



# PortNews

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## PPA explores **duplicating** **Japanese** port operations

The Philippine Ports Authority (PPA) is exploring the possibility of duplicating the automated operations of the Tobishima Container Berth Co. of the Nagoya Port in Japan in its 10 major gateway ports in the country.

Tobishima Container Berth Co. is Asia's first fully automated container Terminal. PPA General Manager Juan C. Sta. Ana and Assistant to the General Manager for Special Projects Hector E. Miole visited the port late last month.

According to Sta. Ana, having a fully automated container operation, at least in the country's major gateways, will attract more cargo volume and shipping lines and will greatly reduce the cost of doing business in our ports.

"Right now, we are slowly automating certain aspects of our port operations starting with the Truck Appointment and Booking System (TABS) and

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*PPA GM Juan C. Sta. Ana gets first hand information on how Asia's first fully automated container terminal is managed.*



## PPA marks **41<sup>st</sup>** Founding Anniversary

Taking off from its milestone last year, the Philippine Ports Authority is looking at sustaining the pace it has adopted as it slowly transforms Philippine ports to world standards.

As it celebrates its 41<sup>st</sup> Founding Anniversary with the theme "Magkabalikat sa Pagsulong ng Atang Adhikain on 11 July 2015, PPA General Manager Juan C. Sta. Ana is encouraging the PPA Senior and Junior Executives to make a "one big push for 2015" and again try to find ways of providing excellent port services which correspondingly would result to increased customer satisfaction, port productivity and efficiency, and higher income for the organization.

The PPA Chief said that 2015 is another year for everyone to recharge and start a new and hopefully

all extra effort that would create a multiplying effect to the country's progress and growth and help the current administration leave a good legacy in terms of port operations.

The PPA has also line-up several projects in compliance with the different international regulations that will take effect starting at the end of the year like the Asean Economic Community wherein in the ports will serve as one of the major entry and exit points of commerce, trade

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## MICT, MSH achieve optimum capacity, ready for peak season

**Barely two months before the start of the peak season, the two Manila Ports have finally reach optimum capacity and more than ready to accommodate increased activity due to the run-up to Christmas and the election fever.**

The two Manila ports, composed of the Manila International Container Terminal and the Manila South Harbor, are now operating even better prior to the pre-congestion level in February of 2014.

While yard utilization level remain to hover around the 55-59% or approximately 44,000-48,000 twenty-foot equivalent units (TEUs), productivity at the two ports has really gone up to all-time highs resulting to faster turnaround time of cargoes and vessels to and from the ports.

According to PPA General Manager Juan C. Sta. Ana, the measures that the PPA, the port operators and the stakeholders have taken up since the start of the port congestion really helped in preparing the two ports in the upcoming peak season.

"Yes, the two Manila ports are more than ready to handle the anticipated uptick in cargo volume in the next 9 months brought about by the Christmas Season and the upcoming national elections," Sta. Ana said.

"While we anticipate some glitches, we can easily address it particularly now that we have almost zero vessels waiting at anchorage and the number of cargoes coming out at our gates has been steady," Sta. Ana explained.

"Barring any major policies implemented outside the ports, we will

never see another scenario just like last year where port operations really hit rock bottom," Sta. Ana added.

In the first four months of the year, total volume reached 66.60 million metric tons (mmt), higher by 6.34% from 62.63 mmt posted in the same period of 2014. Domestic cargoes registered a 6.87% hike to 27.75 mmt from only 25.97 mmt in the January to April 2014 period.

Foreign cargo volume inched up 5.97% to 38.85 mmt from 36.66 mmt a year ago. Import volume rose 7.69% to 22.21 mmt from 20.63 mmt in 2014 while export volume increased 3.75% to 16.63 mmt compared to the 16.03 mmt posted in 2014.

At the Manila ports, the North Harbor is the top performer in terms of cargo volume with a share of 8.19 mmt. The port also continues to rank first in terms of volume of domestic containerized cargo handled during the period with 353,128 TEUs. The MICT, on the other hand, continues to handle the largest volume of foreign containerized cargo with 650,629 TEUs followed by South Harbor with 280,736 TEUs.

With the Christmas and Election season, the PPA is anticipating at least a 10% hike in cargo volume this peak season that will be carried out until the end of the first quarter of 2016. ■



## PPA-controlled ports ready for amended Cabotage rule

**Philippine Ports Authority (PPA) General Manager Juan C. Sta. Ana assured that ports controlled by PPA are ready to accept increased cargo volume brought about by the lifting of the Cabotage Law.**

Sta. Ana said they have been improving the capacity and capability of the Philippine ports in anticipation of the implementation of the Asean Economic Community at the start of next year and those measures somehow help the state-owned agency adjust easily in the amendment to the Cabotage Law.

