

MARITIME

REVIEW

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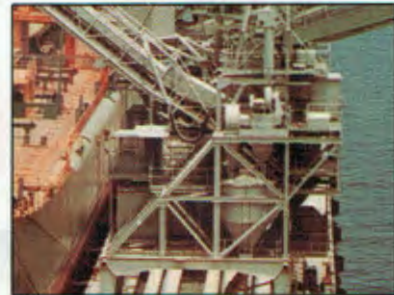
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SEIZING THE HISTORIC OPPORTUNITY IN **Mindanao**

The Southern Philippines Council for Peace and Development (SPCPD) was created as a result of the July 23, 1996 meeting of the Government and MNLFF peace panels in Davao City. Criticized by many, President Ramos explains the need for SPCPD.



Many of our people are racked by anxieties and questions about what the recent arrangement for the establishment of a Southern Philippines Council for Peace and Development (SPCPD), concluded by government and Moro National Liberation Front (MNLF) negotiators, portends for Mindanao in particular and the nation as a whole.

At one end, we hear encouraging support that the agreement could finally break decades of conflict that had taken thousands of lives and open the way for the full and unimpeded development of that part of our country.

At the other, we hear an outcry of fear and suspicion that government may have sold out the welfare of millions of our compatriots in the region and that therefore the agreement has ushered only the prospects of a new phase in the conflict.

No day passes in which the SPCPD is not denounced or defended.

No day passes in which we do not hear petitions to postpone the agreement and replace it with another plan that will take another round and years of negotiations.

GRASPING THE MOMENT

These varied voices reflect the centrality and complexity of the problem we face in Mindanao.

I understand the depth of feeling of those who have expressed concern about the change dawning on the region.

But I also fervently believe we have now with the SPCPD, a historic opportunity to achieve **peace** in our southern regions, to mold lasting **unity** among our people, and insure our nation's **sustainable development**. For the first time in a generation, we have the chance to turn our collective talents and energies to the work of peace and sustained progress.

All of us should strive to seize this opportunity to break the shackles of the past and create new hope for the future.

Much that is being said against the agreement arises from misunderstanding or inadequate information of what it explicitly provides for and envisions.

Part of this opposition is also being fed by preconceived biases or hidden fears owing to ethnic or religious differences.

The main remedy to the situation is accurate and timely information leading to better understanding of the issues. In this effort, I appeal to you, the leaders of media, to lend your responsible hands.

Let me therefore begin by discussing here exactly what the agreement explicitly states and provides for.

WHAT THE AGREEMENT PROVIDES

As described in the document arising from the eighth meeting of representatives of our government and representatives of the Moro National Liberation Front, the panels reached key "points of consensus" for a peaceful settlement of the conflict.

The agreement in the eighth meeting calls for implementation in two phases.

During Phase 1, the primary points of consensus are the following:

First, the agreement calls for the establishment of the SPCPD, a council that will principally promote, monitor, and coordinate peace and development efforts in the south.

The council will be composed of a chairman, a vice-chairman, and three deputies representing the Muslims, the Christians and the *Lumad*, or indigenous peoples, all of whom will be appointed by the President.

This council is not a political governing authority; it has no police power or authority; it has no separate judicial personality; it is a transitory administrative entity under the control and supervision of the President of the Republic of the Philippines.

Second, the agreement calls for the establishment of a consultative assembly, which shall serve as a forum for consultation on issues and the recommendation of policies and programs to the President, the assembly is not a lawmaking body.

The assembly will be made up of 81 members, composed of the council chairman, the governor and the vice-governor of the Autonomous Region of Muslim Mindanao (ARMM), the 14 governors, and all the city mayors in the

area, 44 members from the MNLF, and 10 members from various sectors recommended by non-government organizations and people's organizations.

The tenure of the council and the assembly is three years.

Third, the local government units in the area, including the ARMM, shall continue to exist and exercise their functions in accordance with existing laws. Thus, the functions, powers, and responsibilities of local government units and their officials will not be prejudiced, and their local autonomy under the local government code of 1991 will not be diminished.

Fourth, there shall be established a special zone of peace and development in southern Philippines in the 14 provinces and all the cities therein covered by the Tripoli agreement.

Within the next three years, these areas shall be the focus of intensive peace and development efforts. Public and private investments shall be channeled to such areas to spur economic activities, enhance social equity and uplift the conditions of the people therein.

It is to be noted here that no new area of autonomy is declared in the document. No new autonomous government is formed or established, but only a description of an area where peace and development efforts will be focused and prioritized.

Phase 2 provides for the establishment of a new autonomous government.

First, through an act of Congress amending or repealing the ARMM Organic Act of 1989 (R.A. 6734), a new plan for regional autonomy will be submitted for approval by the people in the affected provinces and cities within two years from the establishment of the council.

The area of autonomy shall then consist of the provinces and cities that *vote* to join the new autonomous region.

Second, a regional security force for the autonomous regional government will be established as provided by the amendatory law. This organization will be composed of the existing Philippine National Police units in the area of

autonomy, qualified MNLF elements, and other residents in the area who may be recruited into the force.

These are the key provisions. The rest of the text concerns definitions of the powers of instrumentalities created, and details on the implementation of initiatives.

I would like to underline one more point that has often been forgotten in the rush of comment on the agreement:

The powers and functions of the council and the consultative assembly are explicitly defined as "derivative and extensions of the powers of the President."

This means that the powers or functions to be exercised by the council and the assembly are only those that could be within the authority of the President to give. Otherwise stated, these bodies cannot possess a power or function that is beyond the authority of the President to delegate, or which only Congress by law can grant to an agency.

