

PHILIPPINE PORTS AUTHORITY
Port Rules and Regulations
2017

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Port Rules and Regulations 2017

Philippine Ports Authority
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Port Rules and Regulations 2017

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FOREWORD

The **PPA Port Rules and Regulations**, a series of books published by the Philippine Ports Authority's Commercial Services Department, is the first printed publication which puts under one cover current port regulations of the Authority.

It answers the call of the national government to simplify and document governmental procedures and provide the necessary information that will enable the public to transact business with the public sector in the easiest and most transparent manner.

However, because of the number of rules and regulations issued by the PPA since its establishment in 1974, it is almost impossible to print all the relevant issuances at one time. Hence, the port rules and regulations are printed in a series of volumes.

This book covers rules and regulations issued in the year 2017.

Other volumes already completed and the years covered by each are:

Port Rules and Regulations Volume 1	(1991-1992)	Port Rules and Regulations 2002
Port Rules and Regulations Volume 2	(1990)	Port Rules and Regulations 2003
Port Rules and Regulations Volume 3	(1989)	Port Rules and Regulations 2004
Port Rules and Regulations Volume 4	(1993)	Port Rules and Regulations 2005
Port Rules and Regulations Volume 5	(1988)	Port Rules and Regulations 2006
Port Rules and Regulations Volume 6	(1994)	Port Rules and Regulations 2007
Port Rules and Regulations Volume 7	(1986-1987)	Port Rules and Regulations 2008
Port Rules and Regulations Volume 8	(1985)	Port Rules and Regulations 2009
Port Rules and Regulations Volume 9	(1995)	Port Rules and Regulations 2010
Port Rules and Regulations Volume 10	(1996)	Port Rules and Regulations 2011
Port Rules and Regulations Volume 11	(1997)	Port Rules and Regulations 2012
Port Rules and Regulations Volume 12	(1998)	Port Rules and Regulations 2013
Port Rules and Regulations Volume 13	(1999)	Port Rules and Regulations 2014
Port Rules and Regulations Volume 14	(2000)	Port Rules and Regulations 2015
Port Rules and Regulations 2001		Port Rules and Regulations 2016

Issuances included in the book are those which are of interest to the port clientele, specially those that bear on their operations in the ports.

The material is arranged by subject heading and then by the date and number of the issuance.

Whenever possible and space permits, the book includes related issuances from the Office of the President and from other government agencies which have influenced or directed the adoption of certain policies, rules and regulations within the Authority.

At the bottom of some issuances is the effectivity date of the rules and regulations, and the name and date of the newspaper of general circulation where it was published.

A **QUICK REFERENCE INDEX** is likewise provided so that the reader can find the issuance quickly.

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THE PHILIPPINE PORTS AUTHORITY

The Philippine Ports Authority was created under Presidential Decree No. 505, which was subsequently amended by PD No. 857 in December 1975.

The latter Decree, which is referred to as the revised charter of the Philippine Ports Authority, broadened the scope and functions of the PPA to facilitate the implementation of an integrated program for the planning, development, financing, operation and maintenance of ports or port districts for the entire country.

In 1978, the PPA charter was further amended by Executive Order No. 513, granting the PPA police authority, creating the National Ports Advisory Council to strengthen cooperation between the government and the private sector, and empowering the PPA to exact reasonable administrative fines for specific violations of its rules and regulations.

Subsequently, Executive Order No. 159 was issued in 1987 to give the PPA financial autonomy and the responsibility for undertaking all construction projects under its port system.

Various functions such as port administration and project execution previously handled, respectively, by the Bureau of Customs and the Department of Public Works and Highways, were transferred to the PPA.

Objectives

1. Coordinate, streamline, improve and optimize the planning, development, financing, construction, maintenance, and operation of ports, port facilities, port physical plants, and all equipment used in connection with the operation of a port;
2. Ensure the smooth flow of waterborne commerce passing through the country's ports, whether public or private, in the conduct of international and domestic trade;
3. Promote regional development through dispersal of industries and commercial activities throughout the different regions;
4. Foster inter-island seaborne commerce and foreign trade;
5. Redirect and reorganize port administration beyond its specific and traditional functions of harbor development and cargo handling operations to the broader function of total port district development including encouraging the full and efficient utilization of the port's hinterland and tributary areas;
6. Ensure that all income and revenues accruing out of dues, rates and charges for the use of facilities and services provided by the Authority are properly collected and accounted for by the Authority, that all such income and revenues will be adequate to defray the cost of providing the facilities and services (inclusive of operating and maintenance cost, administration and overhead) of the port districts, and to ensure that a reasonable return on the assets employed shall be realized.

Functions

1. Formulate and implement a comprehensive and practicable port development plan for the State in coordination with the National Economic and Development Authority.
2. Supervise, control, regulate, construct, maintain, operate and provide necessary port facilities and services;
3. Prescribe rules and regulations, procedures and guidelines for the operation of ports; including private ports in the country.
4. License, control, regulate, supervise any construction or structure within the port district;
5. Provide services, on its own or by contract, within the port district and approaches thereof, including but not limited to berthing, towing, mooring, moving, slipping, or docking of any vessel; loading or discharging of vessels; sorting, weighing, measuring, warehousing, or otherwise handling of goods;
6. Control and administer any foreshore rights or leases which may be vested in the Authority from time to time;
7. Coordinate with the Bureau of Lands or any other government agency or corporation in the development of any foreshore areas;
8. Control, regulate and supervise pilotage and the conduct of pilots in any port district;
9. Provide or assist in training programs for its staff and the staff of port users and operators;
10. Perform or provide other services necessary to carry out its objectives, including the adoption of necessary measures to remedy congestion in any government port and in coordination with the Bureau of Customs in the case of port of entry.

Management and Organization

At the policy formulation level, the Philippine Ports Authority is governed by a nine-man Board of Directors.

It is chaired by the Secretary of the Department of Transportation, with the General Manager of the Philippine Ports Authority as Vice-Chairman.

Its members are the Director-General of the National Economic and Development Authority, the Secretaries of the Department of Public Works and Highways, Finance, Trade and Industry, Environment and Natural Resources, the Administrator of the Maritime Industry Authority, and a representative from the private sector.

Policies approved by the Board are implemented by the General Manager as Chief Executive Officer. Helping him are his three Assistant General Managers: Finance and Administration, Operations, and Engineering.

Central Office departments supervised by the Assistant General Managers deliver support services to the field or line units.

Frontline services are delivered by Port Management Offices which are semi-autonomous regional offices responsible for the activities of the various Terminal Management Offices under their jurisdiction.

Port Management Offices serve as base ports for the supervision of public and private ports within their area of operation.

Mandate

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

Vision

By 2020, PPA shall have provided port services of global standards.

Mission

1. Provide reliable and responsive services in ports, sustain development of communities and the environment, and be a model corporate agency of the government.
2. Establish a mutually beneficial, equitable, and fair relationship with partners and service providers.
3. Provide meaningful and gainful employment while creating a nurturing environment that promotes continuous learning and improvement.
4. Establish a world-class port operation that is globally competitive adding value to the country's image and reputation.

Core Values

Excellence. Professionalism, Efficiency

Creativity. Innovation, Adaptability

Customer Satisfaction. Customer Focus

Responsible Citizenship. Sustainability, Accountability, Risk Management

Ethics. Integrity within moral bounds.

Sincerity. Commitment to fulfill mandate.

Teamwork. Synergy of working together. Esprit de corps

Role of Philippine Ports in Economic Development

An archipelago consisting of 7,107 islands and islets, the Philippines is greatly dependent on water transport for trade and commerce between and among its main islands. It has a long coastline facing the Pacific Ocean to the east and the South China Sea to the west.

The country lies at the heart of Southeast Asia with China to the North, the Indonesian archipelago to the south, the countries of Laos, Vietnam, Cambodia and Thailand to the west and Malaysia to the southwest.

Against this backdrop, the Philippines enviably occupies a highly strategic point and natural hub of economic activity in the region.

Because of the Philippines' geographic configuration, there is heavy reliance on ports to carry on maritime trade.

As vital nodes of the transport chain providing the major interface between land and water transportation, ports bridge production and consumption centers.

Demand for water transport is heavy because it is the cheapest means of moving goods from island to island and from the Philippines to the international markets.

To answer this demand, the government developed the Strong Republic Nautical Highway (SRNH) where ports were streamlined and maintained to cater to the roll-on/roll-off (RORO) system of moving goods and people and thus encourage and enhance inter-island trade and commerce and domestic tourism.

CARGO HANDLING CHARGES

April 25, 2017

PPA MEMORANDUM CIRCULAR

NO. 03 - 2017

TO : The Port Manager
PMO-Batangas

ATI Batangas Incorporated
All Shipping Companies & Agents
Other Port Users Concerned

SUBJECT : Approved Increase in Cargo Handling
Charges at Phase I, Port of Batangas

Pursuant to Executive Committee Resolution No. 2017-1506, as confirmed by Board Resolution No. 2598, a cargo handling rate increase of **11%** is hereby approved in addition to the 10% provisional increase granted in 2013 at Phase I, Port of Batangas.

Said rate increase shall be effective thirty (30) days after publication in a newspaper of general circulation.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the Philippine Star - April 28, 2017
Effectivity Date - May 28, 2017

SECRETARY'S CERTIFICATE

I, **JASMIN A. PARARUAN**, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor, PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila, and having custody of the Board records of the PPA, do hereby certify:

That during the 445th Regular Board Meeting of the Board of Directors of the Philippine Ports Authority held on February 17, 2017, at the Board Room, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

RESOLUTION NO. 2598

“RESOLVED, that on motion duly made and seconded, after presentation to the new set of PPA Board of Directors of the background of the process and approval of the granting of the request, and having no objection thereto, the Executive Committee Resolution No. 2017-1506 which was approved during the 295th Executive Committee Meeting held at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila on February 8, 2017, be, as it is hereby approved and confirmed.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 24th day of March 2017, at 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

SECRETARY'S CERTIFICATE

I, **JASMIN A. PARARUAN**, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor, PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila, and having custody of the Board records of the PPA, do hereby certify:

That during the 295th Executive Committee Meeting of the Board of Directors of the Philippine Ports Authority held on 08 February 2017, at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

*Executive Committee Resolution No. **2017-1506***

“RESOLVED, that on motion duly made and seconded, after the presentation by the Management of the approval by the previous Board of not more than 11% increase, and the process of its approval, the grant of 11% increase in the cargo handling services rate of ATI Batangas, Inc. (ATIBI) at the Port of Batangas, Phase 1, in addition to the 10% interim increase granted in PPA Memorandum Circular No. 04-2013 dated May 20, 2013, be, as it is hereby approved and be submitted for confirmation of the Board.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 21st day of March 2017, at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

May 16, 2017

PPA OPERATIONS MEMORANDUM
CIRCULAR NO. 01 - 2017

TO : The Port Manager
PMO-Batangas

ATI Batangas Incorporated
Cargo Owners/Brokers/Shipping Lines
Other Port Users Concerned

SUBJECT : Revised Schedule of Cargo Handling Tariff at
Phase I, Port of Batangas

Pursuant to PPA Memorandum Circular (MC) No. 03-2017* dated April 25, 2017, a cargo handling rate increase of **11%** was approved in addition to the 10% provisional increase granted in 2013 at Phase I, Port of Batangas.

As such, attached is the **revised schedule of cargo handling tariff** at the said port for reference and guidance of all concerned.

(Sgd.) HECTOR E. MIOLE
AGM for Operations

***PPA MC No. 03-2017 was published in
The Phil. Star on April 28, 2017**

April 25, 2017

PPA MEMORANDUM CIRCULAR
NO. 03 - 2017

TO : The Port Manager
PMO-Batangas

ATI Batangas Incorporated
All Shipping Companies & Agents
Other Port Users Concerned

SUBJECT : Approved Increase in Cargo Handling
Charges at Phase I, Port of Batangas

Pursuant to Executive Committee Resolution No. 2017-1506, as confirmed by Board Resolution No. 2598, a cargo handling rate increase of **11%** is hereby approved in addition to the 10% provisional increase granted in 2013 at Phase I, Port of Batangas.

Said rate increase shall be effective thirty (30) days after publication in a newspaper of general circulation.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the Philippine Star - April 28, 2017
Effectivity Date - May 28, 2017

**SCHEDULE OF RESTRUCTURED CARGO HANDLING (CH) TARIFF & OTHER CH RELATED CHARGES
FOR DOMESTIC & IMPORT/EXPORT CARGOES
PHASE I PORT OF BATANGAS (A)
As of May 28, 2017**

The flat rates quoted below for cargo handling services included charges for cargo handling gear and equipment, standard labor complement, overtime, meal hour time and differential pay of arrastre/stevedoring gangs and such other regular services and equipment as defined hereunder.

**WITH ADD'L 11% INC. IN CARGO HANDLING TARIFF
PER PPA MC No. 03-2017 DATED APRIL 25, 2017
EFFECTIVE MAY 28, 2017**

	BASIS	NON-PALLETIZED		PALLETIZED/UNITIZED	
		ARRASTRE	STEV	ARRASTRE	STEV
I. DOMESTIC CARGO					
A. GENERAL CARGO					
1. Non-Prime Commodities					
1.1 Cargoes in bags sack, boxes					
cartons drums crates	Metric Ton	264.55	66.45	206.00	47.15
1.2 Others	Rev. Ton	170.15	42.45	132.60	30.05
2. Prime Commodities					
Rice	Rev. Ton	72.00	17.95	56.10	12.45
Palay	Rev. Ton	72.00	17.95	56.10	13.00
Milk	Rev. Ton	108.10	27.05	84.35	19.10
School Supplies	Rev. Ton	117.90	29.70	91.80	21.00
Edible Oil	Rev. Ton	111.30	27.85	86.65	19.80
Sugar	Rev. Ton	134.80	34.20	104.90	24.10
Corn	Rev. Ton	75.85	19.05	59.00	13.60
Canned Fish	Rev. Ton	170.15	42.45	132.60	30.05
Eggs	Rev. Ton	170.15	42.45	132.60	30.05
Flour	Metric Ton	77.80	28.80	60.60	20.55
3. Live Animals					
Crated	Rev. Ton	263.50	65.70		
Uncrated	Per Head	25.55	6.40		
4. Logs	M Bd. ft.	130.00	32.60		
5. Lumber	M Bd. ft.	130.00	32.60	101.30	23.05
6. Vehicles	Rev. Ton	250.15	62.30		
B. HEAVY LIFT CARGO					
5 to 15 tons	Metric Ton	117.85	29.70		
Over 15 to 20 tons	Metric Ton	212.85	53.30		
Over 20 tons	Metric Ton	222.05	55.55		

C. DANGEROUS CARGO To be charged in accordance with PPA Admin Order Nos. 02-89 and 01-90 and item 8 of the attached Terms and Conditions

D. CONTAINERIZED CARGO

	Basis	Arrastre		Stevedoring
		Loaded	Empty	
5 footer and below	Per Box	259.50	78.00	95.50
Over 5 footer to 10 footer	Per Box	519.00	166.00	189.00
Over 10 to 20 footer	Per Box	1,039.00	414.50	314.50
Over 20 to 35 footer	Per Box	1,818.50	726.50	314.50
Over 35 to 40 footer	Per Box	2,077.00	831.50	314.50

Containers that are stripped (LCL) or stripped at pier/wharf terminal inside port zone.

The above prescribed arrastre rates for containers shall not apply instead the regular or existing arrastre charges (contents) shall apply chargeable against owners/consignees of goods.

In addition stripping or stuffing charges shall be 1/3 of commodity rates to be charged against shipping companies.

NOTE: Stevedoring on containerized cargo for non-self sustaining vessel is exclusive of equipment hire if quay/dock crane or any lifting equipment is supplied and used by the contractor/operator.

