



TAHANAN NG OFW

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Department of Migrant Workers

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BAGONG PILIPINAS

ADVISORY NO. 09
Series of 2026

**FOR : ALL LICENSED MANNING AGENCIES (LMAs),
PRINCIPALS/SHIPOWNERS, AND FILIPINO OVERSEAS
SEAFARERS**

**SUBJECT : ESCALATION OF TENSIONS IN THE MIDDLE EAST AND
IMPLICATIONS ON SEAFARER SAFETY**

DATE : 01 March 2026

The Department of Migrant Workers (DMW) wishes to inform all concerned that the security situation in the Middle East has escalated following reported large-scale military actions involving the United States, Israel, and Iran. These developments have resulted in heightened hostilities, including missile and drone attacks affecting strategic locations in the Gulf region, with reported civilian casualties and damage to critical infrastructure.

In view of the continuing volatility and its potential impact on international shipping and crew movement, the Department recognizes that Filipino seafarers may be exposed to elevated security, safety, and welfare risks, both onboard vessels and during transit for deployment, repatriation, or crew change.

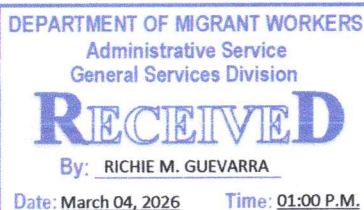
Accordingly, all Licensed Manning Agencies (LMAs), principals, and shipowners are hereby enjoined to exercise the highest degree of caution and to strictly observe the following precautionary and protective measures in accordance with the Department's existing policies, rules and regulations as well as the provisions of the Magna Carta of Filipino Seafarers (R.A. 12021) and other applicable laws, rules and regulations:

1. Continued Observance of Existing DMW Issuances

- All existing DMW advisories and directives concerning the Red Sea, Gulf of Aden, and adjacent high-risk areas remain in full force and effect.
- The seafarer's right to refuse sailing, request re-routing, or decline assignment to high-risk areas without prejudice shall be strictly observed.

2. Vessel Routing and Navigation

- Avoid the passage of vessels carrying Filipino seafarers through the Strait of Hormuz and other high-risk maritime chokepoints in the Middle East, unless absolutely necessary and supported by a comprehensive security risk assessment.
- Shipowners and operators are strongly encouraged to consider alternative routing to mitigate exposure to armed conflict, missile threats, and maritime security incidents.



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3. Suspension of Crew Change Operations

- Crew change operations shall not be conducted in conflict-affected areas, including ports and transit points within the Middle East and nearby regions with heightened security risks as determined by the Department of Foreign Affairs (DFA).
- Alternative safe ports and neutral transit hubs shall be identified for crew embarkation and disembarkation.

4. Assistance to and Continuous Monitoring of Stranded Seafarers

- LMAs and principals shall provide immediate assistance to Filipino seafarers stranded in international and local airports or transit areas, including:
 - Rebooking or rerouting of flights;
 - Provision of meals, communication access, and basic necessities; and
 - Close coordination and reporting updates to Migrant Workers Offices, embassies, consulates concerned and the office of the Assistant Secretary for Seabased OFW Concerns (OASSOC).

5. Temporary Accommodation and Welfare Support

- Seafarers awaiting rebooking or onward travel at Philippine or international terminal airports shall be provided temporary hotel accommodation, transportation, and subsistence provision, as necessary.
- Under no circumstances shall seafarers be left unattended or compelled to shoulder expenses arising from security-related travel disruptions.

6. Shipboard Safety and Preparedness

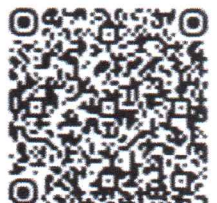
- Vessels operating near affected regions shall implement enhanced ship security measures, including heightened watchkeeping, updated security briefings, and adherence to Ship Security Plans.
- Confirm the exact location and status of all vessels under your management operating in or near Iranian waters;
- Verify the sufficiency of food, water, medical supplies, and essential provisions on board;
- Ensure continuous communication between Principals, Masters, and crew;
- Activate contingency and emergency response plans, including evacuation or rerouting options where feasible;
- Submit an immediate status report on affected vessels and Filipino crew.

7. Salaries and Wages

- Despite seafarers able to leave the point of hire but failed to proceed and ultimately join their intended vessel, salaries and wages may not be paid given that the circumstances are not attributable to the fault of either the principal or the LMA.
- However, for those seafarers who would be repatriated on account of the current situation, applicable wages will apply in accordance with the prevailing Standard Terms and Conditions (STC).

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8. Mandatory Reporting

- LMAs are directed to immediately report in the OFW Welfare Monitoring System (OWMS) and the DMW-OASSOC at owms@dmw.gov.ph and seabased.asec@dmw.gov.ph, copy furnished the Sea-based Accreditation Bureau (SBAB) at sbhighrisk@dmw.gov.ph, relative to any incident, delay, stranding, refusal to sail, or security-related concern involving Filipino seafarers arising from the current situation.
- LMAs shall provide periodic reports and updates on the situation of the affected seafarers until their safety has been secured or the situation has been resolved.

For information and strict compliance.


HANS LEO J. CACDAC
Secretary

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