A PLATFORM FOR DEMOCRACY

Necessarily, to reach this accord, both sides had to accept the spirit of give-and-take. Without such accommodation -- as we know well from all negotiations, here at home and around the world, to end

recognized the necessity of *democratic consultation* within the affected communities as the formula for determining which provinces and cities will finally constitute the autonomous region.

The idea of autonomy for certain parts of our country has for some time now been recognized by our people. It is embodied in the Constitution. And it has been tested, on one hand, in the creation of the autonomous region in Muslim Mindanao and, on the other hand, in the failure of the one in the Cordilleras in Northern Luzon.

What is specifically new in the agreement is, first, the platform for democratic pluralism under which citizens in the affected areas will choose or not choose to be part of a future autonomous region.

The other new element is the *transition phase* of three years, which calls for the establishment of the council before the holding of a plebiscite on inclusion in the proposed autonomous region and the creation of an autonomous government. This transition period is also a confidence-building measure for the MNLF, for Muslims and for Christians and for *Lumads* within our democratic system.

accord.

To repeat, the council will serve as a coordinating arm for peace and development efforts in the affected areas. Its powers and functions derive from and are extensions of the powers of the President.

As for the consultative assembly, which the accord also envisions, it will be a forum for the discussion of issues affecting the region. It will have no power to legislate or to make laws that local governments must follow.

Some would prefer, of course, that no council, no consultative assembly, no transition period for autonomous government is established at all. But this is the prescription of inaction. It would prefer the certainties of conflict now -- to the possibilities of peace and development in the not-too-distant future.

GIVE PEACE A CHANCE

Let us give peace a chance to do its work in the southern Philippines. For only peace can become the stoutest shelter of democratic development.

Let us be worthy of our freedom - by assuming the burdens of peace as gallantly as we have taken up the burdens of war and bloody conflict.

I realize it is natural for people to be anxious and apprehensive when they are trying something new. But, in the spirit of unity and reconciliation, let us cast aside our fears and our small hurts. Together, let us look toward the vision of lasting peace and development for all the peoples of the Philippine South.

We live in rapidly changing times; and changing times call for innovative ways of dealing with conflicts and problems.

Let me reiterate here that I welcome the suggestion of the Catholic Bishops Conference of the Philippines (CBCP) that we enlarge the field of consultation of the proposed SPCPD.

Although we are accused of not consulting with our Mindanao constituencies, we have in fact held four peace summits in four key cities there between May and November last year.

We have also held four follow-up consultations with Mindanao leaders

'I see the accord being negotiated as a road map to the future. A peaceful path away from the strife and division that have gripped a major component of our Republic for decades.'

protracted conflict -- no end to strife is possible.

On the part of government, we recognized the necessity of accepting some of the provisions of the Tripoli Agreement and subsequent understanding made -- which the MNLF viewed as basic to a settlement. This means fundamentally acceptance of the idea of an autonomous government in the South, covering 14 provinces and all cities therein -- *if* they vote for inclusion in the area of autonomy.

On the part of the MNLF, it

The council and this transition period are what many find objectionable and disturbing.

Many reckless things have been said -- such as that government has installed Mr. Nur Misuari and the MNLF as virtual overlords over the provinces and cities covered by the agreement; that the council is a provisional government; that existing local governments will henceforth be under its control. Yet none of these things are true. They exist neither in the letter nor in the spirit of the transitory

between April and May this year in Mindanao and in Manila. I attended all these summits and consultations, except for a preparatory meeting presided over by Executive Secretary Ruben Torres on 22 April 1996.

These earlier consultations notwithstanding, I have invited the Catholic bishops to a dialogue within the next few days and we shall be holding more consultations at various levels with various sectors intensively and regularly until the signing of a final agreement with the MNLF and beyond.

Meanwhile, I have thanked the CBCP as I thank the Manila Overseas Press Club (MOPC) once more for providing opportunities for democratic consultation. I do not think any of us wish our peace process in the South to be set back by emotionalism, preconceptions and misconceptions that may be based on religious and ethnic differences.

A WAY TO THE FUTURE

I was not elected President to do nothing about this conflict in the South that has already cost us so much -- so much lives, time, goodwill, resources, and opportunities that otherwise could have been harnessed for the tasks of development.

My responsibility -- and the responsibility of all who had led or who shall lead this nation -- is to create conditions under which our people can work in peace, for the lasting progress of the country.

I see the accord being negotiated as a road map to the future -- a peaceful path away from the strife and division that have gripped a major component of our Republic for decades.

None of us can, of course, predict with certainty the precise results of the changes envisioned by the agreement still to be finalized. From where we now stand, we can only see partly and, therefore, we hope fervently for the blessings that autonomy, peace, and development could bring to Mindanao.

Yet there are some things we can be certain of. If we -- Muslims, Christians and indigenous people alike -- bring to the consultations and to the negotiations the

spirit of reconciliation and accommodation, the killing will stop.

And that is and has always been our first objective.

If we bring to the people the spirit of sharing, giving, integrating and uniting, we will not only rebuild the ruins; we will create a new structure of progress. For Mindanao is truly our land of promise -- rich in natural and human resources. Already we see today a bountiful future stirring in parts of the island that have not

THE LESSONS OF CONFLICT

Our experience of separatist conflict, here and around the world, should have taught us by now many painful lessons, lessons we wish we might have avoided or learned at less cost.

It should teach us that the grievance of one group eventually becomes the deprivation of all.

It should teach us that armed conflicts within our society are infinitely more wounding than armed conflict with

'If we bring to the people the spirit of sharing, giving, integrating and uniting, we will not only rebuild ruins, we will also create a new structure of progress.'

been devastated by the conflict -- the Cagayan-Iligan Corridor (CIC), the Davao Growth Center, and the South Cotabato-Sultan Kudarat-Sarangani-General Santos (Soccsargen) area.

