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BRINGS NEW WORK CULTURE

## Ports Authority finally **gets** **new** General Manager



Starting July 1, the Philippine Ports Authority (PPA) will have a new General Manager in the person of Atty. Jay Daniel R. Santiago. PPA has been without a GM since erstwhile chief Juan C. Sta. Ana resigned in December of 2015.

Even before formally taking over the seat, Santiago already issued a marching order to all officials and employees to be transparent at all times and prioritize clients at any given time.

Santiago likewise ordered all junior and senior officials of the state-owned agency to refrain from holding any kind of meeting during office hours or from 8AM to 5PM in order not to disrupt delivery of public service.

"Meetings should not get in the way in the course of public service," Santiago said. "It is not a reason to dispose of any of our clients."

"The agency should also remain very transparent and accessible to the public in accordance with the new work culture being installed by the President Rodrigo Duterte administration," Santiago stressed.

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*Atty. Jay Daniel R. Santiago*

## PPA **hosts** 2<sup>nd</sup> **PIANC-YP Com** Asian Seminar

**PIANC Philippines, through the Philippine Ports Authority, recently hosted the 2<sup>nd</sup> PIANC YP-Com Asian Seminar to prepare the Young Professionals for future port developments.**

Held at the Bayleaf Hotel in Intramuros, Manila, the event attracted YPs from the different Permanent International Association of Navigational Congresses (PIANC) member economies along the Asia-Pacific rim.

The seminar highlighted the latest technologies

and best practices to come-up with a sustainable port development plan amid the challenges brought about by Climate Change.

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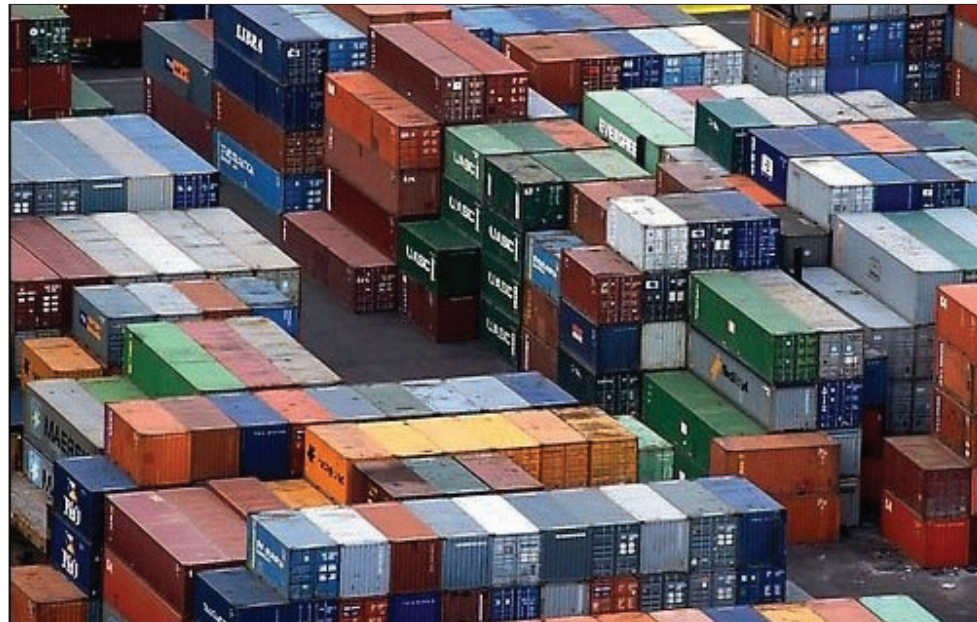
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## PH cargo volume **rises** 13% in **first** two months of 2016

**Philippine cargo volume posted a 13% rise in the first two months of the year anchored on the strong performance of the foreign cargo sector.**



January to February data from the Philippine Ports Authority (PPA) showed that total cargo volume is at 34.672 million metric tons (MMT) as of end February compared to the 30.645 MMT posted a year earlier.