"Philippine ports are ready even prior to the signing of the law relaxing the country's Cabotage Law," Sta. Ana stressed.

"The major gateways have long been capable of handling bigger ships and our secondary gateways are being improved to handle international vessels," Sta. Ana said.

"While we expect that the effect of the relaxation of the Cabotage will not immediately trickle down to port operations, our ports will not have a hard time adjusting to expected influx of vessels and cargoes in the different ports," Sta. Ana added.

Currently, there are 10 major Philippine gateways where foreign-flag ships dock like the Manila International Container Terminal, the Manila South Harbor and the Manila North Port in Manila, Batangas Port, Port of Davao, Makar Wharf in General Santos, Iloilo Port, Zamboanga, Ozamiz and Cagayan de Oro. Other Government ports where ships call include Cebu and Subic Bay. These ports handle about 90% of the total cargo movement in and out of the Philippines while the Manila ports corner about 85% of the



percentage while the remaining 10% is scattered in other private ports like the Manila Harbour Centre.

Republic Act No. 10668 or the Foreign Ships Co-Loading Act, on the other hand, allows foreign ships to call in multiple ports provided that their cargoes are intended for import and export and duly cleared by the Customs Commissioner.

It is also expected to reduce logistics costs for producers and likewise anticipated to help in decongesting major ports in the country. ■

## PPA hosts NALECC meeting



PPA hosted National Law Enforcement Coordinating Committee (NALECC) Sub-Committee on Intelligence Coordination (SCIC) last 29 July 2015. Headed by ADG Carol Luz T. Guerrero of National Intelligence Coordinating Agency (NICA)

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and tourism to the rest of members of the 10-nation Association of Southeast Asian Nations. As of the moment, PPA is in the last stage of its initiatives in harmonizing its rules and regulations to guarantee the smooth implementation of the AEC at the end of this year particularly those policies related to Customs, Immigration, Quarantine and Security.

PPA, through the guiding hands of the Department of Transportation and Communications (DOTC), is likewise in the process of privatizing several ports starting with the Sasa Wharf in Davao. Considered as the major gateway for the country's fruit exports particularly banana to the rest of the world, the privatization of the Sasa Wharf will give the port a major facelift that it has been needing the past couple of years. The dilapidated state of the port has dragged its operations to handle bigger volume of cargo and larger vessels forcing cargo owners to transfer some of its operations to nearby private ports. However, with the privatization process already underway and is expected to be completed before the end of the existing administration, the port is anticipated to get back its glory days and will remain as Davao's main gateway to the world.

The state-owned agency also continues to undertake Repair and Maintenance work of the 115 ports under its watch to make sure that they respond to existing economic times particularly on safety,



security and convenience.

The PPA also continues to invest on its employees as it continues to transition to be a 'lean but mean' organization through partnerships with different globally-known training institutions and agencies like the World Maritime University to train junior and senior officers of the PPA for some major aspects of port operations and other facets of maritime affairs.

"The Philippines, being a maritime nation, will benefit greatly in this endeavor particularly now as we bat to become one of the maritime superpowers in the world in terms of port operations, shipbuilding and manning and crewing," Sta. Ana explained.

"The current problem clouting the Philippines with regard to its maritime schools and training institutes, tapping the capabilities of the WMU will greatly boost the competitiveness of the country's seafarers in the world market," Sta. Ana stressed.

"I am therefore encouraging not only the government sector, but most especially the private sector to assess their current structure and see how they can accommodate the proposals of the WMU in terms of the education and training of their employees both off- and on- shore," Sta. Ana added.

"This program for PPA senior and junior officers as well as other qualified personnel is expected to complement the succession plan for the next batch of PPA officers," Sta. Ana said.

Just recently, the PPA hosted a group of experts from the Japan International Cooperation Agency and the Department of Transport in Port Policy and Administration in Papua New Guinea, which is also aimed at Capacity Development of all parties involved.

The agency is also elevating several projects from last year to this year in its bid to support the overall dream of the Government to promote the country as one of Asia's cruise tourism hubs through the development of several cruise ports like Davao, Bohol, Boracay, Cebu, Manila, Puerto Princesa, Subic, and Zamboanga. These make up the nation's major nautical cruise arteries. It has also lined up various port programs for the development of cruise terminals. These include the Ports of Puerto Princesa, Currimao in Ilocos Norte and Catagbacan in Bohol Province.

"The administration of the Aquino Administration is coming to a close and before it ends, we are proud to say that the Philippine Ports Authority has done its part in making trade and tourism vibrant again," Sta. Ana said.

