

PHILIPPINE
PORTS
AUTHORITY



Bayanihan Sa PANTALAN

ANNUAL REPORT 2020



with Special Report on COVID-19



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About the Cover

Bayanihan is a fundamental element of Filipino culture, a spirit of community working together to achieve a common goal. It is through bayanihan that our country can overcome the challenges that the COVID-19 global pandemic threatens us with. The image of ***kapit-bisig*** is a symbol of bayanihan, where Filipinos work together arm-in-arm.

The Philippine Ports Authority (PPA) under the leadership of Pres. Rodrigo Roa Duterte, DOTr Sec. Arthur P. Tugade and GM Jay Daniel R. Santiago, taps into the power of bayanihan to complete its projects and strengthen its position in the delivery of port service to stakeholders. In photos, clockwise from the top, are the port of Cagayan de Oro, relief operations for Bagyong Rolly in Albay, the PPA Green Ports Initiative tree planting activity, completed port infrastructure of Bansud RC Pier in Luzon, screening at all ports by PPA personnel in personal protective equipment (PPE).



Port of Babak, Samal, Davao del Norte

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Port of Cagayan de Oro, Misamis Oriental

A MESSAGE FROM THE GENERAL MANAGER

Bayanihan sa Pantalan



The World Health Organization (WHO) first declared the COVID-19 outbreak a Public Health Emergency of International Concern on 30 January 2020. By 11 March 2020, it was declared by WHO as a global pandemic. Consequently, President Rodrigo R. Duterte declared a partial lockdown in Metro Manila beginning at midnight on 15 March 2020. Land, domestic air, and domestic sea travel to and from Metro Manila were suspended until 14 April 2020. It was the first in a series of community quarantines that were imposed on the entire country which marked the beginning of what we now called the “new normal”.

The national government was quick to address the emergency situation and carried out measures to address the pandemic. On 24 March 2020, Republic Act (R.A.) No. 11469, the “Bayanihan to Heal as One Act” was signed into law, granting President Duterte additional powers to address COVID-19 and its projected aftermath. Upon the expiration of the law in June 2020, Republic Act No. 11494 otherwise known as the “Bayanihan to Recover as One Act” was enacted in September 2020. Provisions of Bayanihan 2 include the efficient utilization of government funds to stimulate the economy while strengthening the health sector and the government’s response and recovery interventions.

In support of the national government’s objectives in the implementation of the Bayanihan Acts, PPA undertook initiatives to complement the existing COVID-19 responses and preventive measures to mitigate the impact of the dreaded disease, particularly for the port users and the maritime community as a whole.

In response to the COVID-19 pandemic, the agency carried out the issuance of the necessary rules and regulations, standards and procedures, to ensure safety and unhampered service delivery of goods and services in all ports nationwide. Included among the significant issuances are port emergency measures to ensure unhampered flow of cargo within, to and from the entire Luzon; management of port protocols in response to the pandemic in all PPA offices and facilities nationwide; guidelines in the processing of permits and documentary requirements through electronic submission.

The COVID-19 pandemic has put seafarers around the world in a difficult and dangerous situation. Filipinos make up over 25% of total mariners worldwide. In support of the national government’s commitment to the international maritime community, the PPA launched and activated four (4) major ports as international crew change hubs in the country, namely: the Port of Manila (South Harbor); Port of Batangas; Port of Davao; and Port Capinpin, Bataan. This initiative aims to ensure the overall well-being of the seafarers and address the



Sec. Tugade inspecting the Molecular Testing Facility at the PPA GAD Center, South Harbor



LSIs at the Port of Iligan

The PPA extended payment due dates of the rental and concession fee of all qualified lessees and port operators. It was meant to assist and support port stakeholders to stay on course towards delivery of port services, and to help stimulate the country's trade and economy. In addition, the Authority granted financial assistance for the critically-impacted maritime sector, by subsidizing the fees being collected from domestic shipping owners. The PPA waived and reduced port fees and charges for passengers considered as locally stranded individuals (LSI) and for vehicles, RORO vessels and other sea-going vessels ferrying the LSIs back to their home provinces. All of these measures were aimed to reduce the effect of the pandemic on the shipping companies, operators, as well as passengers.

With the objective of facilitating the movement of people inside the ports, while maintaining the highest level of health protocols and standards, the PPA implemented a contact tracing mobile application which replaced the manual accomplishment of entry protocols in all PPA facilities. In terms of business transactions in ports, PPA launched its Electronic Payment Portal designed and developed by PPA in-house technology for all payment systems of ports under PPA's jurisdiction and seamlessly connected with government and commercial banking institutions.

The severe disruption to livelihood and other productive activity resulted in economic contraction during the year. Consequently, PPA's trade performance was significantly affected. Cargo throughput, shipcalls and passenger traffic went down by 8.42%, 36.01% and 70.27%, respectively.

Despite significant reductions in trade volumes and consequently in revenue, we are proud to report that PPA managed to contribute Php3.763 billion in cash dividends to the National Government. Through this effort, the Department of Finance (DOF) has once again commended PPA for setting the example for other government-owned and controlled corporations (GOCCs) in stepping up support for the country's COVID-19 response.

In line with our mandate of upgrading the capacity of our ports to handle future requirements, and with our continuing commitment to the government's development agenda through the Build-Build-Build program, the PPA was able to implement sixty three (63) locally-funded projects (LFPs) during the year. Of which, twenty eight (28) projects were completed, while the rest were considered ongoing by yearend and will be completed within the next two (2)

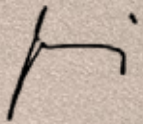
global need for regular provision of manpower for maritime vessels. The PPA fully equipped these hubs, establishing the South Harbor Molecular Testing Laboratory for seafarers to cater to their testing requirements; and converting the Eva Macapagal Super Terminal (Pier 15, South Harbor) into a COVID-19 medical treatment facility in order to fill the shortage of medical facilities in the National Capital Region and its nearby cities and provinces.

years. In addition, the PPA implemented one hundred fifty (150) repairs and maintenance projects, and dredged 647,430.00 cubic meters of silt in various ports nationwide.

As we move forward, PPA is set to accomplish its *Vision 2030* by providing port facilities and services at par with global best practices and a port regulatory environment conducive to national development. The results of the Port Users' Satisfaction Survey (PASS) conducted by the Development Academy of the Philippines (DAP) for 2020 with an average rating of 4.15 (satisfactory) and with majority (86%) of respondents expressing satisfaction towards PPA services, will inspire us to work harder than before, to enable us to contribute to the government's economic recovery program.

With all of these achievements in 2020, we would like to express our sincere appreciation to the PPA Board of Directors for their trust and support, and the full cooperation of our partners in government and the private sector.

We acknowledge the dedication, passion and hard work of the PPA workforce, who contributed in running the ports 24/7 in the midst of this COVID-19 pandemic. The teamwork we established during this challenging year demonstrated the true meaning and spirit of the *Bayanihan sa Pantalan*, which the PPA will continue to nurture as it moves forward to the new normal.


JAY DANIEL R. SANTIAGO
 General Manager

PERFORMANCE AT A GLANCE		
SHIPPING AND TRADE PERFORMANCE		FROM 2019
Cargo Throughput	243.989 MMTs	▼ - 8.42
Container Traffic	6.757 MILLION TEUs	▼ -14.09
Ship Traffic	321,934	▼ -36.01
Passenger Traffic	24.886 MILLION	▼ -70.27
PHYSICAL INFRASTRUCTURE DEVELOPMENT & MAINTENANCE		
Budget Allocated for Locally Funded Projects (LFPs)	PhP3.715 BILLION	
Completed LFPs	28	
Ongoing LFPs	35	
Approved Budget for Repairs and Maintenance (R&M) Projects	PhP1.00 BILLION	
Completed R&M Projects	130	
Ongoing R&M Projects	20	
DIVIDEND REMITTANCE		FROM 2019
Cash Dividend Remitted to the National Government	PhP3.763 BILLION	▼ -25.54



Port of Timaco, Cotabato City, Maguindanao

Vision

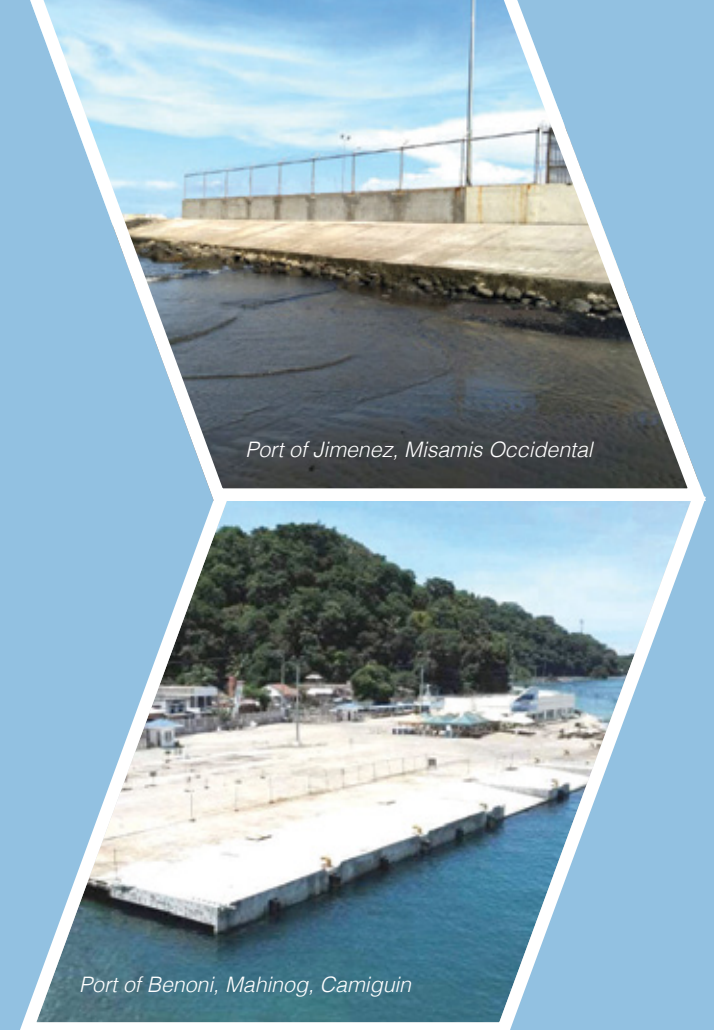
By 2030, the Philippine Ports Authority, as part of an integrated transport and logistics system, shall have provided port facilities and services at par with global best practices and a port regulatory environment conducive to national development.

Mission

- 01 Provide modern, sustainable, and resilient port infrastructures and facilities.
- 02 Provide responsive, reliable, and efficient port services.
- 03 Promote a regulatory framework that is transparent, fair, and relevant to the needs of all stakeholders in pursuit of a national port development program.

Mandate

To establish, develop, regulate, manage, and operate a rationalized national port system in support of trade and national development.