Finally, if we bring to the forefront the spirit of brotherhood and solidarity, we shall finally become one truly cohesive national society, enriched by the contributions of all the regions, cultures, and traditions of our country.

This is the way to the future, and I believe this is what most of our people want, not tomorrow, but today.

This is what our Muslim brothers and sisters want, who all these years have felt left out from the mainstream of national life and progress.

This is what our Christian majority wants, who seeks to do right by all the minority groups in our society.

This is what those who have had to bear the burdens of bloody confrontation and violence throughout this 25-year conflict in the South -- soldiers, policemen, and innocent civilians -- want.

And this is what our leaders -- in all the sectors of society -- should aspire to, because it is only through peace and only in peace that we can develop and enjoy the full potential of our beloved Philippines.

another country because we suffer from our own hands.

Above all, it should teach us that we cannot develop in separation from or in isolation of some of our parts, but only as one country and one people together.

It is time we made these lessons impact on our present and future actions in and for Mindanao. No other course is more just and more democratic. No other course is more liberating of the energies and prospects of our people and our country, especially in Mindanao.

(The President's Page of Maritime League president and chairman Carlos L. Agustin which regularly appears on this page gives way to a speech of President Fidel V. Ramos before the Manila Overseas Press Club last July 11. While the Maritime Review mainly focuses on maritime issues, the Southern Philippines Council for Peace and Development (SPCPD) is one issue which should be a major concern of the entire nation. The SPCPD is expected to carry out the Ramos government's efforts to forge peace in Mindanao and complete the often stalled development of the area.- Editor)



Fast ferries pass the test of seasons

By Evelyn Z. Macairan
Staffmember

During the wet season, rains stall land travel on the San Fernando-Lubao route. Commuters between Manila and Bataan take a ferry ride at the Pier of Lamao.

With the changing seasons, the ferry service between Manila and Bataan has stood the one-year test period; it will stay as an alternative to land and air transport.

Four ferries at present link Manila and Bataan via Manila Bay: m/v Neveen of Aleson Shipping Lines; m/v Blue Eagle of Blue Ferries, Inc.; m/v Bullet Xpress II of Bullet Express Corporation; and m/v Stella Maris of Grand Seaway Ferries, Inc.

Grand Seaway executive vice president for finance Alfredo Joaquin says, "For over a year, people are getting used to that already regardless of the season."

During the wet season, rains stall land travel on the San Fernando-Lubao route. Commuters between Manila and Bataan take a ferry ride at the Pier of Lamao.

During the dry season, vehicular traffic discourages commuters to take the San Fernando-Lubao road for two reasons. Fi-

estas clog the streets, and the number of passengers swells because of vacationers, tourists, and investors. Commuters then have to take alternate transport mode: the ferry service.

"We see the potential. In an area where land travel has become an ordeal, people will seek out alternative means of transport," adds Joaquin.

"By being there, we help alleviate the traveling discomfort of people coming from the lahar areas and in Olongapo and Bataan."

Joaquin discloses that by the end of the year Grand Seaway intends to earn a respectable yield of about 15% to 25%.

Although Grand Seaway has deployed only one fastcraft originally plying the Manila-Subic route, it included Bataan to create a loop covering other destinations within Manila Bay, including Puerto Azul.

"When we analyzed it, we weren't looking only at the Manila-Subic traffic, but the whole loop without adding too much on the operational hours. Going to Bataan, we don't have to crisscross. It is inside the loop," he explains.

The m/v Stella Maris started the Manila-Lamao run last August 2 with a special permit, valid for a month, preparatory to applying for a Provisional Authority with the Maritime Industry Authority (Marina).

Grand Seaway also plans to add a roll-on and roll-off (roro) ship into the route to be able to ferry cargoes and vehicles to and from Bataan. With the roro, it can operate even during typhoon signal no. 1 and even if waves reach 30 feet in height.

Joaquin indicates the need to promote the Manila-Bataan route.

"People are accustomed to traveling by land. It takes time for people to get used to this kind of service. We have to educate the traveling public."

By land, passengers from Manila take five to seven hours to reach Bataan. By the Bay, a fastcraft can ferry them to Bataan in one hour.

On September 7 last year, Marina inaugurated the Manila-Bataan Ferry Service at the request of Bataan Governor Leonardo Roman who appealed for an emergency water transport service for those stranded in Bataan. This paved the way for the establishment of commercial ferry services between Manila and Bataan.

At that time, operators used wood-hulled watercraft. The Bullet Xpress became an instance passenger favorite, relegating the wood-hulled ships to their former coastal trade.

On July 11, at the public hearing held in Lamao, the Sangguniang Bayan of Limay and Limay Mayor Nelson David criticized the Bullet service for "excessive fees" and questioned Marina's decision to deregulate the fastcraft service.

At that time Bullet raised its fare from P100 per passenger to P120.

"The first thing to do is to determine if the rate being imposed by Bullet is in accordance with the deregulation policy. First and second class accommodations are by law deregulated," says Marina domestic shipping office director Emerson Lorenzo.

As of press time, Marina is scheduled to inspect m/v Bullet III.

Citing a provision in the 1991 local government code, David says it is a prerequisite to get a two-thirds endorsement of the Sangguniang Bayan before franchises for commercial ferry operators in the Manila-Limay run.

David also questions the basis of Bullet's rate by comparing it with cheaper rates of other ferry operators in the Batangas-Calapan, Oriental Mindoro run.

In response, Bullet explains its rate compares with those other ferries in the Cebu-Ormoc or Cebu-Tagbilaran routes.

Bullet clarifies that it is not monopolizing the route as there are other which commuters may choose to patronize.

Marina franchising director Gloria V. Banas says that the Public Service Law does not require ferry operators to get approval from the Sangguniang Bayan so they can be issued a Certificate of Public Convenience, or franchise for the ferry service.