"We are encouraging those who are next in line to continue the progress and changes we already introduced towards the overall dream of the Philippines to become a maritime super power," Sta. Ana added. ■

# PMO Puerto Princesa joins multi-sectoral forum on WPS

The Department of Foreign Affairs (DFA), in partnership with the Philippine Information Agency, held a multi-sectoral forum on the West Philippine Sea held at the Hotel Centro, Puerto Princesa City in Palawan recently.

The forum was part of the nationwide information, education and communication campaign on the crucial territorial issue facing the country today.

According to DFA spokesperson Asec. Charles C. Jose, one of the core issues that are prevailing is China's claim of the so-called "indisputable sovereignty" over nearly the entire South China Sea (SCS).

"China's claim is excessive, expansive and has no basis under international law, particularly UNCLOS," Jose said, adding

that in all these, the Philippines' underpinning position is on a peaceful settlement of disputes under the rule of law.

According to Jose, China's claim, if left unchallenged, the Philippines could lose up to 80% of its Exclusive Economic Zone (EEZ).

Currently, China's actions include: the establishment of Sansha City to administer the groups of island in the SCS, including the Spratlys; blockading Bajo De Masinloc and driving our fishermen away with water cannons; preventing the rotation and re-supply of provisions

to Philippine personnel stationed at the Philippines' Ayungin Shoal; declaration of an Air Defense Identification Zone (ADIZ) over the East China Sea with the threat of imposing the same over the SCS, and many others.

Jose added that the Philippines' arbitration case is not about determining sovereignty over territories or maritime boundary delimitation. The key message should be to maintain that our dispute in the West Philippine Sea is not the sum total of our relations with China.

Philippine Ports Authority Port Management Office Acting Port Manager Jose Cesario O. Bautista also attended the event along with other notable names from the region. ■

**TOP PRIZE.** PMO Bataan/Aurora bagged the Grand Prize in the cultural presentation sponsored by the Municipality of Limay, Bataan in connection with the week-long celebration of the Feast of St. Francis de Assisi. The PMO joined the event along with other government and private offices in Limay, held on September 29, 2015.



## PPA explores...

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the repositioning of containers inside the ports," Sta. Ana said.

"It will likewise greatly reduce the vessel turnaround time as well as further reduce human intervention in the movement of cargoes from the vessel until the box exits our gates," Sta. Ana added.

The fully automated container terminal complex,

meanwhile, is provided with operators manning computers that automate and send signals to container equipment responsible for handling and dispatching of containers inside the terminal.

As of the moment, the PPA is already conducting a survey on its proposed electronic payment system for all port transactions, which is also aimed at facilitating trade to and from the ports.

Aside from the Nagoya port, the PPA officials also visited the Yokohama port and both parties agreed to forge a technical cooperation and capacity building partnership and assistance to the PPA. ■

# TMO Getafe in Bohol joins Coastal Clean-up 2015

TMO Getafe of PMO Bohol joins millions of people around the world in the spirit of volunteerism in support of the 30th International Coastal Clean-up Day which is celebrated every 3rd Saturday of September.

This year's celebration, headed by its Port Manager Ms. Annie Lee F. Manese, and her push to be pro-active in all port related endeavors, Acting Division Manager, Engr. Juanito C. Añora and his team conducted the clean-up with an "add-on" and not just the usual coastal cleaning only.

Involving the whole port community and giving special attention to the children of Port workers, vendors and informal settlers. Kids were given a short story and lecture about why the need to take care of the sea and the coastal area. TMO Getafe believed the need to mold and nurture quality citizen in the future and be pro-active in taking care of our nature. Investing it through the minds of the children is the best way.

The activity for the kids aims to influence their mind to be a responsible pollutant. As a consumer of goods, we are all pollutant thus the story telling activity is supposed to teach them to be responsible of keeping trash in proper places. A lecture and assessment of lesson learned from the story followed before letting them join the actual coastal clean-up.

To motivate the kids from joining the clean-up, prizes and goodies awaits those who gathered the most volume of trash. Indeed, cleaning the coast and the shoreline was made more fun with the kid's presence. ■



**SEMINAR ON PROBLEM-SOLVING AND DECISION-MAKING**

PPA Head Office supervisors successfully completed the three-day seminar on Problem-Solving and Decision-Making from July 28 to 30, 2015 held at the PPA Corporate Building. Ms. Maria Avelet A. Bautista, of the Synergy at Work Training Services, guide the 26 participants on how to enhance their problem-solving and decision-making skills through various work-related workshops.