Port of Jimenez, Misamis Occidental

Port of Benoni, Mahinog, Camiguin

Core Values

- Transparency
- Reliability
- Innovation
- Professionalism
- Sustainability
- Social Responsibility



01 SHIPPING & TRADE

Photo above: TMO Pasig, South Harbor

The COVID-19 pandemic negatively impacted both external and internal shipping and trade outputs in 2020. The disruption in production supply chains and global trade flows that resulted from the imposition of restrictions, affected almost every aspect of port operation. The

calibrated and gradual reopening of the economy and increased mobility by the 3rd quarter of 2020, allowed the PPA to keep the negative impact of the pandemic in trade performance at manageable levels. The country's maritime trade performance is summarized in the table below:

**Comparative Port Statistics Summary
As of December 2020 and 2019**


	2020	2019	Inc / (Dec)	
			Volume	%
Cargo (in MT)	243,989,537	266,417,209	(22,427,672)	(8.42)
Domestic	93,594,167	104,428,354	(10,834,186)	(10.37)
Foreign	150,395,369	161,988,855	(11,593,486)	(7.16)
Import	90,150,167	100,298,176	(10,148,009)	(10.12)
Export	60,245,202	61,690,679	(1,445,477)	(2.34)
Container (in TEUs)	6,757,741	7,865,906	(1,108,165)	(14.09)
Domestic	2,740,434	3,165,695	(425,261)	(13.43)
Foreign	4,017,307	4,700,211	(682,904)	(14.53)
Import	2,005,247	2,336,971	(331,724)	(14.19)
Export	2,012,061	2,363,240	(351,180)	(14.86)
Passenger	24,886,437	83,721,395	(58,834,958)	(70.27)
Disembarked	12,588,486	42,308,684	(29,720,198)	(70.25)
Embarked	12,276,337	41,198,946	(28,922,609)	(70.20)
Cruise Ships	21,614	213,765	(192,151)	(89.89)
Shipcalls	321,934	503,098	(181,164)	(36.01)
Domestic	310,361	491,836	(181,475)	(36.90)
Foreign	11,573	11,262	311	2.76
RORO	5,077,610	7,818,963	(2,741,353)	(35.06)
Inbound	2,551,517	3,909,995	(1,358,478)	(34.74)
Outbound	2,526,093	3,908,968	(1,382,875)	(35.38)

Cargo

Total cargo throughput reached 243.99 million metric tons (MMTs) in 2020. This is a reduction of 8.42% or 22.43 MMTs lower than the 266.42 MMTs recorded in 2019. The decline is attributed to the slowdown in cargo and trade volume as effected by the COVID-19 pandemic.

Domestic cargo volume dipped by 10.37% or 10.83 MMTs at yearend 2020. This drop can be explained by reduced private consumption, as well as a slowdown in economic activity, particularly in small and medium enterprises, which were forced to scale back or totally cease business operations due to the pandemic. Moreover, the imposition of community quarantines during the year, coupled with the stringent anti-COVID-19 measures in various critical areas in the country have restrained cargo flow to and from the ports.


The country's external trade in goods – i.e., the sum of export and import goods – likewise went down as it plunged by 7.16% or 11.59 MMTs. Notwithstanding the government's stimulus measures for a targeted and gradual reopening of the economy as well as the easing of lockdown and trade restrictions in our leading trading partners such as China and ASEAN, both imports and exports hardly recovered and registered declines of 10.12% or 10.15 MMTs and 2.34% or 1.45 MMTs, respectively. The weaker-than-expected global economic conditions and challenging business environment heavily impacted external trade volume as demand for the country's major export commodities dropped. Meanwhile, import goods contracted due to halted investment activities and deferred infrastructure programs resulting to the decline in the importation of raw materials and intermediate goods.

		2020		Inc / Dec		2019	
		Volume	%			Volume	%
Cargo (in MT)	243,989,537	(22,427,672)	(8.42)	Cargo (in MT)	266,417,209		
Domestic	93,594,167	(10,834,186)	(10.37)	Domestic	104,428,354		
Foreign	150,395,369	(11,593,486)	(7.16)	Foreign	161,988,855		
Import	90,150,167	(10,148,009)	(10.12)	Import	100,298,176		
Export	60,245,202	(1,445,477)	(2.34)	Export	61,690,679		

Container (in TEUs)

Containers handled at the ports decreased by 14.09% or 1,108,165 twenty-foot equivalent units (TEUs) to 6,757,741 TEUs in 2020 from 7,865,906 TEUs in 2019. Domestic container traffic, in particular posted a 13.43% or 425,261 TEUs decrease as at yearend 2020. Meanwhile, foreign

container traffic went down by 14.53% or 682,904 TEUs, with both import and export container volumes posting declines of 14.19% or 331,724 TEUs and 14.86% or 351,180 TEUs, respectively. Supply chain restrictions as well as the imposition of anti-COVID-19 emergency response measures contributed to the recorded negative traffic for both domestic and foreign containers.

		2020		Inc / Dec		2019	
		Volume	%			Volume	%
Container (in TEUs)	6,757,741	(1,108,165)	(14.09)	Container (in TEUs)	7,865,906		
Domestic	2,740,434	(425,261)	(13.43)	Domestic	3,165,695		
Foreign	4,017,307	(682,904)	(14.53)	Foreign	4,700,211		
Import	2,005,247	(331,724)	(14.19)	Import	2,336,971		
Export	2,012,061	(351,180)	(14.86)	Export	2,363,240		

Passenger

The health crisis prompted government to impose land and sea travel restrictions at the end of the 1st quarter of 2020, greatly affecting people's mobility. The number of passengers traveling through the ports was recorded at 24,886,437 in 2020 or a significant decrease of 70.27% from the previous year's total passenger volume of 83,721,395. The declaration of State of Calamity in the entire country until September 2021 as well as the imposition of Luzon-wide Enhanced Community Quarantine (ECQ) in March up to May 2020, regulated the movement of people and limited sea travel

only to those with emergency and health concerns, those providing essential services such as medical workers and uniformed personnel, and those transporting medical supplies and laboratory specimens related to COVID-19, and other humanitarian assistance. Cruise tourism has likewise been negatively impacted by the pandemic as cruise ship tourists declined by 89.89% (192,151 passengers) in 2020 due to restrictions on the entry of foreign nationals in the country.



2020



2019

		Inc / Dec			
		Volume	%		
Passenger	24,886,437	(58,834,958)	(70.27)	83,721,395	Passenger
Disembarked	12,588,486	(29,720,198)	(70.25)	42,308,684	Disembarked
Embarked	12,276,337	(28,922,609)	(70.20)	41,198,946	Embarked
Cruise Ships	21,614	(192,151)	(89.89)	213,765	Cruise Ships

Shipcalls

Shipcalls closed the year 2020 at a total of 321,934, a drop of 36.01% (181,164) from the registered traffic of 503,098 in 2019. The decrease in total shipcalls was due mainly to the observed decline in domestic shipcalls of 36.90% (181,475), which negated the 2.76% (311) improvement in foreign shipcalls.

The downturn in total shipcalls in 2020 was due to the consequent economic restrictions and lockdowns in neighboring countries, as well as the temporary suspension of coastal shipping, owing from social and travel restrictions imposed by the government.



2020



2019

		Inc / Dec			
		Volume	%		
Shipcalls	321,934	(181,164)	(36.01)	503,098	Shipcalls
Domestic	310,361	(181,475)	(36.90)	491,836	Domestic
Foreign	11,573	311	2.76	11,262	Foreign

RoRo

RoRo volume ended the year 2020 at 5,077,610, down by 2,741,353 or a reduction of 35.06% from RoRo traffic of 7,818,963 by yearend 2019. Reduced volume can be traced to a significant drop in RoRo traffic in the 2nd quarter of 2020, reflecting mobility restrictions brought about by community quarantine measures imposed by government.

RoRo volume doubled in the 3rd quarter and continued to rise until the year end. Improved numbers, however, did not reach 1st quarter figures that were achieved during pre-pandemic conditions.



2020



2019

		Inc / Dec			
		Volume	%		
RORO	5,077,610	(2,741,353)	(35.06)	7,818,963	RORO
Inbound	2,551,517	(1,358,478)	(34.74)	3,909,995	Inbound
Outbound	2,526,093	(1,382,875)	(35.38)	3,908,968	Outbound



Port of Ormoc, Leyte



Manila International Container Terminal (MICT)

02 FINANCE

The Philippine Ports Authority is a corporate agency of the government which was granted financial autonomy in 1987. It is a major contributor to the national government in terms of taxes and dividends. For its 2018 performance, its total payout was Php9.4B of which Php5.9B was in taxes and Php3.51B in cash dividends.

The COVID-19 global pandemic caught everyone by surprise. It was unexpected and unprecedented in modern times, impacting the Philippine economy as well as the lives of all Filipinos. Anti-COVID-19 measures that needed to be undertaken by the government required funding and called for resources to be pooled. The PPA paid its dividend remittance for its 2019 performance in advance, contributing Php5B to the national treasury. It was the largest dividend remitted by the agency in its 46 years of existence, landing it a

place in the Top 20 Philippine Corporations released by the Department of Finance.

Assistance was granted to port stakeholders through the staggered payment option for unpaid rental fees covering the period March 15, 2020 to July 31, 2020. The installment period given was for five months starting August 2020 until December 2020 and did not bear interest and penalties. Moreover, the Holdover Authority and permits issued by the agency during the quarantine period were also extended up to 31 December 2020.

Revenue contributors include income from port operations such as Port Dues, Berthing, Anchorage, Arrastre/Stevedoring, Pilotage, Wharfage for export, Ro-Ro fees, as well as Non-traditional income sources. Disruption brought about by the quarantine are expected to reduce revenue and performance for 2020.

Dividends

The Philippine Ports Authority (PPA) remitted Php3.763 billion in dividends to the Bureau of the Treasury (BTr) for 2020, or 7% more than the required amount under the law. GOCCs are mandated under Republic Act (RA) No. 7656 or the Dividend Law to declare and remit to the national government at least 50% of their net income as dividends.

Due to the reduced volume of business amid the COVID-19 pandemic in 2020, the PPA's dividend remittance in the amount of Php3.763 billion, was lower than the P5 billion it paid out for the pre-pandemic fiscal year of 2019.

Since the start of the Duterte administration, the PPA has been a consistent top-performing agency of the DOTr, remitting a total of P17.39 billion in dividends to assist the government in the implementation of its priority programs.



Php3.763 billion
remitted dividends to the
Bureau of the Treasury in 2020

7% more than the required amount
under the law.

Php17.39 billion
total dividends remitted
since 2016

Tax Payments

In terms of tax payments, the PPA remitted to the Bureau of Internal Revenue (BIR) in CY 2020, the total amount of Php3.938 billion in the form of Income Tax, Value Added Tax (VAT) and Withholding Tax.

During the five-year period since the start of the current administration in 2016, the PPA was able to remit a total of Php18.844 billion in the form of tax payments to the government.

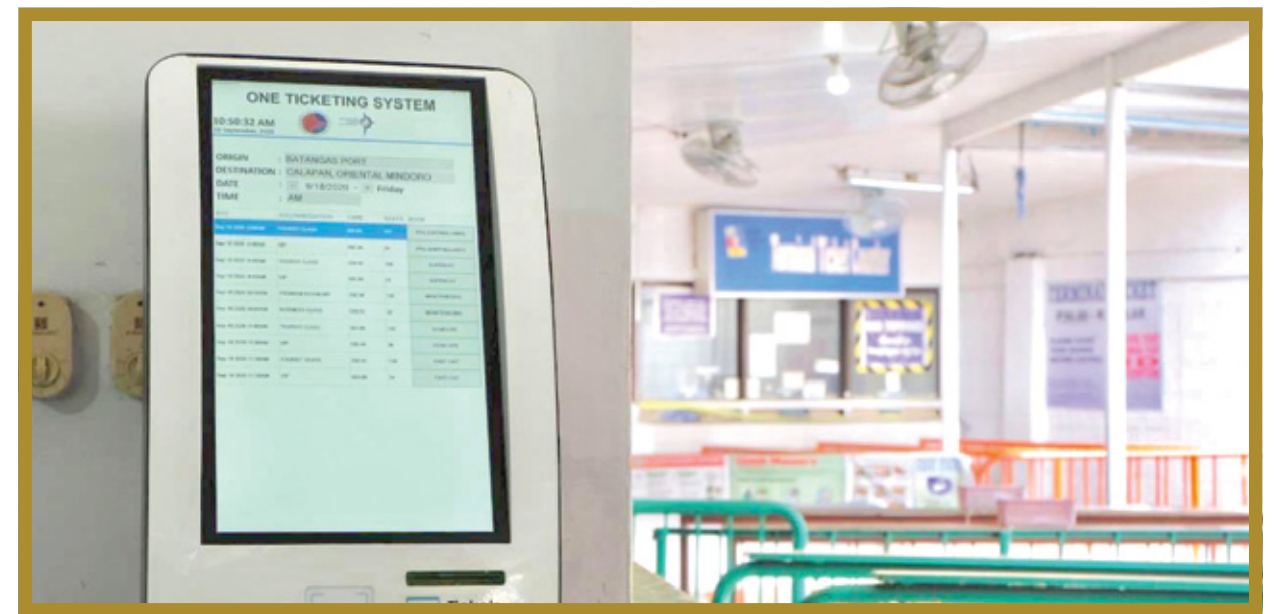
Php3.938 billion
remitted tax to the Bureau of
Internal Revenue in 2020

Php18.844
total tax payment since 2016

On-line Payments

On 12 July 2020, the PPA launched its Electronic Payment Portal (ePP) to comply with the “new normal” of doing business as a call for health-related measures limiting face-to-face transactions. The ePP which can be accessed anywhere and anytime enhances the existing Electronic Payment System (ePS) of PPA which offers more payment options and serves as gateway to payment systems of cargo handling and port operators.