Nevertheless, Banas says the Marina legal affairs office is still looking into the franchise issue.

"We will seek the opinion of the Department of Justice to settle the issue, if necessary," she says.

With the Manila-Bataan ferry service becoming a permanent "alternative mode of transport," a permanent terminal has to be put up at the Manila end of the route.

The present terminal being used is the terminal run by the Philippine Tourism Authority at the Cultural Center of the Philippines.

But this is only a temporary terminal.

There is thus a need to look for a permanent site for the Manila terminal of the ferry service.

Chaired by Philippine Ports Authority general manger Carlos L. Agustin, the ferry service terminal committee is evaluating all proposals and data before coming out with a decision where to build the Manila terminal.

One suggestion was the historic Clipper Landing Area at the back of the Manila Hotel.

But the management of the hotel and the National Parks Administration rejected the proposal on five counts:

1. There will be noise, overcrowding, pollution similar to the North Harbor.
2. It will attract hawkers, jeepneys and sidewalk vendors as some small ports did.
3. It will add up to the already monstrous passenger and vehicular traffic in the area.

4. The Manila Hotel could lose some business.

5. There is a historical value in that particular basin.

Agustin, however, considers these not strong reasons because "we can prevent these incidents from happening."

"It's just like the Megamall. Once you establish a first class facility and you have full control, no hawkers or illegal vendors will inhabit the area with the cooperation of the Philippine National Police, City of Manila, Manila Hotel and the PPA."

Agustin envisions a two-story terminal building with shops, restaurants inside.

To enhance the historical value of the Clipper Landing, a mini-museum can be part of the complex, he suggests.

Another site being considered by the committee is the Pasig River near the Del Pan Bridge. But one constraint is the draft.

The Pasig River is six feet to seven feet deep and the ferry boats plying the Manila-Bataan route requires at least nine feet to 10 feet.

Another constraint is the presence of squatters who must be relocated.

"There are pros and cons. In the Luneta, the only thing to construct is the building. It's the cheapest," Agustin says.

"In the Pasig River, we have to consider dredging, relocation of squatters, and provision of a bus shuttle service."

**The Board of Directors, Officers and
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PISA raises issues, cites steps to unravel them

PISA wants the government to create a healthy environment through incentives similar to what Asian neighbors are doing. But the Maritime Industry Authority says sufficient incentives are available to domestic shipowners from the Board of Investments.

By Evelyn Z. Macairan
Staffmember

The Philippine Interisland Shipping Association (PISA) has been raising issues afflicting domestic shipping and recommending ways to resolve them.

First, PISA wants the government to create healthy environment through incentives similar to what Asian neighbors are doing.

Singapore, for instance, provides low interest loans and tax incentives.

Japan has a Maritime Credit Corporation to help accelerate construction of vessels for domestic use at concessional interest rate and government guarantees.

The Maritime Industry Authority (MARINA) says sufficient incentives are available to domestic shipowners from the Board of Investments.

"If the shipowner imports a vessel and it complies with the age limit and meets other requirements, he may be given free import duties and taxes," MARINA says.

For passenger ships, the age limit is 15 years. It used to be from 20 years. For cargo ships, the age limit is 10 years from the former 15 years.

This incentive covers also importation of spare parts.

Second, PISA cites the urgent need to harmonize conflicting maritime authorities and their overlapping responsibilities.

"It has become a habit for government agencies such as MARINA, the Philippine Coast Guard, and the Professional Regulation Commission to wash their hands of

any responsibility and point an accusing finger to one another during maritime accidents," PISA observes.

MARINA says this issue remains unresolved for decades and this can be settled only by legislators who enact laws that will delineate functions of each government.



PISA recommends that the Philippine Ports Authority encourage competition to push operators to become efficient. But PPA says this is being addressed by Executive Order No. 212, which has been held in abeyance until the guidelines are finalized and approved.



Executive Order 212, which was signed by President Fidel V. Ramos in November 1994, calls for the privatization and demonopolization of ports.

PISA raises the possibility that the ongoing revision of EO 212 would suit a particular sector.

PPA denies this.

"Should EO 212 be implemented, amended or scrapped? Only the President can amend or scrap EO 212," says Agustin. "For now we are committed to the moratorium on its implementation."

A memorandum of understanding to defer the implementation of EO 212 was signed port workers opposing EO 212 staged a nationwide strike which crippled five major ports: Manila, Cebu, Cagayan de Oro, Iligan, and Davao.

Seventh, PISA also asks PPA to break the "existing monopoly" in the pilotage service by allowing the entrance of other qualified harbor pilots.

With new harbor pilot groups, PISA says, shipowners will be able to negotiate arrangements without having to deal with the "unscrupulously entrenched harbor pilot group."

"Under the free enterprise system, domestic shipowners will be able to engage the services of harbor pilots of their choice to reduce cost of operation, improve efficiency, and cut waiting time and delays on vessel arrival and departure."

This idea came about because "of the facts that only a single association of harbor pilots is mandated to render pilotage services to all vessels in all ports here in the Philippines."

The present system has made pilotage service "inefficient, expensive and very unsatisfactory," PISA says.

Agustin says, "Pilotage is covered by a law and PPA had gone all the way to the Supreme Court on that issue, which was decided by the Supreme Court. Therefore there is no possibility for other pilots to come in."

Besides, pending bills in both Houses of the Congress seek to create the Department of Maritime Affairs which to a large extent will eliminate what the PISA calls washing of hands and accusing finger.

Third, PISA wants to stop the entry of foreign vessels in the coastwise tanker service.

PISA points out that MARINA issued special permits to foreign flag vessels in spite of the presence of idle Philippines-flagged tankers.