# “Women play a crucial role in marine environments and fisheries economies” – gender and development expert

**Mariette Correa is a gender and development expert, with a doctorate in development studies. She is currently the Senior Programme Coordinator with International Collective in Support of Fishworkers. (ICSF). ICSF is an international network of social activists for equitable, gender-just, self-reliant and sustainable fisheries, coordinated by a Secretariat based in India. At a recent event organized by UN Women in Seychelles on Women’s Economic Empowerment in the Indian Ocean Rim Association, Ms. Correa gave a presentation on securing sustainable small-scale fisheries as a critical strategy in women’s economic empowerment**

## **Describe the importance of women’s roles in marine environments and ocean economies.**

Women play a crucial role in marine environments and fisheries economies, specifically in the small-scale and artisanal fisheries sector, though their contribution is still invisible and unacknowledged. They represent half of the total working population worldwide in the seafood industry as a whole, with fisheries, aquaculture, seafood processing and all related services. Women also play a large role in inland fisheries, which is an important sector for food security. Women’s activities, paid and unpaid, include the full range along the value chain, as well as pre- and post-harvest activities. This includes seaweed and shellfish collection, fishing, weaving and repairing nets, processing, sales, and local and intra-regional trade.

Women in small-scale fisheries also play key roles in managing finances at the household level and managing aquatic resources at the community level. This does not necessarily translate to decision-making power for women, as these roles are generally ignored and undervalued. Women in indigenous and local coastal communities have extensive local and traditional ecological knowledge, which contributes towards the sustainable use and conservation of marine and coastal ecosystems.

## **What challenges do women in particular face in the marine/fishing industry, in terms of access to resources, participation in decision-making bodies, etc.?**

Women in the small-scale and artisanal fisheries sector have difficulty securing their rights as workers because their role is often unrecognized. They have limited or no access to social security, capital and credit, and face hardships in securing land rights and access to

fishery resources. They also face unsafe, unhygienic, and unfair working conditions. In most places, women in post-harvest activities are constantly struggling for even basic facilities at landing centres and markets. The lack of capital accessible to women in small-scale fisheries means a lack of resources to buy necessary equipment for storing fish, maintaining quality and freshness, which results in less control over markets. Globalization, privatization as well as pollution and climate change have led to declining access to fish for processing and marketing.

In the workplace and at the community and household level women are exposed to abuse, and in some cases, transactional sex (fish for sex). In small-scale fishing communities in general, and for women in particular, access to education, healthcare and sanitation are severely compromised. Women affected by disasters are particularly vulnerable. Their knowledge is hardly recognized, though they have valuable ideas on how to improve the sustainable use of marine resources. Women are poorly represented in decision-making spaces and leadership roles in fisheries.

## **In your experience with the Women Fish Vendors in Mumbai programme, how has unionization helped women fish workers secure greater protection and rights?**

In 2014, the women’s wing of the Maharashtra Macchimar Kruti Samittee, a trade union which has been pushing for women fish vendors’ rights, took an important first step towards having a greater say in the city’s development by getting the Municipal Corporation of Greater Mumbai to agree to a joint exercise mapping the city’s formal and informal fish markets. Along with other organizations, the women fish workers

of Mumbai used this mapping study and photographic evidence to prevent the eviction of a fish market. Exposure trips organized by ICSF also helped the women fish vendors of Maharashtra to understand the function and importance of cooperatives, especially in access to markets and credit.

## **In what ways do fish harvesting policies place women at a disadvantage?**

Fish harvesting policies often focus on industrialization and centralization of facilities in urban areas. In many countries, this has meant that women were marginalized or even pushed out of the sector. Infrastructure development, capacity-building and marketing practices (both informal and formal) of the sector at village-level, in which women play a key role, have also been neglected.

## **What is being done at an international level to address such problems?**

In 2010 ICSF facilitated an international agreement, dubbed the “Shared Gender Agenda for Sustaining Life and Livelihoods in Fishing Communities”, adopted by a broad network of women in fisheries organizations, academics, practitioners, social activists and other civil society organizations. This Shared Agenda was used to incorporate gender concerns in the Voluntary Guidelines for Securing Sustainable Small-scale Fisheries in the Context of Food Security and Poverty Eradication adopted by the Food and Agriculture Organization in 2014 and also in the Voluntary Guidelines on the Responsible Governance of Tenure of Land, Fisheries and Forests (2012). These guidelines recognize the vital role of women in small-scale fisheries and that achieving gender equality is of fundamental importance for sustainable fisheries.

It is imperative that these guidelines are now implemented, providing an opportunity for women to secure tenure rights, equal participation in decision-making processes, protection from discrimination, and spaces for women fish workers and their organizations to participate in the monitoring of their implementation. ([www.unwomen.org](http://www.unwomen.org)) ■