E OTHER CHARGES

1. RORO Terminal Fee (RRTF)

The applicable RRTF for RO-RO cargoes for Strong Republic Nautical Highway (SRNH) is under PPA Operations Memorandum Circular No. 01-2010 dated February 25, 2010 and 02-2010 dated March 23, 2010.

2. APPLICABLE RATES FOR CHA-RO AND STO-RO

2.1 CHA-RO

a. Container/s mounted on chassis or trailer	<u>Basis</u>	<u>Handling Fee</u>	
		<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	129.00	39.00
10 footer	Per Box	259.00	77.00
Over 10 to 20 footer	Per Box	522.00	211.00
Over 20 to 35 footer	Per Box	910.00	364.00
Over 35 to 40 footer	Per Box	1,043.00	419.00

b. Conventional cargo (breakbulk palletized or unitized live animals, iron and steel products, etc) loaded on trailers and towed in/out of the Ro-Ro vessels.

These cargoes shall be charged seventy-five (75%) percent of the arrastre rate for non-palletized cargo in the existing tariff for conventional cargo based on the gross weight.

c. Empty Chassis/Trailers

These cargoes shall be charged fifty (50%) percent of the arrastre rate in the existing tariff for convention.

2.2 STO-RO

a. Container/s mounted on chassis or trailer	<u>Basis</u>	<u>Handling Fee</u>	
		<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	129.00	39.00
10 footer	Per Box	259.00	77.00
Over 10 to 20 footer	Per Box	522.00	211.00
Over 20 to 35 footer	Per Box	910.00	364.00
Over 35 to 40 footer	Per Box	1,043.00	419.00

b. Conventional cargo (palletized or unitized) discharged from trailer and stowed on the wharf or vice-versa

These cargoes shall be charged seventy-five (75%) percent of the arrastre rate for palletized cargo in the existing tariff for conventional cargo.

3 Line Handling

Domestic Vessel	Rate
Size of Vessel	
Less than 25 GRT	56.00
25 up to 100 GRT	94.00
101 up to 500 GRT	191.00
501 up to 1,000 GRT	236.00
1,001 up to 3,000 GRT	332.00
3,001 up to 5,000 GRT	427.00
5,001 up to 10,000 GRT	569.00
10,001 up to 20,000 GRT	664.00
above 20,000 GRT	759.00

II. IMPORT/EXPORT CARGO

Per Executive Committee Resolution No. 93-236 and confirmed by the PPA Board of Directors per Board Resolution No. 1335

	<u>BASIS</u>	<u>NON-PALLETIZED</u>		<u>PALLETIZED</u>		
		<u>ARRASTRE</u>	<u>STEV</u>	<u>ARRASTRE</u>	<u>STEV</u>	
A. CONVENTIONAL CARGO						
1. General cargoes	Rev. Ton	128.45	77.85	100.65	55.05	
2. Others *						
1. Rice	Rev. Ton	73.45	80.55	57.15	57.05	
2. Palay	Rev. Ton	73.65	80.55	57.40	57.05	
3. Corn	Rev. Ton	77.40	80.55	60.20	57.05	
3. Logs	M Bd. ft.	148.75	211.80			
4. Lumber	M Bd. ft.	158.75	211.80	124.20	152.00	
5. Bulk	Metric Ton	128.45	77.85			
6. Iron & Steel Products	Metric ton	150.90	75.85	118.15	54.45	
7. Heavy Lift Cargoes						
5 to 15 tons	Metric ton	305.10	436.35			
over 15 to 20 tons	Metric ton	505.25	436.35			
over 20 tons	Metric ton	710.45	530.10			

*Approved per Memorandum dated December 11, 1989 effective June 1990

B. SPECIAL SERVICES

1. Shifting Charges

- 1.1 Shifting/Restowing cargo within the same hatch 150% of basic rate
- 1.2 Shifting from one hatch to another or from one hold to dock/pier or barge or vice versa 200% of basic rate

*Approved per Memorandum dated December 11, 1989 effective June 1990

2. Checking charges - For all cargo discharged or loaded thru shipside

	BASIS	RATE
2.1 General Cargo	Per Ton	9.20
2.2 In Bulk	Per Ton	6.90

3. Extra Labor Charge - For extra Labor requested in addition to regular gang

3.1 Small Gang	Per Hour	549.00
3.2 Big Gang	Per Hour	807.05

4. Stand-by Charges - For stand by time due to causes beyond the control and not through the fault or negligence of the contractor but not limited to waiting for vessel's arrival to dock, inclement weather breakdown of vessels' equipment or waiting for barges or trucks will be assessed at the following rates.

4.1 Arrastre Gang	Per Hour	549.00
4.2 Stevedoring Gang	Per Hour	843.75

C. OTHER CHARGES

1. Line Handling

	Rate
Foreign Vessel	
Size of Vessel	
Less than 10,000 GRT	708.00
10,000 - 20,000 GRT	809.00
20,001 - 30,000 GRT	1,012.00
above 30,000 GRT	1,215.00

III. DANGEROUS CARGOES

To be charged in accordance with PPA Admin Order Nos. 02-89 & 01-90 and Item 8 of the attached Terms and Conditions

IV. MINIMUM LABOR COMPLEMENT AND EQUIPMENT REQUIREMENTS

A. Arrastre	Labor	Equipment/Gear
(Non-Sustaining Vessel)	19 Men/Gang 1 Foreman 1 Checker 1 Timekeeper	Pallets Tarpaulins Sliding Boards Gang Planks
B. Stevedoring		
(Non-Sustaining Vessel)	19 Men/Gang 1 Foreman 1 Checker 1 Timekeeper	Sliding Boards Tarpaulin Pallets Gang Planks

Batangas Phase I / Southern Luzon tariff increase 2017

June 19, 2017

PPA MEMORANDUM CIRCULAR
NO. 04 - 2017

TO : The Port Manager
PMO NCR North

Manila North Harbor Port, Inc. (MNHPI)
Port Users
Others Concerned

SUBJECT : Approved 24% Increase in Cargo Handling Tariff
at the Manila North Harbor

Pursuant to ExCom Board Resolution Nos. 2017-1510 and 2017-1513 and as approved and confirmed by Board Resolution No. 2619, the cargo handling tariff at the Manila North Harbor are hereby adjusted, as follows:

- 1st Tranche (2017) - Eight percent (8%) increase over the January 19, 2015 rates to take effect 30 days after publication of this Circular,
- 2nd Tranche (2018) - Additional eight percent (8%) or a total of 16% increase over the January 19, 2015 rates and not compounded, to take effect one (1) year after the 1st tranche,
- 3rd Tranche (2019) - Additional eight percent (8%) or a total of 24% increase over the January 19, 2015 rates and not compounded, to take effect one (1) year after the 2nd tranche.

This Circular shall be published once in two (2) newspapers of general circulation and shall take effect as specified above.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the following newspapers:
The Manila Times - June 21, 2017
The Manila Bulletin

SECRETARY'S CERTIFICATE

I, *JAN PEARL F. PORTUGAL*, duly appointed Deputy Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation and Communications, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area Manila, and having custody of the Board records of the PPA, do hereby certify:

That, during the 297th Executive Committee Meeting of the Board of Directors of the Philippine Ports Authority, held on March 20, 2017, at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

Executive Committee Resolution No. 2017-1510

“RESOLVED, that on motion duly made and seconded, the request of Manila North Harbor, Inc. (MNHPI) for upward tariff adjustment at a computed rate of twenty-four percent (24%) on the present tariff for cargo handling charges on domestic containerized and non-containerized cargoes handled by the Manila North Harbor, be, as it is hereby approved;

RESOLVED FURTHER, that the above adjustments shall be implemented into three (3) tranches within a three-year period at eight percent (8%) per tranche, effective within fifteen (15) days after publication in a newspaper of general circulation;

RESOLVED FINALLY, that the succeeding adjustments shall be reckoned from the date of effectivity.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 22nd day of May 2017, at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JAN PEARL F. PORTUGAL
Deputy Corporate Board Secretary

SECRETARY'S CERTIFICATE

I, **JASMIN A. PARARUAN**, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation and Communications, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area Manila, and having custody of the Board records of the PPA, do hereby certify:

That, during the 298th Executive Committee Meeting of the Board of Directors of the Philippine Ports Authority, held on May 22, 2017, at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

*Executive Committee Resolution No. **2017-1513***

“RESOLVED, that on motion duly made and seconded, and after presentation of the PPA Board Technical Working Group/Hearing Panel on the result of its evaluation regarding the instruction of the Board during its evaluation regarding the instruction of the Board during its 446th Regular Meeting held on March 24, 2017, regarding the request of Manila North Harbor Port, Inc. (MNHPI) for 37.45% Upward Adjustment on the Cargo Handling Tariff at the Manila North Harbor, Executive Committee Resolution No. 2017-1510, be, as it is hereby confirmed and recommended to be taken up in the next Board Meeting.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 23rd day of May 2017, at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

SECRETARY'S CERTIFICATE

I, *JASMIN A. PARARUAN*, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area Manila, and having custody of the Board records of the PPA, do hereby certify:

That, during the 448th Regular Board Meeting of the Board of Directors of the Philippine Ports Authority, held on May 25, 2017, at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

RESOLUTION NO. 2619

“RESOLVED, that on motion duly made and seconded, after discussion and thorough deliberation, Executive Committee Resolution No. 2017-1513, to wit:

EXECUTIVE COMMITTEE RESOLUTION NO. 2017-1513

“RESOLVED, that on motion duly made and seconded, and after presentation of the PPA Board Technical Working Group/ Hearing Panel result of its evaluation regarding the instruction of the Board during its 446th Regular Meeting held on March 24, 2017, regarding the request of Manila North Harbor Port, Inc. (MNHPI) for 37.45% Upward Adjustment on the Cargo Handling Tariff at the Manila North Harbor, Executive Committee Resolution No. 2017-1510, be, as it is hereby confirmed and recommended to be taken up in the next Board Meeting.”

be, as it is hereby approved and confirmed with the clarification that the implementation of the three (3) tranches shall not be compounded.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 23rd day of June 2017, at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

July 03, 2017

PPA OPERATIONS MEMORANDUM
CIRCULAR NO. 02 - 2017

TO : The Port Manager
PMO-NCR North

Manila North Harbor Port, Inc. (MNHPI)
Cargo Owners/Brokers/Shipping Lines
Port Users
Others Concerned

SUBJECT : Revised Schedules of Cargo Handling Tariff at
the Manila North Harbor

Pursuant to PPA Memorandum Circular (MC) No. 04-2017* dated June 19, 2017, a cargo handling rate increase of **24%** to be implemented in three (3) tranches at the Manila North Harbor was approved.

As such, the **revised schedules of cargo handling (CH) tariff** at the said port are hereto attached for information and guidance to all concerned which effectivity are, as follows:

1 st Tranche (2017) -	To be effective July 21, 2017
2 nd Tranche (2018) -	To be effective July 21, 2018
3 rd Tranche (2019) -	To be effective July 21, 2019

(Sgd.) HECTOR E. MIOLE
AGM for Operations

*PPA MC No. 04-2017 was published in
The Manila Times and The Manila Bulletin
on June 21, 2017

**SCHEDULE OF RESTRUCTURED CARGO HANDLING (CH) TARIFF & OTHER CHARGES
FOR DOMESTIC CARGOES
Manila North Harbour Port, Inc.
Manila North Harbor
As of July 21, 2017**

The rates quoted below for cargo handling services for domestic cargoes include cargo handling gear and equipment, standard labor complement, overtime, meal hour time and differential pay of arrastre and stevedoring gangs and such other regular services and equipment as defined hereunder.

**1st TRANCHE (2017) 8% INCREASE IN CH TARIFF
PER PPA MC NO. 04-2017 DTD. JUNE 19, 2017
EFFECTIVE JULY 21, 2017**

	<u>BASIS</u>	<u>NON-PALLETIZED</u>		<u>PALLETIZED/UNITIZED</u>		
		<u>ARRASTRE</u>	<u>STEVEDORING</u>	<u>ARRASTRE</u>	<u>STEVEDORING</u>	
1.0 BREAKBULK CARGO						
1.1	General Cargo	Rev. Ton	154.40	36.25	120.40	25.65
1.2 Prime Commodities						
1.2.1	Rice	Rev. Ton	87.50	33.05	68.25	23.20
1.2.2	Sugar	Rev. Ton	87.50	33.05	68.25	23.20
1.2.3	Corngrits	Rev. Ton	87.50	33.05	68.25	23.20
1.2.4	Canned Milk	Rev. Ton	147.65	33.05	114.70	23.20
1.2.5	Canned Fish	Rev. Ton	154.40	33.05	120.40	23.20
1.2.6	Edible Oil	Rev. Ton	154.40	33.05	120.40	23.20
1.2.7	Eggs	Rev. Ton	154.40	33.05	120.40	23.20
1.2.8	School Supplies	Rev. Ton	154.40	33.05	120.40	23.20
1.2.9	Dressed Chicken	Rev. Ton	154.40	33.05	120.40	23.20
1.2.10	Flour	Metric Ton	86.95	32.25	67.70	22.85
1.3 Live Animals						
1.3.1	Large (cows, horses, and the like)	Per Head	116.95	36.25		
1.3.2	Small (hogs, swine, goat, and the like)	Per Head	9.70	7.30		
1.4	Vehicles (3 wheels and up)	Rev. Ton	80.50	36.25		
1.5	Iron and Steel Products	Rev. Ton	204.70	36.25	159.50	25.65
1.6	Logs	1000 Bd. Ft.	150.40	48.20		
1.7	Lumber	1000 Bd. Ft.	235.60	74.90	183.50	53.25
2.0 HEAVY LIFT CARGO						
	For any single cargo item requiring a lift of 5 tons or more	Metric Ton	390.85	36.25		

3.0 DANGEROUS/HAZARDOUS CARGO

To be charged in accordance with PPA Admin. Order Nos. 02-89 & 01-90 and Item 8 of the Applicable Terms and Conditions.

4.0 BULK CARGO

50% of the general cargo rate

5.0 CONTAINERIZED CARGO

5.1 Rates for FCL Domestic Containers where cargo handler furnishes equipment:

		<u>Arrastre</u>		<u>Stevedoring</u>
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>	
5 footer and below	Per Box	289.50	87.00	113.50
Over 5 to 10 footer	Per Box	580.00	174.00	228.00
Over 10 to 20 footer	Per Box	1,160.50	464.00	378.00
Over 20 to 35 footer	Per Box	2,031.00	812.50	378.00
Over 35 to 40 footer	Per Box	2,320.50	929.50	378.00

5.2 Containers that are stripped (LCL) or stuffed at pier/wharf terminal inside port zone.

5.2.1 The above prescribed arrastre rates for containers shall not apply, instead the regular or existing arrastre charges (contents) shall apply, chargeable against owners/consignees of goods.

5.2.2 In addition, stripping or stuffing charges shall be 1/3 of commodity rates to be charged against shipping companies.

NOTE: Stevedoring on containerized cargo for non-self sustaining vessel is exclusive of equipment hire if quay/dock crane or any lifting equipment is supplied and used by the contractor/operator.

5.3 Cranage Rates *
(PPA MC No. 15-2013)

<u>Container Size</u>	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
20 footer and below	Per Box	1,288.00	1,083.00
Above 20 footer	Per Box	1,802.00	1,396.00

6.0 APPLICABLE RATES FOR CHA-RO AND STO-RO

6.1 CHA-RO

6.1.1 Container/s mounted on chassis or trailer:

	<u>Handling Fee</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	125.00	38.00
10 footer	Per Box	251.00	75.00
Over 10 to 20 footer	Per Box	505.00	204.00
Over 20 to 35 footer	Per Box	881.00	353.00
Over 35 to 40 footer	Per Box	1,012.00	406.00

*No Increase

6.1.2 Conventional cargo (breakbulk, palletized or unitized, live animals, iron and steel products, etc.) loaded on trailers and towed in/out of the Ro-Ro vessels.
 These cargoes shall be charged seventy-five (75%) percent of the arrastre rate for non-palletized cargo in the existing tariff for conventional cargo based on the gross weight.

