mitigation and adaptation. This is part of the German Government's commitment to international climate financing and cooperation. At the end of the preparation phase, the full project plan will be submitted to IKI for review. The speed at which the approval process for this project would proceed will depend on the quality of the proposal. It is hoped that the proposal would begin by the second quarter of 2022.

2.3 The meeting was moderated by Assistant Secretary (ASec) Sheilah Napalang from the Philippine's Department of Transportation (DoTr), where she serves as Asec for planning and

project development. She serves as chairperson of the GHG inventory team focused on the transport sector, and is now serving as the national focal point for the preparation phase of the Blue Solutions project. ASec Napalang has shared that although the DoTR has already submitted their Nationally Determined Contributions, this Blue Solutions project is considered very worthwhile as it can provide new insights into the current situation and help generate ideas for future plans of the department to address climate change.

2.4 The welcome message from the IMO was presented by Ms. Gyorgyi Gurban, Head of the Projects Implementation, Department of Partnerships and Project. Ms. Gurban noted the ASEAN region has key significance in the global campaign against climate change, and for achieving Sustainable Development Goals (SDGs) 13 and 14. The IMO has many projects dedicated to addressing GHG issues and sees the Blue Solutions project as interlinking with their existing projects in the region. Ms. Gurban also shared information on upcoming IMO meetings on innovative solutions and financing.

2.5 Before starting the workshop proper, ASec Napalang asked representatives from other attending stakeholders, including the Climate Change Commission (CCC), Philippine Ports Authority (PPA), Cebu Ports Authority (CPA), Maritime Industry Authority (MARINA), the Supply Chain Management Association of the Philippine (SCMAP), Department of Environment and Natural Resources (DENR), and DoTR, to introduce themselves.

2.6 Beginning with Nadine Bresemann, PEMSEA's Head of Maritime Transport, other members of the PEMSEA and IMO team introduced themselves, including Adrian Ross, Juergen Lorenz, Zabi Bazari, and Josephine Uranza. Paul Rodgers was recently hired as National Project Coordinator in the Philippines.

3. INCEPTION WORKSHOP OBJECTIVES AND PROJECT PREPARATION SCHEDULE

3.1 Ms Aimee Gonzales presented an overview of the workshop objectives, and the expected outcome of the three separate sessions. The workshop is divided into two days. The first is a high-level introduction to the Blue Solutions project, including aims and objectives, timeline, and structure. The second day consists of two technical sessions aimed at generating more specific ideas and feedback regarding the implementation of the Blue Solutions project within the target country.

4. GHG EMISSIONS AND THE MARITIME SECTOR: NATIONAL PRIORITIES, OBJECTIVES, CHALLENGES AND NEEDS

4.1 Presentation on the Transport Sector's Nationally Determined Contribution

ASec Sheilah Napalang gave a more specific presentation on the GHG emission work of the Department of Transportation (DoTR). The transport sector is estimated to produce less emissions than the agriculture and energy sectors. Proposals for transport under the Philippine Nationally Determined Contribution (NDC) include the modernization of the road and rail-based transport fleet, modal shifts, and infrastructure development. There are four major current

interventions: the public utility vehicle modernization program, a motor vehicle inspection system, rail expansion projects, and bus rapid transit projects.

The DoTR has also submitted other mitigation ideas to the CCC; while they are not part of the submitted NDCs, the department hopes they will be taken into consideration to help in the improvement of the public utility vehicle modernization program and the expansion of the railway sector from lower capacity to higher capacity vehicles. Other potential measures highlighted by ASec Napalang are the improvement of the vessel fleet modernization system and the terminal appointment booking system, as these coincide with the Blue Solutions project that looks at improvement in hinterland transport.

4.2 ASec Napalang opened the floor to all the participants and asked each of the representatives to discuss their specific measures and projects on GHG reduction. Comments included the following:

4.3 Mr. Joshua Tolin from MARINA shared the current projects and policies that their office is currently implementing. A memorandum circular was released to follow the 0.5% sulfur emission limit in shipping fuel, part of compliance with the IMO guidelines. A ship energy efficiency management plan is also being drafted, which includes a data management collection system that will compile the carbon emissions and fuel consumption of local ship owners and operators.

4.4 A representative from the CPA shared that they are increasing renewable energy supply by installing solar panels across the compound. CPA is also using e-cars to transport their workforce between different locations on their compound.