"The operation of foreign flag vessels when Philippine flag vessels are available is a big blow to our sovereignty," PISA stresses.

MARINA says temporary permits to operate in local waters are issued to foreign specialized ships like LPG carriers at the instance of the Department of Energy.

MARINA's role is mainly to ensure safety and check on the seaworthiness of such specialized carriers.

Fourth, PISA continues to reject the Maritime Communications Project (MCP) of the government for two reasons: the technology is obsolete and the project is over priced.

But this issue is already moot and academic, government sources say. "The

project, particularly Phase I, is already completed."

Fifth, PISA finds MARINA's requirement to subject a ship with 500 gross registered tonnage (grt) and below to a classification society.

"This is detrimental to the ferry boat operators because classifying a vessel which has never been under class is next to impossible," PISA says.

In response, MARINA says it is revising the Philippine Merchant Marine Rules and Regulations.

One of the things MARINA will have to look into is coming up with alternative measures to satisfy safety requirements such as maintaining a periodic inspection.

Sixth, PISA prefers a healthy competition in cargo handling.

PISA recommends that the Philippine Ports Authority (PPA) encourage competition to push operators to become efficient.

It has been the common practice for shipowners to provide equipment used in cargo handling.

PPA officials say this issue of competition is being addressed by Executive Order No. 212, but the order has been held in abeyance until the guidelines are finalized and approved.

PISA also raises these issues:

1. The Department of Public Works and Highways (DPWH) should repair and maintain all roads and bridges leading to the ports.

2. Upgrading of cargo facilities, installation of lights, construction of passenger terminals in major ports, and dredging of rivers and waterways on a regular basis.

But PPA says these are included in their annual maintenance budget.

A major concern of PISA is the lack of competent seafarers.

PISA traces the decline in the availability of highly skilled, qualified seafarers to the low quality of maritime education and training.

"If the Philippines does not get its act together chances are we may lose the title of number one provider of seafarers to the world to China and Indonesia," PISA says.

PISA says the shortage of competent crew can be attributed to the aggressive recruitment of foreign shipping companies.

PISA asks PPA to break the existing monopoly in the pilotage service. PPA, however, had gone all the way to the Supreme Court, which decided the issue in favor the United Harbor Pilots Association of the Philippines.

"For instance, at the Philippine Merchant Marine Academy (PMMA) foreign shipping firms immediately hire cadets after graduation," PISA says. "This leaves the domestic shipping industry with less qualified seafarers to man our ships."

Government should provide a package of incentives to these graduates to encourage them to work locally, PISA says.

It suggests the signing of an executive order requiring PMMA graduates to render two years service on board domestic ships, before they can qualify for foreign jobs.

"This is the practice for medical and nursing graduates who are assigned to rural service before they may be allowed to go out of the country."



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Philippines enters era of state of the art grain handling technology

By Carlos B. Santos
Editor



Undersecretary Cal, POAL chairman Sir Rupert Clarke, Asian Terminals president Eusebio H. Tanco, ATI director Roland U. Young, ATI vice president for corporate planning and business development Ramon R. Atayde, and ATI EVP Richard D. Barclay, applaud the unveiling of the MGT marker.

Asian Terminals, Inc. has catapulted the Philippines into an era of state-of-the-art technology in grains handling with the formal opening of the Mariveles Grain Terminal (MGT) in Bataan last June 20.

Regarded as the first land-based multi-user bulk grains terminal in the Philippines, the MGT is also one of the most modern complexes for grains handling in Southeast Asia.

Transportation and Communications Undersecretary Primitivo C. Cal, the guest of honor and speaker at the MGT opening, was among the first to commend Asian Terminals for taking the initiative in coming up with a modern grains terminal and for giving the country the much-needed push into the central nerve of Asia's bustling grains trade.

'The world-class technology and geographical advantages of the Mariveles Grain Terminal will spark a revolution not only in the domestic grains sector but also in the international grains trade.'

Asian Terminals is also the operator of the container terminal and multi-cargo piers in South Harbor of the port of Manila.

"The MGT's world-class technology and geographical advantages will indeed spark a revolution not only in the domestic grains sector but also in the international grains trade," Cal stresses.

'The formal opening of the Mariveles Grain Terminal is a clear indication of Asian Terminals' firm commitment to the development and improvement of the major gateways in the Port of Manila to make it more competitive and be at par with world-class ports.'

"With the MGT's faster unloading rate, grain importers will now be able to avail themselves of economies of scale. Hopefully, the projected savings of several dollars per metric ton will start a chain reaction that will eventually result in lower prices of grain produce."

Asian Terminals executive vice president Richard D. Barclay, who delivered the program's welcome remarks, says the enthusiastic market response will allow Asian Terminals to achieve a better-than-expected return on investments from the MGT on just its first year of operations.

The MGT can guarantee a discharging rate of 10,000 metric tons of wheat and 7,000 metric tons of soyabean meal per day which is five to six times better and far greater than the current average unloading

rate at the South Harbor of 1,500 metric tons to 2,000 metric tons per day.

Barclay also disclosed that Asian Terminals has already accepted shipment discharge notice for 100,000 metric tons of grains for July; 130,000 MT for August; and 120,000 MT for September.

The MGT has handled some 212,656 MT of various grain produce since it began its commissioning and pre-commercial operations in February 1996.

"At the rate the MGT has been receiving grain shipments, it can meet its target of 1.2 million MT of grains for its first year which will mean a realistic growth rate of 5% per annum," Barclay explains.

Sir Rupert Clarke, chairman of P&O Australia Ltd. (Poal), one of the major shareholders of Asian Terminals, remarks,

"The formal opening of the MGT is a clear indication of Asian Terminals' firm commitment to the development and improvement of the major gateways in the Port of Manila to make it more competitive and be at par with world-class ports."

