



# PortNews

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## PPA tells shippers to **maintain momentum** in cargo withdrawals

**The Philippine Ports Authority (PPA) is urging importers and cargo owners not to relax in the withdrawal of their cargoes despite a fully decongested Port of Manila.**

*Port operations are better now compared to the pre-port congestion period in February of 2014.*

PPA said yard utilization level could easily jack back to near congestion level if importers and other cargo owners go back to their usual ways in the pullout of their cargoes from the ports.

It may be recalled that the PPA was forced to increase its storage fees to discourage importers and cargo owners from using the ports as their virtual warehouses resulting to a clogged ports.

"Port congestion has already been addressed but it is not time for the importers, cargo owners, the PPA and our terminal operators to rest," PPA General Manager Juan C. Sta. Ana said.

"I am urging all stakeholders

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## Ph cargo **volume up 6%** in Jan-April '15

**Philippine cargo volume posted a modest increase in the first four months of this year anchored on strong foreign containerized cargo, specifically exports, and a healthier domestic cargo volume.**

Latest data from the Philippine Ports Authority (PPA) showed that 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 22.22 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.

According to PPA General Manager Juan C. Sta. Ana, a substantial increase was observed in the ports of Cotabato, Surigao and Agusan posting growth at 436.26%, 75.63% and 55.15%, respectively, due to the increase in the volume of domestic cargoes.

"PMO North Harbor, now PMO NCR-North, is the top performer in terms of cargo volume with a share of 8.19 mmt of the total cargo volume nationwide followed by PMOs Batangas with 7.79 mmt, Bataan/Aurora with 6.15 mmt and Davao, 4.14 mmt," Sta. Ana explained.

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## World Maritime University scours Ph to promote graduate studies on Maritime Affairs

**Being the top maritime university in the world, the World Maritime University is looking at more tie-ups in the country for its graduate studies for maritime affairs.**

Currently, the WMU has an existing agreement with the Philippine Ports Authority (PPA) to train junior and senior officers of the PPA on major aspects of port operations and other facets of maritime affairs.

WMU, led by acting president Neil Bellefontaine, will be in the country on April 16-17, 2015 to discuss potential collaborations with various maritime institutions, organizations and agencies, both government and private, to promote its graduate program, the Master of Science in Maritime Affairs.

The activity is unique as it is aimed at establishing and enhancing partnerships between two organizations having a comprehensive set 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," PPA General Manager Juan C. 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.

Aside from setting foot in the PPA, the WMU representatives will likewise visit the Department of Transportation and Communications, the Maritime Industry Authority, the Philippine Coast Guard and private firms Philippine Transmarine Carriers, Inc. and NYK-TMA—two of the country's top manning and crewing firms—during their two-day visit.

WMU's academic cooperation with the PPA, on the other hand, encourages linkages across the field of maritime affairs to ensure an international collaborative relationship between the WMU and PPA including a customized WMU professional maritime development courses at PPA in Manila or in Malmo in Sweden.

"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. ■



**PPA Head Office ISO 9001:2008 Training**

*The participants, representing various Head Office Responsibility Centers, prepare for more tasks ahead after completing the 3-day Appreciation Course and Documentation Training on International Organization on Standardization (ISO) 9001:2008 as they comprise the team, which will work towards the ISO certification on Head Office core processes. ■*

## PPA hosts briefing on ports' efficiency, productivity

**The Philippine Ports Authority hosted a Ports Briefing on 27 May to finally put to rest the issue on port congestion.**

The briefing, which is an offshoot of the November 2014 Ports Forum organized by the Department of Trade and Industry, was aimed at identifying the measures to be undertaken moving forward and prevent another congestion.

With a theme of "Sustaining Ports' Efficiency and Productivity", the briefing attracted more than 250 port users, stakeholders and decision makers and highlighted by the presence of Congestion czar Secretary to the Cabinet Jose Rene Almendras and DTI Secretary Gregory Domingo.

The speakers during the event included Christian Gonzalez of the International Container Terminal Services, Inc., which is the operator of the Manila International Container Terminal; Sean Perez of Manila South Harbor operator Asian Terminals, Inc.; Richard Barclay of the Manila North Harbour Port, Inc.; Patrick Ronas of the Association of International Shipping Lines; and Deputy Commissioner Agaton Teodoro Uvero of the Bureau of Customs.