4.5 Ms. Sandee Recabar of the CCC shared some ongoing projects and legislation that the CCC helped pass in recent years. She also explained that they are primarily the office that handles and implements the national system for monitoring GHG emissions, as well as the emissions inventory of domestic ships. The CCC has a climate change tagging program and has proposed a recommended strategy for GHG reduction. While CCC used to hire consultants to calculate the national inventory which would be submitted to the UNFCCC, following EO 174 this process is now carried out by national government agencies. The transport sector analysis of this process is led by CCC.

4.6 Captain Rodien Paca of the Supply Chain Management Association of the Philippines (SCMAP) suggested that before any proposal or assessments be made, each agency and organization must look into the profiles of each sector, for example knowing what kind of trucks and ships are being used in the sector.

4.7 Mr. Albert Magalang of the DENR shared a presentation on the department's Initiatives on Greenhouse Gas (GHG) Accounting and Management. There is engagement on the regional level to improve capacity for GHG accounting, run by the pollution control officers. A GHG Inventory Manual for Government Agencies was developed in 2016 but not yet adopted by other agencies. The department is now institutionalizing GHG inventory management and reporting systems.

Nationally Determined Contributions (NDC) mitigation policies and measures are developed by DENR and DoTR. Mr. Magalang also mentioned that they are doing capacity building programs on GHG accounting, along with the engagement and endorsement of various GHG reduction programs and projects. Advanced Training Modules for the Pollution Control Officers were also developed in 2019.

4.8 Mr. Zabi Bazari commended the reports of the offices and the Philippines as a whole on the steps that have been taken to address and mitigate GHG emissions both regionally and nationally. Since there seems to be difficulty in integrating the maritime sector in the NDC, he suggested that the IMO work package be followed. Captain Paca of SCMAP raised concerns on possible policy making that might hinder their operations however Mr. Bazaari clarified that the project team will work around existing national legislations as well as IMO regulations.

4.9 Mr. Juergen Lorenz also saw that there might be difficulties in engaging the other sectors in this project and the solution for this would be that those in the marina and port agencies be the first to implement the projects with the aid of the national agencies.

5. BLUE SOLUTIONS PROJECT INTRODUCTION, OVERVIEW, AND SCOPE

5.1 Ms. Nadine Bresemann, PEMSEA's Head of Maritime Transport gave an overview of the Blue Solutions project and a possible timeline for assessment and project implementation. On 11 July 2018, DoTR conducted the first Focus Group Meeting at the PRF on the possibility of a GHG project focusing on the marine and transport sector. The IMO Blue Solutions Project aims to develop strategies and specific projects towards a low-carbon future in the maritime sector. In order to decarbonize the maritime transport sector, projects must look into reducing the emissions of operational activities, and analyze the efficiency of existing policies and regulations.

The project is divided into four main work packages, each of which has its own content, activities, and workplans.

- 1) Assessment of the current GHG status and future scenarios
- 2) Development of strategies, action plans, and roadmaps
- 3) Demonstration of selected decarbonization pilot projects
- 4) Capacity buildings, knowledge creation and dissemination

The baseline assessment seeks to identify the sources of emissions in the country, and thus indications of how to address GHG emissions. This is the main purpose of the succeeding technical sessions, including identifying what level of data is needed to map a baseline, alongside work towards developing future scenarios. Overall, the project is expected to bring collaboration to the region, increase human and institutional capacities, create roadmaps and baseline studies, and identify potential future activities. All country projects generated will be summarized into a single regional project. Implementation would begin in 2022.

The Blue Solutions project is a regional one, with Indonesia, Malaysia, the Philippines, Thailand, and Viet Nam as focus countries which will see pilot project implementation, Cambodia as a

participating country which will be involved in GHG inventory assessments, capacity building, and knowledge sharing, and with China, Japan, RO Korea, and Singapore as knowledge support partners. Funding is expected to be 15 million euros for the five-year duration.

For country-specific project proposals, the project team includes the NFP, i.e., Asec Sheilah Napalang in the case of the Philippines, a National Project Coordinator, and a national technical team, which consists of relevant government agencies and stakeholders.

5.2 ASec Napalang then opened the floor for any questions and clarifications, which are summarized as follows:

Capt Rodien Paca from SCMAP raised that if the implementation of the Project will be mandatory, for example, if a new policy or regulation will be implemented, it should consider the costs and implications in the operations of the private sector (e.g., trucks, shipping, and port operators). He also mentioned that for reference in future applications, studies on the fleet profile in the Philippines should be conducted. For example, while the Philippines need to comply with MARPOL, IMO, and other international guidelines, it may be difficult for older vessels to comply with such guidelines.