The data also showed that domestic cargo throughput reached 15.793 MMT or a modest 7.73% increase compared to its year ago level while foreign cargo volume registered an 18.1% hike compared to the figure posted in 2015. The strong performance of imports that penciled a growth of 19.61% to 12.893 MMT and the export volume that rose 15% propelled the huge showing of the sector.

"The growth in cargo volume was observed mainly in the ports of Dapitan, Marquez, Nasipit and Limay enjoying the biggest growth at 129.78%, 95.51%, 93.57%, and 63.79%, respectively," PPA officer-in-charge Raul T. Santos said.

Containerized cargo volume, on the other hand, likewise went up by 5.23% to 958,628 twenty-foot equivalent units (TEUs) from 910,955 TEUs for the period in review wherein domestic boxes increased 5.30% to 374,978 TEUs from

356,121 TEUs a year earlier while foreign boxes posted a 5.19% hike from 554,834 TEUs in 2015 to 583,650 TEUs this year.

"As expected, Manila's North Harbor port continues to rank first in terms of volume of domestic containerized cargo handled during the period with 172,694 TEUs," Santos added in the statement.

"The Manila International Container Terminal, on the other hand, continues to handle the largest volume of foreign containerized cargo with 328,309 TEUs followed by South Harbor with 150,422 TEUs," Santos explained.

"Moreover, private ports handled 20.16 MMT or 58.14% of the total cargo volume nationwide while government ports accounted for 14.51 MMT or 41.86%," Santos said.

Meanwhile, shipcalls for the period went up by 14.27% or from 59,690 in 2015 to 68,209 this year. Domestic and foreign shipcalls grew by 13.99% and 26.34%, respectively.

Passenger volume, for the period in review, reached 10.20 million or 11.56% higher compared to the volume registered in the same period last year. ■

## PPA **revisits** corporate **Vision**

**The Philippine Ports Authority (PPA) has revisited and restated its Corporate Vision and made it more concise and realistic.**

The new vision now reads, "By 2020, the PPA shall have provided port services of global standards". It replaced the vision adopted in 2012 which was "By 2030, PPA shall have provided globally competitive port service in the Philippines characterized by increased productivity, efficiency, connectivity, comfort, safety, security and environmental sustainability.

The new vision was confirmed during the Port Executive Conference held in Tagaytay recently.

According to PPA Officer-In-Charge Raul T. Santos, the revised Vision of the PPA can easily get buy-ins from the current pool of PPA employees since it is not only easy to remember but it resonates with them and identifies with their experience while building careers in PPA.

"The new corporate vision is also our response to the clamor of port users and stakeholders for a shorter-term and more realistic commitment to them," Santos added.

"I have already asked the PPA top management as well as the different Port Management Offices to align their plans and programs to the new Vision of the Authority," Santos explained.

In order to make sure that Philippine ports are responsive to current times specifically with respect to security threats and safety concerns, the PPA continues to improve the physical and



operational structure of the ports.

To meet this commitment, the PPA is implementing the Future Proofing of Gateway Ports through the upgrading of the Ports of Iloilo, General Santos, Cagayan de Oro and Zamboanga for Container Operations as well as the Certification of Ports and PPA Head Office to best practices on Quality Management System and Port Safety, Health and Environmental Management or Integrated Management System and capacity building.

PPA also aims at increasing the productivity of Ro-Ro operations,

the container operations at the major ports and mechanized breakbulk operations of baseports. Privatization of Passenger Terminal Buildings is also ongoing in Dumaguete, Larena, Tubigon, Legazpi, Benoni, Talibon, Tagbilaran, Calatagan and Manguino-o.

In terms of safety, PPA is in the process of implementing the Vessel Traffic Monitoring System (VTMS) as well as the ship Automatic Identification System (AIS) in additional ports to promote safe navigation. ■

## PMO MOZ **shines** in the **NSED**

**The Port Management Office of Misamis Occidental/Ozamiz (PMO MOZ) ranks high and hailed as one of the best groups that joined the Simultaneous Earthquake Drill recently.**

PMO MOZ was one of the agencies invited by the City Disaster Risk Reduction and Management Council (CDRRMC) of Ozamiz City to participate in the Nationwide Simultaneous Earthquake Drill conducted on 22 June 2016.