The Poal chairman adds, "The MGT was a dream come true for Asian Terminals. A dream that was more than a dream, it was actually a vision. That vision is what the Philippines would now be realizing as the MGT formally ushers in a new era in grains handling technology."

Asian Terminals president Eusebio H. Tanco, who introduced Cal as the guest of honor and speaker. Undersecretary Cal was a former classmate of Tanco in a British school several years back.

Among the directors and officials of



Four days after the facility was officially launched, the MGT achieved its fastest unloading rate with the handling of another panamax vessel, the m/v Tanglaw.

Asian Terminals who were with Undersecretary Cal during the marker unveiling were Eusebio H. Tanco, Richard D. Barclay, Roland U. Young, Atty. Nilo B. Pena, Gen. Lisandro C. Abadia (Ret.), and Asian Terminals vice president for corporate planning and business development Ramon R. Atayde. Sir Rupert Clarke was also with the group that unveiled the MGT marker.

Capt. Bonifacio C. Lomotan, Asian Terminals vice president for general operations, was the affair's master of ceremonies.

Aside from Undersecretary Cal, among the many prominent local officials present during the affair included Bataan Governor Leonardo Roman.

Key officials of the Philippine Ports Authority, Bureau of Customs, National Food Authority, Bataan Export Processing Zone and shipping lines, as well as several grain importers and traders were also present during the affair.

While the formal opening and blessing rites were going on, the MGT was simultaneously completing its commissioning with the handling of a second panamax grain ship.

The *m/v Alexia*, carrying 52,500 metric tons of yellow corn from Argentina consigned to the National Food Authority, was the seventh grain ship and the second panamax to dock at the facility since

With the formal opening of the MGT, grain importers and traders are assured of a superior and efficient discharging alternative, as the terminal can handle all types of grain products, including soyabean meal. Asian Terminals' vision of establishing a "Grains City" with the MGT as the core, got a big lift when Hui Shung Philippines Corporation broke ground last July 13 for its soyabean meal crushing plant which

it has begun pre-commercial operations in February which also marked the last stage of MGT's commissioning.

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Asian Terminals' vision of establishing a "Grains City" with the MGT as the

core, got a big lift when Hui Shung Philippines Corporation broke ground last July 13 for its soyabean meal crushing plant which will eventually rise near the site of the terminal.

The MGT can perform pierside discharging and barge offloading of either bagged or bulk grain cargoes simultaneously.

It is also capable of storing substantial amount of bulk grain shipments in its



Undersecretary Cal (second from right) is flanked by ATI officials (third and second from left), and Stella Marie Mercado, Asian Terminals manager. including vice president Ramon R. Atayde (right), director Gen. Lisandro C. Abadia (third from right) and Mr. and Mrs. Barclay

Riding High on

WE SPAN THE SEAS..WE BRIDGE THE ISLANDS...WE BRING YOU THERE

SULPICIO LINES

SHIPPING SCHEDULE

DEPARTURES FROM MANILA

CEBU

PRINCESS OF THE ORIENT	TUESDAY	10AM
	FRIDAY	8 PM
PRINCESS OF PARADISE	WEDNESDAY	10 AM
FILIPINA	SUNDAY	10 AM

NASIPIT

PRINCESS OF PARADISE (VIA CEBU)	WEDNESDAY	10 AM
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CAGAYAN

PRINCESS OF PARADISE (VIA CEBU/SURIGAO/NASIPIT)	WEDNESDAY	10 AM
(DIRECT CAGAYAN)	SATURDAY	8 PM

ILOILO/ZAMBOANGA/DADIANGAS

PRINCESS OF THE PACIFIC	TUESDAY	10 AM
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CATBALOGAN/TACLOBAN

TACLOBAN PRINCESS	WEDNESDAY	10 AM
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TACLOBAN

TACLOBAN PRINCESS (DIRECT TACLOBAN)	SUNDAY	9 AM
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MASBATE/CALUBIAN/BAYBAY

MAASIN/SURIGAO PALAWAN PRINCESS	WEDNESDAY	8 PM
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PUERTO PRINCESA

ILOILO PRINCESS	THURSDAY	10 AM
	SUNDAY	2 PM

ESTANCIA/ILOILO/ZAMBOANGA/COTABATO

COTABATO PRINCESS	SATURDAY	3 PM
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SURIGAO/DAVAO

FILIPINA PRINCESS (VIA CEBU)	SUNDAY	10 AM
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ORMOC/MASBATE/CEBU

CEBU PRINCESS	FRIDAY	10 AM
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TAGBILARAN/DIPOLOG/ILIGAN

DIPOLOG PRINCESS	WEDNESDAY	12 NN
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DUMAGUETE/OZAMIS

PHILIPPINE PRINCESS	WEDNESDAY	12 NN
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20 corrugated steel silos each with a capacity of 5,500 MT or at its 50,000 MT-capacity warehouse for transit storage and eventual bagging operations.

The warehouse is further divided into five bays with each bay having a capacity of 10,000 MT.

Four semi-automatic bagging machines are also located inside the warehouse each with a rated capacity of 40 MT per hour.

Although the terminal had trial operations in November 1995, the MGT officially began its commissioning and pre-commercial operations last February 19, when it received and discharged 26,361 MT of imported yellow corn shipment from the *m/v Labe* which was consigned to the National Food Authority.

The commissioning of the MGT entered into its penultimate stage in the middle of May when it simultaneously received and discharged 45,000 MT of imported yellow corn from the panamax vessel *m/v Hanjin Casablanca*, and 11,000 MT of Indian soyabean meal shipment from the smaller *m/v Feng Yang*, which incidentally highlighted the terminal's flexibility and operational efficiency.

Meanwhile, four days after the formal opening and blessing of the MGT, the fa-

cility began its commercial operation with the handling of a third panamax grain ship.