Mr. Zabi Bazari clarified that the Blue Solutions project aims to support the existing IMO policies that the agencies have already been implementing. There will be no new regulation that will be developed and implemented at the end of the Blue Solutions project, and any policymaking that will happen will be decided at the national level.

Mr. Juergen Lorenz understands that the agencies have concerns about the project that might have implications for their operations. He mentioned that solutions will be identified and agreed upon by the relevant agencies, concerned industry, relevant stakeholders, and the Project team.

6. ORGANIZATIONAL ARRANGEMENTS

Assistant Secretary Sheilah Napalang requested confirmation from representatives of the participating government agencies as part of the technical working group for the Project.

Participants from CPA, PPA, MARINA, and SCMAP indicated their agreement. A representative from the PCG mentioned that their Marine Science Investigation Department will be more appropriate for the Project. DENR agreed and suggested considering any synergies with the Global Green Fleet Program. CCC agreed to be part of the technical working group but requested for the Terms of Reference for them to identify appropriate members for the TWG, as well as to support their request for approval from the Management

7. CLOSING REMARKS

Ms. Aimee Gonzales reminded the participants of the schedule for the succeeding workshops. Ms. Sheilah Napalang thanked the participants and requested their participation in the succeeding workshops.

DAY 2 (AM)

Blue Solutions National Inception Workshop
Part 2A: National GHG Pilot Project

Virtual Connection via Microsoft Teams

13 August - 9AM-11AM (GMT+8/Philippine Standard Time)

1. Introduction and objectives

1.1 A short introduction was given by Ms. Nadine Bresemann, PEMSEA summarizing the previous session and providing an overview of the two sessions for the day. The sessions were more technical and aimed at working towards the identification of pilot project priorities and potential port locations, and the development of a national GHG assessment.

2. National Blue Solutions Project Proposal Preparation: Work Plan and Schedule

2.1 Mr. Adrian Ross presented the objectives of the workshop and went over the process of identifying and selecting national GHG pilot project priorities and site locations. The project has four components, which together will support the Philippines in shifting towards a low-carbon maritime industry. The Philippines has committed under Paris and IMO agreements to reduce GHG emissions. Similar commitments exist under the ASEAN Transport Strategic Plan from 2016-2025, which suggests some agreed regional strategies and measures.

An already ongoing IMO project is the GloMEEP Project: Maritime Energy Efficiency National Strategy Philippines, which began in August 2018. It included a rapid assessment of maritime energy efficiency and emissions status reports. This covered ports, overseas and domestic shipping, ship repair, and ship building, taking a high-level look at the maritime sector and assessing the growth of the industry and the resultant impact to GHG emissions. The GloMEEP project produced a maritime energy efficiency national strategy. This included strategies on emissions reduction and operational and technical measures that moved the sector towards zero emissions. The strategy also looked at both environmental and economic targets.

Mr. Ross stated that the National GHG reduction pilot project should align with existing national priorities projects, practical and doable in the 5-year timeframe of the project. This project proposes three key areas for GHG reduction strategies, which include: port infrastructure and operations, hinterland transport operations by focusing on feeder traffic to and from the port areas, and renewable energy and fuel-related activities.

Mr. Ross explained the 5-step process for identifying and prioritizing the pilot project/s and location/s. A handout was provided to identify the issues or challenges that should be prioritized in reducing GHG emissions in the aforementioned key scope areas. Subsequent to this, options will be screened to identify the preferred pilot project and location will be selected. The proposal will be reviewed and agreed upon by the national focal point, national technical team, relevant

stakeholders, and the international project team, which will then lay out the objectives, activities, and outputs for the national project proposal. This process is expected to take 13 weeks to complete, and there would be a series of workshops in the coming weeks to discuss the required groundwork, develop, review and gather consensus on the national project proposal.

On 27 August a follow-on meeting will be convened to discuss the initial information that will be gathered from the Handouts. This is a very compressed timeline, and it is expected that a validation workshop for the regional proposal, incorporating all national proposals, could be held at the East Asian Seas Congress 2021 on 1 December.

