

20 December 1983

PPA ADMINISTRATIVE ORDER NO. 10-83
Series of 1983

TO : ALL PORT MANAGERS
ARRASTRE/STEVEDORING CONTRACTORS
TRUCKING COMPANIES
CY/CFS OPERATORS
AND ALL CONCERNED

SUBJECT : Prescribing Guidelines on the Safe Transport
of Containerized and Conventional Cargoes

Pursuant to the provisions of PD 857 as amended by Executive Order No. 513 and further to the provisions of PPA Administrative Order No. 13-77 otherwise known as the "General Port Regulations of the Philippine Ports Authority" and supplementary to the Dockwork Safety and Health Standards promulgated on 06 December 1981 and in order to maximize safety in the transport of containerized and conventional cargoes, the following guidelines are hereby prescribed for the compliance of all concerned:

I. DEFINITION OF TERMS

For purposes of these guidelines, the following shall have their meaning as follows:

- A. Container - a structure so designed to hold and keep articles, materials and products together inside a hold in the form of boxes and vans for singular or unit handling and transport, generally having a length of 10, 20, 35 and 40 feet.
- B. Corner Castings - the fittings located at the corners of the container, integral with the corner posts which provides the means for handling, supporting and securing the containers.
- C. Twist Locks - locking pins or chassis/truck body twist locks which rotate through container corner castings so as to secure the container to the chassis or truck body.
- D. Chains - a series of connected metal links or rings made of High Tensile Material of Grade 50.
- E. Load Binders - a mechanical device attached to or hooked at each chain and used for securely tightening the same.
- F. Wire Ropes and/or Cables - a large metal cord of strands twisted or braided together used in fastening cargoes.
- G. Coil Holders/Stoppers - a 10.16 cm x 10.16 cm (4' x 4') piece of hardwood, rectangular or wedged, which is placed against steel coils and other rolling cargoes to prevent lateral movements.
- H. Conventional Cargoes - refer to heavy or bulk cargoes/loads such as logs/lumbers, steel or asbestos pipes, equipment/machineries, cylindrical tanks, steel coils and plates, and all other cargoes not in containers.

XW

- I. Overhang - projected container/cargoes from the truck platform or containers/cargoes that are longer than the truck platform.
- J. Anchor Points - the points or portions in the chassis or truck body where chains, wire ropes or cables will have to be fastened or attached.

II. GENERAL PROVISIONS

A. Mode of Transport

- 1. Containerized cargoes shall be transported only with the use of the following types of equipment:
 - 1.a Chassis/Trailers - for all containers
 - 1.b Flat-bed Trucks - 6 wheeler - for one (1) 10 foot container only
 - 10 wheeler - for one (1) 20 foot container or its equivalent
- 2. Conventional cargoes shall be transported using Flat-bed Stake trucks.
- 3. In no case shall equipment used in the transport of containers exceed this maximum load as specified under para 1 Section II-A of this Memorandum.

B. Conditions for Loading

- 1. Chassis equipped with operable twist locks of twenty (20) tons capacity each shall be used in transporting all sizes of containers.
- 2. The use of Flat-bed/Stake trucks for the transport of containerized cargoes shall temporarily be allowed up to a period of three (3) years from the effectivity date of this Order; PROVIDED, however that the following safety conditions are met:
 - a. That operable twist locks are adequately installed on the truck chassis following the design and specification as shown in Appendix A .
 - b. In the absence of twist locks, containers shall be fastened with the use of chains with the corresponding grade and specifications detailed in Appendix B.
- 3. Overhang containers shall not be allowed anytime.
- 4. Overhang conventional cargoes shall not exceed 50% of the total length of the cargo reckoned from the rear wheel base of the carrying truck.
- 5. Conventional cargoes shall be securely tightened to trucks/ chassis using size and number of chains specified in Appendix C.

(Handwritten initials)

6. In the absence of chains, wire ropes and/or cables shall be used in binding the load with the following sizes and specifications as shown in Appendix D.
7. Dry cargoes such as grains and cereals contained in sacks shall be securely tightened to trucks/chassis using nylon ropes or pure Manila ropes with size and specifications as shown in Appendix E.