PPA's ePP effectively digitizes the collection of permit fees and port charges under the control of PPA. The ePP is linked to government and commercial banks as well as non-bank institutions joining the program. The system offers variety of payment modes such as through on-line banking, credit card, debit card for contactless payment transactions as well as alternative payment centers which can be easily accessed by port clients.



Unified electronic ticketing system at the Port of Batangas

PPA signed a Memorandum of Agreement with the Landbank of the Philippines (LBP) as the payment channel interconnected with different banks and payment hubs. Aside from LBPs own on-line banking channel, it also offers payment through Bancnet's umbrella banks enrolled in LBPs electronic payment such as Asia United Bank, CTBC Bank, Citystate Savings Bank, Development Bank of the Philippines, Enterprise Bank, Entrepreneur Bank, Equicom Savings Bank, Luzon Development Bank, MASS SPECC, Malayan Bank, Overseas Filipino Bank, PBCom, Philippine Business Bank, Philippine Veterans Bank, Philtrust Bank, Sterling Bank of Asia, Sun Savings Bank and Wealth Bank. It is also connected with Philippine Clearing House Corporation (PCHC) member-banks such as RCBC, Unionbank and Robinsons Bank. There are also numerous payment options through Multipay and 7/11 payment hubs available with the LBP payment channel.

The ePP is an in-house developed system integrated with its on-line systems, namely the Electronic Accreditation System (eAS), Electronic Permit Management System (ePMS) and Internet-based Port Operations and Receipting System (iPORTS).

Aside from the above-mentioned systems linked with EPP, an Electronic Terminal Management System with Cloud based Ticketing, is already in the pipeline. Once implemented, the system will provide centralized booking and payment of passenger tickets and terminal fees. It is expected to also address overbooking and overloading of passengers, leading to safer sea travel, as well as limit the number of stranded passengers at the port during inclement condition.

The EPP shall also be integrated with other two systems for implementation, namely the Private Port Electronic Filing System (PPEFS) and the Electronic Real Estate Management System (ERMS). The PPEFS aims to streamline the process of application for Clearance to Develop, Permit to Construct and Certificate of Registration/Permit to Operate through an on-line processing and payment of transactions. The same concept is hoped to be achieved with the ERMS, which is targeted to provide an on-line means of processing and payment of application for leasing of PPA properties.



03 PORT OPERATIONS

Photo above: South Harbor ATI Night Cargo operation



MICT during night operation

The Philippine Ports Authority was created in 1974, primarily to administer and manage the country's ports across the Philippine archipelago of 7,100 islands. Now headed towards its 47th year of existence, its broadened scope and functions include planning, development, financing, operation and maintenance of ports or port districts for the entire country, including all port construction projects under its port system.

On 16 March 2020, the National Government declared the entire country under a State of Public Health Emergency in response to the COVID-19 global pandemic, effectively shutting down all businesses except those involved in the manufacture, trade and distribution of essential goods and services. The PPA moved quickly to ensure the continued operations of ports, especially those that were relied on by communities for their livelihood and survival.

The expected congestion at the different Ports of Manila because of the non-withdrawal of cargo due to the shutdown was immediately addressed jointly with the management of the Manila International Container Terminal and the Manila South Harbor, the Department of Trade and Industry, the Department of Agriculture, the Department of Finance and the Bureau of Customs. The movement of cargo to and from the ports was ensured, allowing the continuity of international and local supply chains, particularly essential supplies that were critical.

Quarantine restrictions included protocols that involved the movement of passengers. The Eva Macapagal Super Terminal inside the South Harbor was converted into the Bayanihan to Heal As One COVID-19 Quarantine Center, a state-of-the-art, 211-bed capacity quarantine facility. A Stage 3 Ambulance augmented the capability of the

center. The project was undertaken largely from a P100-million fund donation from the Lopez Group of Companies.

Keeping in mind that the safety and welfare of employees and personnel are primary, the PPA ensured the steady supply of COVID-19 protective equipment and essentials needed to avoid possible infection. Alternative work platforms to reduce risk were adopted and COVID-19 safeguards are posted in strategic places to constantly remind employees to be vigilant with the new procedures. The continued protection against infection of everyone, including visitors, is to be ensured at all times, at all ports nation wide.



Disinfection of cargoes at the Port of Masbate

Port Operations Policies

New rules and regulations as well as amendments to existing policies were issued in 2020, to keep operations and services aligned with the directions of the national government, as well as keeping abreast with international best practices. The following major policies were issued during the year:

Type/No.	Subject	Purpose
Administrative Order (AO)		
014-2020	Mandatory Tree and/or Mangrove Planting as a Condition for the Issuance of Accreditation, Certification of Registration, Appointment, or Award of Contract or Renewal/Extension Thereof	
010-2020	Reduction of Port Charges for Foreign Ships Deviating to Port of Capinpin, Orion Bataan for Crew Change	To provide foreign shipping companies opportunity to efficiently replace Filipino seafarers, helping to mitigate a lot of pressure for crew changes, as well as to consider their health, safety, and well-being
009-2020	Revised Guidelines on the Issuance of Permit to Operate (PTO) for the Provision of Ancillary Service in the Ports.	Prescribe the requirements and procedures in the issuance of Permit to Operate or PTO for the purpose of providing ancillary port services in all government ports under the jurisdiction of the Philippine Ports Authority (PPA).

005-2020	Prescribing Allowable Maximum Gross Weight for Ro-Ro Vehicles	To rationalize the basis for determining the allowable maximum gross weight of Ro-Ro vehicles when weighed in the ports under the jurisdiction of the Philippine Ports Authority (PPA).
004-2020	Staggered Payment of Rental Fees Covering the Period March 25, 2020 to July 31, 2020	To provide temporary economic relief to PPA lessees affected by the COVID-19 pandemic and to mitigate the impact of community quarantines to PPA lessees.
003-2020	Guidelines Implementing the Joint Administrative Order (JAO) 20-01 in the Port of Manila under the jurisdiction of the Philippine Ports Authority (PPA)	Prescribe free storage period for reefer containers and dry vans, direct and authorize terminal operators of Manila Ports to facilitate the immediate withdrawal of overstaying cargoes, and provide rules governing the expeditious berthing of vessels to prevent disruption to the supply chain.
001-2020	Prescribed Waste Reception Fee in All Ports	To provide prescribed waste reception fees in all PPA ports pursuant to PPA Board Resolution No. 2873 and to comply with the International Convention for the Prevention of Pollution from Ships, 1973, as modified in 1978 (MARPOL 73/78).
Memorandum Circular (MC)		
044-2020	Remote Auditing and Amendment to Reporting and Monitoring Procedures of IAD	To institute procedures for the implementation of Remote Auditing Procedures during state of emergency and/or other restrictions
043-2020	Guidelines in Processing Port Charges Exemption (OPCE) on Export Wharfage for PEZA Registered Company at the Manila International Container Terminal (MICT)	Automate the processes and lessen onsite and paperless transaction in the approval of exemption of export wharfage.
042-2020	Guidelines in the Grant of Financial Assistance for the Critically-Impacted Maritime Sector under Republic Act (R.A.) No. 11494	Reduce the adverse effect of COVID-19 to the shipping industry through the provision of financial assistance; and prescribe eligibility requirements, procedures, and terms and conditions for the shipping companies/operators who can avail of the financial assistance.
041-2020	Guidelines in the Availment of COVID-19 Testing for Returning Filipino Seafarers under Republic Act (R.A.) No. 11494	To provide financial assistance to qualified Filipino seafarers through COVID-19 testing.

024-2020	Waiver/Reduction of Port Fees and Charges for the Grand Send-Off of the Hatid Tulong Program (Formerly Hatid Probinsya Program). (Further extended by MC Nos. 27-2020 and 28-2020)	Reduce the financial cost of ferrying Locally Stranded Individuals (LSIs) to their home provinces under the Hatid Tulong Program through the reduction of applicable port fees and charges imposed on vehicles, Ro-Ro vessels and all other sea-going vessels for the use of PPA port facilities.
023-2020	Extension of Validity of PPA Approvals/Permits During the Enhanced Community Quarantine (ECQ), Modified ECQ (MECQ) and General CQ (GCQ) Due to COVID-19 Pandemic (Further extended by MC Nos. 030-2020, 033-2020, and 037-2020)	
021-2020	Processing of Private Port Applications for Energy Related Projects in Compliance with Republic Act (R.A.) No. 11234 or an Act Establishing the Energy Virtual One-Stop Shop for the Purposes of Streamlining the Permitting Process of Power Generation Transmission	To establish procedures in the processing of private port applications of energy related projects and to ensure efficient and effective delivery of service to the public through the electronic application and processing system compliant with the EVOSS Act.
017-2020	Extension of Rental and Concession Fee Payments in Compliance with Republic Act (R.A.) No. 11469 or the Bayanihan to Heal as One Act	Grant a grace period for the payment of rental dues and concession fees falling within the period of the Enhanced Community Quarantine (ECQ), without incurring interest, penalties, fees, and other charges.
015-2020	Guidelines in the Processing of PPA Permits During the Enhanced Community Quarantine (ECQ) Due to COVID-19 Pandemic	To simplify procedures and documentary requirements to speed up processing of permits and applications, minimize disruption in port operations, and ensure that operators and service providers in the port are authorized to preform services during the Enhanced Community Quarantine (ECQ).

On-Line Accreditation

Measures to limit face to face transactions included the issuance of Philippine Ports Authority Memorandum Circular No. 15-2020 (Guidelines in the Processing of Permits During the Enhanced Community Quarantine (ECQ) due to Covid19 Pandemic. The extension of quarantine

measures to mitigate the negative impact of the pandemic on the health and lives of the general population prompted the regularization of electronic accreditation for port providers and port users.

On-line applications through e-accreditation or Electronic Accreditation System (eAS) is currently a continuing service of the PPA.

Applications for Accreditation are filed on-line, payment of fees are done through electronic payments and on-line systems of participating banks or through direct deposits or transfer payments to PPA Head Office centralized collection accounts with Landbank of the Philippines and Philippine Veterans Bank.

Certificate of Registration/Permit To Operate

As part of its mandate to provide responsive, uninterrupted and streamlined services to its clients, the PPA engaged and partnered with private entities for the development of private port facilities.

In 2020, the Authority issued twenty-eight (28) certificates of registration/ permits to operate, to various corporations of which seventeen (17) are in Luzon; three (3) are in

Visayas; and, eight (8) are in Mindanao. A Clearance to Develop was granted to Power Maxx Manufacturing Corporation operating at Brgy. Mountain View, Mariveles, Bataan.

Harbor Pilot Appointment

With PPA's direct supervision and control of harbor pilots and Pilots' Association, the Authority is responsible for the governance over pilotage services, the conduct of pilots, and regulation on pilotage fees in the ports. Eight (8) regular appointments and seven (7) probationary appointments of harbor pilots located in the pilotage districts of Aparri, Batangas, Masinloc-Sta Cruz-Sual, North Panay, Manila, Tacloban, Cagayan de Oro, and Davao were issued by PPA in 2020. A total of one hundred twenty four (124) positions have been filled up, making the total number of authorized harbor pilot positions to one hundred eighty three (183).