3. National GHG Reduction Pilot Project Preparation: Focal Areas and Strategic Approaches

3.1 Mr. Juergen Lorenz presented initial ideas, and areas that can be considered in identifying pilot projects. Maximizing GHG and other pollution emissions reductions in the most efficient way through the pilot project development approach is important. As cost issues are often the main concern for ship owners and operators thus cost efficiency is important and approaches taking this into account should be implemented. If higher costs are incurred, potential measures to alleviate this should be taken into account. The proposed scope of activities will cover those within and around the vicinity of the port, including infrastructure development, renewable energy/fuel activities, and activities relating to feeder traffic to/from port areas. Other supporting projects will be GHG emissions assessments and forecasts, capacity building and knowledge sharing, and recommendations on the replication and upscaling of these policies and practices.

For scope 1 which will cover activities within and around the vicinity of the port: IT-based port control and management is one possibility for improving port efficiency, which has been done in Singapore Port; hybrid domestic vessels have become more feasible over the past few years; electric-powered tugboats, and modal switching short-range transport from trucks to ferries may be considered where applicable.

Scope 2 relates to renewable energy and fuel-related activities. Areas which can see their energy supply improved include port energy, ship fuel sourcing, fuel storage, fuel transport, and re-fueling. A number of options for renewable fuel related activities were presented.

Scope 3 relates to hinterland transport operations focusing on feeder traffic to and from the port area. Hinterland transport may consider truck improvement, with a common example being electric charging points. There will also be different pathways for emissions depending on future fuel mixes adopted. The long-term application for this will involve the scaling up of initial policy and practices.

3.2 ASec Napalang opened the floor to the participants in the shipping and port industries for questions relating to Mr. Lorenz's and Mr. Ross' presentations. ASec Napalang also asked each organization to share information on previous actions relating to emissions, as well as potential challenges and opportunities that have already been considered.

3.3 Ms. Hiyasmin H. Delos Santos from PPA indicated that they are already using Ship to Ship power in some ports and hopes that this will be replicated to other ports. PPA is currently in the process of crafting the Port Environmental Code and said that this workshop provided information that can be taken into consideration in refining the Code.

3.4 Mr. Vincent M. Cabucos from CPA said that they are looking into the ferry system as there are many ports under their jurisdiction such as private international ports, CPA-owned ports, and an LGU-owned international port. They are also looking into SSPs.

3.5 M. Maria Sarena Cases from MARINA shared that they are looking into alternative ship designs that use wave energy, as part of a joint project with DOST. MARINA is also exploring ship optimization in the domestic fleet and the use of alternative fuels.

3.6 Capt Rodien Paca from SCMAP wanted to know the power generation source of the ships and asked MARINA to present the profile of each ship. Capt. Paca mentioned that the average ship age in domestic fleets is around 18 years, and a transition is needed that would not decimate the shipping industry. One of the core problems is reducing the cost of alternative and renewable fuels, so the project must also consider t practical approaches that would address this.

4. Identifying and Selecting National GHG Pilot Project Priorities

4.1 It is the goal of project members that all stakeholders, departments, and concerned agencies are able to come together in the design and selection of the pilot project. Mr. Adrian Ross reiterated five steps: identify challenges, screen candidate pilot projects, identify key ports, review and refine proposals, review and refine national project proposals.

The first stage is developing a list of challenges considered to be the priority focal areas for the pilot project encompassing the 3 scopes mentioned in Handout 1 (Priority Challenges for GHG emission reduction). This will be screened based on the suggested criteria in Handout 2 (Screening and Selection of a National Pilot Project) and the group will agree on preferred national projects. Afterwhich, key ports within the country will be identified as potential locations for the pilot project, which will then be screened based on relevant criteria.

Once a location has been finalized, the National GHG Reduction Pilot Project Proposal will be developed, reviewed, refined, and agreed upon. This will be prepared by the National Project Coordinator with support from the international project team and in close consultation with the national project team. This will be incorporated with the same feedback process into the National Blue Solutions Project Proposal, and for further integration into the Regional Blue Solutions Project Proposal.

Screening criteria will be given to help review the proposed pilot projects. There are primary and secondary criteria and if both are not met, the team must look for other potential projects. Handouts were provided to the participants to support the process of pilot project identification

and participants were requested to complete to required information for submission by 20 August. The project team will synthesize the results from the collected Handouts and try to arrive at a preferred pilot project, which will further be discussed and agreed upon before developing it into a proposal.