III. SPECIFIC PROVISIONS

A. Fastening of Chains

1. Each chain shall be provided with a load binder made of high tensile material, 20 ton capacity.
2. All chains shall be secured to anchor points either by a permanent attachment, a shackle type coupler by the use of a grabhook of the Clevis type. The anchor point (hook or ring) shall be made of high tensile material, 20 ton capacity each.
3. All chains shall be tightened and load binders shall be locked.
4. For each chain, the fastening procedures shall be used as follows:
 - 4.a Anchor one end of chain to chassis of truck.
 - 4.b Extend the chain over pile/cargo (except) for containers wherein the chain is passed through the holes of each of the corner castings)
 - 4.c Anchor/Secure other end of chain to chassis of the truck.
 - 4.d Apply tension with load binders.
5. Stopper shall be used to better secure cylindrical cargoes or those cargoes that have wheels like tractors, trucks, etc.
6. If ~~two~~ or more chains are required, chains shall be distributed evenly with two chains placed first at both ends of the load.

B. Condition of Chains, Load Binder Attachments and Anchor Points

1. Chains, load binder attachments and anchor points shall always be maintained in good condition.
2. The following chains shall not be used:
 - 2.a Cracked welds in chains, or load binder attachments;
 - 2.b Bent, twisted, stretched or collapsed links;
 - 2.c Links weakened by gouges or pits;
 - 2.d Chains repaired or joined with inferior grade of steel;
 - 2.e Links obviously worn-out showing other visible evidence of loss of strength;
 - 2.f Knots in any portion of the chain; and
 - 2.g Spread or distorted grabhooks.

YRK

C. Configuration of Chassis

1. Chassis/trailers, skeletal or high bed type used in transporting containers shall have safety features as shown in Appendix F.
2. Deviations from the standard configuration shall subject the owner/Operator to the Penalty Clause of this Order.

IV. IMPLEMENTING CLAUSE

- A. The PPA Police and the Operations personnel shall be responsible in implementing this Order for all trucks/chassis operating within the port zone, except in South Harbor of the Port of Manila and other ports where no PPA Police are assigned, wherein operations personnel or guards duly authorized by PPA shall be the implementing officials.
- B. The Safety Engineers/Administrators shall likewise assist the abovementioned personnel in the implementation and they shall regularly conduct an inspection survey using the attached form marked under Appendix G of this Order to ensure strict compliance by all concerned.
- C. The attached Violation Report Form marked as Appendix H shall be used for reporting violations.

V. MONITORING OF REPORTS

All Port Managers shall submit on a quarterly basis to the Port Operations and Enforcement Department (copy furnished the PPA Central Safety Committee) all reports pertinent to the degree of compliance with and violation of this Order which shall include, among others, the number of trucks inspected and/or apprehended and action taken on trucks and haulers not complying with safety requirements. These reports shall be submitted not later than the 15th of the first month of the succeeding quarter.

VI. PENALTY CLAUSE

Violation of any of the terms and conditions of this Order shall be sufficient ground for revocation and cancellation of the Contract/Permit to Operate of the concerned Contractor in addition to the penalties prescribed under Section 43 of Presidential Decree No. 857 without prejudice to the filing of criminal and/or other charges, if warranted, against the concerned Operators.

VII. REPEALING CLAUSE

Any memoranda, guidelines and regulations that are inconsistent with this Order are hereby modified, repealed or amended accordingly.



VIII. EFFECTIVITY

This Order shall take effect four (4) months after publication
in the Official Gazette.



E.S. BACLIG, JR.
General Manager-PPA

CONFORME:



J.R. VALDECAÑAS
Officer-in-Charge, BLT

APPROVED:



JOSE P. DANS, JR.
Chairman, PPA Board of Directors And
Minister, Ministry of Transportation and
Communications

SIZE OF CONTAINER (in foot)	: TYPE OF TRUCK TO BE : USED FOR TRANSPORT :	NUMBER OF CHAINS	: SIZE OF CHAIN (Grade 50 : or High Tensile Material)
10	: 6 or 10 wheeler :	2	: 16 mm (5/8")
20	: 10 wheeler :	2	: 16 mm

APPENDIX "C"