A day prior to the drill, the CDRRMC conducted a lecture on the mechanics of the drill particularly

the orderly evacuation of personnel and identification of evacuation area while the PMO personnel further discussed possible scenarios and actions.

After the drill, the performance of the PMO, including its response team, were evaluated by members of the CDRRMC. ■



## PPA issues **guidelines** on **verified** gross mass

The Philippine Ports Authority (PPA) has issued its rules that will implement the International Convention for the Safety of Life at Sea (SOLAS) mandatory requirement for submission of the verified gross mass (VGM).

Starting July 1, the amendment to SOLAS Chapter IV, Part A, Regulation 2 requires a shipper to verify and indicate to the carrier or port operator the VGM of a packed container before it is loaded onto the vessel. No container will be loaded onto a vessel without a VGM.

The PPA, which has jurisdiction over majority of the country's ports, published on June 16 Administrative Order (AO) 04-2016 containing the supplemental policy on mandatory weighing of containers and roll-on/roll (Ro-Ro) vehicles. The guidelines take effect 15 calendar days after publication or on July 1.

Under PPA's AO 04-2016, PPA affirmed all weighbridge operators-terminal operators, cargo handling operators, and independent weighbridge operators-inside the port are the official sources of information for the VGM of packed containers.

PPA described a packed container as a container loaded, stuffed, or filled with liquids, gases, solids, packages and cargo items, including packets, dunnage, and other packing and securing materials. Classified as containers are tank containers, flat racks, bulk containers, and others, PPA said.

It defined gross mass as the combined mass of a container's tare weight and the weight of all the

packages and cargo items, including pallets, dunnage, and other packing and securing materials packed into the container.

In view of the SOLAS policy, PPA said all authorized weighbridge operators shall weigh each packed and sealed container individually regardless of size, whether full container load (FCL) or less than container load (LCL), and regardless of the number of shippers with shipments loaded inside the container.

"The terminal operator shall supply the VGM information for each container to the carrier via EDI (electronic data interchange) or other electronic means," PPA said.

If more than one container is mounted on a chassis, for example two 20-footers, each container shall be weighed separately, the authority noted.

All transhipped containers, particularly in view of Republic Act No. 10668 or the Foreign Ships Co-loading Act, shall not require any further weighing after the first port of origin or loading, unless the container had been stripped or re-stuffed.

If a transhipped container exits a port and is transported to another port (e.g. North Harbor to

MICT or South Harbor), it shall be weighed again, PPA said.

The port authority noted that SOLAS Regulation VI/5 requires that a container should not be loaded to more than the maximum gross mass indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC), as amended.

As such, PPA said the terminal operator shall not load an overloaded container. It said the container is considered overloaded if the gross mass exceeds the maximum allowable weight embossed on the face plate of the container including the tare weight of the container.

"If the face plate is no longer readable, the terminal operator shall refer to the ISO standards for maximum weight of containers according to size," PPA noted.

"Any action regarding an overloaded container shall be the result of a business decision between the shipper and the carrier, and handling thereof should be subject to the rules and regulations of the authority," it said.

The port authority said all existing issuances, particularly PPA Memorandum Circular No. 23-2009 and PPA Administrative Order No. 02-2012, shall continue to be in force. ■

## Drop in storage fee **drags** port authority **net** income in Q1

State-run Philippine Ports Authority said net income fell 7 percent in the first quarter from a year ago, on lower port revenues.

Data from PPA showed net profit in January to March amounted to P1.93 billion, down from P2.07 billion in the same period last year.

The port authority's gross revenues declined 6.21 percent to P3.19 billion in the first quarter from last year's P3.44 billion.