5. Implementing Arrangements

5.1 Mr. Juergen Lorenz clarified that as funding is limited, there is the possibility of looking at developments in existing projects instead of setting up entirely new projects but would still require core funding. We can look at commercial funding components as well. The contact details of stakeholders, initiators, port authorities are needed so that we can open up more discussions with them in attendance.

5.2 SCMAP clarified whether a possible location for the project is already needed, or if any specific industry is targeted for the project. Mr. Ross clarified that the agencies must look into the focal issue first, whether an individual issue or a combination of system approaches. Once this has been identified, the group can reach a consensus on what project is to be implemented.

5.3 Mr. Paul Rogers observed that most of these projects need infrastructure and that it would be ideal to organize the projects based on how easy they can be implemented, what budget would be needed, and what industry will have a good financial return on new investments. These could be included in the criteria for the selection process.

5.4 Mr. Albert Magalang from the DENR wanted to focus on the technical aspects, and the state-of-the-art technologies should be included in potential projects. Mr. Magalang clarified if the volume of emissions will be looked at. The project team indicated that that looking into sectors with significant emissions, and evaluating emission levels will be part of the criteria.

Day 2

Blue Solutions National Inception Workshop
Part 2B: National GHG Emissions Assessment

Virtual Meeting via Microsoft Teams

13 August - 2:00-4:00PM (GMT+8/Philippine Standard Time)

1. Objectives

1.1 Ms. Nadine Bresemann provided the introduction to this final session, summarizing the outcomes and key understandings of the previous sessions, and introducing the objective of the session, which was the preparation of a national assessment of greenhouse gas (GHG) emissions.

2. Preparing a National GHG Emissions Assessment

2.1 Mr. Marco Sprong, the project's GHG Emissions Specialist, led the presentation on the preparation of a national GHG emission assessment. This session aims to make clear the optimal inputs from the national project team regarding GHG emissions, and potential sources of data that could be used. In the preparatory phase, a brief description on the status of GHG emission inventory in the country will be prepared, alongside any insights gleaned on data availability. The project team aims to get a clear overview of the status of GHG emission inventory and present it to the donors and identify possible studies to bridge the existing knowledge gap. The implementation phase will have a database, additional studies, and a port specific emission inventory. It is expected that the port emission inventory can be extrapolated for a national estimate.

On the basis for assessment and inventory, the Port Emissions Toolkit of the IMO will be used. This will get into details and look at the elements in every emission source, metrics of each activity such as how much energy and electricity were used, and an optional element will be the emissions forecast. Having standardized data collection criteria and processes will allow for results from throughout the region to be compared. There are four categories of emissions sources: international ships in national waters, national ships in national waters (excluding harbour equipment), port operations, hinterland transport via road and rail.

Inventory boundaries are both geographical (port boundary, 12nm maritime limit, hinterland destinations), and operational. The precise boundaries will be discussed and defined as the project goes on.

Mr. Sprong gave details on the sources of CO₂ in vessels and gave examples on how ships and container vessels can reduce CO₂. For example, electric trains are more efficient than diesel trains; inland waterways are slightly less efficient than trains but twice as efficient as roads; sea

shipping is equally or more efficient than rail while air travel is almost 10 times less efficient than road.

Mr Sprong noted that data collection at port level should be standardized. The target for the preparatory phase is to get a good understanding of the availability of the data and details at the port and national level. During data collection, Mr Sprong appealed for information from the participants, for direct port assessments, indirect port assessments, and other potential indirect sources. Data can be scaled, screened, or comprehensive. Some information may fit into multiple categories, for example comprehensive truck numbers may be known, but their fuel consumption may need to be scaled or screened.

2.2 ASec Napalang then opened the floor to the participants for any questions and clarifications.

2.3 Mr. Joe Mari Francisco from the Climate Change Commission (CCC) indicated that some data sets are available, such as for fuel combustion. In future inventory analysis, the CCC will work with DENR and DoTR in reporting fuel combustion at the transport and distance level. CCC indicated that available information will be shared to the project.

2.4 Capt. Rodien Paca of SCMAP said that data that will be collected should be dynamic and operations-based, and cited the US Coast Guard data collection process as an example. Mr. Sprong replied that if dynamic data is available then it will be used in the implementation phase.

2.5 Mr. Zabi Bazari clarified that a hinterland only project can be made, so port improvements do not have to relate directly to ships if this is not the best option for the national project. He indicated that specific solutions need not be linked to a particular port in this initial stage. . Instead, the project members and stakeholders should be looking for issues/solutions that can be widely applied.