Port of Tagbilaran, Bohol



04 PORT INFRASTRUCTURE & DEVELOPMENT

Photo above: Port of Abra de Ilog, Occidental Mindoro



Port of Cantilan, Surigao del Sur

A significant portion of the corporate operating budget (COB) is apportioned to port infrastructure facilities construction, harbor maintenance, and repairs and maintenance projects to ensure the uninterrupted operation and service delivery in the ports as well as improve the capacity, service standards, and efficiency of the country's maritime gateways. This is consistent with the government's development agenda – Build, Build, Build - and strategic objectives as well as the Authority's vision of providing globally competitive port facilities and services.

Locally Funded Projects (LFPs)

A total of 63 Locally Funded Projects (LFPs) were implemented throughout the year, consisting of both new and carry-over projects nationwide. There were 27 projects for Luzon ports, 20 projects for Visayas ports, and 16 for Mindanao ports.

The status of LFP implementation is shown in the following table:

Locally Funded Projects (LFPs)

	Luzon			Visayas			Mindanao			Total
	HO	FO	Total	HO	FO	Total	HO	FO	Total	
Completed	6	6	12	8	-	8	7	1	8	28
Ongoing	15	-	15	12	-	12	7	1	8	35
Total	21	6	27	20	-	20	14	2	16	63



PPA appropriated a total of
Php3.715 billion
to finance all of its LFPs
for the year

LUZON Completed Projects



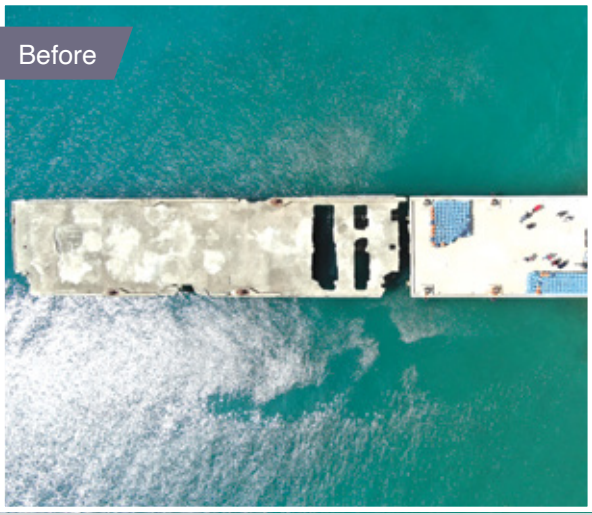
Construction of Port Operations Building, Port of Abra de Ilog, Occidental Mindoro



Construction of RC Pier, Platform and Roro Ramp, Port of Bansud, Oriental Mindoro



Construction of Back-up Area, Port of Bulalacao, Oriental. Mindoro



Reconstruction of RC Pier and Construction of Roro Ramp, Port of Carmen, San Agustin, Romblon





Widening of Wharf Phase-2, TMO Pasig, Manila



Port Expansion , Port of Ormoc, Leyte

VISAYAS Completed Projects



Construction of Port Operations Building, Port of Dumaguete, Negros Oriental



Construction of Port Operations Building, Port of Ormoc, Leyte



Construction of Back-up Area and Roro Ramp, Port of Tapal, Bohol

MINDANAO Completed Projects



Construction of Port Operations Building, Port of Babak, Samal, Davao del Norte



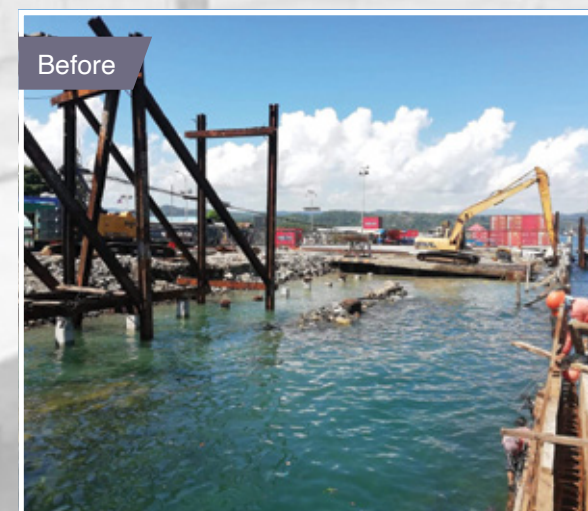
Construction of RC Pier and Continuous Roro Ramp, Port of Benoni, Camiguin



Port Expansion, Port of Cantilan, Surigao del Sur



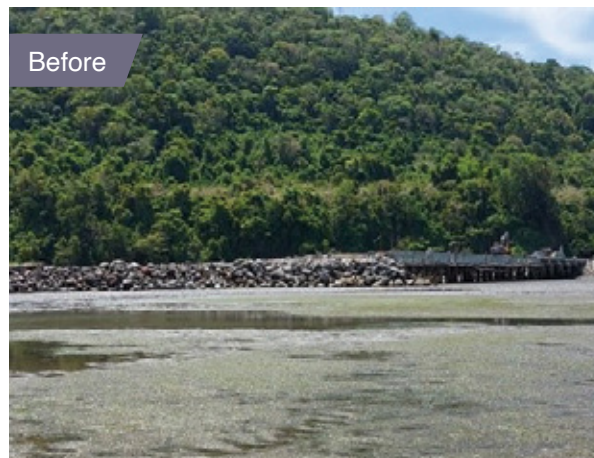
Expansion of Back-up Area and RC Wharf, Port of Cagayan de Oro, Misamis Oriental



Port Improvement, Port of Iligan, Lanao del Norte



Construction of RC Wharf Extension, Port of Liloy, Lamao, Zambonga del Norte



Port Development (Phase-1A), Port of Timaco, Cotabato, Maguindanao

Repair and Maintenance (R&M)

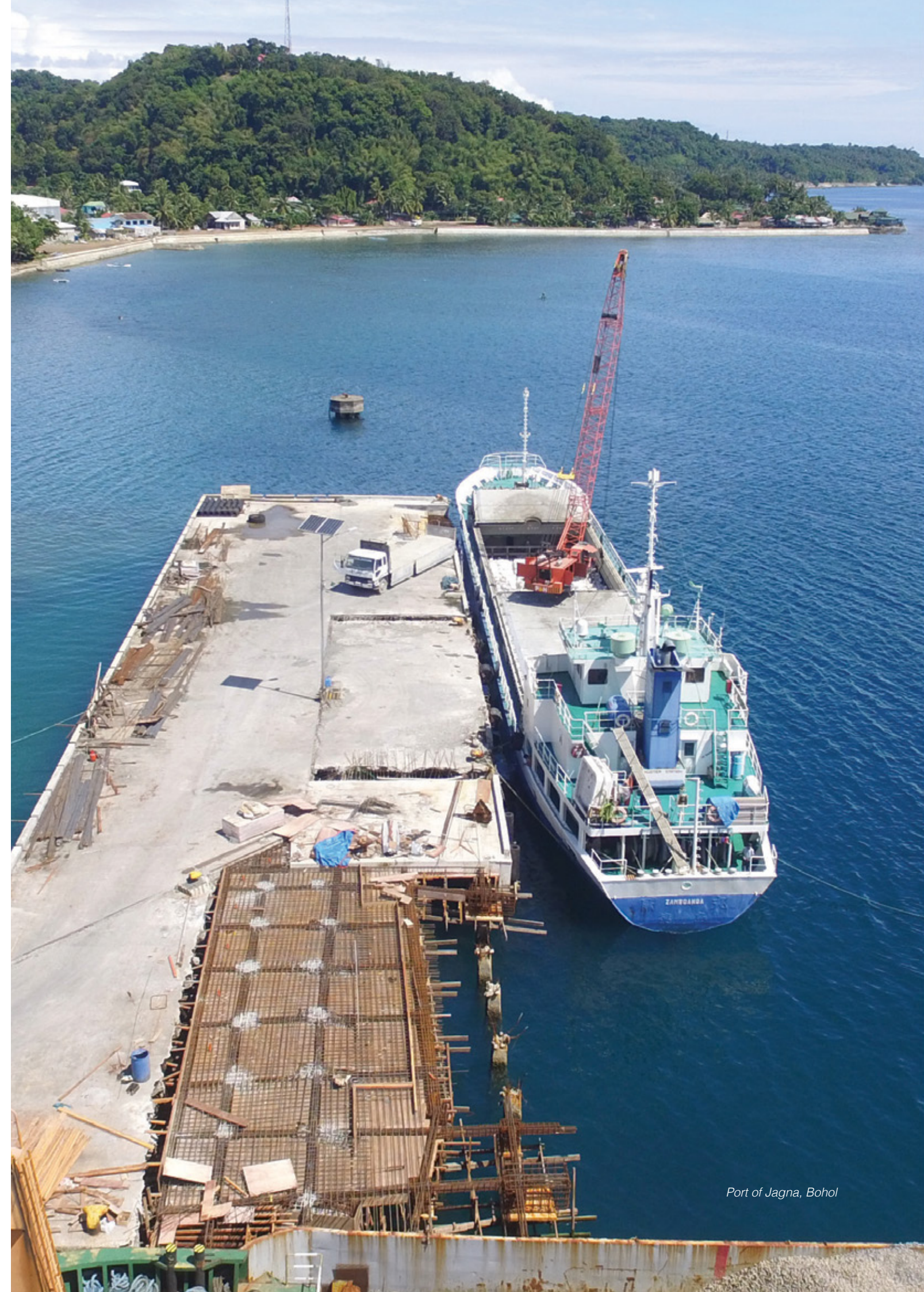
Routine and preventive maintenance of port facilities and structures are consistently undertaken to ensure that they are kept at safe and serviceable condition at all times. The Authority appropriated Php1.0 billion for new and carry-over repairs and maintenance (R&M) projects nationwide.

As of December 2020, a total of 130 repair projects were completed while 20 projects were still on-going.

Dredging

Routine maintenance dredging operations are done to keep the country's harbors and ports clear and safe to passenger liners and cargo vessels. With the increasing sizes of ships, improved navigational channels are necessary to ensure that serviceable water depths are maintained to keep the efficient, quick, and safe vessel operations.

A total of 647,430.00 cubic meters (m³) of silt were removed during the year from various ports under the Bicol, Palawan, Bohol, Mindoro, Romblon-Marinduque, and Manila Clustered Projects.



Port of Jagna, Bohol



05 PORT SAFETY AND ENVIRONMENT

Photo above: Port of Banago, Bacolod



Disinfection of facilities at PMO Negros Occidental/Bacolod/Banago Bredco

Safety and Security

PPA embarked on a number of projects to further upgrade the safety and security of ports nationwide.

In line with its objective of providing immediate response to emergency situations in ports and upgrading port operations and services nationwide, it invested in specific purpose motor vehicles and multi-purpose utility vehicles. It also upgraded the ports with the installation of LED solar street/road lights for safety and security of port users and stakeholders.

The agency continuously provided, as well, medical supplies, personal protective equipment (PPE) to its personnel and frontliners to help contain the spread of

COVID-19. Air purifiers and UV lights were fitted into its offices nationwide as additional protection against COVID-19.

Navigational Aids

The installation and maintenance of Navigational aids or AtoN are necessary to ensure the continued safety of Philippine waters and maritime transport. The PPA embarked on a number of priority projects on the offshore Installation of Navigational Aids (solar powered buoys):

1. Mindoro Cluster – construction of and installation of offshore Aids to Marine ports of Calapan, Puerto Galera, Mansalay, Roxas and Bulacao, Oriental Mindoro; and San Jose, Oriental Mindoro (53 units)

2. Negros Occidental Cluster – construction of and installation of offshore Aids to Marine ports of Banago and BREDCO, Bacolod City; San Carlos and Pulupandan, Negros Occidental (30 units)
3. Northern Mindanao Cluster I – construction of and installation of offshore Aids to Marine ports of Surigao and Lipata, Surigao del Norte; Nasipit and Masao, Agusan del Norte (28 units)
4. Northern Mindanao Cluster II – construction of and installation of offshore Aids to Marine ports of Iligan, Lanao del Norte; Cagayan de Oro and Balingoan, Misamis Oriental; Benoni, Balbagon and Guinsiliban, Camiguin Oriental Mindoro (32 units)



Navigational Buoys (Parts by Parts) and Other Buoy Accessories for the Ports of Calapan, Puerto Galera, Mansalay, Roxas and Bulalacao, Oriental Mindoro and San Jose, Occidental Mindoro



Assembly works of navigational buoys with complete sets of marine lanterns for the Ports of Banago, Bredco, Pulupandan and San Carlos Negros Occidental



Assembly Works of Navigational Buoys with Complete Sets of Marine Lanterns for the Ports of Lipata, Culasi, San Jose de Buenavista and Sibunag, Antique and Guimaras Province



Newly made sinker blocks prior to loading at the crane barge for offshore installation at Ports of Estancia, Iloilo, Culasi, Roxas City and Dumaguít, New Washington



Multi-purpose vehicle



PPA employees' service vehicle



Specific purpose motor vehicles



06 PORT SECURITY



Baggage X-ray Machine at the Port of Lanao del Norte/Iligan

International Ship and Port Facility Security (ISPS) Code

The International Ship and Port Facility Security (ISPS) Code is an essential part of the PPA's general security policy. It was designed to establish an international framework involving governments, port authorities, and shipping and port industries to detect security threats and undertake preventive measures against security incidents affecting ships or port facilities used in international trade.