Revenues from port operations dropped 6.3 percent to P3.16 billion, while profits derived from storage shrank to P208.62 million from P651.07 million.

PPA's fund management income improved 6.5 percent to P24.49 million from P23 million last year.

"The increase is primarily the result of the increased volume of idle funds invested through special and/or high-yield savings deposits at the beginning of the year as project implementation is just starting," PPA said.

FMI is derived from interest income on temporary or short-term investment placed under PPA's depository bank such as Philippine Veterans Bank and Land Bank of



the Philippines.

PPA's total expenditures declined 5 percent to P1.26 billion from P1.32 billion last year. ■

## IRR for **amended** Cabotage **Law** released

A joint Department Administrative Order was formally issued for the implementation of the Co-Loading Act or Republic Act No. (RA) 10668, also known as the amended Cabotage Law.

President Benigno S. C. Aquino III signed in July last year the amendments to the Cabotage Law which is expected to help cut logistics cost and ease restrictions, allowing foreign ships to transport, import or export cargo directly to and from any local port other than the Port of Manila.

The circular dated May 16 and published on May 17, 2016 -- and signed by the secretaries of the Departments of Finance, Transportation and Communication, Trade and Industry, and Justice -- sets the law's Implementing Rules and Regulations (IRR).

Among the procedural sections of the IRR are Section 6 on Co-loading of Import Cargo, Section 7 on Co-loading of Export Cargo, and Section 8 on Co-loading of Empty Containers.

Section 6 of the IRR states that commodities of foreign origin shall be covered by the necessary import entry for consumption, warehousing or

transshipment, which shall be filed at the assessment at the Port of Discharge.

Section 7 states that commodities of foreign origin shall be covered by an export declaration and other necessary documents which shall be filed on the first port of loading.

Section 8 of the IRR states that an empty foreign container van going to or coming from any Philippine port or foreign port shall be allowed to load or co-load from any port in the Philippines.

Lastly, Section 12 outlined the authority of the Department of Finance, Department of Transportation and Communication, Department of Trade and Industry, and Department of Justice.

Section 4 tackles vessels carrying foreign container vans and containerized, bulk or break bulk foreign cargoes.

The IRR will take effect 15 days after its publication. ■



**DOTC-OTS at PPA.**  
The Philippine Ports Authority hosted the 69th DOTC-OTS Family Conference on 14 April 2016 at the PPA Head Office with PPA Assistant General Manager for Finance and Administration Armand L. Guzman with OTS chief Usec Roland Reomono, Dir. Roberto Almadin, PPSupt. Reynaldo Evora and PPSupt. Loving Fetalvero. ■



# PMO **Lanao** Del Norte/Iligan joins Port and Sea Safety Month

In line with the Port & Sea Safety Month, PMO Lanao del Norte/Iligan launched a number of activities to celebrate the event.



A kick-off program was held with the members of the Port Community, representatives of the Private Port Operators, Bureau of Fire Protection (BFP), Philippine Coast Guard (PCG) and Cargo Handling Operators from private ports in attendance.

The event was graced by Engr. Antoine D. Seva, Manager of the Safety, Security and Risk Management of Oroport Cargo-handling Services, Inc., and Engr. Rolando C. Cuizon, PhD, Administrative Officer of Iligan

City National High School.

A motorcade around the major thoroughfares of the City of Iligan was also held to spread awareness about the event while streamers supporting the Port & Sea Safety Month were likewise displayed in various offices from June 1-30, 2016.

The PMO likewise conducted Safety Inspections of Port Facilities along with the PCG, and BFP (Iligan and Kolambagan Stations) from June 7-28, 2016, in preparation for the meeting with the Explosive Ordnance Disposal Team (EODT), Philippine National Police (PNP), Iligan City Crime Laboratory (SOCO), Bureau of Fire Protection (BFP) and Iligan City Disaster Risk Reduction and Management Office (ICDRRMO).