6.1.3 Empty Chassis/Trailers

These cargoes shall be charged fifty (50%) percent of the arrastre rate in the existing tariff for conventional cargo.

6.2 STO-RO

6.2.1 Container/s mounted on chassis or trailers:

	<u>Handling Fee</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	125.00	38.00
10 footer	Per Box	251.00	75.00
Over 10 to 20 footer	Per Box	505.00	204.00
Over 20 to 35 footer	Per Box	881.00	353.00
Over 35 to 40 footer	Per Box	1,012.00	406.00

6.2.2 Conventional cargo (palletized or unitized) discharged from trailer and stowed on the wharf or vice versa.

These cargoes shall be charged 75% of the arrastre rate for palletized cargo in the existing tariff for conventional cargo.

7.0 RORO TERMINAL FEE (RRTF) *

(PPA OMC No. 10-2008 as amended by OMC Nos. 01-2010/02-2010)

The applicable RRTF for RO-RO cargoes for Strong Republic Nautical Highway (SRNH) is under PPA Operations Memorandum Circular No. 10-2008 dated December 09, 2008.

8.0 OTHER SERVICES

8.1 Shifting/Restowing of cargo within the same hatch	150% of applicable stevedoring rate
8.2 Shifting from one hatch to another or from hold to dock/pier or barge and vice versa	200% of applicable stevedoring rate
8.3 Rebagging (sacks or bags to be provided by the consignee or shipper)	2.95
8.4 Additional gangs	
Small Gang (12 men)	855.80
Big Gang (18 men)	1,284.05

* No Increase

8.5 Standby Time

In Excess of two (2) hours	
Small Gang (12 men)	855.80
Big Gang (18 men)	1,284.05

Standby time charges shall be applied on delays beyond the control of the terminal operators, only under the following circumstances:

- a. Waiting for vessel to dock;
- b. Breakdown of vessel's gear;
- c. Waiting for cargo/truck/barges;
- d. Non-readiness of the vessel
- e. Gang cancelled by client due to instances other than the above

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of the gang during or impending inclement weather.

8.6 Line Handling

Domestic Vessel:

<u>Size of Vessel</u>	
Less than 25 GRT	53.00
25 up to 100 GRT	89.00
101 up to 500 GRT	179.00
501 up to 1,000 GRT	225.00
1,001 up to 3,000 GRT	313.00
3,001 up to 5,000 GRT	404.00
5,001 up to 10,000 GRT	538.00
10,001 up to 20,000 GRT	626.00
above 20,000 GRT	719.00

8.7 For cargoes that are unloaded from a vessel and subsequently loaded on another vessel in another pier, stevedoring is performed twice. In this case, the total stevedoring charges shall be twice that provided but the arrastre shall not be increased.

8.8 Passenger Terminal fee * per embarking passenger 84.82
(PPA MC No. 09-2014)

8.9 Parking fee *
(PPA MC No. 01-2010)

8.9.1 Light vehicle and taxis	per car/hour	
first 2 hours		26.40
succeeding hours		17.60
lost ticket		88.00

* No Increase

8.9.2	Trucks/Haulers	per truck/hour	
	first 6 hours		8.80
	seventh hour		26.40
	succeeding hours		17.60
	lost ticket		88.00
8.10	Porterage Rates *		
	(PPA MC No. 01-2010)		
8.10.1	Up to 200 m		
	Small (up to 10 kgs)	Per piece	8.80
	Medium (up to 25 kgs)	Per piece	13.20
	Large (up to 50 kgs)	Per piece	17.60
8.10.2	Up to 201 to 350m		
	Small (up to 10 kgs)	Per piece	17.60
	Medium (up to 25 kgs)	Per piece	22.00
	Large (up to 50 kgs)	Per piece	30.80
8.10.3	Up to 351 to 500m		
	Small (up to 10 kgs)	Per piece	30.80
	Medium (up to 25 kgs)	Per piece	35.20
	Large (up to 50 kgs)	Per piece	48.40
8.11	Storage Charges *		
	(PPA MC No. 01-2010)		
8.11.1	Non-Containerized cargoes	per ton/calendar day or fraction thereof	5.37
8.11.2	Containerized cargoes		
	10-ft	per box/calendar day or fraction thereof	60.28
	20-ft	per box/calendar day or fraction thereof	171.48
	35-ft	per box/calendar day or fraction thereof	299.16
	40-ft	per box/calendar day or fraction thereof	342.90

* No Increase

**SCHEDULE OF RESTRUCTURED CARGO HANDLING (CH) TARIFF & OTHER CHARGES
FOR DOMESTIC CARGOES
Manila North Harbour Port, Inc.
Manila North Harbor
As of July 21, 2018**

The rates quoted below for cargo handling services for domestic cargoes include cargo handling gear and equipment, standard labor complement, overtime, meal hour time and differential pay of arrastre and stevedoring gangs and such other regular services and equipment as defined hereunder.

**2nd TRANCHE (2018) 8% ADDITIONAL INCREASE
IN CH TARIFF PER PPA MC NO. 04-2017
DTD. JUNE 19, 2017, EFFECTIVE JULY 21, 2018**

	<u>Basis</u>	<u>NON-PALLETIZED</u>		<u>PALLETIZED/UNITIZED</u>		
		<u>Arrastre</u>	<u>Stevedoring</u>	<u>Arrastre</u>	<u>Stevedoring</u>	
1.0 BREAKBULK CARGO						
1.1	General Cargo	Rev. Ton	165.80	38.90	129.35	27.55
1.2 Prime Commodities						
1.2.1	Rice	Rev. Ton	93.95	35.50	73.30	24.95
1.2.2	Sugar	Rev. Ton	93.95	35.50	73.30	24.95
1.2.3	Corngrits	Rev. Ton	93.95	35.50	73.30	24.95
1.2.4	Canned Milk	Rev. Ton	158.55	35.50	123.20	24.95
1.2.5	Canned Fish	Rev. Ton	165.80	35.50	129.35	24.95
1.2.6	Edible Oil	Rev. Ton	165.80	35.50	129.35	24.95
1.2.7	Eggs	Rev. Ton	165.80	35.50	129.35	24.95
1.2.8	School Supplies	Rev. Ton	165.80	35.50	129.35	24.95
1.2.9	Dressed Chicken	Rev. Ton	165.80	35.50	129.35	24.95
1.2.10	Flour	Metric Ton	93.40	34.65	72.75	24.55
1.3 Live Animals						
1.3.1	Large (cows, horses, and the like)	Per Head	125.65	38.90		
1.3.2	Small (hogs, swine, goat, and the like)	Per Head	10.45	7.85		
1.4	Vehicles (3 wheels and up)	Rev. Ton	86.50	38.90		
1.5	Iron and Steel Products	Rev. Ton	219.90	38.90	171.35	27.55
1.6	Logs	1000 Bd. Ft.	161.55	51.80		
1.7	Lumber	1000 Bd. Ft.	253.05	80.45	197.10	57.20
2.0 HEAVY LIFT CARGO						
	For any single cargo item requiring a lift of 5 tons or more	Metric Ton	419.80	38.90		

3.0 DANGEROUS/HAZARDOUS CARGO

To be charged in accordance with PPA Admin. Order Nos. 02-89 & 01-90 and Item 8 of the Applicable Terms and Conditions.

4.0 BULK CARGO

50% of the general cargo rate

5.0 CONTAINERIZED CARGO

5.1 Rates for FCL Domestic Containers where cargo handler furnishes equipment:

	<u>Basis</u>	<u>Arrastre</u>		<u>Stevedoring</u>
		<u>Loaded</u>	<u>Empty</u>	
5 footer and below	Per Box	311.00	93.50	122.00
Over 5 to 10 footer	Per Box	623.00	187.00	245.00
Over 10 to 20 footer	Per Box	1,246.50	498.00	406.00
Over 20 to 35 footer	Per Box	2,181.50	873.00	406.00
Over 35 to 40 footer	Per Box	2,492.50	998.00	406.00

5.2 Containers that are stripped (LCL) or stuffed at pier/wharf terminal inside port zone.

5.2.1 The above prescribed arrastre rates for containers shall not apply, instead the regular or existing arrastre charges (contents) shall apply, chargeable against owners/consignees of goods.

5.2.2 In addition, stripping or stuffing charges shall be 1/3 of commodity rates to be charged against shipping companies.

NOTE: Stevedoring on containerized cargo for non-self sustaining vessel is exclusive of equipment hire if quay/dock crane or any lifting equipment is supplied and used by the contractor/operator.

5.3 Cranage Rates *
(PPA MC No. 15-2013)

<u>Container Size</u>	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
20 footer and below	Per Box	1,288.00	1,083.00
Above 20 footer	Per Box	1,802.00	1,396.00

6.0 APPLICABLE RATES FOR CHA-RO AND STO-RO

6.1 CHA-RO

6.1.1 Container/s mounted on chassis or trailer:

	<u>Handling Fee</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	135.00	41.00
10 footer	Per Box	269.00	80.00
Over 10 to 20 footer	Per Box	543.00	219.00
Over 20 to 35 footer	Per Box	947.00	379.00
Over 35 to 40 footer	Per Box	1,087.00	436.00

*No Increase

6.1.2 Conventional cargo (breakbulk, palletized or unitized, live animals, iron and steel products, etc) loaded on trailers and towed in/out of the Ro-Ro vessels.
 These cargoes shall be charged seventy-five (75%) percent of the arrastre rate for non-palletized cargo in the existing tariff for conventional cargo based on the gross weight.

6.1.3 Empty Chassis/Trailers

These cargoes shall be charged fifty (50%) percent of the arrastre rate in the existing tariff for conventional cargo.

6.2 STO-RO

6.2.1 Container/s mounted on chassis or trailers:

	Handling Fee		
	Basis	Loaded	Empty
Below 10 footer	Per Box	135.00	41.00
10 footer	Per Box	269.00	80.00
Over 10 to 20 footer	Per Box	543.00	219.00
Over 20 to 35 footer	Per Box	947.00	379.00
Over 35 to 40 footer	Per Box	1,087.00	436.00

6.2.2 Conventional cargo (palletized or unitized) discharged from trailer and stowed on the wharf or vice versa.

These cargoes shall be charged 75% of the arrastre rate for palletized cargo in the existing tariff for conventional cargo.

7.0 RORO TERMINAL FEE (RRTF) *

(PPA OMC No. 10-2008 as amended by OMC Nos. 01-2010/02-2010)

The applicable RRTF for RO-RO cargoes for Strong Republic Nautical Highway (SRNH) is under PPA Operations Memorandum Circular No. 10-2008 dated December 09, 2008.

8.0 OTHER SERVICES

8.1 Shifting/Restowing of cargo within the same hatch	150% of applicable stevedoring rate	
8.2 Shifting from one hatch to another or from hold to dock/pier or barge and vice versa	200% of applicable stevedoring rate	
8.3 Rebagging (sacks or bags to be provided by the consignee or shipper)		3.20
8.4 Additional gangs		
Small Gang (12 men)		919.20
Big Gang (18 men)		1,379.20

* No Increase

8.5 Standby Time

In Excess of two (2) hours	
Small Gang (12 men)	919.20
Big Gang (18 men)	1,379.20

Standby time charges shall be applied on delays beyond the control of the terminal operators, only under the following circumstances:

- a. Waiting for vessel to dock;
- b. Breakdown of vessel's gear;
- c. Waiting for cargo/truck/barges;
- d. Non-readiness of the vessel
- e. Gang cancelled by client due to instances other than the above

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of the gang during or impending inclement weather.

8.6 Line Handling

Domestic Vessel:

<u>Size of Vessel</u>	
Less than 25 GRT	57.00
25 up to 100 GRT	95.00
101 up to 500 GRT	193.00
501 up to 1,000 GRT	241.00
1,001 up to 3,000 GRT	336.00
3,001 up to 5,000 GRT	434.00
5,001 up to 10,000 GRT	578.00
10,001 up to 20,000 GRT	673.00
above 20,000 GRT	773.00

8.7 For cargoes that are unloaded from a vessel and subsequently loaded on another vessel in another pier, stevedoring is performed twice. In this case, the total stevedoring charges shall be twice that provided but the arrastre shall not be increased.

8.8 Passenger Terminal fee * per embarking passenger 84.82
(PPA MC No. 09-2014)

8.9 Parking fee *
(PPA MC No. 01-2010)

8.9.1	Light vehicle and taxis	per car/hour	
	first 2 hours		26.40
	succeeding hours		17.60
	lost ticket		88.00
8.9.2	Trucks/Haulers	per truck/hour	
	first 6 hours		8.80
	seventh hour		26.40
	succeeding hours		17.60
	lost ticket		88.00

* No Increase

8.10 Porterage Rates *

(PPA MC No. 01-2010)

8.10.1	Up to 200 m		
	Small (up to 10 kgs)	Per piece	8.80
	Medium (up to 25 kgs)	Per piece	13.20
	Large (up to 50 kgs)	Per piece	17.60
8.10.2	Up to 201 to 350m		
	Small (up to 10 kgs)	Per piece	17.60
	Medium (up to 25 kgs)	Per piece	22.00
	Large (up to 50 kgs)	Per piece	30.80
8.10.3	Up to 351 to 500m		
	Small (up to 10 kgs)	Per piece	30.80
	Medium (up to 25 kgs)	Per piece	35.20
	Large (up to 50 kgs)	Per piece	48.40

8.11 Storage charges *

(PPA MC No. 01-2010)

8.11.1	Non-containerized cargoes	per ton/calendar day or fraction thereof	5.37
8.11.2	Containerized cargoes		
	10-ft	per box/calendar day or fraction thereof	60.28
	20-ft	per box/calendar day or fraction thereof	171.48
	35-ft	per box/calendar day or fraction thereof	299.16
	40-ft	per box/calendar day or fraction thereof	342.90

*No Increase

**SCHEDULE OF RESTRUCTURED CARGO HANDLING (CH) TARIFF & OTHER CHARGES
FOR DOMESTIC CARGOES
Manila North Harbour Port, Inc.
Manila North Harbor
As of July 21, 2019**

The rates quoted below for cargo handling services for domestic cargoes include cargo handling gear and equipment, standard labor complement, overtime, meal hour time and differential pay of arrastre and stevedoring gangs and such other regular services and equipment as defined hereunder.