In compliance with the Code, PPA continuously undertakes measures to enhance its port security and safety policies. Based on its latest inventory, 97 out of 115 ports have been declared by the Office of Transport Security (OTS) as compliant with the requirements of the ISPS Code. PPA has also submitted to the OTS the compliance requirements for other ports for their evaluation and subsequent certification.









Port Police Training/Capacity Building Programs

The Philippine Ports Authority (PPA) maintains a port police force nationwide, deploying additional police personnel when needed, in its bid to secure the country's ports from all kinds of threat. Hiring and deployment of more port police personnel is part of PPA's continuing effort in ensuring strict implementation of local and international port security measures and protocols.

A total of nine (9) Port Police graduated from the Philippine Practical Shooting Association Range Office Course in 10 March 2020 held at the PPA training facility located north of Manila.

Security Equipment Procured

To keep pace with the latest port security requirements, PPA spent a total of Php 1.220 billion for the procurement of the following for installation and deployment in all ports nationwide:

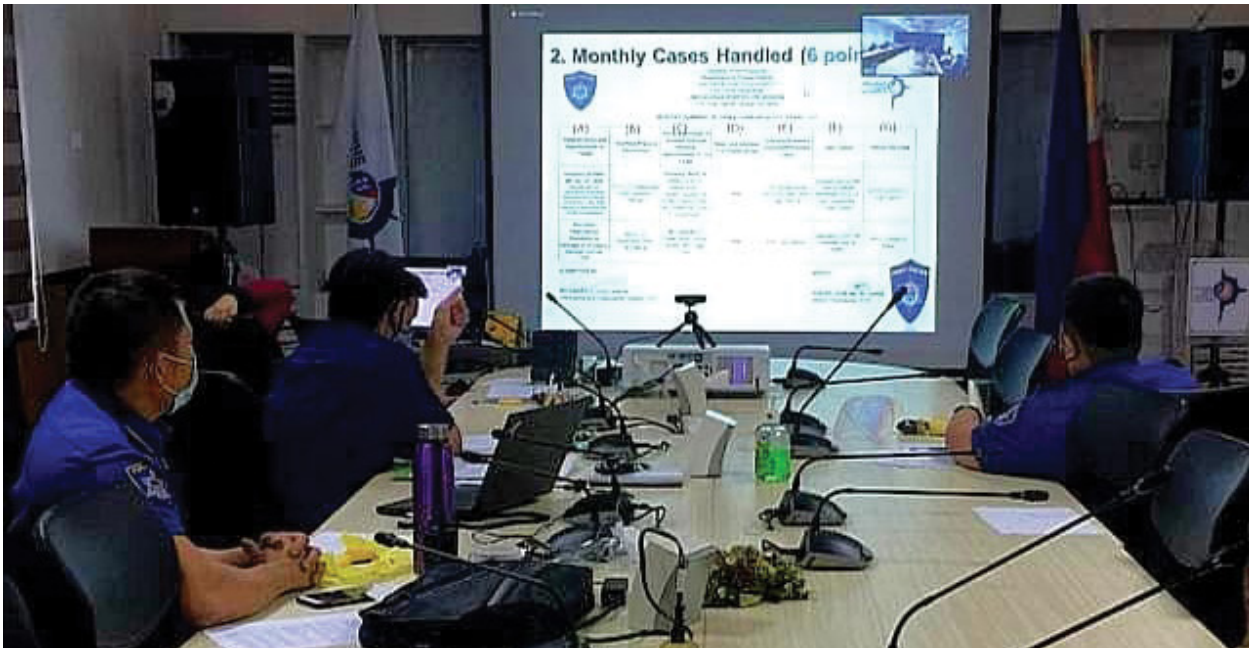
-  Body Worn Cameras
-  Body Scanning Machines
-  CCTV Surveillance Monitoring
-  Port Police Safety Equipment and Tactical Gears
-  Port Police Tactical Uniforms
-  Binoculars
-  Port Police Uniform Paraphernalia
-  Provision of Security Screening Machine Operators for Baseports and Terminal Ports



Port Police personnel at the Port of Banago, Bohol



K9 canine at work at Port of Banago, Bohol



Port Police Virtual Command Conference



Lipata Port, Surigao City, Surigao del Norte



07 CORPORATE GOVERNANCE



AGM Fariñas signing the Strategy Map during the Port Executives' Conference (PEC)

The PPA is under the stewardship of a nine-member Board of Directors. Led by the Board together with the PPA Management Team, the Authority has been complying with the Code of Corporate Governance for Government-Owned or -Controlled Corporations and other relevant issuances by the Governance Commission for GOCCs (GCG).

The Board, chaired by the DOTr Secretary, sets out the strategic direction and the policies for the accomplishment of PPA's corporate objectives. The Board conducts its meetings on a monthly basis to ensure that operational targets are met and that corporate issues are immediately addressed. Board Committees and a Technical Working Group have also been created to assist them in the discharge of their functions.

The PPA has also implemented relevant guidelines and procedures as contained in its Manual of Corporate Governance, Code of Conduct and Ethical Standards, Whistle Blowing Policy, No Gift Policy, Information and Communication Technology Security Policy as well as the Freedom of Information (FOI) policy pursuant to Executive Order No. 2, s. 2016.

Formulation of New Vision, Mission and Strategy Map

On March 2-5, 2020, the PPA held its Port Executives' Conference in Baguio City, attended by its Management Team. Spearheaded and facilitated by the PPA General Manager, the Management Team conducted a workshop to formulate the new Vision, Mission, Corporate Values, and

Strategy Map. During the said conference, the PPA Management Team highlighted on the need for a new Vision, Mission, Corporate Values, and Strategy Map that will guide the organization and its people in achieving greater heights, and in shaping the future of the Philippine ports and the port community as a whole.

The new Vision, Mission, Corporate Values, and Strategy Map was presented to the PPA Board on October 29, 2020 and was approved per Board Resolution No. 2960.

ISO QMS Certification

As of December 2020, the PPA HO and PMOs, except Masbate, are ISO Certified. The PPA Head Office together with fifteen (15) PMOs maintained their ISO QMS certification per surveillance audit conducted by the Certification International Philippines Inc. (CIP). The other nine (9) ports (Batangas, Cagayan de Oro, Davao, Socsargen, Zamboanga, Ozamiz, Panay/Guimaras, Palawan & Bicol) have maintained their ISO IMS Certification. The IMS certification encompasses three (3) international standards: ISO 9001:2015 (Quality); ISO 14001:2015 (Environment) and BS OHSAS 18001:2007 (Occupational Health and Safety).

The certifying body for IMS ports is SOCOTEC Phils. Inc., except for Cagayan De Oro and Socsargen which were audited by TUV Rheinland Phils.

Digitalization

The four sectors of the Department of Transportation (DOTr): Road Transport; Railways; Maritime; and Aviation shifted to the “new normal” through digitalization and by harnessing the best practices in technological advancements in different transactions. The move was in line with the safety precautionary measures being



A Port Police Officer, K-9 handler and a Security Guard at the Port of San Carlos receiving award for preventing marijuana smuggling inside the port.

prescribed by health authorities to contain the spread of the coronavirus disease (COVID-19). These included measures such as physical distancing or limiting direct human-to-human intervention.

In the Maritime sector, the Philippine Ports Authority (PPA) put in place, steps towards the implementation of the automated passenger ticketing in all its passenger terminals nationwide by 2021, to avoid face-to-face ticketing transactions. The Unified Electronic Ticketing System, equipped with an electronic reservation and ticketing assistant, is envisioned to reduce human-to-human transactions to comply with the “new normal” to curb COVID 19. This system will be integrated across all payment platforms covering all PPA terminals.

PPA Services that have been digitalized include:

1. e-Accreditation System
2. PPA e-Learning
3. Biddings Live Streaming
4. e-Permit Management System (EPMS)
5. Port Customer Registration System (PCRS)
6. PPA e-Library
7. PPA Attendance Record Monitoring System (ARMS)
8. PPA e-Payment Portal (EPP)
9. PPA On-line Recruitment Portal



PPA Management and Senior Managers during the formulation of the Strategy Map

Capacity Building Programs

Acknowledging the people who make up the bedrock of the PPA, the Authority continually invests in its employees by providing in-house trainings as laid out in its manpower development program. A total of 1,827 personnel benefitted from in-house training programs. In addition, a total of 242 personnel have undergone leadership training program while 435 employees benefitted from trainings/seminars conducted by various local institutions.

As face-to-face learning methodologies have been restricted due to the COVID-19 pandemic, e-learning programs were introduced to adapt to the new normal. During the year, a total of 1,791 personnel availed of the e-Learning Program.

Developing the capabilities of its employees through training and upskilling is a key element in PPA's commitment to raise employees' competence to global standards as well as provide efficient port services to stakeholders. With the continued advancements in business operations, it is essential to equip its workforce with the necessary skills that caters to the needs and demands of the port industry.

Various training programs were also conducted by the PPA Training Institute (PPATI) for non-organic personnel such as those from the cargo handling operators aimed at improving port efficiency, promoting environmental protection, and ensuring the welfare of port workers. These training programs were, however, conducted through digital platforms in view of the COVID-19 pandemic and in compliance with the health and safety protocols in place for conducting training programs.

A total of 519 non-organic employees benefitted from the on-line seminars or webinars implemented by the Institute during the year. Topics include basic port operations; occupational safety, health, and environment; pollution control, quality customer relations, work attitude and values enhancement, mandatory on-line payment system, and COVID-19 protocols in ports.

Aside from the conduct of training programs, PPATI also accredited trainers and resource persons (i.e., through internal and external sourcing) who will form part of the PPA-accredited pool of trainers. As of 2020, PPA has a total of 152 accredited trainers and resource persons in various areas/topics composed of 85 in-house

trainers, 39 subject matter experts, 21 PPATI trainers, and 7 consultancy firms as service providers.

Gender and Development

Republic Act (R.A.) No. 9710 or the Magna Carta for Women Act requires all government agencies, offices, and instrumentalities, including GOCCs to adopt gender mainstreaming as a strategy to eliminate gender discrimination. In compliance with the law and in response to various GAD-related issues and concerns that were identified through various workshops and planning activities among agencies in the maritime industry, PPA implemented the following interventions during the year:

1. Improved and updated GAD corner in port premises, and dissemination of information, education, and communication (IEC) materials in the port;
2. Continuous provision of gender-responsive amenities and facilities in PPA port premises;
3. Holding trainings/seminars and/or attendance to meetings on gender responsive help desk management, gender sensitivity, gender mainstreaming, gender analysis, GAD planning and budgeting, gender audit, violence against women and children (VAWC), trafficking in persons (TIP) in ports, and Magna Carta for Women.

As an added expression of support, PPA actively participated in various GAD celebrations such as the annual National Women's Month, 18-Day Campaign to End VAW, and World Aids Day, among others.