LOAD (In Tons)	: NO. OF CHAINS	: SIZE OF CHAIN (Grade 50 or High Tensile Material)
1 - 15	: 2	: 16 mm (5/8")
15.1 - 30	: 3	: 16 mm
30.1 - 40	: 4	: 16 mm
40.1 - 50	: 5	: 16 mm
50.1 - 60	: 6	: 16 mm
60.1 - 70	: 7	: 16 mm
70.1 - 80	: 8	: 16 mm
80.1 - 90	: 9	: 16 mm
90.1 - 100	: 10	: 16 mm

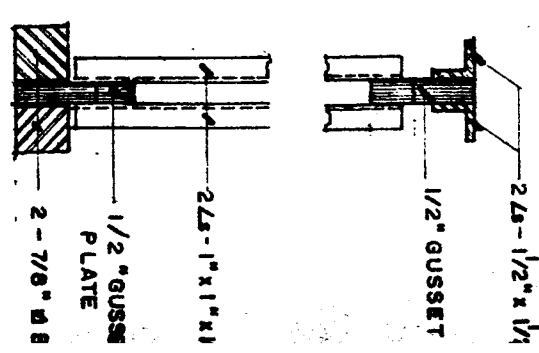
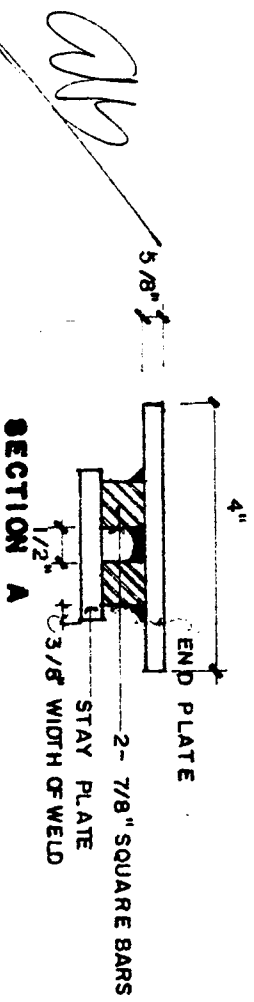
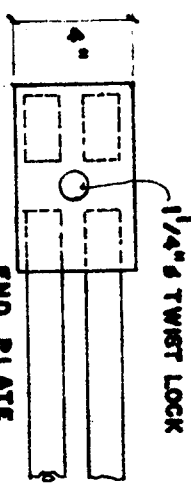
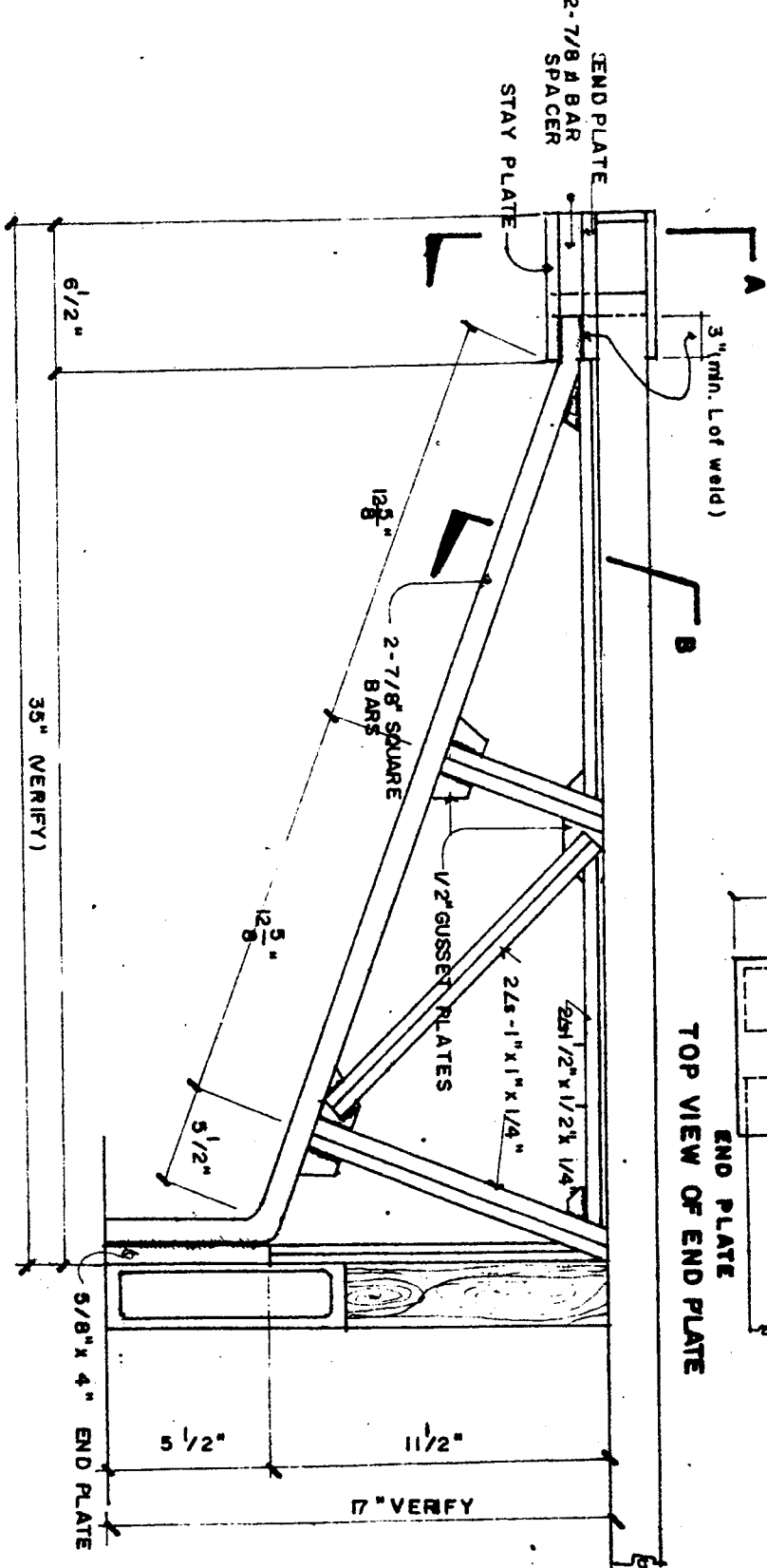
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APPENDIX "D "