2.6 Ms. Delos Santos from the Philippine Ports Authority was concerned that the time allotted for data collection was too tight. She clarified on whether or not all national ports would be used for data collection, or just major ports within PPA's jurisdiction. Mr. Sprong indicated that complete data is useful, but data from only major ports can still provide an indicative understanding of the national situation.

2.7 DoTR ASec Napalang requested those filing in the handouts to indicate potential data sources, as well as those already being utilized and available in their respective offices.

3. Closing Remarks

DoTR ASec Napalang thanked the presenters, project team, and participants of the workshop. She mentioned that as we are in a crisis emergency, she believed that everyone who attended the workshop is helping mitigate climate change. She further added that the transport sector can make a huge contribution in the reduction of the national carbon footprint.

Files from this workshop are available at:

https://drive.google.com/drive/folders/1SZGiBqasv3NORSpQhRKTIAkHrbbHwbhQ?usp=s_haring

Recording of the event can be accessed at:

Day 1.

Video link

https://pemsea1-my.sharepoint.com/:v:/g/personal/secretariat_pemsea1_onmicrosoft_com/EX93S36vH4tLkaHtQI5EKecBZJ45DIA_6GAxMZIsO-1y5A?e=TqlzRu

Day 2

Video link AM

https://pemsea1-my.sharepoint.com/:v:/g/personal/secretariat_pemsea1_onmicrosoft_com/EbCKXyPXnBVOOrNwUbGzMUP4B3k5U384QWSJo4doWb4N5rw?e=druhlf

Video link PM

https://pemsea1-my.sharepoint.com/:v:/g/personal/secretariat_pemsea1_onmicrosoft_com/EWHXrPdGJOIOoc2Unp76U8wBwIFRoX1XDPYBfexrla1IqA?e=MNkCxm

Annex 1: List of participants

Agency/Office	Name and Designation
Department of Environment and Natural Resources	Mr. Albert A. Magalang Chief, EMS Service Email: aamagalang@denr.gov.ph albertmagg@yahoo.com
	Mr. Conrad Bravante Foreign Assisted Special Projects and Service DENR
	Ms. Eda Soriano Foreign Assisted Special Projects and Service DENR
	Ms. Evelyn Juanillo Foreign Assisted Special Projects and Service (PPD – FASPS) - DENR
	Ms. Gelli Felices Foreign Assisted Special Projects and Service DENR
	Ms. Desiree Maano Biodiversity Management Bureau DENR
	Mr. Charles Evangelista Biodiversity Management Bureau DENR
	Ms. Susan Castilla Foreign Assisted Special Projects and Service DENR
	Ms. Marilou Calado

Agency/Office	Name and Designation
	<p>Foreign Assisted Special Projects and Service (PPD – FASPS) DENR</p> <p>Ms. Moonyeen Manrique Foreign Assisted Special Projects and Service DENR</p> <p>Mr. Jay Arididon BMD - Coastal and Marine Division DENR</p> <p>Ms. Theresa Legaspi Foreign Assisted Special Projects and Service DENR</p>
Center for Climate Change	<p>Mr. Joe Mari S. Francisco Development Management Officer, Implementation Oversight Division franciscojm@climate.gov.ph</p> <p>Ms. Sandee G. Recabar Planning Officer V, Implementation Oversight Division Email: recabars@climate.gov.ph</p> <p>Richard Victor Palma (CCC)</p>
Philippine Ports Authority	<p>Ms. Elaine L. Paredes Representing the Office of the Assistant General Manager for Operations</p> <p><u>Albert T. Tayabas</u> Environmental Specialist B, Port Operations and Services Department</p> <p>M.A. Hiyasmin H. Delos Santos</p>

Agency/Office	Name and Designation
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Filipino Shipowners Association	<p>Mr. Roy Alampay VP for Operation Baliwag Navigation, Inc.</p> <p>Atty. Augusto Y. Arreza, Jr. Executive Director</p> <p>Erwin F. Pobre President/CEO Keeper Maritime Co., Inc.</p> <p>Ronaldo SJ Enrile Executive Director CCI Marine Logistics, Inc.</p>
Confederation of Truckers Association of the Philippines, Inc	<p>Mr. Pepito Dino Chairman, Confederation of Truckers Association of the Philippines, Inc. (CTAP)</p>
Supply Chain Management Association of the Philippines	<p>Capt Rodien Paca, PhD, MBA (UK) SCMAP Visayas President</p>
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