Linkages (local and foreign)

The Authority maintains its strong cooperative relations and international



AGM Miale signing the Strategy Map

linkages by being an active member of a number of international maritime organizations such as the International Association of Ports and Harbors (IAPH), International Maritime Organization (IMO), Asia-Pacific Economic Cooperation (APEC), ASEAN Ports Association (APA), APEC Port Services Network (APSN), Permanent International Association of Navigation Congresses (PIANC), and the Brunei-Indonesia-Malaysia-Philippines East Asia Growth Association (BIMP EAGA).

PPA officials, in their capacity as authorized representatives of the Authority, are usually sent to represent and participate in various fora, technical meetings, and congresses being conducted by these organizations. During the year, however, due to the continuing threat of the COVID-19, the scheduled meeting and conferences were postponed and rescheduled, while others were conducted through digital platforms.

On December 21, 2020, the PPA General Manager attended the BIMP-EAGA Transport Sector on-line meeting and presented the developments in the country's transport sector, focusing on the projects being carried out in the Mindanao region. The meeting also discussed possible collaborative areas in view of the COVID-19 pandemic.



Port of Tapal, Bohol



08 BAYANIHAN TO HEAL & RECOVER

Above photo: Port Manager Caturla during the distribution of relief packs at Port of Surigao



Distribution of relief packs at Port of Surigao

The PPA undertook various initiatives to complement the existing COVID-19 responses and preventive measures of the government in order to mitigate the impact of the dreaded disease to port stakeholders and the maritime community as a whole. The following programs, initiatives, actions, and other forms of contribution were implemented by PPA in line with the enactment of Republic Act (R.A.) No. 11469 or the Bayanihan to Heal As One Act and R.A. No. 11494 or the Bayanihan to Recover As One Act:

Issuance of Prescribed Rules and Regulations, Standards, Guidelines, and Procedures in Response to the COVID-19 Pandemic

The COVID-19 pandemic greatly affected not only the volume of trade and business transactions at the ports but also the way business should be done in view of the “new normal”. To ensure the unhampered service delivery as well as the safety of port stakeholders, the Authority issued the following policies:

Memorandum Circular (MC)

- 042-2020 Guidelines on the Grant of Financial Assistance for the Critically-Impacted Maritime Sector under Republic Act (R.A.) No. 11494
- 041-2020 Guidelines on the Availment of COVID-19 Testing for Returning Filipino Seafarers under Republic Act (R.A.) No. 11494
- 024-2020 Waiver/Reduction of Port Fees and Charges for the Grand Send-Off of the Hatid Tulong Program (Formerly Hatid Probinsya Program) (Further extended by MC Nos. 027-2020, 028-2020 and 31-2020)
- 023-2020 Extension of Validity of PPA Approvals/Permits During the Enhanced Community Quarantine (ECQ), Modified ECQ (MECQ) and General CQ (GCQ) Due to COVID-19 Pandemic (Further extended by MC Nos. 030-2020, 033-2020, and 037-2020)
- 022-2020 Guidelines on the resumption of work under the General Community Quarantine (GCQ) and Modified General Community Quarantine (MGCQ) Periods
- 018-2020 Guidelines for the Prevention, Control, and Mitigation of the Corona Virus Disease (COVID-19) in the Offices and Facilities of the Philippine Ports Authority (PPA)
- 017-2020 Extension of Rental and Concession Fee Payments in Compliance with Republic Act (R.A.) No. 11469 or the “Bayanihan to Heal as One Act”
- 015-2020 Guidelines in the Processing of PPA Permits During the Enhanced Community Quarantine (ECQ) Due to COVID-19 Pandemic
- 011-2020 Port Emergency Measures to Ensure Unhampered Flow of Import Cargo at MICT
- 010-2020 Guidelines in the Implementation of Community Quarantine in Luzon in all Ports Under (as amended) the Jurisdiction of the Philippine Ports Authority (PPA)
- 002-2020 Management Port Protocols in Response to the Corona Virus Disease 2019 (COVID-19)
- 001-2020 Implementation in the Seaports of the Presidential Directive for the Management of the 2019 Novel Corona Virus Acute Respiratory Disease Situation

Administrative Order (AO)

- 010-2020 Reduction of Port Charges for Foreign Ships Deviating to Port of Capinpin, Orion Bataan for Crew Change
- 004-2020 Staggered Payment of Rental Fees Covering the Period March 15, 2020 to July 31, 2020
- 003-2020 Guidelines Implementing Joint Administrative Order (JAO) 20-01 in the Port of Manila under the Jurisdiction of the Philippine Ports Authority (PPA)

Assistance to the National Emergency Response Against COVID-19

PPA remitted a total of Php3.763 billion in dividends to the National Government. The cash dividends remitted provided the much-needed financial support on government spending measures for priority actions such as the implementation of emergency response to contain the spread of COVID-19 and on the provision of economic relief to people and sectors affected by the slowdown in economic activities, along with other government projects.

Construction of the Port of Capinpin Quarantine Facility for Seafarers

A new COVID-19 quarantine facility was constructed at the Port of Capinpin in Orion, Bataan to accommodate the seafarers involved in the crew change activities. The formal commissioning of the facility was held on October 9, 2020, led by the DOTr and the PPA. The 124-bed quarantine



Capinpin Quarantine Facility Inauguration



Disinfection of baggage of seafarers at the Port of Capinpin

facility spans a total of 1,271.6 sq.m., which includes 25 cubicles dedicated for high-risk individuals and separated by a fully equipped Nursing Station. The facility also houses two additional rooms with 12 bunk beds as sleeping quarters for medical frontliners attending to OFWs and Non-OFW patients.

The construction, which commenced on September 23, 2020 and completed on October 7, 2020, was funded through a Php100 million donation from the Lopez Group of Companies in support of PPA's initiatives in the fight against COVID-19.

Establishment of the South Harbor Molecular Testing Facility in Manila

The PPA opened a Reverse Transcription – Polymerase Chain Reaction (RT-PCR) Molecular Testing Laboratory for seafarers to cater to their testing requirements for crew change hub ports under the PPA. The testing facility was formally commissioned on October 5, 2020.

The facility, which is located in the PPA GAD Center, along the Manila South Harbor expanded port zone, has around 2,000 daily testing capacity and a 24- to 48-hour turnaround time for the release of the test results. The facility also houses a One-



Capinpin Quarantine Facility

Stop-Shop (OSS) which will assist seafarers in processing their inbound and outbound travel requirements with government agencies such as the Maritime Industry Authority (MARINA), Philippine Coast Guard (PCG), Bureau of Immigration (BOI), Bureau of Quarantine (BOQ) and Bureau of Customs (BOC); and in identifying possible isolation facilities where they may take their mandatory quarantine until the quarantine certificates are released.

Filipino seafarers, who are onboard vessels going to and from the country like container ships, general cargo ships, and cruise ships, are expected to greatly benefit on this testing facility. A total of 6,805 specimens were processed in 2020.

Conversion of the Eva Macapagal Super Terminal (Pier 15) into COVID-19 Medical Treatment Facility

The South Harbor COVID-19 medical treatment facility was opened on April 21, 2020 after PPA turned over control of the

facility. The commissioning ceremony of the new treatment facility was led by Transportation Secretary Arthur Tugade and Defense Secretary Delfin Lorenzana.

The 211-bed treatment facility was the retrofitted Eva Macapagal Super Terminal in Pier 15, made possible through a Php100 million funding support from the Lopez Group of Companies with assistance from PCG, MARINA, 2GO Group and Asian Terminals, Inc. – terminal operator of the Manila South Harbor. The PCG medical personnel runs the facility together with the Department of Health (DOH).



Eva Macapagal Super Terminal

The air-conditioned medical treatment facility is fitted with airtight doors, complete with all the necessary medical equipment, and has portable toilets, shower areas and even dining facilities, among others. It also has four zones: green, orange, violet, and blue, where green is for mild symptomatic COVID-19 patients while blue is for more advanced cases of COVID-19. The facility not only fills the shortage of medical facilities in the National Capital Region and its nearby cities and provinces, but will also accommodate returning Overseas Filipino Workers (OFW) and seafarers who will need to undergo mandatory quarantine. A total of 6,805 seafarers were provided assistance/served while 547 stakeholders were treated at the facility as of December 2020.

Activation of the Ports as Crew Change Hubs

Four of PPA's gateways – the Ports of Manila South Harbor; Batangas; Sasa, Davao; and Capinpin in Orion, Bataan – were opened and activated as international crew change hubs in the country. The activation of crew change hubs aims to ensure the overall well-being of seafarers and help address the global need for the regular provision of manpower for maritime vessels. Pursuant to International Labor Organization (ILO) 2006 Maritime Labor Convention (MLC), crew change is necessary to ensure the safety, health, welfare, and employment of seafarers as they can only be allowed to serve on board a vessel without leave for a maximum of 11 months.

The crew change hubs also house a One-Stop-Shop (OSS) where arriving and disembarking seafarers will undergo the mandatory RT-PCR testing and triaging procedures. The OSS is also a facility where seafarers are assisted in processing their inbound and outbound travel requirements with government agencies such as the Maritime Industry Authority (MARINA),



Eva Macapagal Quarantine Facility

Philippine Coast Guard (PCG), Bureau of Immigration (BOI), Bureau of Quarantine (BOQ) and Bureau of Customs (BOC).

The activation of the crew change hubs was also aimed at driving the economic growth of the country and of becoming the crew change capital in the region and of the world, with the Philippines being one of the major suppliers of seafarers in the international market with around 400,000 Filipino seafarers equivalent to about 25% of all seafarers around the world.

Since its activation, the following ports has served the following number of seafarers:

- South Harbor (activated on 22 Aug. 2020) – 6,805
- Capinpin (activated on 19 Aug. 2020) – 239
- Batangas (activated on 16 Dec. 2020) – 26
- Davao (activated on 20 Nov. 2020) - 123

Provision of Site Office for DOTr Emergency Operations Center (EOC)

PPA utilized its multi-purpose hall as site office of the Emergency Operations Center (EOC) of the DOTr. The EOC opened its communication lines on March 19, 2020 and has since then accepted calls from the public. The EOC communication lines are open from 7AM to 7PM, Mondays thru Fridays and 8AM to 12NN every Saturdays and Sundays. Concerns may also be sent thru text/SMS 24/7.

The EOC responds to transportation queries such as bus service program for health workers, airline and airport operations, cargo and vessel operations, among others. It has provided the much-needed assistance for motorists, commuters as well as the general public with their transportation (road, aviation, maritime) concerns especially during the ECQ period.

Provision of Relief Measures for Continued Business Operations at the Ports in Support of Intensified Government Efforts to Boost Trade and Economy

Extension of Rental and Concession Fee Payments

To provide temporary economic relief to lessees affected by the pandemic as well as mitigate the effects of the community quarantine, PPA provided for a staggered payment option for unpaid rental fees covering the period March 15, 2020 to July 31, 2020. The installment period provided for five monthly payments starting August 2020 until December 2020 and shall bear no interest and penalties.

During the effectivity of the ECQ, the Authority also granted a 30-day reprieve in the payment of rental and concession fees to all qualified lessees and port operators to help ease the burden on entities doing business with PPA. Said directive provided for payment extension without incurring interests, penalties and other charges. However, a 12% interest and a 25% penalty charge per annum was to be imposed on late payment on rental charges and concession fees upon the expiration of the 30-day grace period. (MC 017-2020).



GM Santiago with Port Manager Gantalao at Port of Bohol

Extension of Validity of Permits and Emergency Approval of Permit Applications

PPA issued Memorandum Circular (MC) No. 37-2020, which further extended until the end of the year the validity of all permits, certifications, and Hold Over Authorities (HOAs) that expired or are expiring during the implementation of community quarantines. The said policy likewise provides that all pending applications for accreditation and permit to operate received prior to or after March 15, 2020 were all deemed approved but only until the end of the year and for the sole purpose of doing business in the ports under PPA's jurisdiction. However, business entities benefitting the extension of validity of permits should file an application for renewal by end of the year in order to avoid the imposition of fines, charges, and penalties.

PPA MC 37-2020 complemented the earlier policy issued during the first half of the year – MC No. 17-2020 – which likewise extended the validity of permits and deemed approved all pending applications until Dec. 31, 2020, in view of the imposition of the ECQ.