WORKING LOAD LIMITS (TONS)
Alloy Chain vs 6 x 19 FX Wire Rope
Using 5:1 Safety Factor

<u>LOAD (TONS)</u>	<u>CHAIN (Size)</u>	<u>WIRE ROPE (Size)</u>
2	3/8"	1/2"
3	1/2	5/8
4	1/2	3/4
5	5/8	7/8
6	5/8	1
7	5/8	1
8	3/4	1-1/8
9	3/4	1-1/4

EXHIBIT A



NOTE: MIN. WELD LENGTH AT GUSSET PLATES ON BOTH SIDES IS 2 1/2"

AKP

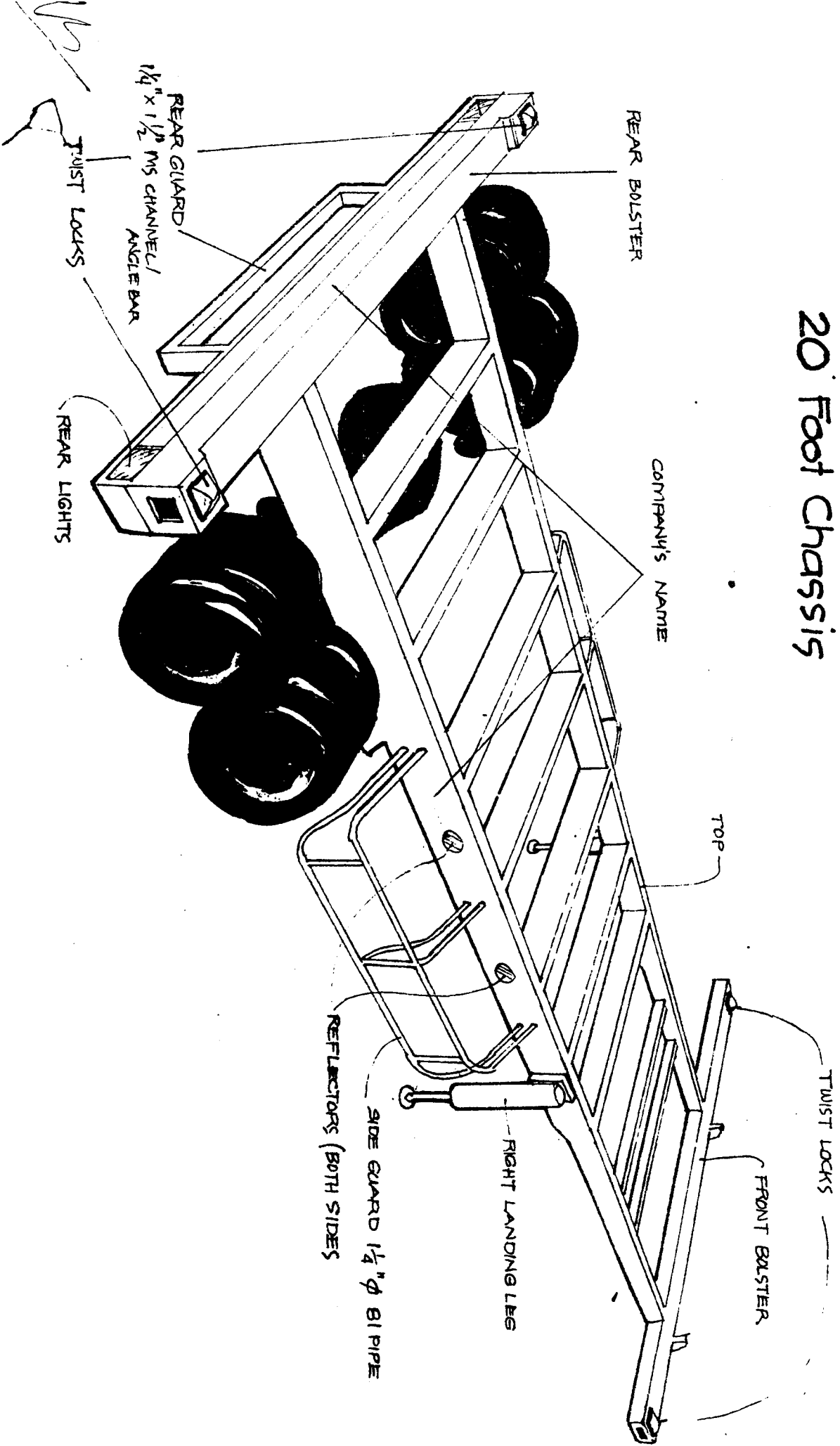
APPENDIX "E"

TYING MATERIAL :	LOAD (In Tons)	:	NO. OF ROPES/ NYLON	:	SIZE OF ROPE/NYLON
NYLON/ POLYPROPYLENE	1 - 5	:	4	:	16 mm (5/8)
	5.1 - 10	:	8	:	16 mm
	10.1 - 15	:	12	:	16 mm
	15.1 - 20	:	15	:	16 mm
	20.1 - 25	:	19	:	16 mm
	25.1 - 30	:	22	:	16 mm

PURE MANILA ROPE	1 - 5	:	6	:	16 mm
	5.1 - 10	:	12	:	16 mm
	10.1 - 15	:	18	:	16 mm
	15.1 - 20	:	24	:	16 mm

AK

20 Foot Chassis



Philippine Ports Authority
PORT OF _____

DATE : _____
 TO : _____
 SUBJECT : Safety Inspection Report

Type of Service _____ PTO No. _____
 Type of Unit/Model _____ Truck Plate No. _____

TRUCKS/HAULERS SAFETY INSPECTION CHECKLIST	OPERABLE	DEFECTIVE	REMARKS/RECOMMENDATIONS
A. Battery			
B. Engineer			
C. Lights (a) Head Lights)			
b) Park Lights/Tail Lights			
c) Stop Lights			
d) Signal Lights			
e) Plate Lights			
f) Back Light (for Prime Mover)			
D. Side View Mirrors/Horn			
E. 7-Way Plug (for Prime Mover)			
F. Wiper(s)			
G. Body/Cab and Under Chassis Condition			
H. Tires, including spare tire(s)			
I. Tools, Jack, Wrenches, Etc.			
J. Early Warning Device(s) (EWD) 2 Units			
K. Emission Standards			
L. Hand Brake			
M. Pedal Brake			
N. For stake Struck, used for handling conventional cargoes			
a) Durable nylon ropes at least 5/8" Ø size			
b) Tarpaulin			
c) Platform			
O. For Stake Truck, used for handling containerized cargoes			
a) Twist lock, pin lock or metal binder at least 5/8" Ø size complete with turn buckles and/or clamp			
P. For Chassis			CHASSIS PLATE NO.
a) Twist Lock			
b) Landing Gear			