PPA General Manager Juan C. Sta. Ana said that port congestion is already outdated and the current condition at the port is far better than before.

"As long as all stakeholders do their part in the entire supply chain, we will be able to maintain our current level and never experience another congestion like the one we had months ago," Sta. Ana stressed in his speech.

One of the highlights of the briefing was the announcement made by the two Manila port operators to go online with the Truck Scheduling and Booking System (TSBS) by the third quarter of the year.

Port operators Asian Terminals, Inc. and International Container Terminal Services, Inc., operators of the Manila South Harbor and the Manila International Container Terminal, respectively, tapped Australian IT firm 1-Stop to provide the technology for implementing the TSBS.

The system will enhance the port efficiency and operational predictability since the arrival of trucks will be well coordinated; reduce congestion on roads and the immediate port environment; shorten delay time for truck operators and increase their trips per day; and yield greater efficiency for importers and exporters.

The new system, however, will require truckers to secure an advance appointment from port operators before proceeding to the port to pick up or deposit containers, thereby, giving importers the flexibility to choose any trucking provider, they want.

Secretary to the Cabinet Rene Almendras, on the



other hand, said the 24/7 truck trade lanes implemented since last year can be used by the truckers to take advantage of the TSBS. He also said that he is looking at negotiating with different Local Government Units the possibility of lifting their own truck-ban system for the TSBS to fully succeed.

Aside from the TSBS, the Association of International Shipping Lines is pilot testing an automation project, which monitors part of the logistics chain particularly the empty return container system. ■

## Flanders-Belgium explores **business opportunities** in Ph port industry



Several business groups from Belgium is looking at business opportunities in the Philippines not only in the port industry but in all aspects of trade in the country.

The members of the Flanders-Belgium, headed by Trade Commissioner Mia Santamaria-Abela, visited the Philippine Ports Authority (PPA), the Manila International Container Terminal and the Manila South Harbor on 27 March 2015 in search for their potential partners.

The trade mission to the Philippines was conducted to familiarize the Belgians with the plans and programs of the PPA and determine possible collaboration as well

as present the competitive advantages of the Belgian technologies and services and hope that they will discover potential areas for cooperation.

International Maritime and Transport Advisors chief executive officer Louis Van Schel, warmly welcomed by the senior and junior officials of the PPA headed by General Manager Juan C. Sta. Ana, also joined the delegation. ■

## PMO SOCSARGEN to **connect entire Sarangani Province** thru municipal Port of Kiamba



PM Luis A. Cuison poses with Congressman Emmanuel "Manny" Pacquiao of the Lone District of Sarangani Province together with the senior staff of PMO SOCSARGEN during the inspection of the Kiamba Municipal Port, Municipality of Kiamba, Sarangani Province conducted last June 01, 2015.

PMO SOCSARGEN is considering the option to further develop the Municipal Port of Kiamba as a western sealink with the eastern



side of Sarangani Province. The land contiguity of the province between its eastern and western portion is currently barred by the City of General Santos and the proposed development of the said port will provide the seamless connection thru the waters of Sarangani Bay. ■

## PANTALAN **elects new leaders**

The Head Office PANTALAN members recently elected the new set of officers for 2015.



Elected for this year, were Charlemagne V. Santillan (President), Mary Jean G. Pagapong (Vice-President), Maria Carmelita L. Quijano (Treasurer), Grecia R. Tolentino (Auditor), Cecilia P. Ocampo, Rogelio B. Pineda, Greg T. Dela Cruz, Danilo M. Estoesta (Stewards) and Jennifer L. Lopez (P.R.O.) while PMO NCR North Chapter consisted of Enrico I. Mendoza (President), Roberto R. Tan (Vice-President), Loreta B. Henderin (Secretary), Ma. Salvacion L. Duque

(Treasurer), Elisa R. Sy Boco (Auditor), Aida M. Segismundo (P.R.O.), Arnel A. Aranas, Bertrand Russel Mercedes L. Tan and Ricco Roman M. Sison (Stewards).

During their oath-taking held at PPA Head Office last 8 April 2015, the two (2) Manila-Based Chapters joined hands and guaranteed full support/ assistance to the Authority's workforce.

PANTALAN highlights the true spirit of unionism, instill awareness on the crucial role and importance of promoting the general welfare and interest of employees.