On June 24, 2016, a preliminary meeting with the EODT, PNP (Precinct 5), PMO's Port Services Division and Port Police Division was held at the PMO Conference Room regarding the Bomb Identification/ Detection Drill on June 30, 2016. A second meeting was also set on June 27, 2016 to include the SOCO (Crime Laboratory), BFP and Rescue 811 (ICDRRMO) in the drill to make a realistic scenario. (by Evelyn F. Espinosa and Lylybeth Z. Remolino) ■

## Bidders **wanted** for P363M in **port** improvements

**THE PHILIPPINE Ports Authority (PPA) issued invitations for P363 million worth of port expansion and building projects.**

The projects include an operations building at the Port of Nasipit in Agusan del Norte worth P53.32 million; a back-up area, wharf extension, and lighting system for the Port of Casiguran, Aurora, valued at P66.30 million; and a back-up area and ramp at the Port of Catagbacan in Loon, Bohol, with a budget of P243.67 million.

The proposed operations building has a floor area of 1,956.35 square meters (sqm) at Nasipit, the largest port in Agusan del Norte and a secondary shipping hub for Cagayan de Oro at times of congestion.

The latest gross regional domestic product data for Caraga Region, where Agusan del Norte is located, show an average of 7.97%, compared to the average national rate of 6.62%.

Meanwhile, the Casiguran back-up area measures 1,260.54 sqm and the wharf expansion is 540 sqm.

The back-up area at the Catagbacan expansion will be 3,413.97 sqm.

The bidding documents for each project cost P50,000. Applicants are restricted to companies with 75% Filipino ownership. ■



## PPA hosts...

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"Climate change is a continuing challenge and port authorities and plan managers need to consider for a sustainable port development," PIANC Secretary General Louis Van Schel said.

"With issues clouting our waterborne infrastructure right now, it is but high time for us to have such workshop to come up with the most appropriate short-term and long-term solutions to address rising sea level change, and the impact of climate change on port infrastructure," PPA Assistant General Manager for Engineering Tomas B. Carlos, for his part, said.

"The workshop brought together young professionals from various countries to identify critical challenges, advancements, and new directions in technical, economic and environmental issues pertaining to waterborne transport infrastructures," Carlos added.

During the 3-day seminar, the attendees were treated to the different programs and experiences from several invited speakers as well as sustainable port development experts from here and abroad. The Philippine Ports Authority (PPA)



likewise boasted its Manila International Container Terminal (MICT) and the Batangas Port, two of the country's top major gateway ports, to the delegates and as a testament to the success of the Philippines's Public-Private Partnership scheme.

Aside from the PPA and PIANC Philippines, the seminar supporters include Trelleborg Marine Systems, Mer Lion Metals Pte Ltd, Geoworks International Corporation, Tencate Geosynthetics, FW Nicol Philippines, Inc., Struct 1 and Hicor.

Established in 1885, PIANC continues to be the leading partner for government and private sector in the design, development and maintenance of ports, waterways

and coastal areas.

As a non-political and non-profit organization, PIANC brings together the best international experts on technical, economic and environmental issues pertaining to waterborne transport infrastructures. Members include national governments and public authorities, corporations and interested individuals.

Currently, there are 18 areas worldwide where PIANC has forged partnerships that include Argentina, Australia, Belgium, Czech Republic, Finland, France, India, Japan, Korea, Norway, Poland, Portugal, Romania, Spain, Sweden, The Netherlands, United Kingdom, and the USA. ■

## Ports Authority...

from Page 1

"I am also ordering the review of the current permitting processes of the agency and will personally look for ways to further reduce the burden in getting permits from PPA," Santiago added.

Aside from these, Santiago is also bent on infusing a culture of safety in port operations as well as value-added services in the different ports leading to the further convenience of passengers as well as better efficiency and productivity for cargo operations.

Santiago is also personally asking the private sector service providers in the different ports to fix all defective facilities and put it in optimum level in all their controlled ports at all times to reduce unnecessary expense that is oftentimes a pass-on cost resulting to higher ticket prices and logistics cost.