The abovementioned policy initiatives ensured that all operators and service providers in the port were authorized to provide or perform port services and prevent the disruption in port operations and the flow of essential goods.

Adoption of Electronic Submission and Approval of Permit Applications

PPA adopted the submission of all applications and their supporting documents through electronic mail and other on-line platforms, subject to the usual post audit and/or verification processes. Approvals shall be issued through electronic mail subject to modification, suspension, or cancellation when circumstances so warrant. (MC 015-2020)



COVID-19 testing at PPA Head Office

Prohibition Against Imposition of Additional Port Charges and Fees

The PPA informed the public and all concerned that the Authority and its Board of Directors has not granted any increase and additional port fees, cargo handling, pilotage, terminal and miscellaneous charges, including hazard fee, its official port tariff during the implementation of the ECQ.

PPA likewise prohibited all shipping companies, terminal operators, cargo handling operators, pilots and pilots' associations, and private ports and port service providers to impose additional charges or fees. Such restriction in the increase of charges and fees seeks to facilitate trade as well as stabilize the prices of basic necessities and prime commodities by reducing transaction costs. (MC Nos. 024-2020, 027-2020, 028-2020 and 030-2020)

Priority Support to Uninterrupted Supply and Transport of Essential Goods

Supply Chain Facilitation for Basic Necessities and Prime Commodities

To ensure seamless delivery of necessities, PPA issued Memorandum Circular (MC) No. 14-2020 which allows truck drivers and helpers unconstrained access to and from the ports to enable them to proceed immediately to their final destination, subject to safety and health protocols being implemented by PPA.

Moreover, to secure the unhampered movement of cargoes within, to and from the entire Luzon, PPA issued MC No. 10-2020 which provides that trucks shall no longer be required to secure Cargo Entry Withdrawal Permit (CEWP). Instead, any existing transport documents (e.g., Bill of Lading Deliver Orders/Receipts, etc.) shall serve as port entry/exit documents.

Adoption of Processes for the Immediate Release of Reefer Containers and Dry Vans

The Authority released Administrative Order (AO) No. 03-2020, which provides for the guidelines in the implementation of Joint Administrative Order (JAO) No. 20-01 on the expeditious release of reefer containers and dry vans (in MICT and South Harbor) during the period of the ECQ.

The PPA Order aims to ensure the expeditious berthing of vessels as well as facilitate unimpeded handling, delivery, and transfer processes of cargoes loaded/discharged, specifically shipments of time-sensitive chilled cargoes like medicines, fruits, and vegetables; frozen cargoes like fish and meat; and dry goods like Out-of-Gauge (OOG) cargoes. The guidelines likewise spell out the withdrawal period of reefer container and dry vans, free storage

period for reefer containers and OOG cargoes, issuance of electronic gate pass, and publication of overstaying containers and vans, among other rules.

Decongestion of the Manila International Container Terminal (MICT)

PPA urgently addressed the port congestion at the Manila International Container Terminal (MICT) to prevent the disruption in the flow of essential import goods. To this end, Memorandum Circular (MC) No. 11-2020 was issued which temporarily authorized the Manila North Harbor as Designated Port for immediate and accelerated transfer of all overstaying foreign containers already cleared for delivery or withdrawal.

Palamigan ng Bayan

The “Palamigan ng Bayan” project aimed to help store the perishable goods being distributed by LGUs amid the ongoing pandemic as well as render assistance to the agriculture sector by providing them the needed cold storage facility to preserve the quality of their farm produce and maintain its freshness before distribution to local markets. The project, initially launched in 2018, in Tagbilaran City was expanded in 2020. During the year, the “Palamigan ng



Palamigan ng Bayan at Port of Calatagan, Calatagan, Batangas

Bayan” reefer container vans were also sent to the LGUs of Calatagan, Batangas; Romblon; Cebu Province; Dingalan, Aurora; Tubigon, Bohol; Claveria, Cagayan; Iloilo Province; Ormoc City, Leyte; and Orani, Bataan.

Provision of Assistance and Relief Efforts to PPA Stakeholders (Bayanihan sa Pantalan)

Grant of Financial Assistance for the Critically Impacted Maritime Sector

In line with the enactment of R.A. No. 11494 or the Bayanihan to Recover as One Act, PPA issued MC No. 42-2020 which provided for the grant of financial assistance for the critically impacted maritime sector – the shipping industry.

With DOTr as source agency and PPA as implementing agency, this undertaking aimed to reduce the adverse effect brought about by the COVID-19 to shipping companies and operators through the provision of financial assistance. The period to avail of the financial assistance was extended from December 19, 2020 up to the effectivity of the Bayanihan Act 2, or whenever the funds for the purpose has already been depleted.

The funds that DOTr transferred to PPA are not in the form of subsidy to PPA's operations but corresponds to DOTr's budget under the Bayanihan Act 2 in the amount of Php250 Million which shall be treated as financial assistance to be utilized in subsidizing the fees being collected from domestic shipping owners, specifically, Dockage (domestic) and Lay-up Fee (domestic).

A total of Php7,693,426.00 was disbursed as of yearend.

Free COVID-19 Testing for Returning Filipino Seafarers

PPA issued MC No. 41-2020 which provides for the provision of COVID-19 testing to qualified inbound/returning Filipino seafarers who disembarked through the country's ports and airports. The testing shall be conducted by a service provider procured by the PPA. With DOTr as source agency and PPA as implementing agency, this undertaking aimed to provide relief to Filipino seafarers through the provision of free COVID-19 testing.

The funds that DOTr transferred to PPA are not in the form of subsidy to PPA's operations but correspond to DOTr's budget under the Bayanihan Act 2 in the amount of Php270 Million which shall be utilized solely for the testing expenses of returning Filipino seafarers.

Of the downloaded amount, a total of Php53,275,500.00 was already disbursed as of end of December 2020.

Facilitation of Repatriation of Stranded Foreign Nationals (LSIs) and Overseas Filipino Workers (OFWs) through the



Seafarer being tested for Covid-19 at the Port of Davao Crew Change Hub

Hatid Tulong Program (Formerly Hatid Probinsya Program)

PPA, together with other concerned government agencies, facilitated the repatriation of stranded foreign nationals to allow them to catch sweeper flights to transport them back to their respective countries amid community lockdown due to COVID-19.



LSIs shower rooms at the parking area of the Passenger Terminal Complex of the Manila North Harbor

In response to the call of the President to send our Locally Stranded Individuals (LSIs) and Overseas Filipino Workers (OFWs) back to their provinces, PPA assisted in the sea transport arrangements of LSIs and OFWs who were stranded in Metro Manila. As of end of December 2020, a total of 679,622 LSIs and 21,038 OFW individuals have already been sent back to their respective provinces via sea transport at the Manila North Harbor. All LSIs and OFWs underwent strict health and safety protocols before sending them home. In addition to this a total 2,604,966 Authorized Persons Outside Residence or APORs were serviced at the ports nationwide.

The “Hatid Tulong Program” is a joint initiative of the Office of the President, the National Task Force COVID-19, DOTr, and other concerned government agencies.

Waiver/Reduction of Port Fees and Charges

As part of the Hatid Tulong Program of the government, the PPA, for its part, waived and reduced port fees and charges for passengers considered as LSIs and for vehicles, Ro-Ro vessels and other sea-going vessels who will ferry the LSIs back to their home provinces.

Per PPA MC No.24-2020, the passenger terminal fee and the Ro-Ro terminal fee for buses and other vehicles which are part of the Hatid Tulong Program are waived, while port fees and charges for Ro-Ro vessels and other sea-going vessels which are also part of the Program are reduced to Php1.00. The effectivity of the issuance was further extended by MC Nos. 027-2020, 028-2020 and 31-2020.



Ro-Ro operation at the Port of Batangas

The waiver/reduction in port fees and charges aims to provide economic relief by waiving and/or reducing the financial cost of ferrying LSIs to their provinces under the Hatid Tulong Program.

Distribution of Relief Items to Affected Port Workers and Communities

In line with its Bayanihan sa Pantalan initiative, PPA provided relief items to port workers and members of the port community who were gravely or somehow affected

by the implementation of the community quarantines.



Relief packs for affected PPA personnel/portworkers

All PPA Port Management Offices (PMO) initially distributed food packs and other relief items to individuals working at the ports while also partnering with several private institutions, civic, and religious groups in distributing relief items and even financial help to porters, dockworkers, utility workers, and security guards who were forced to work based on reduced hours, if not temporarily displaced. Drivers of trucks, public utility jeepneys, tricycles, pakyawan workers, and trisikad/padyak in the ports, whose means of livelihood were seriously affected, were also given with relief items.

The Authority also extended help to communities outside of the port premises. PPA officers and personnel distributed food packs and relief goods to affected families to help them thrive amid the community lockdown due to the ongoing battle against the COVID-19 pandemic.

Implementation of Port Stakeholder Protection Measures Against COVID-19

Development of the TRAZE Contact Tracing Mobile Application

A contact tracing mobile application, named TRAZE, was developed jointly by PPA in-house information technology personnel and a third-party developer, Cosmotech Philippines, Inc. The TRAZE app was designed to facilitate the movement of people inside the ports while maintaining the highest health protocols in preventing the spread of the COVID-19.

The TRAZE app has an advanced and user-friendly feature, capable of tracing the movement of individuals inside the ports even for those without mobile devices and access to the internet. The application provides its users with a unique identification number and printable QR code, which they need to scan at all entry and exit points.

The mobile app effectively replaced the accomplishment of entry protocols form as a pre-condition to entry in all PPA facilities. All PPA personnel, as well as those individuals, establishments, port workers, concessionaires, and other port stakeholders nationwide, are now required to use the TRAZE app, which can be downloaded by users through the Apple App Store and Google Play Store. Meanwhile, individuals who do not have access to any mobile devices will be assisted by PPA's Malasakit Help Desks installed in all of its managed ports nationwide in providing them with their unique QR code.

With the successful implementation of the TRAZE app, the DOTr likewise initiated the use of the app in the aviation and airport sector. On October 28, 2020, a simultaneous soft-launching of the mobile tracing application was conducted in four of the

country's international airports nationwide, namely: the Ninoy Aquino International Airport (NAIA), Clark International Airport (CRK), Mactan-Cebu International Airport (MCIA), and Davao International Airport (DIA). This was followed by the mandatory use of the app on November 28, 2020, wherein all international and domestic passengers flying to and from any airport in the country are required to download and register through the TRAZE Contact Tracing mobile application before proceeding to the airport.



Implementation of Traze App at North Harbor

Development of a Unified Electronic Ticketing System

The Unified Electronic Ticketing System was test-run at the Ports of Batangas and Calapan on September 18, 2020. The System, which is equipped with an electronic reservation and ticketing assistant, aims to reduce human-to-human transactions in light of the 'new normal' and safety protocols to prevent the spread of COVID-19 as well as provide a faster, more convenient, and safer ticketing system to passengers. The development of the system is also in line with attaining overall ease of doing business, remove fixing and ticket scalping, and improve port processes for maritime safety and security, while providing reliable service for inter-island maritime operations.

Through its on-line application procedure, the Unified Electronic Ticketing System will also support an integrated vessel booking and payment system for Roll-on Roll-off (Ro-Ro) ports. Using desktop computers or mobile gadgets such as mobile phones, passengers using the system, can reserve, book, and pay for tickets on-line. Should passengers have no access on-line, they can directly buy their tickets using the automated ticket vending machines to be located in all PPA-managed ports nationwide.

Launching of e-Payment Portal for Port-related Charges

In its bid to digitize the collection of port charges to reduce face-to-face transactions and comply with the “new normal”, PPA launched on July 13, 2020 its Electronic Payment Portal (EPP). The on-line payment system, which was designed and developed by PPA’s in-house technology and on-line platform experts, will house and host all payment systems of ports under the PPA’s jurisdiction and seamlessly connect it through many government and commercial banks joining the program as well as non-bank institutions for a variety of on-line payment modes such as payment centers, credit cards, and debit cards.