**3rd TRANCHE (2019) 8% ADDITIONAL INCREASE
IN CH TARIFF PER PPA MC NO. 04-2017
DTD. JUNE 19, 2017, EFFECTIVE JULY 21, 2019**

	<u>Basis</u>	<u>NON-PALLETIZED</u>		<u>PALLETIZED/UNITIZED</u>		
		<u>Arrastre</u>	<u>Stevedoring</u>	<u>Arrastre</u>	<u>Stevedoring</u>	
1.0 BREAKBULK CARGO						
1.1	General Cargo	Rev. Ton	177.25	41.60	138.25	29.45
1.2	Prime Commodities					
1.2.1	Rice	Rev. Ton	100.45	37.95	78.35	26.65
1.2.2	Sugar	Rev. Ton	100.45	37.95	78.35	26.65
1.2.3	Corngrits	Rev. Ton	100.45	37.95	78.35	26.65
1.2.4	Canned Milk	Rev. Ton	169.50	37.95	131.70	26.65
1.2.5	Canned Fish	Rev. Ton	177.25	37.95	138.25	26.65
1.2.6	Edible Oil	Rev. Ton	177.25	37.95	138.25	26.65
1.2.7	Eggs	Rev. Ton	177.25	37.95	138.25	26.65
1.2.8	School Supplies	Rev. Ton	177.25	37.95	138.25	26.65
1.2.9	Dressed Chicken	Rev. Ton	177.25	37.95	138.25	26.65
1.2.10	Flour	Metric Ton	99.80	37.00	77.75	26.25
1.3	Live Animals					
1.3.1	Large (cows,horses, and the like)	Per Head	134.30	41.60		
1.3.2	Small (hogs, swine, goat, and the like)	Per Head	11.15	8.35		
1.4	Vehicles (3 wheels and up)	Rev. Ton	92.45	41.60		
1.5	Iron and Steel Products	Rev. Ton	235.05	41.60	183.15	29.45
1.6	Logs	1000 Bd. Ft.	172.65	55.35		
1.7	Lumber	1000 Bd. Ft.	270.50	86.00	210.70	61.15
2.0 HEAVY LIFT CARGO						
	For any single cargo item requiring a lift of 5 tons or more	Metric Ton	448.75	41.60		

3.0 DANGEROUS/HAZARDOUS CARGO

To be charged in accordance with PPA Admin. Order Nos. 02-89 & 01-90 and Item 8 of the Applicable Terms and Conditions.

4.0 BULK CARGO

50% of the general cargo rate

5.0 CONTAINERIZED CARGO

5.1 Rates for FCL Domestic Containers where cargo handler furnishes equipment:

		<u>Arrastre</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>	<u>Stevedoring</u>
5 footer and below	Per Box	332.50	100.00	130.00
Over 5 to 10 footer	Per Box	666.00	199.50	261.50
Over 10 to 20 footer	Per Box	1,332.50	532.50	434.00
Over 20 to 35 footer	Per Box	2,332.00	933.00	434.00
Over 35 to 40 footer	Per Box	2,664.00	1,067.00	434.00

5.2 Containers that are stripped (LCL) or stuffed at pier/wharf terminal inside port zone.

5.2.1 The above prescribed arrastre rates for containers shall not apply, instead the regular or existing arrastre charges (contents) shall apply, chargeable against owners/consignees of goods.

5.2.2 In addition, stripping or stuffing charges shall be 1/3 of commodity rates to be charged against shipping companies.

NOTE: Stevedoring on containerized cargo for non-self sustaining vessel is exclusive of equipment hire if quay/dock crane or any lifting equipment is supplied and used by the contractor/operator.

5.3 Crange Rates *
(PPA MC No. 15-2013)

<u>Container Size</u>	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
20 footer and below	Per Box	1,288.00	1,083.00
Above 20 footer	Per Box	1,802.00	1,396.00

6.0 APPLICABLE RATES FOR CHA-RO AND STO-RO

6.1 CHA-RO

6.1.1 Container/s mounted on chassis or trailer:

	<u>Handling Fee</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	144.00	43.00
10 footer	Per Box	288.00	86.00
Over 10 to 20 footer	Per Box	580.00	234.00
Over 20 to 35 footer	Per Box	1,012.00	405.00
Over 35 to 40 footer	Per Box	1,162.00	466.00

*No Increase

6.1.2 Conventional cargo (breakbulk, palletized or unitized, live animals, iron and steel products, etc.) loaded on trailers and towed in/out of the Ro-Ro vessels.
 These cargoes shall be charged seventy-five (75%) percent of the arrastre rate for non-palletized cargo in the existing tariff for conventional cargo based on the gross weight.

6.1.3 Empty Chassis/Trailers

These cargoes shall be charged fifty (50%) percent of the arrastre rate in the existing tariff for conventional cargo.

6.2 STO-RO

6.2.1 Container/s mounted on chassis or trailers:

	<u>Handling Fee</u>		
	<u>Basis</u>	<u>Loaded</u>	<u>Empty</u>
Below 10 footer	Per Box	144.00	43.00
10 footer	Per Box	288.00	86.00
Over 10 to 20 footer	Per Box	580.00	234.00
Over 20 to 35 footer	Per Box	1,012.00	405.00
Over 35 to 40 footer	Per Box	1,162.00	466.00

6.2.2 Conventional cargo (palletized or unitized) discharged from trailer and stowed on the wharf or vice versa.

These cargoes shall be charged 75% of the arrastre rate for palletized cargo in the existing tariff for conventional cargo.

7.0 RORO TERMINAL FEE (RRTF) *

(PPA OMC No. 10-2008 as amended by OMC Nos. 01-2010/02-2010)

The applicable RRTF for RO-RO cargoes for Strong Republic Nautical Highway (SRNH) is under PPA Operations Memorandum Circular No. 10-2008 dated December 09, 2008.

8.0 OTHER SERVICES

8.1 Shifting/Restowing of cargo within the same hatch	150% of applicable stevedoring rate
8.2 Shifting from one hatch to another or from hold to dock/ pier or barge and vice versa	200% of applicable stevedoring rate
8.3 Rebagging (sacks or bags to be provided by the consignee or shipper)	3.40
8.4 Additional gangs	
Small Gang (12 men)	982.60
Big Gang (18 men)	1,474.30

* No Increase

8.5 Standby Time

In Excess of two (2) hours	
Small Gang (12 men)	982.60
Big Gang (18 men)	1,474.30

Standby time charges shall be applied on delays beyond the control of the terminal operators, only under the following circumstances:

- a. Waiting for vessel to dock;
- b. Breakdown of vessel's gear;
- c. Waiting for cargo/truck/barges;
- d. Non-readiness of the vessel
- e. Gang cancelled by client due to instances other than the above

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of the gang during or impending inclement weather.

8.6 Line Handling

Domestic Vessel:

<u>Size of Vessel</u>	
Less than 25 GRT	61.00
25 up to 100 GRT	102.00
101 up to 500 GRT	206.00
501 up to 1,000 GRT	258.00
1,001 up to 3,000 GRT	360.00
3,001 up to 5,000 GRT	464.00
5,001 up to 10,000 GRT	618.00
10,001 up to 20,000 GRT	719.00
above 20,000 GRT	826.00

8.7 For cargoes that are unloaded from a vessel and subsequently loaded on another vessel in another pier, stevedoring is performed twice. In this case, the total stevedoring charges shall be twice that provided but the arrastre shall not be increased.

8.8 Passenger Terminal fee * per embarking passenger 84.82
(PPA MC No. 09-2014)

8.9 Parking fee *
(PPA MC No. 01-2010)

8.9.1 Light vehicle and taxis per car/hour
first 2 hours 26.40
succeeding hours 17.60
lost ticket 88.00

8.9.2 Trucks/Haulers per truck/hour
first 6 hours 8.80
seventh hour 26.40
succeeding hours 17.60
lost ticket 88.00

* No Increase

8.10 Porterage Rates *
(PPA MC No. 01-2010)

8.10.1 Up to 200 m		
Small (up to 10 kgs)	Per piece	8.80
Medium (up to 25 kgs)	Per piece	13.20
Large (up to 50 kgs)	Per piece	17.60
8.10.2 Up to 201 to 350m		
Small (up to 10 kgs)	Per piece	17.60
Medium (up to 25 kgs)	Per piece	22.00
Large (up to 50 kgs)	Per piece	30.80
8.10.3 Up to 351 to 500m		
Small (up to 10 kgs)	Per piece	30.80
Medium (up to 25 kgs)	Per piece	35.20
Large (up to 50 kgs)	Per piece	48.40

8.11 Storage charges *
(PPA MC No. 01-2010)

8.11.1 Non-containerized cargoes	per ton/calendar day or fraction thereof	5.37
8.11.2 Containerized cargoes		
10-ft	per box/calendar day or fraction thereof	60.28
20-ft	per box/calendar day or fraction thereof	171.48
35-ft	per box/calendar day or fraction thereof	299.16
40-ft	per box/calendar day or fraction thereof	342.90

* No Increase

July 10, 2017

PPA OPERATIONS MEMORANDUM
CIRCULAR NO. 03 - 2017

TO : The Port Manager
PMO-NCR North

Harbor Center Port Terminal, Inc (HCPTI)
Cargo Owners/Brokers/Shipping Lines
Port Users
Others Concerned

SUBJECT : Schedule of Cargo Handling Tariff at the Manila Harbor Center

Pursuant to the Authority's approval for HCPTI to use the foreign non-containerized cargo handling tariff of MICT/ South Harbor under PPA MC No. 14-2015, attached is the official schedule of cargo handling tariff at the Manila Harbor Center effective March 23, 2016.

For information and guidance.

(Sgd.) HECTOR E. MIOLE
AGM for Operations

Published in the Philippine Star - July 20, 2017

**PORT OF MANILA
SCHEDULE OF CARGO HANDLING TARIFF AT
MANILA HARBOR CENTER
As of March 23, 2016**

Approval
Per PPA OIC Letter dated March 23, 2016

I. NON-CONTAINERIZED

A. VESSEL CHARGES (Stevedoring)	<u>Basis</u>		<u>Non-Palletized</u>	<u>Palletized</u>
1. General Cargo				
a) Bagged Cargoes (Cargoes in bags, sacks)	/RT	Php	193.00	76.00
b) Frozen Cargoes				
1) Unpacked Fish	/RT	Php	600.00	-
2) Fish in Cartons	/RT		401.00	-
c) Others (Cargoes in crates, boxes, cases, drums, etc)	/RT	Php	83.00	57.00
2. Heavy Lift				
5-20 tons	/MT	Php	408.00	-
Over 20 tons	/MT		498.00	-
3. Steel Products	/MT	Php	66.00	46.00
4. Logs	/1000 Bd Ft	Php	175.00	-
5. Lumber	/1000 Bd Ft	Php	-	130.00
6. Bulk				
a) Free Flowing	/MT	Php	83.00	-
b) Non-Free Flowing	/MT		91.00	-
7. Shifting within hatch			150% of applicable rates	
8. Shifting from hatch to another or from one hold to dock/pier or barge or vice versa			200% of applicable rates	

NB: The above charges shall be exclusive of equipment except for item 6 re Bulk cargoes where clamshell shall be provided.

B. CARGO CHARGES (Arrastre)			<u>Non-Palletized</u>	<u>Palletized</u>
<u>Import</u>	<u>Basis</u>			
1. General Cargo				
a) Bagged Cargoes (cargoes in bags,sacks)	/RT	Php	285.00	126.00
b) Frozen Cargoes				
1) Unpacked Fish	/RT	Php	1,074.00	-
2) Fish in Cartons	/RT		717.00	-
c) Others (cargoes in crates, boxes, cases, drums, etc)	/RT	Php	161.00	126.00

2. Steel Products	/RT	Php	189.00	151.00
3. Logs	/1000 Bd Ft	Php	246.00	-
4. Lumber	/1000 Bd Ft	Php	-	246.00
5. Heavy Lift				
5-15 tons	/MT	Php	388.00	-
Over 15-20 tons	/MT		640.00	-
Over 20 tons	/MT		902.00	-
6. Bulk Cargo	/MT	Php	161.00	-
7. Checking Charge (Shipside Delivery)	/RT	Php	18.00	-
C. ROLL-ON ROLL-OFF CHARGES				
	<u>Basis</u>			
1. Vessel Charges (Stevedoring)	/RT	Php	70.00	
2. Cargo Charges (Arrastre)	/RT		161.00	
D. DANGEROUS CARGO To be charged in accordance with PPA AO No. 02-89 dtd. 8/14/89 and PPA AO No. 01-90 dtd 03/01/90				
II. MISCELLANEOUS CHARGES (payable by whoever requested for services)				
<u>NON-CONTAINERIZED</u>				
1. Making fast & letting go lines				
<u>Basis</u>				
Size of Vessel				
Less than 10,000 GRT	/vessel	Php	717.00	
10,000 - 20,000 GRT	/vessel		820.00	
20,000 - 30,000 GRT	/vessel		1,026.00	
Above 30,000 GRT	/vessel		1,229.00	
2. Pier Lighting (night operations -- 1800H to 0600H)	/hour	Php	82.00	
3. a) BO Turnover Survey	gang/hour		1,145.00	
b) Shoring/Recouping (Labor Cost Only)	gang/hour		491.00	
Materials; subject to the determination of both parties based on actual usage				
4. Equipment Rental (includes operator)				
a) On -Dock				
Crane (Mobile) 100 Tons Capacity	/hour	Php	13,928.00	
Crane 50 Tons Capacity	/hour		5,694.00	
Crane 25 Tons Capacity	/hour		3,251.00	
Forklift 20 Tons Capacity	/hour		1,625.00	
Forklift 10 Tons Capacity	/hour		893.00	
Forklift 3 Tons Capacity	/hour		619.00	
Toploader 25 Tons Capacity	/hour		2,440.00	
Toploader 35 Tons Capacity	/hour		3,251.00	
Shifter/Straddle Carrier 35 Tons Capacity	/hour		3,251.00	
Tractor Head	/hour		893.00	
Truck, Stake	/hour		619.00	
b) On-Board				
Forklift 3 Tons Capacity	/hour	Php	835.00	
c) Outside rental of pallets				
	/hour	Php	93.00	

Penalty Charges

Standby time charges shall be applied on delays beyond the control of the cargo handling operator, only under the following circumstances.

- a) waiting for vessel to dock,
- b) breakdown of vessel's gear,
- c) waiting for cargo/truck/barges,
- d) non-readiness of the vessel, and
- e) gang cancelled by client due to instances other than the above

a) On-Board	gang/hour	Php	2,985.00
b) On-Dock	gang/hour	Php	2,850.00

Standby time charges due to inclement weather shall not apply except when the cargo owner/ consignee insists on the deployment of a gang or objects to the knocking off of a gang during or impending inclement weather.

Extra Labor Services

Basis

1. Gang Services			
a) On-Dock			
General Cargo Delivery	gang/hour	Php	950.00
BO Turn-over Gang	gang/hour		1,207.00
Utility	gang/hour		1,245.00
Barge Delivery Operation	gang/hour		1,670.00
Lashing/Unlashing (RO-RO)	gang/hour		846.00
Lashing/Unlashing Gang	gang/hour		1,531.00
Self-Sustained Vessel (Loading/Unloading)	gang/hour		2,797.00
Integrated General Cargoes & Units	gang/hour		3,392.00
b) On-Board			
Regular Gang	gang/hour	US\$ *	22,738
Big Gang	gang/hour		26,746
Manlighter Gang	gang/hour		15,871
Lashing/Unlashing/Shoring	gang/hour		26,364
Discharging Vessel/Barge Operation/Stripping	gang/hour		49,667
2. Personnel Services			
Antigo	/hour	US\$ *	2,735
Batteryman	/hour		2,831
Cabo	/hour		2,831
Cabo BO	/hour		2,831
Carpenter	/hour		2,735
Checker Posting BO	/hour		2,735
Checker Delivery	/hour		2,927
Checker Posting	/hour		2,927
Checker Receiving	/hour		2,927
Checker Transfer	/hour		2,927

*US Dollar Conversion \$1.0 = PhP 44.50
Per PPA OMC 04-2009 dated June 16, 2009

Clerk	/hour	US\$ *	2,735
Cooperer BO	/hour		2,735
Deliveryman	/hour		2,735
Electrician	/hour		2,735
Foreman Delivery	/hour		2,927
Foreman Receiving	/hour		2,927
Gatekeeper	/hour		3,054
Gearlockerman	/hour		2,735
Inspector BO	/hour		2,927
Inspector Gate	/hour		3,054
Lineman	/hour		2,735
Locator	/hour		2,735
Locator Van	/hour		2,735
Mechanic	/hour		2,927
Mechanic Helper	/hour		2,831
Moderno	/hour		2,703
Operator Crane (2)	/hour		3,593
Operator Forklift	/hour		2,735
Operator Gantry Crane	/hour		2,703
Operator Mobile	/hour		2,927
Operator Tractor	/hour		3,054
Reefer Technician	/hour		2,989
Signalman	/hour		2,735
Special Cargoman	/hour		2,735
Supervisor	/hour		3,116
Supervisor BO	/hour		3,116
Superintendent	/hour		3,371
Truck Driver	/hour		2,735
Utilityman	/hour		2,735
Welder	/hour		2,735
Winchman	/hour		2,735
Baggage Master	/hour		2,831

* US Dollar Conversion \$1.0 PhP 44.50
Per PPA OMC 04-2009 dated June 16, 2009

October 26, 2017

PPA MEMORANDUM CIRCULAR

NO. 08 - 2017

TO : The Port Manager
PMO-Batangas

Asian Terminals Inc.
All Shipping Companies & Agents
Other Port Users Concerned

SUBJECT : Approved Increase in Cargo Handling Charges for Foreign Containerized
Cargoes at the Batangas Container Terminal, Phase II

Pursuant to Board Resolution No. 2654, a cargo handling rate increase of **nine percent (9%)** for foreign containerized cargoes handled at the Batangas Container Terminal, Phase II, Port of Batangas is hereby approved.