The MGT received the *m/v Tanglaw* on June 24, the eighth grain ship to dock at the facility and the second panamax that the terminal handled in a span of 10 days.

The *m/v Tanglaw* followed the panamax *m/v Alexia* which arrived and docked at the MGT on June 16.

Carrying 45,003 MT of imported yellow corn from the United States consigned to the National Food Authority (NFA), the MGT began the unloading of the *m/v Tanglaw* at 2 p.m. of June 24 and the discharging operation was completed at 7:43 p.m. of June 27 or about three and a half days.

What proved to be the operational highlight of the MGT's handling of the *m/v Tanglaw* is the fact that the terminal was able to achieve its fastest average unloading rate of approximately 15,767 MT per day inspite of 11.5 hours of halted operations due to a strong downpour.

The MGT achieved an average unloading rate of 13,846 MT per day for the *m/v Alexia*. This proved to be a fitting climax to the terminal's four-month commissioning and pre-commercial operations.

"The MGT passed its commissioning with flying colors and it certainly started

What proved to be the operational highlight of the MGT's handling of the *m/v Tanglaw* is the fact that the terminal was able to achieve its fastest average unloading rate of 15,767 MT per day in spite of 11.5 hours of halted operations due to a strong down pour.

its commercial operations with a big bang," explains Barclay.

"The terminal's unloading rates obtained on the *m/v Tanglaw* and the *m/v Alexia* are indicative of better things to come for local grain traders and importers," he stresses.



POAL chair Sir Rupert Clarke (upper left photo) welcomes guests to the landmark event not only for ATI but also for the local and international grains trade. A special portion of the ceremony was the presentation of a clock (lower left photo), symbolizing the start of the revolution of the grains trade, by an official of Mitsui & Co. Ltd. to ATI president Eusebio H. Tanco and EVP Richard D. Barclay. Mitsui recently gained a seat in the ATI Board of Directors. Culminating the opening ceremony of the MGT was the guest tour of the facility including the 50,000-metric ton capacity 5-bay warehouse (above).

MARITIME CALENDAR

Preventing Collision at Sea Conference	Sept. 22-25, 1996	Dalian, China
IMTA 21st Annual Conference	Sept. 22-25, 1996	Vancouver, Canada
World Maritime Week	Sept. 23-27, 1996	
Philippine Maritime Day	Sept. 27, 1996	
Maritime Forum	Sept. 27, 1996	Philippine Plaza Hotel
Maritime Safety Month	October 1996	
The 2nd South African Shipping Conference	Oct. 9-11, 1996	Durban, London, UK
Mare Forum '96	Oct. 10-12, 1996	Rotterdam, Netherlands
Philippine Coast Guard Day	Oct. 10, 1996	
Practical Issues on Maritime Law	Oct. 15-16, 1996	LLP/Hong Kong
Construction Disputes Seminar	October 28-29, 1996	Oriental Hotel, Singapore
Seatrade Tanker Industry Convention	October 29-30, 1996	London, UK
CHINA PORTEX '96	Oct. 30- Nov. 2, 1996	Shanghai, China
Ausmarine '96	Nov. 4-7, 1996	Esplanade Hotel, Fremantle, Australia
Shiprepair & Conversion '96	Nov. 5-6, 1996	London, UK
IAPH 41st Anniversary	Nov. 07, 1996	Tokyo
IBJ 1996 Congress	Nov. 7-8, 1996	Singapore
Seatrade Asia Pacific Cruise Convention	Dec. 4-7, 1996	Singapore
Gastech Conference & Exhibition	Dec. 3-6, 1996	Vienna, Austria
The Business-Environment Partnership	Dec. 6-7, 1996	Marriott, Singapore
CORROTEX Philippines	Jan. 22-25, 1997	SM Megamall
IMDEX ASIA 97 International Maritime Defence Exhibition & Conference	May 6-9, 1997	World Trade Center Singapore
20th World Ports Conference	May 31-June 6, 1997	London, UK
Hong Kong Reversion to PRC	June 30, 1997	

We encourage readers to submit articles such as speeches, technical papers, feasibility studies, etc. for publication in this magazine.

We also welcome your thoughts, comments, observations and criticisms on any item published here. Address your letter to:

**The Editor
The Maritime Review
Rm 309 Marsman Bldg.
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Is a 2nd ship registry necessary for the Philippines?

By Ma. Carmela I. Huelar
Staffmember

'A second Philippine ship registry will lure Hong Kong-based shipping companies to relocate their offices at the Subic Bay Freeport and register their ships there.'

The past few months saw the debate over the proposal to set up a second Philippine ship registry heating up with influential players in the country's manning industry clash in their ideas as to its viability.

The move to set up a second Philippine registry was spearheaded by the biggest among three manning groups, the Filipino Association for Mariners' Employment (FAME).

Later, the United Filipino Seafarers (UFS), a group of militant seafarers, joined the fray.

Opposing the idea of a second registry are the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), a local affiliate of the Lon-

don-based International Transportworkers Federation (ITF), and the Filipino Shipowners Association (FSA), whose members have sister companies engaged in manning agency.

As early as 1992, FAME headed by its president, Vicente F. Aldanese Jr., has been very vocal in calling for the setting up of a second Philippine registry.

FAME has in fact already submitted its proposal to various agencies in the industry -- the Philippine Overseas Employment Administration (POEA), the Department of Labor and Employment (DOLE), and the Maritime Industry Authority (MARINA).

FAME in a position paper says setting up a second ship registry and relaxing the bareboat charter program will lure foreign shipowners to flag out to the Philippines.

Aldanese refers particularly to shipowners with registered fleet in Hong Kong which by next year will be returned to China. A lot of shipowners would be looking for an alternative port and the Philippines could be one.