The standard principle of sharing responsibility and accountability between the union and PPA management in ensuring efficiency, national growth and peace in the seaports is also being demonstrated. (by: Jennifer L. Lopez) ■



**PPA receives Microsoft Annuity Award**

The Philippine Ports Authority was recently honored with a Microsoft Annuity Award by Microsoft Philippines, Inc. in recognition of the Port Agency's continued support to the Microsoft Industry in the country. In photo are from right: PPA A/GM for Special Projects Hector Miole; DBM-PS Executive Director Atty. Jose Tomas Syquia; PPA Information and Communication Technology Department Manager Elizabeth Follosco; and Microsoft Philippines Inc. Account Executive for Public Sector Dominic Medenilla. ■

# PPA undertakes repair of the Port of Basco, missionary ports

The Philippine Ports Authority recently implemented various port development projects in the areas of jurisdiction of PMO Northern Luzon, one of which was the major repair of the Port of Basco in Batanes amounting to P26.43 million completed last April 19, 2015.

This is in support of the programs of the local government of the province to enhance trade and investment opportunities in the whole Batanes group of islands, which have rich tourism offering that draws fascination of local and international nature enthusiasts.

The Port of Basco has 1,893.33 sqm back-up area; 208 meters berth length and draft of 6 meters that gradually increases to 7 meters seaward. It serves as the major link to and from the mainland of Luzon and the other smaller islands of Batanes like Itbayat and Sabtang; the islands of Dalupiri; Camiguin; Calayan; and Fuga in the province

of Cagayan; the ports of Maconacon; Palanan; and Dinapigue in the eastern side of the province of Isabela, Region 2.

Aggregates coming from the Ports of Sual, Pangasinan and Currimao, Ilocos Norte for the province's infrastructure projects and general cargoes from the Port of Manila are unloaded at the Port of Basco.

Other port developments completed during the early part of the current year are the Port of Taggat in Claveria and Port of Palanan in Isabela, both in Cagayan Valley with project cost of P18.79 million and P14.86 million, respectively. These port development projects were

implemented to help the residents of the municipalities facilitate the movement of their produce to target markets.

The Port of Palanan, which is located across the Sierra Madre Mountains, facing the Pacific Ocean, serves as home port of bay and river trade vessels plying the route Maconacon- Dinapigue-Aparri-San Vicente-Calayan-Camiguin and vice-versa.

The Port of Taggat, on the other hand, serves bay and river trade vessels carrying passengers as well as general cargoes to and from Aparri; and the islands of Fuga; Camiguin and Calayan.

Traffic in these ports is very minimal and the Authority, through PMO Northern Luzon, is looking into the possibility of devolving these "missionary ports" to the LGUs. (Remy Ancheta-Trinidad with ESD-PMO NLZ) ■

## PPA tells...

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to continue what we are doing now like pulling out cargoes within the free storage period and the withdrawal of cargoes on weekends, Sundays and holidays," Sta. Ana explained.

"If we continue these initiatives, we can be assured of an efficient and productive ports resulting to lower cost on the part of the cargo owners and eventually the consuming public," Sta. Ana added.

As of the end of March, the Manila International Container Terminal (MICT) and the Manila South Harbor (MSH) are now operating in optimum capacity after yard utilization plummeted to only 59% or about 48,000 twenty-foot equivalent units (TEUs) from 76% or about 61,900 TEUs when Cabinet Secretary Jose Rene Almendras declared that the Manila port congestion has ended.

The number of vessels waiting at pilot station has also been reduced to zero from at least 30 in the last

quarter of 2014.

To further complement and guarantee high productivity level of the ports, the Bureau of Customs will start seizing empty containers in favor of the government after the 90-day moratorium on empties lapses on Labor Day.

On Monday, several foreign shipping lines have scrapped their port congestion charge while truckers have also rolled back their fees to pre-congestion levels.

The collection of port congestion charges and emergency cost charges and other charges resulted in additional cost to business within the range of \$400 to \$500 per shipment while trucking charges had ballooned to P30,000 (\$671.15) per round trip in Metro Manila.

The charges can go down by as much as 30% due to competition.

The shipping lines which have stopped charging port congestion surcharge are APL, Maersk, MCC, Wan Hai, Yang Ming, Sinotrans, TS Lines, Hapag Lloyd, CMA, SITC, COSCO, and Alexandria.