This Circular shall take effect 30 days after the completion of its publication in two (2) newspaper of general circulation.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the following newspapers:

Philippine Star - October 28, 2017

Manila Standard

Effectivity Date November 27, 2017

BOARD OF DIRECTORS' CERTIFICATE

We, the Members of the Board of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation (DOTr), created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila, do hereby certify:

That, during the 453rd Regular Meeting of the Board of the Philippine Ports Authority held on October 20, 2017, at the PPA Board Room, 6th Floor, PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

RESOLUTION NO. 2654

“RESOLVED, that on motion duly made and seconded, after presentation and due deliberation, the recommendation of the Executive Committee for a nine percent (9%) upward adjustment on the existing tariff for cargo handling charges on foreign containerized cargoes handled at the Batangas Container Terminal, Phase II, to be implemented in one (1) tranche, and effective thirty (30) days after publication in the newspaper of general circulation, be, as it is hereby approved and confirmed.”

IN WITNESS WHEREOF, we have signed this Board of Directors' Certificate this 20th day of October 2017.

(Sgd.) FELIPE A. JUDAN
Alternate Chairman

(Sgd.) JAY DANIEL R. SANTIAGO
Vice-Chairman

(Sgd.) PHILIP S. TUAZON
Member, representing the
Private Sector

(Sgd.) ABDULFATAK A. PANDAPATAN
Alternate Member, DPWH

(Sgd.) ANTONETTE C. TIONKO
Alternate Member, DOF

(Sgd.) PRIMO ELVIN L. SIOSANA
Alternate Member, MARINA

(Sgd.) ALADIN A. ANCHETA
Alternate Member, NEDA

November 17, 2017

**PPA OPERATIONS MEMORANDUM
CIRCULAR NO. 05 - 2017**

**TO : The Port Manager
PMO-Batangas**

**Asian Terminals, Inc.
Cargo Owners/Brokers/Shipping Lines
Other Port Users Concerned**

SUBJECT : Revised Schedule of Cargo Handling Tariff at Phase II, Port of Batangas

Pursuant to PPA Memorandum Circular (MC) No. 08-2017* dated October 26, 2017, a nine percent (9%) upward adjustment in cargo handling rate for foreign containerized cargoes handled at the Batangas Container Terminal, Phase II, Port of Batangas was approved.

As such, attached is the **revised schedule of cargo handling tariff** at the said port for reference and guidance of all concerned, the implementation date of which, is on November 27, 2017.

PMO Batangas will cause the dissemination/publication of said tariff schedule to port users concerned.

(Sgd.) HECTOR E. MIOLE
AGM for Operations

***PPA MC No. 08-2017 was published in
The Phil. Star and Manila Standard on
October 28, 2017**

**SCHEDULE OF RESTRUCTURED CARGO HANDLING (CH) TARIFF & OTHER CH RELATED CHARGES
FOR CONTAINERIZED AND NON-CONTAINERIZED IMPORT/EXPORT CARGO
PHASE II, PORT OF BATANGAS (A)
As of November 27, 2017**

I	<u>CONTAINERIZED CARGO</u>			<u>New Rate Effective November 27, 2017 *</u>
A.	<u>Vessel Charges (Stevedoring)</u>	<u>Basis</u>	<u>Old Rate</u>	
	<u>Non-Self Sustaining Vessel</u>			
1.	CY/FCL			
	<u>Loaded</u>			
	20 footer	/box	3,564.00	3,885.00
	40 footer	/box	4,985.00	5,433.50
	<u>Empty</u>			
	20 footer	/box	2,996.00	3,265.50
	40 footer	/box	3,859.00	4,206.50
2.	CFS/LCL - Inbound/Outbound			
	20 footer	/box	8,829.00	9,623.50
	40 footer	/box	12,866.00	14,024.00
3.	Shifting on Board	/box	2,700.00	2,943.00
4.	Shifting via dock/barge/vice versa			
	<u>SVD Loaded</u>			
	1-4 TEU/bay (or equivalent units)	/box	6,077.00	6,624.00
	Above 4 TEU/bay (or equivalent units) but no more than 15 units/bay	/box	7,899.00	8,610.00
	Above 15 units/bay	/box	10,268.00	11,192.00
	<u>SVD Empty</u>			
	1-4 TEU/bay (or equivalent units)	/box	6,077.00	6,624.00
	Above 4 units/bay (or equivalent units)	/box	7,899.00	8,610.00
5.	Foreign Transhipment (without rework)			
	20 footer	/box	5,184.00	5,650.50
	40 footer	/box	6,483.00	7,066.50

*With 9% Increase on CH Tariff for Containerized Cargo per PPA MC No. 08-2017 dated October 26, 2017

Self-Sustaining Vessel

	<u>Basis</u>	<u>Old Rate</u>	<u>New Rate Effective November 27, 2017 *</u>
1. CY/FCL			
<u>Loaded</u>			
20 footer	/box	1,966.00	2,143.00
40 footer	/box	3,383.00	3,687.50
<u>Empty</u>			
20 footer	/box	1,406.00	1,532.50
40 footer	/box	2,263.00	2,466.50
2. CFS/LCL - Inbound/Outbound			
20 footer	/box	7,191.00	7,838.00
40 footer	/box	11,200.00	12,208.00
3. Shifting on Board	/box	1,112.00	1,212.00
4. Shifting via dock/barge/vice versa	/box	2,895.00	3,155.50
5. Foreign Transhipment without rework)			
20 footer	/box	2,309.00	2,517.00
40 footer	/box	3,611.00	3,936.00

B. Cargo Charges (Arrastre)

1. FCL - Import			
20 footer	/box	3,241.00	3,532.50
40 footer	/box	7,436.00	8,105.00
2. FCL - Export			
20 footer	/box	2,646.00	2,884.00
40 footer	/box	6,077.00	6,624.00
2.1 SHUT-OUT Export - an added charge on top of the arrastre (export) charge of			
Full/Loaded	/box	2,643.00	2,881.00
Empty	/box	1,321.00	1,440.00
3. CFS/LCL - Import and Export shall be charged based on actual weight or measurement of LCL cargoes applying the present general cargo rate.			

C. Dangerous Cargo To be charged in accordance with PPA AO No. 02-89 dtd. 8/14/89 and PPA AO No. 01-90 dtd. 03/01/90

**With 9% Increase on CH Tariff for Containerized Cargo per PPA MC No. 08-2017 dated October 26, 2017*

II. **NON-CONTAINERIZED ****

A. Vessel Charges (Stevedoring)	<u>Basis</u>	<u>Rates **</u>	
		<u>Non-Palletized</u>	<u>Palletized</u>
1. General Cargo			
a) Bagged Cargoes (cargoes in bags/sacks)	/RT	192.00	75.00
b) Frozen Cargoes			
b.1 Unpacked Fish	/RT	597.00	-
b.2 Fish in Cartons	/RT	398.00	-
c) Others (cargoes in crates, boxes, cases, drums, etc.)	/RT	83.00	56.00
2. Heavy Lift			
a) 5-20 tons	/MT	406.00	-
b) Over 20 tons	/MT	494.00	-
3. Steel Products	/MT	66.00	46.00
4. Logs	/1000 Bd Ft	174.00	-
5. Lumber	/1000 Bd Ft	-	129.00
6. Bulk			
a) Free Flowing	/MT	83.00	-
b) Non-Free Flowing	/MT	90.00	-
7. Shifting within hatch		150% of applicable rates	
8. Shifting from hatch to another or from one hold to dock/pier or barge or vice versa		200% of applicable rates	

N.B. The above charges shall be exclusive of equipment except for item 6 i.e. Bulk cargoes where clamshell shall be provided.

B. Cargo Charges (Arrastre)

<u>Import</u>	<u>Basis</u>	<u>Rates **</u>	
		<u>Non-Palletized</u>	<u>Palletized</u>
1. General Cargo			
a. Bagged Cargoes (cargoes in bags/sacks)	/RT	215.00	95.00
b. Frozen Cargoes			
b.1 Unpacked Fish	/RT	806.00	-
b.2 Fish in Cartons	/RT	538.00	-

**No Increase

	<u>Basis</u>	<u>Rates **</u>	
		<u>Non-Palletized</u>	<u>Palletized</u>
c. Others (cargoes in crates, boxes, cases, drums, etc.)	/RT	121.00	95.00
2. Steel Products	/RT	141.00	114.00
3. Logs	/1000 Bd Ft	184.00	-
4. Lumber	/1000 Bd Ft	-	184.00
5. Heavy Lift			
5-15 tons	/MT	291.00	-
Over 15 to 20 tons	/MT	482.00	-
Over 20 tons	/MT	677.00	-
6. Bulk Cargo	/MT	121.00	-
7. Checking Charge (Shipside Delivery)	/RT	14.00	-

C. Roll-on-Roll-off Charges

1. Vessel Charges (Stevedoring)	/RT	69.00
2. Cargo Charges (Arrastre)	/RT	121.00

D. Dangerous Cargo

To be charged in accordance with PPA AO No. 02-89 dtd 8/14/89 and PPA AO No. 01-90 dtd 03/01/90

III. MISCELLANEOUS CHARGES (payable by whoever requested for services)

<u>A. CONTAINERIZED</u>	<u>Basis</u>	<u>Old Rate</u>	<u>New Rate Effective November 27, 2017 *</u>
1. Lifting and closing of hatch covers, lids and supporting beams (non-self sustaining vessels only)	/hatch	3,789.00	4,130.00
2. Making fast and letting go lines			
Size of Vessel			
Less than 10,000 GRT	/vessel/call	620.00	676.00
10,000 - 20,000 GRT	/vessel/call	708.00	771.50
20,000 - 30,000 GRT	/vessel/call	884.00	963.50
above 30,000 GRT	/vessel/call	1,061.00	1,156.50
3. Pier Lighting (night operations - 1800H to 0600H)	/hour	76.00	83.00

*With 9% Increase on CH Tariff for Containerized Cargo per PPA MC No. 08-2017 dated October 26, 2017

**No Increase

	<u>Basis</u>	<u>Old Rate</u>	<u>New Rate Effective November 27, 2017 *</u>
4. Reefer Charges (Plug in/out)	/box/hour or fraction		
20 footer		56.00	61.00
40 footer		132.00	144.00
- A minimum of six (6) hours shall be imposed on import reefer vans			
20 footer	/box	338.00	368.50
40 footer	/box	794.00	865.50
- Reefer vans for export shall be subject to one (1) hour minimum			
5. a. BO Turnover Survey	gang/hour	903.00	984.50
b. Shoring/Recouping (Labor Cost only)	gang/hour	389.00	424.00
Materials, subject to the determination of both parties based on actual usage			
c. Stripping - FCL	/box	6,304.00	6,871.50
- 100% examination	/box	6,304.00	6,871.50
- Over 10% but below 100% exam	/box	3,154.00	3,438.00
- BOC Spot Checking Exam	/box	964.00	1,051.00
6. Equipment Rental (includes operator)			
a. Shore Crane	/hour or fraction	5,112.00	5,572.00
b. Crane - 100 ton mobile crane minimum of twelve (12) container moves	/minimum	19,330.00	21,069.50

EQUIPMENT HIRE

Crane (Mobile) 100 Tons Capacity	/hour	10,393.00	11,328.50
Crane 50 Tons Capacity	/hour	4,248.00	4,630.50
Crane 25 Tons Capacity	/hour	2,427.00	2,645.50
Crane Container Barge Tango	/hour	1,490.00	1,624.00
Forklift 20 Ton Capacity	/hour	1,213.00	1,322.00
Forklift 10 Ton Capacity	/hour	669.00	729.00
Forklift 3 Ton Capacity	/hour	462.00	503.50
Toploader 25 Ton Capacity	/hour	1,818.00	1,981.50
Toploader 35 Ton Capacity	/hour	2,426.00	2,644.50
Shifter/Straddle Carrier 25 Ton Capacity	/hour	2,436.00	2,655.00
Tractor Head	/hour	667.00	727.00
Truck, Stake	/hour	462.00	503.50
Chassis with Truck/Tractor			
20 footer	/hour	293.00	319.50
40 footer	/hour	584.00	636.50
c. Pallets (outside rental)	/hour	56.00	61.00

*With 9% Increase on CH Tariff for Containerized Cargo per PPA MC No. 08-2017 dated October 26, 2017

	<u>Basis</u>	<u>Old Rate</u>	<u>New Rate Effective November 27, 2017 *</u>
7. Transferring/storing of dangerous cargoes at the Dangerous Cargo Area (DCA)-(Per PPA MC 12-2004 for MICT & PPA MC 02-2005 for South Harbor			
Containerized dangerous cargo	/TEU	3,465.00	3,777.00
LCL (non-palletized)	/RT	237.00	258.50
LCL (palletized)	/RT	182.00	198.50

The charges shall be distinct and in addition to the "premium charges" prescribed under PPA Admin Order No. 02-89 (Cargo Handling Rate for Dangerous/Obnoxious Cargoes)

Penalty Charges

Stand-by Charges	gang/hour	1,270.00	1,384.50
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a. Manpower

Applies to vessel operation when labor is engaged to work but cannot work, when causes are attributable to vessel's fault under the following conditions:

- a. waiting for vessel to dock;
- b. breakdown of vessel's gear;
- c. waiting for cargo/truck; and
- d. men engaged but not put to work.

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of the gang during or impending inclement weather.

b. Shore Crane	/minute	276.00	301.00
Equivalent to four (4) Container Lifts per hour or fraction thereof	/hour	5,523.00	6,020.00

B. NON-CONTAINERIZED **

1. Making fast & letting go lines	<u>Basis</u>	<u>Rates **</u>
Size of Vessel		
Less than 10,000 GRT	/vessel/call	620.00
10,000 GRT - 20,000 GRT	/vessel/call	708.00
20,000 - 30,000 GRT	/vessel/call	887.00
above 30,000 GRT	/vessel/call	1,063.00
2. Pier Lighting (night operations - 1800H to 0600H)	/hour	71.00

*With 9% Increase on CH Tariff for Containerized Cargo per PPA MC No. 08-2017 dated October 26, 2017

**No Increase

		<u>Basis</u>	<u>Rates **</u>
3.	a. BO Turnover Survey	gang/hour	860.00
	b. Shoring/Recouping (Labor Cost Only) Materials, subject to the determination of both parties based on actual usage	gang/hour	369.00
4.	Equipment Rental (includes operator)		
	a. On-Dock		
	Crane (Mobile) 100 Tons Capacity	/hour	10,466.00
	Crane 25 Tons Capacity	/hour	2,444.00
	Forklift 20 Tons Capacity	/hour	1,221.00
	Forklift 10 Tons Capacity	/hour	672.00
	Forklift 3 Tons Capacity	/hour	465.00
	Toploader 25 Tons Capacity	/hour	1,833.00
	Toploader 35 Tons Capacity	/hour	2,444.00
	Shifter/Straddle Carrier 35 Tons Capacity	/hour	2,444.00
	Tractor Head	/hour	672.00
	Truck Stake	/hour	465.00
	b. On-Board		
	Forklift 3 Tons Capacity	/hour	829.00
	c. Outside rental of pallets	/hour	69.00

Penalty Charges

Standby time charges shall be applied on delays beyond the control of the cargo handling operator, only under the following circumstances:

- a. waiting for vessel to dock
- b. breakdown of vessel's gear
- c. waiting for cargo/truck/barges
- d. non-readiness of the vessel
- e. gang cancelled by client due to instances other than the above

a. On-Board	gang/hour	2,966.00
b. On-Dock	gang/hour	2,142.00

Standby time charges due to inclement weather shall not apply except when the cargo owner/consignee insists on the deployment of a gang or objects to the knocking off of a gang during or impending inclement weather.