MEMORANDUM OF AGREEMENT

WHEREAS, accidents involving vehicles carrying container vans and other cargoes have caused injuries and death of persons, and damage to property;

WHEREAS, some cargo vehicles are not equipped with acceptable safety devices necessary to secure the container vans or other cargoes being transported, which fact prompted the Philippine Ports Authority to initiate the formulation of Guidelines on the Safe Transport of Containerized and Conventional Cargoes;

WHEREAS, the said Guidelines fill the inadequacy of safety regulations/standards promulgated specifically to insure the safe transport of container vans and other cargoes;

WHEREAS, the Board of Transportation, the Philippine Ports Authority, the Bureau of Land Transportation, the Philippine Constabulary-Integrated National Police, and the Metro Manila Commission are the government agencies/offices concerned with the safe operation of motor vehicles for the protection of life and property and promotion of public welfare;

WHEREAS, the said government agencies/offices are willing to adopt and have the capability to implement the said Guidelines in their respective areas of responsibility/jurisdiction;

NOW, THEREFORE, WE, in representation of our respective agencies, hereby agree to adopt and promulgate as we do adopt and promulgate, this Memorandum of Agreement containing policies and guidelines for the compliance of our respective offices/agencies:

1. The Guidelines for the Safe Transport of Containerized and Conventional Cargoes formulated and promulgated by the Philippine Ports Authority shall also be adopted as part of the safety regulations/standards being enforced by each of the government agencies/offices concerned.
2. The Board of Transportation (BOT) shall consider the pertinent provision of the said guidelines in granting franchise or special permit, and shall enforce the same outside the port if there is a violation of the franchise or permit.
3. The examination, training and licensing of cargo vehicle drivers shall be the responsibility of the Bureau of Land Transportation (BLT).
4. The Philippine Ports Authority (PPA) shall be responsible for the supervision of safe trucking operations inside the port.

It shall assist other agencies in the training of traffic enforcers on the technical aspects of the Guidelines.

5. The Metro-Manila Commission (MMC), Board of Transportation (BOT), Bureau of Land Transportation (BLT), and the Philippine Constabulary-Integrated National Police (PC-INP) shall enforce the pertinent provisions of the Guidelines outside the port zones

6. Problems arising from the implementation of this Memorandum of Agreement shall be resolved by coordination and consultation among the signatories of this Agreement.

This Agreement shall take effect upon the effectivity of the Guidelines. The parties concerned shall immediately circularize the same to all their Units/respective Regional Offices/Branches for information, guidance and implementation.

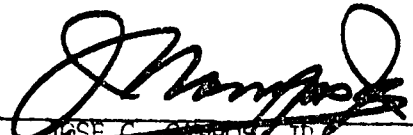
Signed this 24th day of February, 1983, at Metro-Manila, Philippines.

PHILIPPINE PORTS AUTHORITY
BY:



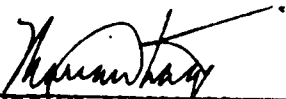
E.S. BACLIG, JR.
General Manager

BOARD OF TRANSPORTATION
BY:




JOSE C. CAMPOS, JR.
Acting Chairman

BUREAU OF LAND TRANSPORTATION
BY:



MARIANO R. SANTIAGO
Director

METRO-MANILA COMMISSION
BY:




ISMAEL A. MATHAY, JR.
Vice-Governor

PHILIPPINE CONSTABULARY-INTEGRATED NATIONAL POLICE
BY:

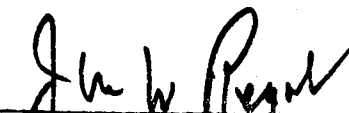


LT GEN FIDEL V RAMOS, AFP
Chief, PC & Director General, INP

WITNESSES:



JOSE P. LAVARES
Deputy Minister, MOTC



JOSE D. REGALA
National President, SOPI



EDUARDO M. R. SANTOS
Manager, Port of Manila

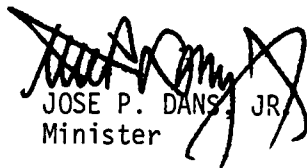
REPUBLIC OF THE PHILIPPINES
MINISTRY OF TRANSPORTATION & COMMUNICATIONS
Philcomcen Building, Ortigas Avenue, Pasig, Metro Manila
OFFICE OF THE MINISTER

16 February 1984

PHILIPPINE PORTS AUTHORITY
RECEIVED
FEB 16 1984
REGISTERED
Office of the General Manager

ENDORSEMENT

Respectfully returned to the General Manager, Philippine Ports Authority, Manila, the herein approved PPA Administrative Order No. 10-83, relative to the guidelines on the safe transport of containerized and conventional cargoes, for your information and appropriate action.