Other shipping lines said they will make an announcement in due time. ■

## PMO-NLZ attends Wimaphil orientation

PMO Northern Luzon attended the orientation on Women in Maritime Philippines (WIMAPHIL) conducted by the officials of the Department of Transportation and Communications last May 29, 2015 at the Oasis Country Resort, San Fernando City, La Union.

Atty. Brenda V. Pimentel, member of the Board of Trustees of WIMAPHIL and Former Regional Coordinator for East Asia IMO discussed the Goals, Vision, Mission and Values of the WIMAPHIL. She said that the WIMAPHIL aims to expand its membership nationwide.

During the orientation, Atty. Pimentel presented some of the highlights of accomplishments of the WIMAPHIL for the past years: conduct of mangrove rehabilitation and livelihood/entrepreneurship projects; supporting advocacies on sustainability of the marine environment; and anti-trafficking of women and children, among others.

A day before the orientation, Atty. Brenda V. Pimentel together with Mesdames Belinda C. Salvosa, Corazon P. Villanueva, Ellen D. Asuncion, Marie Jo Lenore D. Borja of DOTC Central Office; Ms. Joanna M. Yap, MARINA Central Office; LTJG Angela C. Tobias, Rojane Macaraig; Elaine Kristel Alfante of the PCG and Mr. Eddie R. Cordova, Associate Editor of the Port News paid courtesy call to the office of Engr. Marieta G. Odicka, Acting Port Manager, PMO Northern Luzon. (Remy Ancheta-Trinidad) ■

Above photo: PMO Northern Luzon employees with Director March Anthony Pascua, MARINA, Region 1 during the orientation on WIMAPHIL at the Oasis Country Resort, San Fernando City, La Union on May 29, 2015. Below photo: Atty. Brenda V. Pimentel (5th from right) and officials of DOTC Central Office, Philippine Coast Guard and MARINA with Acting Port Manager Marieta G. Odicka (center) during their visit at PMO Northern Luzon. Also in the photo is Mr. Eddie R. Cordova, Associate Editor of the PPA Port News.



## Ph cargo...

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"Private ports handled 41.21 mmt or 57.38% of the total cargo volume nationwide while government ports accounted for 25.39 mmt or 42.62%," Sta. Ana added.

Containerized cargoes, meanwhile, jumped 9.45% for the January-April 2015 period from 1.74 million twenty-foot equivalent units (TEUs) in 2014 to 1.90 million TEUs with foreign containerized volume posting a 10.6% hike from 1.04 million TEUs to 1.14 million TEUs for the period in review. Import boxes registered a 5.56% hike

to 554,849 TEUs from 525,626 TEUs while export boxes posted the highest growth with a 15.78% hike from 510,798 TEUs in 2014 to 591,410 TEUs for the period.

Domestic boxes, on the other hand, also inched-up 7.76% for the period in review to 757,065 TEUs from 702,531 TEUs last year.

North Harbor continues to rank first in terms of volume of domestic containerized cargo handled during the period with 353,128 TEUs. The Manila International Container Terminal, 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 and Batangas with 49,055 TEUs. Sasa Wharf in Davao, which used to rank third after North Harbor, posted

32,295 TEUs only as of end April due to the existing condition of the port while private commercial ports in the area showed increase in TEU volume indicating diversion of container traffic from the government port to the private ports.

Passenger volume for the period reached 19.67 million or 6.84% higher compared to the volume registered for the same period last year.

Shipcalls, however, went down by 1% to 115,880 from 117,052 in 2014. Both domestic and foreign shipcalls decreased by 0.68% and 12.26%, respectively. Foreign vessels, however, may be lesser in number but larger in size and in carrying capacity. ■

# Oh my GAD: Ph allots billions for gender, development

The government allotted P105.75 billion for its 2015 Gender and Development (GAD) budget, the Philippine Commission on Women (PCW) boasted.



Can you feel it?

Among the country's many laws empowering women is the Women in Development and Nation Building Act of 1992, which mandates concerned government agencies to "support programs and activities for women."

The law guarantees that women "benefit equally and participate directly" in all government programs, while also seeking to eliminate "gender bias" in legislations.