***No Increase*

Extra Labor Services

1.	Gang Services		
		<u>Basis</u>	<u>Rates **</u>
	a) On-Dock		
	General Cargo Delivery Gang	gang/hour	713.00
	BO Turn-over Gang	gang/hour	906.00
	Utility	gang/hour	936.00
	Barge Delivery Operation	gang/hour	1,255.00
	Lashing/Unlashing (RO-RO)	gang/hour	635.00
	Discharging Vessel/Barge Operation/Stripping	gang/hour	1,677.00
	Lashing/Unlashing Gang	gang/hour	1,150.00
	Self-Sustained Vessel (Loading/Unloading)	gang/hour	2,102.00
	Integrated General Cargoes & Units	gang/hour	2,548.00
	b) On-Board		
	Regular Gang	gang/hour	768.00
	Big Gang	gang/hour	903.00
	Manlighter Gang	gang/hour	536.00
	Lashing/Unlashing/Shoring	gang/hour	890.00
2.	Personnel Services		
	Antigo	/hour	93.00
	Batteryman	/hour	95.00
	Cabo	/hour	95.00
	Cabo BO	/hour	95.00
	Carpenter	/hour	93.00
	Checker Posting BO	/hour	93.00
	Checker Delivery	/hour	99.00
	Checker Posting	/hour	99.00
	Checker Receiving	/hour	99.00
	Checker Transfer	/hour	99.00
	Clerk	/hour	93.00
	Cooperer BO	/hour	93.00
	Deliveryman	/hour	93.00
	Electrician	/hour	93.00
	Foreman Delivery	/hour	99.00
	Foreman Receiving	/hour	99.00
	Gatekeeper	/hour	103.00
	Gearlockerman	/hour	93.00
	Inspector BO	/hour	99.00
	Inspector Gate	/hour	103.00
	Lineman	/hour	93.00
	Locator	/hour	93.00
	Locator Van	/hour	93.00

****No Increase**

	<u>Basis</u>	<u>Rates **</u>
Mechanic	/hour	99.00
Mechanic Helper	/hour	95.00
Moderno	/hour	92.00
Operator Crane (2)	/hour	121.00
Operator Forklift	/hour	93.00
Operator Gantry Crane	/hour	92.00
Operator Mobile	/hour	99.00
Operator Tractor	/hour	103.00
Reefer Technician	/hour	100.00
Signalman	/hour	93.00
Special Cargoman	/hour	93.00
Supervisor	/hour	106.00
Supervisor BO	/hour	106.00
Superintendent	/hour	114.00
Truck Driver	/hour	93.00
Utilityman	/hour	93.00
Welder	/hour	93.00
Winchman	/hour	93.00
Baggage Master	/hour	95.00

***No Increase*

CARGO HANDLING OPERATIONS

February 08, 2017

PPA ADMINISTRATIVE ORDER
NO. 03 - 2017

TO : All Port Managers, Port Users
And Others Concerned

SUBJECT : Amendment to PPA Administrative Order No. 03-2016 Entitled
“Port Terminal Management Regulatory Framework”

Pursuant to PPA Board Resolution No. 2586 subsequent to its 444th Regular Board Meeting held on January 23, 2017, Section VII of PPA Administrative Order No. 03-2016 is hereby amended to read as:

“Section VII. TRANSITORY PROVISIONS

All cargo handling operators with expired or expiring cargo handling contracts shall be granted a Holdover Authority for a period of One (1) year or until the award of the Agreement under this Administrative Order, whichever comes first.”

Expiring contracts shall be construed to mean only those contracts that will expire within this one-year period.

All other provisions of PPA Administrative Order No. 03-2016 not affected by this Order shall remain valid and in full force.

This Order shall take effect fifteen (15) days from its publication in at least two (2) newspapers of general circulation and a copy filed with the University of the Philippines Law Center.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the following newspapers:
The Philippine Star - February 11, 2017
The Manila Standard

Effectivity Date February 25, 2017

SECRETARY'S CERTIFICATE

I, *JASMIN A. PARARUAN*, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor, PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area Manila, and having custody of the Board records of the PPA, do hereby certify:

That, during the 444th Regular Board Meeting of the Board of Directors of the Philippine Ports Authority held on January 23, 2017, at the Board Room, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

RESOLUTION NO. 2586

“RESOLVED, that on motion duly made and seconded, after presentation and due deliberation, Section VII. Transitory Provisions of the PPA Administrative Order No. 03-2016 dated April 25, 2016, be, as it hereby amended, to grant all cargo handling operators with expired or expiring cargo handling contracts, permits or holdover authorities a hold-over authority for a period of one (1) year or until the award of the Agreement under the said Administrative Order, whichever comes first;

RESOLVED FURTHER, that the General Manager, be, as he is hereby authorized to sign, for and on behalf of PPA the Amendatory Provisions;

RESOLVED FURTHERMORE, that the Port Managers, be, as they are hereby authorized to issue, the one (1) year Holdover Authority;

RESOLVED FINALLY, that the Management is hereby directed to comply with the publication of the Amendatory Provision.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 22nd day of February 2017, at 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

February 27, 2017

**PPA ADMINISTRATIVE ORDER
NO. 04 - 2017**

**TO : All Port Managers, Port Users
And Others Concerned**

**SUBJECT : Supplemental Guidelines to PPA Administrative Order No. 03-2017 Entitled
“Amendment to PPA Administrative Order No. 03-2016 Entitled Port Terminal
Management Regulatory Framework”**

PPA Administrative Order No. 03-2017 which took effect on February 25, 2017 was issued to ensure the continuous and efficient provision of cargo handling services in all ports, while the bidding documents for the Terminal Management Scheme are being finalized for implementation.

For clarity and uniformity of implementation, the following situations shall be covered in the issuance of Holdover Authorities (HOAs).

1. Cargo Handling Operators (CHOs) with expired permits to operate (PTO)/contracts without validly-issued Holdover Authority (HOA) but have been allowed to continue operating.
2. HOAs issued that have been granted but have already expired anew.
3. CH contracts due to expire in CY 2017.

All HOAs shall be valid until February 25, 2018 or upon award of the Terminal Management Agreement, whichever comes first.

All HOAs shall be issued and signed by the Port Manager concerned.

For guidance.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

**Published in the following newspapers:
The Philippine Star - March 2, 2017
The Manila Standard**

PILOTAGE

February 03, 2017

**PPA ADMINISTRATIVE ORDER
NO. 02 - 2017**

TO : All Port Managers, Harbor Pilots' Associations,
Shipping Companies and Others Concerned

SUBJECT : Increase in the Number of Harbor Pilot Positions at the Cagayan de Oro Pilotage District

Pursuant to Section 7 of PPA Administrative Order No. 03-85 entitled "Rules and Regulations Governing Pilotage Services, the Conduct of Pilots and Pilotage Fees in Philippine Ports," as amended by PPA Administrative Order No. 01-95 "Increase in the Authorized Number of Harbor Pilot Positions in All Pilotage Districts," the number of authorized harbor pilots at the above subject pilotage district is hereby increased from seven (7) to eight (8).

The additional harbor pilot position is due to the exigencies of the service and to cope with the increasing number of vessels calling at the ports within the jurisdiction of PMO Misamis Oriental/Cagayan de Oro and in anticipation of the infrastructure and economic developments thereat.

For guidance.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the Philippine Star - February 9, 2017

PORT CHARGES

May 12, 2017

PPA ADMINISTRATIVE ORDER

NO. 05 - 2017

TO : All Port Managers
Cargo Handling Operators
Consignees/Shippers
Others Concerned

SUBJECT : Amendments in the Prescription and Application of Foreign Currency Exchange Rates (FCER) to Dollar Denominated PPA Port Charges

1. AUTHORITY

- 1.1 Executive Committee Resolution No. 2017-1502, as confirmed by Board Resolution No. 2597
- 1.2. Articles IV, Section 6, b (IV) of P.D. 857, as amended

2. OBJECTIVES

- 1. To ensure integrity and accuracy in the revenue collections on US Dollar denominated PPA port charges.
- 2. To adopt a real time foreign currency exchange rate in computing foreign denominated port charges.
- 3. To provide a uniform basis in the application of the U.S. Dollar/Philippine peso conversion rate.

3. COVERAGE

This Order shall cover all PPA port charges prescribed in U.S. Dollars and paid in the equivalent Philippine peso, as follows

Port Charge	Unit of Measurement
Charges on Vessel	
Port Dues	Per GRT per Call
Dockage-at-Berth	Per GRT per Calendar Day or Fraction Thereof
Dockage-at-Anchorage	Per GRT per Calendar Day or Fraction Thereof
Lay-up Fee for Foreign Vessels	Per Day per Foreign Vessel
Charges on Cargoes	
Wharfage on Non-Containerized Foreign Transshipment Cargoes	
a. Sacks/Bags/Bulk/Steel Products/Logs and Lumber /Heavy Lift	Per Metric Ton
b. Others	Per Revenue Ton

Wharfage on Containerized Foreign Transshipment Cargoes	Per TEU
Storage Charge on Non-Containerized Foreign Transshipment Cargoes	Per Revenue Ton per Day
Storage Charges on Containerized Foreign Transshipment Cargoes	Per Box per Day

4. **GUIDELINES**

4.1 ***Source of FCER***

4.1.1 The FCER to be adopted is the daily rate prescribed by the Bangko Sentral ng Pilipinas (BSP) - Treasury Department

4.1.2 The rate as appearing in the BSP website, <http://www.bsp.gov.ph/statistics/sdds/exchrates.htm>, under No. 1 of Convertible Currencies with Bangko Sentral Reference Exchange Rate Bulletin **shall not be rounded-off.**

4.2 ***Applicability of FCER***

The effective daily rate of exchange obtained from BSP at 10:00 A.M. shall be applicable from 10:00 A.M. of that day to 9:59 A.M. of the following day.

4.3 ***Responsible for Obtaining and Providing FCER***

The Commercial Services Department (CSD), PPA Head Office shall be responsible for providing advisory to all Port Management Offices (PMOs) of the effective rate of exchange.

4.4 ***Means of Dissemination of Advisory on FCER***

CSD shall disseminate the daily FCER thru the following means:

- Viber
- Email
- PPA Website

4.5 ***Applicability of FCER on Vessel Charges***

The FCER issued by CSD (based on the daily exchange rate) **prevailing at the time of vessel departure** shall be used in determining the peso-value of dollar denominated port charges due to PPA.

4.6 ***Coverage of Assessment of Vessel Charge***

As the assessment of Dockage-at-Berth and Dockage-at-Anchorage is based on a calendar day or fraction thereof, the cut-off of which is at 11:59 P.M., the application of the FCER shall cover two (2) different dates. A sample computation in Annex "A" is attached for guidance.

4.7 *Applicable FCER During Weekends*

Since the BSP does not issue FCER during Saturdays and Sundays, the applicable rate for these days shall be the rate issued on immediately preceding Friday.

4.8 *Applicable FCER During Holidays*

During holidays, the rate applicable shall be the immediately preceding day rate.

4.9 *Applicable FCER During Fortuitous Events*

In the event CSD cannot provide advisory on FCER due to suspension of work caused by fortuitous events (i.e. floods, earthquakes and the like), the applicable rate of the day shall be the immediately preceding day rate.

4.10 *Responsible of Record Maintenance*

CSD shall maintain a daily record of FCERs issued by BSP for reference purposes and as maybe required by the Commission on Audit, Internal Audit Department and others concerned.

5. SEPARABILITY CLAUSE

If for any reason, any section or part of these regulations is declared unconstitutional or invalid by competent judicial authority, the declared or invalid section or part thereof shall not affect the other sections or parts.

6. REPEALING CLAUSE

All PPA orders, rules and regulations, policies, guidelines or circulars which are inconsistent herewith are hereby repealed or amended accordingly.

7. EFFECTIVITY

This Order shall take effect fifteen (15) calendar days after its publication in a newspaper of general circulation.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Encls.

Annex "A" - Sample Computation

Published in the Philippine Star - May 16, 2017
Effectivity Date May 31, 2017

Sample Computation:

- Assumption**

A vessel engaged in foreign trade with GRT of 35,000 arrived and dropped anchor at South Harbor, Port of Manila on January 31, 2017 at 1:00 A.M. The subject vessel berthed on January 31, 2017 at 8:00 P.M. and departed on February 3, 2017 at 11:00 A.M.

- Given**

GRT of Vessel	35,000	
Date/Time of Stay at Anchorage	January 31, 2017	01:00 A.M.
Date/Time of Arrival at Berth	January 31, 2017	8:00 P.M.
Date/Time of Departure at Berth	February 3, 2017	11:00 A.M.
Port Dues Rate	US\$0.081/GRT	
Dockage-at-Berth Rate	US\$0.039/GRT/calendar day or fraction thereof	
Dockage-at-Anchorage	US\$0.020/GRT/calendar day or fraction thereof	
Wharfage - Transshipment	US\$0.833/Metric Ton	
Storage - Transshipment	US\$0.833/Metric Ton/Day	

- Prevailing FCER**

Date	FCER Obtained from BSP	Remarks
January 31, 2017	49.814	Arrival/Anchorage
February 1, 2017	49.757	at berth
February 2, 2017	49.783	at berth
February 3, 2017	49.783*	departure

- Applicability of FCER**

Date	FCER (US\$1.00-Php)	Date Time	Coverage of FCER Application	
			Jan 31	Feb 1
Jan 31, 2017	49.814	Date Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 1, 2017	49.757	Date	Feb 1	Feb 2
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 2, 2017	49.783	Date	Feb 2	Feb 3
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 3, 2017	49.783	Date	Feb 3	Feb 4
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.