JOSE P. DANS, JR.
Minister

:ldg

PHILIPPINE PORTS AUTHORITY
Office of the Assistant Executive Officer

RECEIVED	by <i>net</i>
Time <i>12:30 P</i>	Date <i>2/17/84</i>

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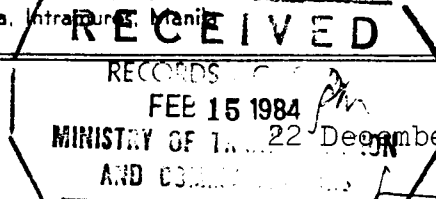


Republike ng Pilipinas
PANGASIWAAN NG DAUNGAN NG PILIPINAS

(PHILIPPINE PORTS AUTHORITY)

5th Floor, B.F. Condominium
Aduana, Intramuros, Manila

P. O. BOX 62
TELEPHONE NOS. 47-92-04
40-81-66
48-24 93



F O R : THE MINISTER
MINISTRY OF TRANSPORTATION AND
COMMUNICATIONS

SUBJECT : Guidelines on the Safe Transport of
Containerized and Conventional Cargoes

We are endorsing herewith the attached PPA Administrative Order re: Prescribing Guidelines on the Safe Transport of Containerized and Conventional Cargoes which has already been approved by the PPA Board of Directors.

Please be informed that the suggestions of PPA Board of Directors as gleaned from the attached Memorandum signed by the PPA Corporate Board Secretary have been complied with.

The PPA and BLT, therefore, recommend for the approval of the said guidelines and hereby agree that the latter may issue supplementary guidelines consistent with the above subject.

For you signature/approval on the attached guidelines.

Thank you.

E. S. BACLIG, JR.
General Manager
Philippine Ports Authority

JOSE R. VALDECAÑAS
Officer-In-Charge
Bureau of Land Transportation



Republika ng Pilipinas
PANGASIWAAN NG DAUNGAN NG PILIPINAS
(PHILIPPINE PORTS AUTHORITY)
PORT OF MANILA
SOUTH HARBOR, PORT AREA, MANILA

POSTAL ADDRESS:
PPA — PORT OF MANILA
P.A. 193, PORT AREA
MANILA, 2803
TEL. NOS. 47-34-41 — 49

CMN02078422
27 December 1983



MR. JOSE R. VALDECAÑAS
Officer-In-Charge
Bureau of Land Transportation
East Avenue, Quezon City

ATTENTION: COL. CONRADO K. TOLENTINO
Assistant Director for Operation

Dear Mr. Valdecanas:

This is in connection with the attached PPA Administrative Order re: Prescribing Guidelines on the Safe Transport of Containerized and Conventional Cargoes which the PPA and BLT agreed on adopting by signing the attached Memorandum of Agreement.

Please be informed that the said Guidelines has been approved by the PPA Board of Directors as per attached Board Resolution No. 597, with the suggestion that the BLT be made a joint signatory/recommendatory of the said Order together with the PPA before it be finally approved by Minister Dans.

In this regard, we are forwarding the attached letter of recommendation for your concurrence and signature.

To facilitate the approval of the said Order, we are requesting BLT to forward the signed letter of recommendation together with the papers attached thereto to Minister Dans.

Thank you for your cooperation.

Very truly yours,

PHILIPPINE PORTS AUTHORITY
BY:

E.S. BACLIG, JR.
General Manager

22 December 1983

FOR : DIRECTOR
OFFICE OF THE SECRETARY
PHILIPPINE PORTS AUTHORITY

SUBJECT : Guidelines on the Safe Transport of
Containerized and Conventional Cargoes

We are endorsing herewith the attached PPA
Administrative Order re: Prescribing Guidelines on the
Safe Transport of Containerized and Conventional Cargoes
which has already been approved by the PPA Board of
Directors.