This led to the implementation of the GAD Budget Policy in 1995, requiring all departments to allot at least 5% of their total budget for GAD-related activities. Local government units and state colleges and universities were later on included.

The budget may be used for education and capacity-building programs; development of gender-responsive data and information systems; women's desks, shelters, and health centers; livelihood projects, daycare and breastfeeding facilities in workplaces; among others.

The GAD budget has increased over the years, said former Civil Service Commissioner Mary Ann Mendoza, resulting from the tireless efforts of advocates.

The GAD budget allocation is now over 8%, however, its utilization remains low, Mendoza said. She worries that if this trend continues, people might start criticizing GAD.

"Ah, 'di naman pala ginagamit, bawasan na lang 'yan. Baka sabihin nila 'yan," she said. (Ah, it's [GAD budget] not being used, let's just reduce it.)

In the past decade, the Senate observed an "erratic" GAD budget allocation. "The unpredictability of the budget levels indicates that while the GAD budget policy has been implemented for more than a decade now, it has not been fully institutionalized in the agencies' respective annual budgets," said the Senate report.

"We need to be more creative about what projects to do," stressed Mendoza, "In capacitating women, we need a more systematic and targeted way of helping women to be in leadership positions."

Meanwhile, a 2010 study by Miriam

College, with support from the UN and the National Economic Development Authority (NEDA), found that having a GAD policy is "not enough."

"A review of the Philippine GAD budgeting process noted that while the Philippines is the only country that authorizes a specific budgetary allocation to implement the GAD Budget Policy, compliance with the policy has been very low, and there is no operational mechanism to actively promote compliance and performance," it reported.

Such problems may be attributed to the fact that government offices lack help in figuring out how they maximize or harness their budget, according to Mendoza. She observed that government employees doing GAD tasks take on several other roles at work, hence possibly reducing GAD as a mere sideline obligation.

She advised the government to create job positions specifically focusing on GAD budget and program implementation, monitoring, and evaluation. She also suggested shifting from training women "to become like men," to training women to maximize what they can do.

"We can also have a pool of gender champions, then put them in agencies where women are not yet in leadership positions like DPWH or DA," she added.

One of the government agencies with a widely praised GAD project is the Philippine Port Authority's (PPA) halfway houses. These temporary shelters, catering to human trafficking victims and potential targets, are established across different ports nationwide since such areas have become hotspots for trafficking transactions.

By 2009, the halfway houses have assisted over 100,000 women and children. The program is managed with the help of a non-governmental organization.

Naga City is also lauded for having its own women's council and sufficient GAD budget.

Other local and national

government agencies are encouraged to follow suit.

In 1999, the media uncovered how certain government agencies were misusing GAD budgets. Funds were used for flowers, jewelry, aerobics classes, ballroom dancing, personal transportation and accommodation of government officials, among other unnecessary expenses.

The exposé pushed advocates to take a closer look at how the government handles funds. In 2001, Social Watch Philippines, an independent budget watchdog, warned that mismanaged GAD plans may end up as a "vehicle for added inefficiency and wastage of the people's money."

Since then, the PCW has pushed agencies to maintaining stricter and more productive GAD implementations.

All government agencies are required to submit an annual GAD plan, budget, and accomplishment report. "While submissions have generally increased through the years, compliance with the said requirement remains low," the Senate reported.

On average, only around 28% of the country's 380 government agencies submitted GAD plans from 1995 to 2010. Not all agencies comply with the minimum allocation of 5% either.

NEDA highlighted two main problems: Poor commitment to gender mainstreaming, and the tendency of women to lose in the competition for resources.

On the other hand, GAD programs have also positively impacted both women and men, according to NEDA as seen in the following:

Improved women's participation in government projects

Improved access to resources distributed through projects (i.e., water supply, agriculture)

Reduced sexism in school learning materials

Increased rescue of trafficked victims

Improved transportation facilities

Safer workplaces for women

Improved women's access to jobs

The world has consistently celebrated the Philippines for being one of the most gender-fair nations, but reality may reveal otherwise. (READ: Women, where art thou?)

"The challenge is to make our Magna Carta of Women a reality," said Mendoza. Although the Philippines has an abundance of "women-friendly" laws, much has yet to be done to concretize such policies.

No doubt, these laws look good on paper, but do the women themselves feel their impact? – Rappler.com ■