- **Stay time of Vessel**

Date		FCER (US\$1.00-Php)	Actual Time Considered in the Application of FCER	Stay time
Jan 31, 2017	Arrival at anchorage	49.814	1:00 A.M.-7:59 P.M.	1 day
Total No. of Days the Vessel Stayed at Anchorage				<u>1 day</u>
Jan. 31, 2017	Arrival at Berth	49.814	8:00 P.M.-11:59 P.M.	1 day
Feb 1, 2017	At berth	49.757	12:00 A.M.-11:59 P.M.	1 day
Feb 2, 2017	At berth	49.783	12:00 A.M.-11:59 P.M.	1 day
Feb 3, 2017	departure	49.783	11:00 A.M.	1 day
Total No. of Days the Vessel Stayed at Berth				<u>4 days</u>

- **Computation of Port Charges:**

A. Port Dues

◆ **Formula**

$$\text{GRT of Vessel} \times \text{Port Dues Rate} \times \text{Prevailing FCER}$$

◆ **Computation and Result**

$$35,000 \text{ GRT} \times \text{US\$}0.081 \times \text{Php } 49.753^* = \text{Php } 141,134.81$$

**FCER at the time of departure*

B. Dockage-at-Berth

◆ **Formula**

$$\text{GRT of Vessel} \times \text{Dockage-at-Berth Rate} \times \text{Prevailing FCER} \times \text{No. of Days}$$

◆ **Computation and Result**

$$35,000 \text{ GRT} \times \text{US\$}0.039 \times \text{Php } 49.783^* \times 4 \text{ days} = \text{Php } 271,815.18$$

**FCER at the time of departure*

C. Dockage-at-Anchorage

◆ Formula

GRT of Vessel x Dockage-at-Anchorage Rate x Prevailing FCER x No.of Days

◆ Computation and Result

35,000 GRT x US\$0.020 x Php 49.783* x 1 day = Php 34,848.10

*FCER at the time of departure

D. Wharfage - Foreign Transhipment

◆ Formula

Metric Ton x Foreign Transhipment Rate x Prevailing FCER

◆ Computation and Result

2,000 MT x US\$0.833 x Php 49.783* = Php 82,938.48

*FCER at the time of arrival of the cargo at the port

E. Storage - Foreign Transhipment (Charged on cargoes that remain at the port after the "free storage period" of 15 calendar days from the day of arrival to the day of departure)

◆ Formula

Revenue Ton x Foreign Transhipment Rate x Prevailing FCER x No. of Days

◆ Computation and Result

2,000 RT x US\$0.171 x Php 49.783* x 2 days = Php 34,051.57

*FCER at the time the carrying vessel has berthed and the Master of the vessel has signified that the vessel is ready to receive cargoes for loading.

SECRETARY'S CERTIFICATE

I, *JASMIN A. PARARUAN*, duly appointed Corporate Board Secretary of the Philippine Ports Authority (PPA), a government instrumentality attached to the Department of Transportation and Communications, created by virtue of Presidential Decree No. 857, as amended, with principal office at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila, and having custody of the Board records of the PPA, do hereby certify:

That, during the 295th Executive Committee Meeting of the Board of Directors of the Philippine Ports Authority, held on 08 February 2017, at the Board Room, 6th Floor, PPA Head Office Bldg., A. Bonifacio Drive, South Harbor, Port Area, Manila, the following Resolution was adopted:

*Executive Committee Resolution No. **2017-1502***

“RESOLVED, that on motion duly made and seconded, after due deliberation taking into consideration the directive of the Office of the President and the Department of Transportation to expedite actions on requests, the Proposed Concept on the Revised Methodology and Formula for Adjustment in PPA Port Fees using the Consumer Price Index, be, as it is hereby approved.”

IN WITNESS WHEREOF, I have signed this Secretary's Certificate this 21st day of March 2017, at the 6th Floor PPA Head Office Building, A. Bonifacio Drive, South Harbor, Port Area, Manila.

(Sgd.) JASMIN A. PARARUAN
Corporate Board Secretary

ERRATA

Errors were inadvertently included in the publication of PPA Administrative Order (AO) No. 05-2017 entitled “*Amendments in the Prescription and Application of Foreign Currency Exchange Rates (FCER) to Dollar Denominated PPA Port Charges*) in The Philippine Star dated May 16, 2017. In view thereof, the corresponding corrections are hereby issued for the guidance of all concerned.

◆ **4. GUIDELINES**

xxx

4.5 **Applicability of FCER on Vessel Charges**

ERROR:

The FCER issued by CSD (based on the daily exchange rate) **prevailing at the time of vessel departure** shall be used in determining the peso-value of dollar denominated port charges due to PPA.

AS CORRECTED:

The daily FCER prescribed by BSP and disseminated by CSD **shall be the rate to be used daily** in determining the peso-value of dollar denominated port charges due to PPA per calendar day.

- ◆ Annex A to PPAAO No. 05-2017 is hereby cancelled and replaced. The **revised** Annex “A” to PPAAO No. 05-2017 is hereto attached.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the Philippine Star - May 30, 2017

Sample Computation:

- Assumption**

A vessel engaged in foreign trade with GRT of 35,000 arrived and dropped anchor at South Harbor, Port of Manila on January 30, 2017 at 7:00 P.M. The subject vessel berthed on January 31, 2017 at 8:00 P.M. and departed on February 3, 2017 at 11:00 A.M.

Said vessel carried 5 x 20" containers and 2,000 MT of steel products with a total volume of 2,500 RT both intended for reshipment at the Port of Incheon, Korea. Said cargoes were discharged at the port on February 2, 2017 at 6:00 A.M. and loaded to the intended vessel for the Port of Incheon on February 18, 2017, 11:00 A.M.

- Given**

GRT of Vessel	35,000	
Date/Time of Stay at Anchorage	January 30, 2017	7:00 P.M.
Date/Time of Arrival at Berth	January 31, 2017	8:00 P.M.
Date/Time of Departure at Berth	February 3, 2017	11:00 A.M.
Port Dues Rate	US\$0.081/GRT	
Dockage-at-Berth Rate	US\$0.039/GRT/calendar day or fraction thereof	
Dockage-at-Anchorage	US\$0.020/GRT/calendar day or fraction thereof	
Wharfage - Transhipment-Non-Containerized	US\$0.833/Metric Ton	
Wharfage - Transhipment - Containerized	US\$1.00/TEU	
Storage - Transhipment - Non-Containerized Cargo	US\$0.171/Revenue Ton/Day	
Storage - Transhipment - Containerized Cargo	US\$10.94/20 Box/Day (16 th -20 th Day)	

- Prevailing FCER**

Date	FCER Obtained from BSP	Remarks
January 30, 2017	49.883	Arrival/Anchorage
January 31, 2017	49.814	at berth
February 1, 2017	49.757	at berth
February 2, 2017	49.783	at berth
February 3, 2017	49.783	departure
February 17, 2017	49.925	16th day-start of storage computation
*February 18, 2017	49.925	17th day

**February 18, 2017 is a Saturday thus, the applicable FCER is the rate of the immediately preceding Friday*

- **Applicability of FCER**

All arrivals/departures of vessels and unloading/loading of cargoes **after** 10:00 am, the FCER to be used is the daily FCER issued by the BSP - Treasury Department at 10:00 am of the **same day**.

All arrivals/departures of vessels and unloading/loading of cargoes **before** 10:00 am, the FCER to be used is the daily FCER issued by BSP - Treasury Department at 10:00 am of the **immediately preceding day**.

If the vessel/cargo stayed at the anchorage/berth/storage area for one (1) whole calendar day, the FCER to be used is the daily FCER issued by the BSP - Treasury Department at 10:00 am of the **same calendar day**.

Date	FCER (US\$1.00- Php)	Coverage of FCER Application		
		Date	Jan 30	Jan 31
Jan 30, 2017	49.883	Date	Jan 30	Jan 31
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Jan 31, 2017	49.814	Date	Jan 31	Feb 1
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 1, 2017	49.757	Date	Feb 1	Feb 2
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 2, 2017	49.783	Date	Feb 2	Feb 3
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
Feb 3, 2017	49.783	Date	Feb 3	Feb 4
		Time	10:00 A.M.-11:59 P.M.	12:00 A.M.-9:59 A.M.
*Feb 17, 2017	49.925	Date	Feb 17 (Friday)	Up to Feb 20 (Monday)
		Time	10:00 A.M.-11:59 P.M.	9:59 A.M.

* The FCER for Feb 17 (immediately preceding Friday) is the applicable FCER for Feb 18 (Saturday 12:00 A.M. - 11:59 P.M.) Feb 19 (Sunday 12:00 A.M. - 11:59 P.M.) and Feb 20 (Monday 12:00 A.M. - 9:59 A.M.)

- **Stay time of Vessel**

Date		Applicable FCER (US\$1.00-Php)	Actual Time Considered in the Application of FCER	Stay time
Jan 30, 2017	Arrival at anchorage	49.883	7:00 P.M.-11:59 P.M.	1 day
Total No. of Days the Vessel Stayed at Anchorage				1 day
Jan. 31, 2017	Arrival at Berth	49.814	8:00 P.M.-11:59 P.M.	1 day
Feb 1, 2017	At berth	49.757	12:00 A.M.-11:59 P.M.	1 day
Feb 2, 2017	At berth	49.783	12:00 A.M.-11:59 P.M.	1 day
Feb 3, 2017	departure	49.783	11:00 A.M.	1 day
Total No. of Days the Vessel Stayed at Berth				4 days

- Bases of Computation of Port Charges**

Port Charge	Unit of Measurement	When to Charge
Charges on Vessel		
Port Dues	Per GRT per Call	Upon vessel's arrival/entrance
Dockage-at-Berth	Per GRT per Calendar Day or Fraction Thereof	Upon vessel's arrival at berth up to vessel's departure
Dockage-at-Anchorage	Per GRT per Calendar Day or Fraction Thereof	Upon vessel's arrival at anchorage up to vessel's departure
Lay-up Fee for Foreign Vessels	Per Day per Foreign Vessel	Upon arrival at Lay-up Area
Charges on Cargoes		
Wharfage on Non-Containerized Foreign Transshipment Cargoes a. Sacks/Bags/Bulk/Steel Products/Logs and Lumber /Heavy Lift b. Others	Per Metric Ton Per Revenue Ton	Upon entrance/unloading at the Port
Wharfage on Containerized Foreign Transshipment Cargoes	Per TEU	Upon entrance/unloading at the Port
Storage Charge on Non-Containerized Foreign Transshipment Cargoes	Per Revenue Ton Per Day	Daily after Free Storage Period (FSP) of 15 days
Storage Charges on Containerized Foreign Transshipment Cargoes	Per Box Per Day	Daily after FSP of 15 days

- Computation of Port Charges:**

- A. Vessel Charges**

- A.1 Port Dues**

- ◆ Formula**

GRT of Vessel x Port Dues Rate x FCER at the time of vessel's entrance/arrival

- ◆ Computation and Result**

35,000 GRT x US\$0.081 x *Php 49.883 = <u>Php 141,418.31</u>

**FCER for Jan 30 date of entrance/arrival*

A.2 Dockage-at-Anchorage

◆ Formula

GRT of Vessel x Dockage-at-Anchorage Rate x Daily FCER
(computed daily from the time of vessel's arrival at anchorage up to shifting/
departure of vessel)

◆ Computation and Result

35,000 GRT x US\$0.020 x *Php 49.883 x 1 day = Php 34,918.10

**FCER for Jan 30 date of vessel's arrival at anchorage*

A.3 Dockage-at-Berth

◆ Formula

GRT of Vessel x Dockage-at-Berth Rate x Daily FCER
(computed daily from the time of vessel's arrival up to vessel's departure)

◆ Computation and Result

Dockage at Berth

(GRT x Dockage-at-Berth Rate x Prevailing FCER)

Day 1 - Jan 31 BSP Day FCER issued @ 10:00 am
8:00P.M. - 11:59P.M. (35,000 GRT x \$0.039 x P49.814 x 1 day = P67,996.110)

Day 2 - Feb 1 BSP Day FCER issued @ 10:00am
12:00A.M. - 11:59P.M. (35,000 GRT x \$0.039 x P49.757 x 1 day = P67,918.305)

Day 3 - Feb 2 BSP Day FCER issued @ 10:00am
12:00A.M. - 11:59P.M. (35,000 GRT x \$0.039 x P49.783 x 1 day = P67,953.795)

Day 4 - Feb 3 BSP Day FCER issued @ 10:00am
11:00A.M. Departure (35,000 GRT x \$0.039 x P49.783 x 1 day = P67,953.795)

Total Dockage at Berth **Php271,822.00**

B. Cargo Charges

B.1 Wharfage - Foreign Transhipment (Non-Containerized)

◆ Formula

**Metric Ton x Foreign Transhipment Rate x FCER upon
entrance/unloading of cargoes at the port**

◆ Computation and Result

$2,000 \text{ MT} \times \text{US}\$0.833 \times \text{*Php } 49.757 = \underline{\text{Php } 82,895.16}$

**FCER for Feb 1 (immediately preceding day FCER) since unloading was done Feb 2 6:00am*

B.2 Wharfage - Foreign Transhipment (Containerized)

◆ Formula

$\text{No. of TEUs} \times \text{Foreign Transhipment Rate} \times \text{FCER upon entrance/unloading of cargoes at the port}$
--

◆ Computation and Result

$5 \text{ TEUs} \times \text{US}\$1.00 \times \text{*Php } 49.757 = \underline{\text{Php } 248.79}$

**FCER for Feb 1 (immediately preceding day FCER) since unloading was done Feb 2 6:00am*

C. Storage - Foreign Transhipment (Charged on cargoes that remain at the port after the "free period" of 15 calendar days from the day of arrival to the day of departure)

C.1 Non-Containerized Cargoes

◆ Formula

$\text{Revenue Ton} \times \text{Foreign Transhipment Rate} \times \text{Daily FCER (computed daily after the 15-day FSP)}$

◆ Computation and Result

Feb 17 (16 th day)	2,000 RT x US\$0.171 x Php 49.925 =	Php 17,074.35
Feb 18 (17 th day)	2,000 RT x US\$0.171 x *Php 49.925 =	17,074.35
Total		<u>Php 34,148.70</u>

**February 18, 2017 is a Saturday thus the applicable FCER is the rate of the immediately preceding Friday*

C.2 Containerized Cargoes (20 footer)

◆ Formula

No. of Containers x Foreign Transshipment Rate x Daily FCER (computed daily after the 15-day FSP)
--

◆ Computation and Result

Feb 17 (16 th day)	5x20" x US\$10.94 x Php 49.925 =	Php 2,730.90
Feb 18 (17 th day)	5x20" x US\$10.94 x *Php 49.925 =	2,730.90
Total		<u>Php 5,461.80</u>

**February 18, 2017 is a Saturday thus the applicable FCER is the rate of the immediately preceding Friday*

PORT OPERATIONS

April 04, 2017

PPA OPERATIONS MEMORANDUM ORDER

NO. 01 - 2017

TO : All Concerned

FROM : The AGM for Operations

SUBJECT : Creation of the PMO-NCR North Port Operations Consultative Committee

In the exigency of the service and in order to address the concerns of the stakeholders and ensure the efficient movement of goods passing through Manila North Harbor, a Port Operations Oversight Committee is hereby created to be composed of the following:

Chairperson	-	Port Manager, PPA PMO-NCR North
Members	-	Philippine Liner Shipping Association (PLSA)
	-	Manila North Harbour Port, Inc (MNHPI)
	-	Port Operations and Services Department (POSD), PPA
	-	Commercial Services Department (CSD), PPA

The Committee shall have the following duties and responsibilities:

1. Identify the problem areas or points of delay in the receipting and releasing of cargoes,
2. Serve as a venue for articulating the concerns of Manila North Harbor's stakeholders,
3. Review and analyse the existing operational practices at Manila North Harbor,
4. Recommend workable solutions, system or procedures to ensure fast and efficient port and cargo handling operations,
5. Create Technical Working Groups as may be necessary to assist the Committee in the pursuit of its objectives, and
6. Meet at least once a month to deliberate on issues of concern.

This Order shall take effect immediately and shall remain in force unless otherwise amended or revoked.

(Sgd.) HECTOR E. MIOLE

October 06, 2017

PPA MEMORANDUM ORDER

NO. 21 - 2017

SUBJECT : Creating the PPA-Surigao Port Services (PPA-SPS)

To ensure the peaceful and continuous operations of the cargo handling services at the Port of Surigao in Surigao City and in the exercise of the inherent functions of the Authority to directly provide the operate cargo handling and other related services pursuant to Presidential Decree No. 857, hereby created is PPA-Surigao Port Services (PPA-SPS).