The PPA already had a Memorandum of Agreement (MOA) with the Land Bank of the Philippines (LBP) to host the interconnection of the different banks for the e-payment portal. The participating banks, mostly from the Bancnet umbrella, include Robinson’s Bank, UnionBank, Rizal Commercial Banking Corp. (RCBC), Asia United Bank (AUB), BPI Direct BanKo, CTBC Bank, Citystate Savings Bank, Development Bank of the Philippines (DBP), Enterprise Bank, Entrepreneur Bank, Equicom Savings Bank, Luzon Development Bank, MASS SPECC, Malayan Bank, Overseas Filipino Bank, PBCom, Philippine Business Bank, Philippine Veterans Bank (PVB), Philtrust



Bank, Sterling Bank of Asia, Sun Savings Bank, and Wealth Bank. In addition, some PMOs have likewise activated several other on-line payment options like GCash, 7-Eleven Cliqq, and the use of Bayad Centers to offer more platforms to the port users.

The EPP will be the central portal for doing electronic exchanges specifically for payment of port transactions and is integrated with other on-line systems such as the Electronic Accreditation System (eAS), Electronic Permit Management System (ePMS) and the Internet-based Port Operations and Receipting for Terminals System (iPORTS). It is also linked to the Cargo Handling Operators’ on-line systems depending on which port the client will transact.

Installation of Decontamination or Sanitation Facilities in the Ports

Decontamination/disinfection tents were installed in all ports and terminals nationwide as one of PPA’s safety measures against the spread of COVID-19. The facilities sanitize all individuals entering and exiting the port premises.

To complete the safety loop for all persons entering any port facility, handwashing stations have been set up in key locations inside the port in a bid to enhance PPA’s

first line of defense against the spread of COVID-19. All persons must properly wash their hands before undergoing decontamination inside the tents. Port security and health personnel imposed strict compliance to these safety protocols before allowing a person entry to any port facility.

Also, decontamination stations for rolling cargoes were also installed in strategic ports/locations as part of PPA’s stringent health and safety protocols. The mechanical decontamination sprayer will guarantee that rolling cargoes that enter and exit the ports are free from any viral and bacterial contamination.

Provision of Thermal Scanning Equipment, Protective Equipment, and Other Interventions to Frontline Personnel

PPA Offices have been equipped with thermal scanners at access gates. This is in addition to the strict entry protocols implemented in the ports using the TRAZE mobile application.

The Authority likewise ensured the adequate

and continued supply of protective equipment for its frontline personnel such as face masks and disinfection supplies like alcohol and hand sanitizers. Transaction counters have been draped with clear plastic covers and a regular disinfection/decontamination of office premises and frequented areas is also implemented to significantly reduce the risk of acquiring the dreaded disease.

‘Balik-Probinsya’ Program for Employees and Outsourced Personnel

In support of the government’s initiative to encourage workers in Metro Manila to relocate to the countryside, PPA implemented a ‘Balik-Probinsya’ program for all its employees including its outsourced personnel. The enlisting by employees started on May 6, 2020 and ended on May 13, 2020.

The said initiative has helped the management to strategize and implement other appropriate measures against the continuing threat of the COVID-19 pandemic after the agency was able to rationalize its Manila-based workforce through the program.



LSIs being processed at the Port of Agusan



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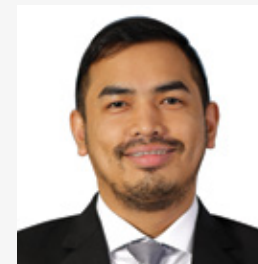
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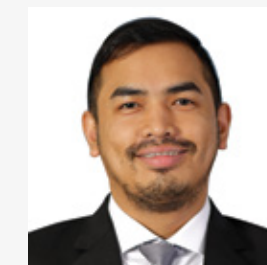
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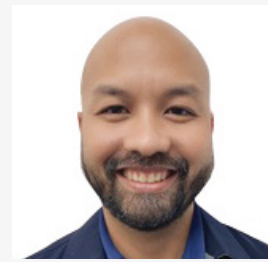
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PHILIPPINE PORTS AUTHORITY

Strategy Map



VISION

By 2030, the Philippine Ports Authority, as part of an integrated transport and logistics system, shall have provided port facilities and services at par with global best practices and a port regulatory environment conducive to national development.

MISSION

1

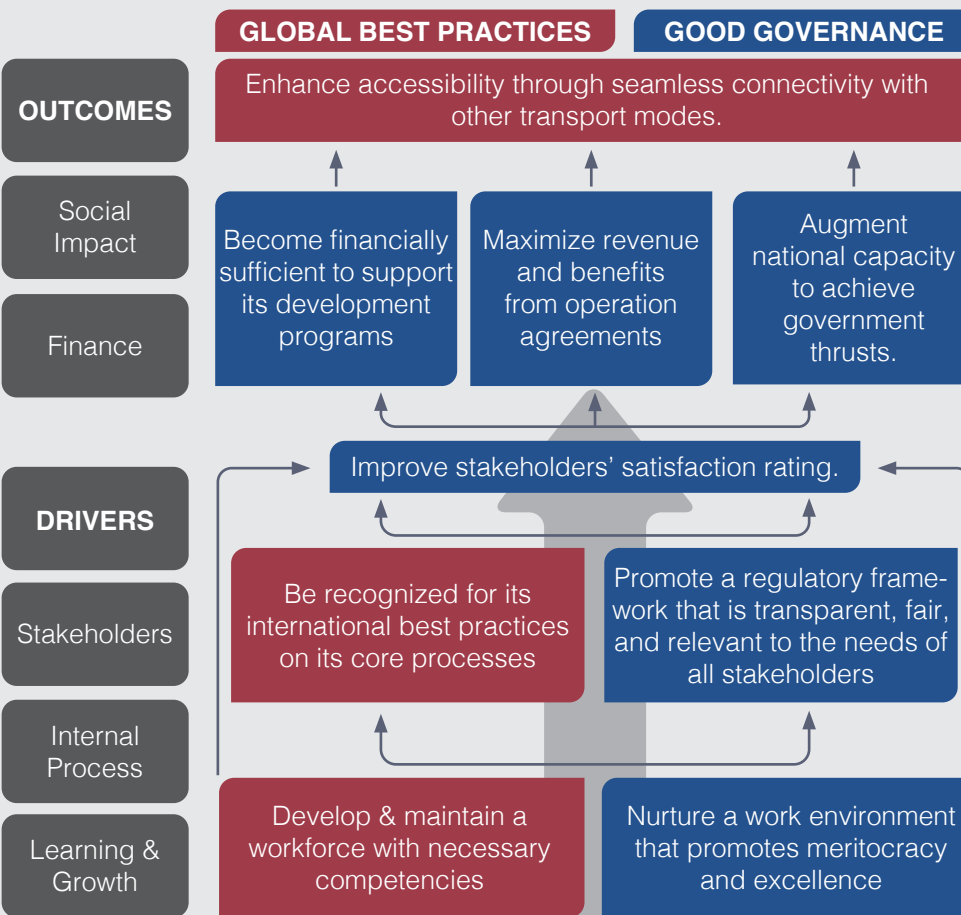
Provide modern, sustainable, and resilient port infrastructures and facilities.

2

Provide responsive, reliable, and efficient port services.

3

Promote a regulatory framework that is transparent, fair, and relevant to the needs of all stakeholders in pursuit of a national port development program.



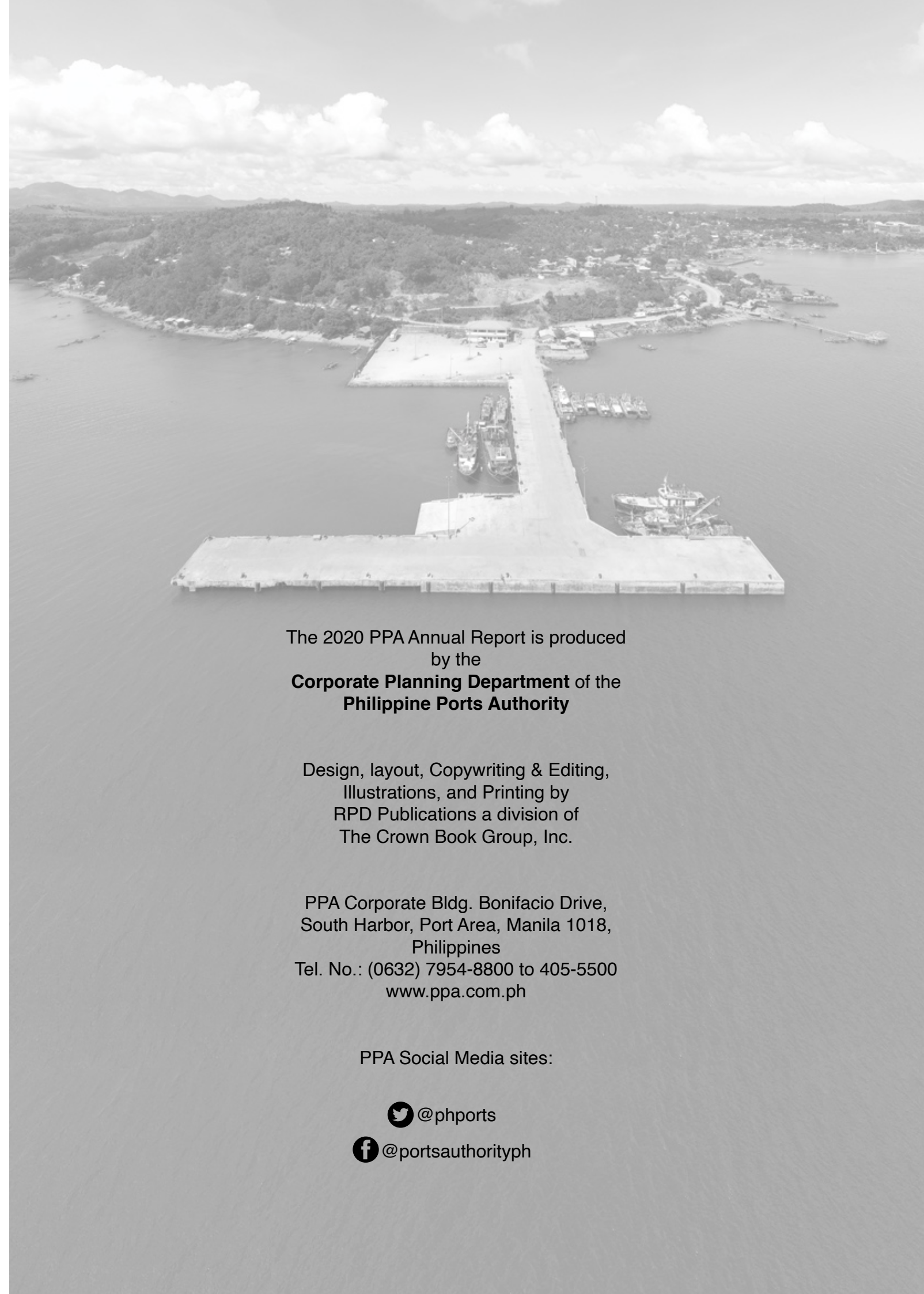
CORE VALUES

Transparency • Reliability • Innovation • Professionalism • Sustainability • Social Responsibility

CORPORATE SOCIAL RESPONSIBILITY (CSR) STATEMENTS

As a leading GOCC, PPA continues to work towards upholding the highest standards of corporate governance by simply being a responsible corporate citizen. This entails:

- Developing and operating ports that cater to the needs of local and/or global clients in accordance with best practices and state-of-the-art technologies;
- Promoting the growth of communities by linking them to the mainstream of economic activities;
- Establishing fair and equitable business relationships which are beneficial to both port stakeholders and the government; and,
- Uplifting the lives of its employees by giving them a work environment that is conducive and offers opportunities for career advancement.



The 2020 PPA Annual Report is produced by the
Corporate Planning Department of the Philippine Ports Authority

Design, layout, Copywriting & Editing,
Illustrations, and Printing by
RPD Publications a division of
The Crown Book Group, Inc.

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