"We are trying to rationalize everything that will translate to the convenience of passengers, cargo

owners, logistics service providers and also to all PPA personnel," Santiago said.

Santiago, prior to his appointment as PPA General Manager, is the Senior and Managing Partner of a law firm specializing in Corporate Law, and handles Special Projects for the firm.

Santiago was also previously appointed as General Counsel of the Philippine Amusement and Gaming Corporation (PAGCOR) and has extensive practice in matters concerning gaming laws and regulations as well as government biddings and procurement. Santiago was also a name partner of the law firm of Feria Tantoco Robeniol Santiago specializing in corporate and commercial law, particularly in the areas of banking and finance, securities regulation, telecommunications and new technologies, tax, immigration, and general business advisory.

Atty. Santiago graduated from the University of the Philippines with a Bachelor of Arts Degree in Humanities and obtained his Bachelor of Laws degree likewise from the same university. ■



# Sexual orientation, gender identity a hot topic on Filipino university campuses

**Who is considered a transgender? What's the difference between sex and gender? How about sexual orientation and gender identity?**



*Courtesy call. PPA Batangas Port Manager, Atty. Leopoldo C. Biscocho, graciously received the MSTWG members of the DOTC-GAD. The team leader briefed Atty. Biscocho on the purpose of the travel specifically the Gender Profiling Form. He welcomed the activities being undertaken by the MSTWG and while waiting for the PPA respondents in answering the GPF, he allowed the TWG to use his office for discussion.*

Most would probably say the differences are negligible, when in fact, they are not.

These seemingly innocuous questions were some of the hottest discussion points in a forum that wanted to explore young Filipinos' notions of these complicated issues.

The forum, entitled "Advancing the Campus Rainbow Agenda," tackled the issues of sexual orientations and gender identities (SOGI) in the context of human rights. The target audience: student leaders of various colleges and universities.

More than 140 members of the lesbian, gay, bisexual, and transgender (LGBT) community in the country have been killed in the past fifteen years making them a sector highly vulnerable to violence. These killings were allegedly

motivated by hate and anti-gay sentiment.

"We are targeting the student leaders because they are in a position to facilitate change by echoing insights learned here to their fellow students," said Ramil Andag, an officer of Babaylanes Inc., an organization of alumni and former members of Babaylan, the first gay student organization based in the University of the Philippines in Diliman.

The forum here was straightforward in giving clear suggestions on how to avoid discrimination: Empowerment, meaning individuals should find that they are able to accept themselves and find their voice; organization — showing that grouping together is an assertion of strength; education — increasing public acceptance

of LGBTs for the community in general; and mobilization — referring to the need for LGBTs to advocate for their rights and welfare.

"The lack of knowledge (about SOGI issues) among the general public leads to several implications," said Perci Cendana, another member of Babaylanes and the first openly gay chairperson of the UP Diliman Student Council elected in 1997. "Stereotyping, invisibility, marginalization, stigma, and inequality. These ugly implications contribute to the vicious cycle of prejudice and discrimination."

Citing data gathered by the Philippine LGBT Hate Crime Watch, Prof. Eric Julian Manalastas of the University of the Philippines' Department of Psychology, said from 1996 until last year, 144 LGBTs had been killed violently. In 2011 alone, 32 gays and lesbians were violently killed.

"There were 58 deaths from multiple stab wounds, 25 from multiple gunshots, while six died from torture," Manalastas said.

Hate, he said, was a common reason for the high number of gays and lesbians being targeted.

Andag said, "It is hoped that student leaders may eventually advocate for school policies that are for equality and nondiscrimination."

The forum was co-organized by the University of the Philippines, Babaylanes, Ateneo de Davao Legal Public Interest and Legal Advocacy Center, Davao City Integrated Gender and Development Division and the Embassy of Canada in the Philippines.

Canada will not tolerate violence and discrimination, and continues to advocate against homophobia, biphobia, and transphobia in the Philippines.

([www.canadainternational.gc.ca](http://www.canadainternational.gc.ca)) ■