The PPA-SPS shall henceforth provide and operate the cargo handling services at the Port of Surigao with powers, functions and duties as are or may be necessary to enable it to carry out its purposes subject to the following guidelines:

1. Ensure the continuous and uninterrupted delivery of vital cargo handling and other related services in a more efficient manner,
2. Utilize and employ members of the existing labor force as may be needed in the CH operation subject to their individual screening pursuant to the pertinent provisions of PPA Administrative Order No. 01-2006, as amended, in accordance with the PPA Operations Memorandum Circular No. 02-2005 (Employment Status of Special Takeover Unit (STU) Personnel) and CSC/COA/DBM Joint Circular No. 1, s. 2017 dated June 15, 2017,
3. Collect existing rates and amounts and other charges for actual services rendered,
4. Disburse funds to finance the necessary expenses of operations in accordance with the systems prescribed by the Authority,
5. Conduct inventory of cargoes received and still in the custody of the operator as of takeover date,
6. Conduct inventory of cargo handling equipment, gears, tools and other properties of the operator,
7. Conduct inventory of cargo records and claims,
8. Conduct inventory of unused forms and supplies which can be used for the takeover,
9. Conduct inventory of office and field personnel, and
10. Submit monthly operational and financial reports to the Assistant General Manager for Operations.

The management, supervision and control of the PPA-SPS shall be under the Port Manager of PMO-Surigao to be complemented by the PPA officials and employees as the General Manager may be hereafter designate.

This Order takes effect immediately and shall remain in force unless otherwise revoked or shortened as circumstances may warrant, provided however, that when there is no more need for such STU, the cargo handling services shall be turned over to the winning bidder of the public bidding to be conducted for cargo handling services at subject port.

For guidance.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

VESSEL OPERATIONS

January 11, 2017

PPA ADMINISTRATIVE ORDER

NO. 01 - 2017

TO : ATIBatangas, Inc. (ATIB)/Asian Terminals, Inc. (ATI)
Batangas Harbor Pilots' Association
Shipping Lines/Companies and Others Concerned

SUBJECT : Guidelines on the Management of Berth Assignments at the Port of Batangas,
Phase I

1. AUTHORITY

- 1.1 Sections 6-a (v) and 26 of Presidential Decree No. 857, as amended
- 1.2 PPA Administrative Order No. 13-77, "General Port Regulations of the Philippine Ports Authority"
- 1.3 Article IV of the Contract for the Management, Operation, Maintenance and Development of Phase I, Port of Batangas, entered into by the Philippine Ports Authority (PPA) and ATI Batangas, Inc. (ATIB) jointly with Asian Terminals, Inc. (ATI) on October 02, 2015.

2. SCOPE

These guidelines shall apply to all vessels calling or intending to call at the Batangas Port, Phase I.

3. OBJECTIVES

- 3.1 To provide guidelines governing the smooth transfer of the authority to approve/issue berth assignments from PMO-Batangas to ATIB/ATI as the authorized Terminal Operator at the Port of Batangas, Phase I.
- 3.2 To establish the responsibility of ATIB/ATI and PPA in undertaking berth management at Phase I, Port of Batangas.
- 3.3 To prevent damage to the port facilities and the vessels berthed thereat.

4. GENERAL GUIDELINES

- 4.1 As a matter of policy, the common-user and the "first come-first serve" basis shall be the general rule in determining berthing priorities of vessels, subject to the exceptions provided in this Order.
- 4.2 The management of berth assignments at pierside at the Port of Batangas, Phase I, shall be the responsibility of ATIB/ATI.

5. SPECIFIC GUIDELINES

- 5.1 Berthing Application - All Notice of Arrivals/Applications for Berth (NOA/ABA) shall be filed by shipping companies/ship agents with ATIB/ATI. ATIB/ATI shall approve and assign the berth and shall provide PPA (Marine Section and VTMS) with a copy of the approved NOA/ABA.
- 5.2 Departure Clearance - Departure clearance of vessels shall continue to be secured from and granted by PPA. In this regard, ATIB/ATI shall ensure that prior clearance from the Authority has been secured before allowing the departure of the vessel for her next port of call.
- 5.3 Berthing Priorities - As a general rule, the "first come-first serve" policy on berth allocation based on the ETA of the vessel shall be observed. However, the following shall be given priority to berth:
- 5.3.1 Vessels in distress or in state of emergency where life or property is endangered;
 - 5.3.2 Vessels of the Philippine Government during the duration of the official business; and vessels of foreign governments on goodwill visits to the Philippines;
 - 5.3.3 Vessels carrying embarking/disembarking passengers;
 - 5.3.4 Vessels carrying supplies and relief goods including perishable goods for unloading without delay;
 - 5.3.5 Vessels intending solely for the purpose of loading fresh water, bunkering or victualing before such vessel will be able to depart for another port provided that such stay time shall not exceed the allowable period of time;
 - 5.3.6 Other vessels when public interest so requires.
- 5.4 Shifting of Vessels - ATIB/ATI shall be responsible for the issuance of shifting orders to vessels that will be shifted to the anchorage area. PPA shall be immediately provided with a copy of said shifting order to assign the coordinates of the vessel's designated anchorage area. The shifting of a vessel to the anchorage area does not require the issuance of a clearance by PPA. Any vessel which remains at her berth despite the issuance of a shifting order shall be penalized pursuant to PD 857, as amended.
- 5.5 Vessel Traffic Management System - The ATIB/ATI, in coordination with the VTMS Control Center, shall submit a Daily Report on all arrival/departures of vessels calling at the Port of Batangas, Phase I including any shifting/movements to other berths, the berth/anchorage assignments and the length of stay of vessels. From time to time, PPA may require other data from ATIB/ATI as deemed necessary and appropriate.
- 5.6 Prohibition - In order to maximize the utilization of available berths at Phase I, Port of Batangas, vessels are prohibited to undertake repairs at berth.

6. **POWERS OF PPA**

- 6.1 PPA shall retain its oversight authority and regulatory powers over berth management at Batangas Port, Phase I to ensure the efficient management of berthing facilities and the smooth flow of cargo and passengers in and out of the port.
- 6.2 PPA through PMO Batangas shall have the power to collect port charges from vessels and to issue departure clearance to vessels.
- 6.3 PPA through PMO Batangas shall have the power to resolve conflict of berthing assignments arising from emergency, crisis, natural calamities, strikes and pier congestion.
- 6.4 Nothing in these guidelines shall preclude PPA from withdrawing the authority granted herein for failure to achieve the intention of this Order.

7. **PENALTY CLAUSE**

Defiance/non-compliance by the Master of the vessel/shipping line owners or their authorized representatives to the shifting order issued by PPA/ATIB-ATI shall subject the person/company involved to the penalties prescribed under Section 43 of P.D. 857, as amended, and under any other laws that may be applicable thereto.

8. **REPEALING CLAUSE**

All rules, regulations, guidelines and other issuances or parts thereof which are contrary or inconsistent herewith are hereby repealed or modified accordingly.

9. **EFFECTIVITY**

This Order shall take effect fifteen (15) days after its publication in a newspaper of general circulation.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

Published in the Philippine Star - January 17, 2017
Effectivity Date February 1, 2017

June 23, 2017

PPA MEMORANDUM CIRCULAR

NO. 05 - 2017

TO : All PPA Officials/Employees
And Others Concerned

SUBJECT : Implementation of PPA Integrated Management System on the Facilitation of Vessel Entrance and Clearance (VEC) Processes and Supervision of Withdrawal and Entry of Cargo (WEC) at the Marine and Terminal Services (MTS) at PMO Zamboanga

Pursuant to Executive Order No. 605 entitled "Institutionalizing the Structure, Mechanisms and Standards to Implement the Government Quality Management Programs, Amending for the Purpose Administrative Order No. 161, s. 2006", and our commitment to Government Commission for GOCCs (GCG) for CY 2017, the PPA Integrated Management System (IMS) for **PMO Zamboanga** is officially implemented *effective 23 June 2017*, together with the approved IMS Policy and Procedure Manuals.

The IMS Policy Statement, as follows, is hereby adopted, made known and should be understood within PPA, as required by the ISO 9001 2015, ISO 14001 2015 and BS OHSAS 18001 2007 Standards.

"It is the policy of PPA to establish and implement an Integrated Management System which aims to.

- reduce environmental impact from port activities;***
- protect the well-being of all interested parties, and,***
- continually improve the quality of port operations and services.***

With this policy, the PPA commits to satisfy the needs and expectations of the interested parties and to comply with international, national and local statutory and regulatory requirements."

The Manager, Port Management Systems and Organizational Development Department (PMSODD) and the Manager, Port Operations Services Department (POSD) are hereby designated as the PPA Management Representative and PPA Deputy Management Representative, respectively, and shall have responsibilities as contained in the approved IMS Manuals.

All concerned PPA officials and employees are enjoined to comply with the provisions of said Manuals.

(Sgd.) JAY DANIEL R. SANTIAGO

General Manager

June 23, 2017

PPA MEMORANDUM CIRCULAR

NO. 06 - 2017

TO : All PPA Officials/Employees
And Others Concerned

SUBJECT : Implementation of PPA Integrated Management System on the Facilitation of Vessel Entrance and Clearance (VEC) Processes and Supervision of Withdrawal and Entry of Cargo (WEC) at the Marine and Terminal Services (MTS) at PMO Ozamiz

Pursuant to Executive Order No. 605 entitled "Institutionalizing the Structure, Mechanisms and Standards to Implement the Government Quality Management Programs, Amending for the Purpose Administrative Order No. 161, s. 2006", and our commitment to Government Commission for GOCCs (GCG) for CY 2017, the PPA Integrated Management System (IMS) for **PMO Ozamiz** is officially implemented *effective 23 June 2017*, together with the approved IMS Policy and Procedure Manuals.

The IMS Policy Statement, as follows, is hereby adopted, made known and should be understood within PPA, as required by the ISO 9001 2015, ISO 14001 2015 and BS OHSAS 18001 2007 Standards.

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All concerned PPA officials and employees are enjoined to comply with the provisions of said Manuals.

(Sgd.) JAY DANIEL R. SANTIAGO
General Manager

OTHER ISSUANCES

June 15, 2017

PPA MEMORANDUM CIRCULAR

NO. 07 - 2017

TO : All Assistant General Managers
All Department Managers
All Port Managers

FROM : The General Manager

SUBJECT : Update on Major RORO Routes

In compliance to the directive issued by the Department of Transportation (DOTr) addressing the confusion to the port users, stakeholders, LGUs and other government agencies between the “Central RORO Route” and “Central Spine RORO Route” being used by the PPA and DOTr, respectively, by having a single point of reference.

In view thereof, all Responsibility Centers (RCs) are hereby directed to adapt the “Central Spine RORO Route” with new linkages, as follows:

Center RORO Route (Old Route)	Central Spine RORO Route (New Route)
Manila - Pasacao - San Pascual - Claveria - Aroroy - Cawayan - Daan Bantayan - Bogo - Cebu - Tubigon - Jagna - Mambajao - Benoni - Balingoan - Cagayan de Oro	Batangas - Calapan - Roxas - Caticlan - Dumangas - BREDCO - San Carlos - Toledo - San Fernando/ Naga - Tubigon - Jagna - Balbagon - Benoni - Balingoan

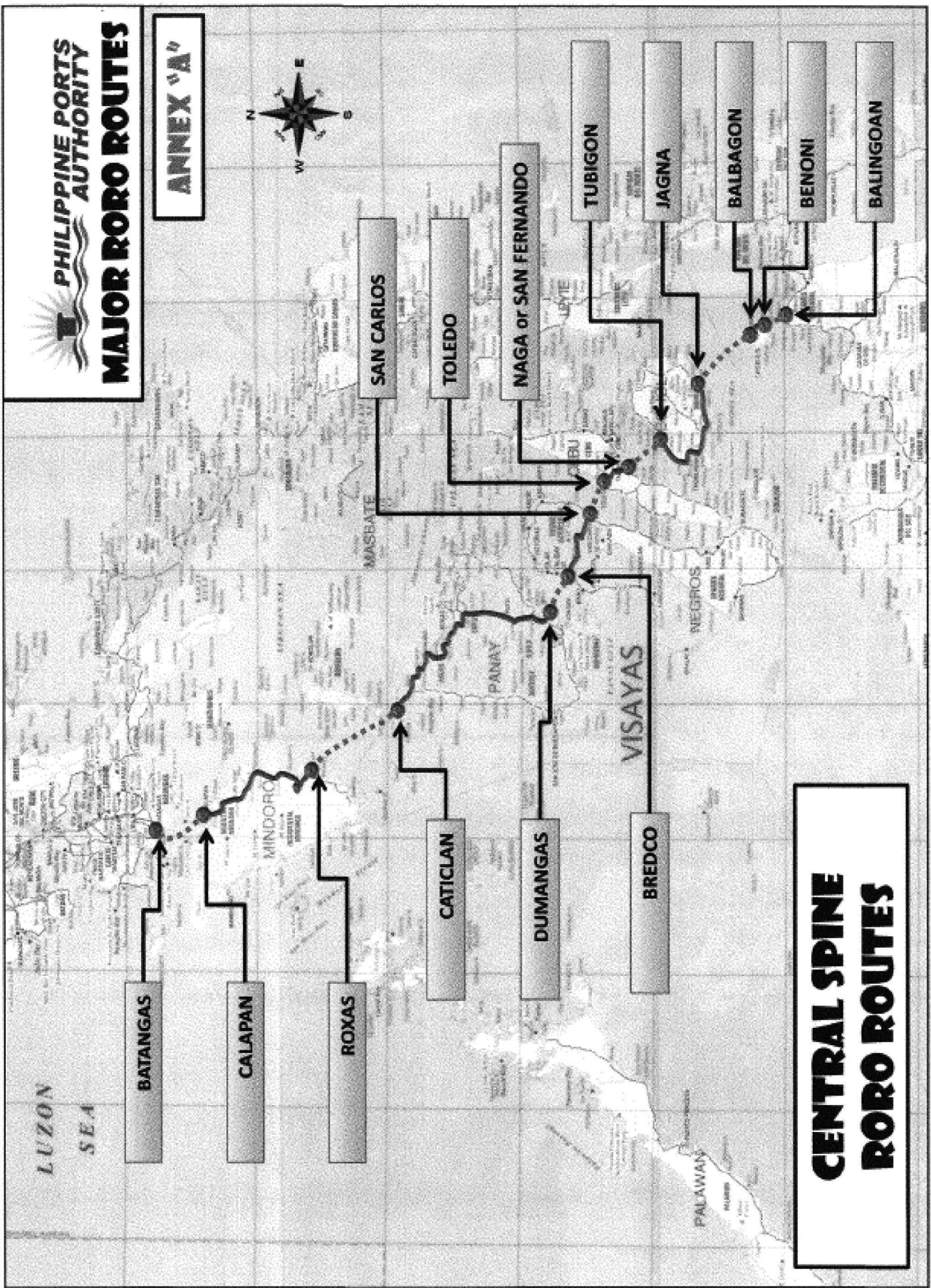
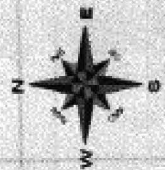
Attached is the map showing the “Central Spine RoRo Route” marked as Annex “A”.

This Memorandum Circular shall take effect immediately.

(Sgd.) JAY DANIEL R. SANTIAGO

PHILIPPINE PORTS AUTHORITY
MAJOR RORO ROUTES

ANNEX 'A'



BATANGAS

CALAPAN

ROXAS

CATICLAN

DUMANGAS

BREDCO

SAN CARLOS

TOLEDO

NAGA OF SAN FERNANDO

TUBIGON

JAGNA

BALBAGON

BENONI

BALINGOAN

**CENTRAL SPINE
 RORO ROUTES**

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**PHILIPPINE
PORTS
AUTHORITY**



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