Please be informed that the suggestions of PPA
Board of Directors as gleaned from the attached Memorandum
signed by the PPA Corporate Board Secretary have been
complied with.

The PPA and DLT, therefore, recommend for the
approval of the said guidelines and hereby agree that
the latter may issue supplementary guidelines consistent
with the above subject.

For your signature/approval on the attached
guidelines.

Thank you.

E. S. BACLIG, JR.
General Manager
Philippine Ports Authority

JOSE R. VALDECARAS
Officer-In-Charge
Bureau of Land Transportation

/mca

Republic of the Philippines
PHILIPPINE PORTS AUTHORITY
5th Floor, BF Condominium
Aduana, Intramuros, Manila

EXCERPTS : 86th Regular Meeting, PPA Board of Directors
D A T E : April 7, 1983
T I M E : 12:00 Noon
P L A C E : PPA Conference Room, Head Office, Manila

RESOLUTION NO. 597

Resolved, that the proposed
Administrative Order Prescribing
Guidelines on the Safe Transport of
Containerized and Conventional Cargoes,
hereto incorporated by reference, be
approved, as it is hereby approved.

I hereby certify to the correctness
of the foregoing Excerpts of the Minutes
of the 86th Regular Meeting of the PPA
Board of Directors held on the above-
mentioned date and place.


ATTY. DAVID R. SIMON

Acting Corporate Board Secretary



Republika ng Pilipinas
PANGASIWAAN NG DAUNGAN NG PILIPINAS

(PHILIPPINE PORTS AUTHORITY)

5th Floor, B. F. Condominium
Aduana, Intramuros, Manila

TELEPHONE NOS. 47-92-04

40-81-66

48-24-93

11 April 1983

MEMORANDUM

FOR : The Port Manager, Manila

SUBJECT : GUIDELINES ON THE SAFE TRANSPORT OF
CONTAINERIZED AND CONVENTIONAL CARGOES

Please be informed that the Board in its 7 April meeting approved the proposed Administrative Order Prescribing Guidelines on the Safe Transport of Containerized and Conventional Cargoes subject to the following suggestions or changes:

1. the phrase "this Memorandum" be changed to "this Order" for uniformity;
2. the PMU's or major ports other than Manila be given a longer lead time to comply with the Order when it comes into effect; and
3. the Bureau of Land Transportation be made a joint signatory/recommendatory of the Order together with PPA before it be finally approved by the Minister.

For your guidance.


E. R. SIMON

APPENDIX "H"

Philippine Ports Authority
PORT OF _____

DATE: _____
TRUCKING COMPANY: _____
NAME OF OPERATOR: _____
ADDRESS: _____
NAME OF DRIVER: _____ PLATE NO. _____
DRIVER'S SIGNATURE: _____
OWNER OF CHASSIS, IF ANY: _____
ADDRESS: _____
PLATE NO. OF CHASSIS: _____
VIOLATION: _____



PRINT NAME: _____
SIGNATURE: _____
Apprehending Officer

Witness

cc: Safety Officer/Administrator
Leasing and Licensing Staff

Distribution:

- Original - Owner of Trucking Company
- Duplicate - Driver
- Triplicate - Central Safety Committee
- Quadruplicate - File

TRUCKS/HAULERS SAFETY INSPECTION CHECKLIST	OPERABLE	DEFECTIVE	REMARKS/RECOMMENDATIONS
c) Lighting System			
d) Side and Rear System			
e) Side Reflectors			
f) Name of Company painted on both aisea rear of chassis			

For the defects noted, please have them repaired/corrected and have the unit/s reinspected by the Safety Officer/Administrator of the PPA Port of _____ after _____ days upon receipt hereof.

Failure to repair/correct the defects noted on this Inspection Report shall be sufficient ground to subject the Operator concerned to the Penalty Clause, Article VI, of PPA Administrative Order re. Prescribing Guidelines on the Safe Transport of Containerized and Conventional Cargoes.

Meantime, please refrain from using your truck within the port zone until the defects have been corrected.



PHILIPPINE PORTS AUTHORITY
PORT OF _____
BY:

SAFETY OFFICER/ADMINISTRATOR

ACKNOWLEDGED:

Name of Driver

Signature