Aldanese also observes that Singapore is getting crowded and too expensive for shipowners that many are nor looking for a possible transshipment area where they can relocate their offices.

Nelson Ramirez, UFS president, shares this belief and adds that second registry will help the Philippines gains more revenues and generates more employment for Filipino seafarers.

'Which Filipino shipowners are we trying to lure back to register in the Philippines when we do not even have big vessels that flagged out from our country?'

He says with the second registry the Subic Bay Metropolitan Authority (SBMA) should also develop into a world-class homeport.

"This will help persuade Hong Kong-based companies to relocate their ships to Subic Bay Freeport," he says.

Accordingly, a second ship registry can attract easily some 2,000 foreign ships, double the already employed seafarers of 25,000 to 50,000 at an average of 25 Filipino crews per ship, and raise the dollar earnings of Filipino seafarers, he points out.

Ramirez further believes that the second registry will enable the country to expand its maritime edge and heighten the transfer of shipping technology.

Once foreign ships decide to dock in the Philippines, these ships will not be tagged as flag of convenience, he says. "This means they will not be interdicted by the ITF."

AMOSUP, which is affiliated with ITF, says otherwise.

AMOSUP president Gregorio S. Oca Jr. warns that a second Philippine ship registry "is not beneficial to the country and is not viable with the kind of system we have here."

Oca adds that it will only give the ITF a strong reason to declare the Philippines an FOC state.

Oca disclosed that members of the ITF's Fair Practices Committee have time and again wanting to declare the Philippines an FOC country because of its already liberalized bareboat charter rules.

In an earlier meeting with industry officials, Oca showed a letter from the ITF London, demanding an explanation from AMOSUP on the alleged noncompliance of certain agreements between AMOSUP and a vessel with ITF policy.

The ITF points out that the vessel under question is not beneficially owned in the Philippines and therefore "considered an FOC."

Oca stresses that instead of trying to establish a second ship registry, the coun-

try should first give outsiders a clear view of what kind of policy on shipowning the country adopts.

He says, "There is a need for the country to explain to ITF officials the difference between a beneficially owned vessel and the bareboat charter policy on shipowning that the government through Marina is implementing.

"They should be made to understand that the country's flagged-vessels do not fall under beneficially owned but under the bareboat charter policy."

A bareboat-chartered ship is a Philippine-flagged ship manned by Filipino seafarers. Otherwise ITF will immediately declare it an FOC ship.

Oca says, "It's high time we made a position explaining to these guys that we have a bareboat charter policy here. We have to have a reasonable basis to explain that a bareboat chartered ship is not beneficially owned by a Filipino company and manned by an all-Filipino crew and transactions are done on a ship to ship basis."

Carlos C. Salinas, president of the Filipino Shipowners Association, says the bareboat charter is also known as demise charter.

"As such, the charterer is the owner of the ship but he cannot sell it. The fact that you are a demise owner of the ship

already says that you are not the beneficial owner," he explains.

As regards the premise that a second Philippine ship registry will enable the Philippines to lure shipowners from Hong Kong and Singapore to relocate to the Philippines, Oca points out, "It is quite a hard task at the moment."

"The only reason Norway and other Scandinavian countries set up the world's first second ship registry is to get back shipowners who flagged out their ships," he says.

"In this case which Filipino shipowners are we trying to lure back to register in the Philippines when we do not even have big vessels that flagged out from our country?"

The proposed second ship registry in the Philippines, Oca stresses, allows shipowners to employ non-domicile crews to compete with FOC vessels.

Besides the Philippines has more bureaucratic red tape than other countries, Oca observes.

"Shipowners do not like to go through a lot of political intricacies. If they can't have their licenses in a matter of few days, they might as well transfer their ships to such countries as Liberia and Panama where they can get their licenses in minutes."



Schools strive for higher standards

Training schools are receiving increasing international recognition from owners, operators and agents worldwide following a recent change in the examination procedure.

Maritime training is changing in the Philippines.

No longer are young men just plucked from the islands, given a ticket to Manila and a berth on one of the interisland trading vessels short of a crew.

As the supply of seafarers has turned into a multi-million dollar business, so have the education and training of seafarers become a much more complex affair.

The main impetus towards improvements in the training of officers and ratings comes from the International Maritime Organization.

Manning agents in the Philippines report that they are increasingly turning to schools which use IMO courses even though this is not compulsory.

"The IMO curriculum isn't the curriculum, but it helps," says Michael Estaniel, president of Trans-Global Maritime Agency.

He adds that the looming February 1997 deadline for owners to meet the requirements of the amended Standards of Training, Certification, and Watchkeeping is one of the main reasons behind focusing on internationally recognized training courses.

But, this is not easy, as only five out of 111 maritime training schools in the Philippines use the IMO curriculum.

Training schools in the Philippines are, however, receiving increasing international recognition from owners, operators and agents worldwide following a recent change in the examination procedure.

Until two years ago, the pass rate was in the region of 95% to 98%.

"It used to be easy to take an examination and pass," says Captain Angel Penalosa, manager of the Manning & Recruitment Division of the Manila-based Malayan Towing & Salvage Corporation.

This changed dramatically under the Aquino government when controlled computerized examinations were introduced, making the learning process all the more difficult.

Pass rates fell dramatically to the region of 15% to 20%. "You're lucky to get 25% passing now," adds Penalosa.

It may be bad news for the students and even owners in the short run, but the tightening of examination rules has undoubtedly increased the standards in operation at the maritime schools.

One training center which is frequently mentioned by Manila's operators and agents in reference to quality maritime training is the isolated International Development and Environmental Shipping School (Idess).

Located in the Subic Bay Freeport Zone, on a site that was once used for the storage of ammunition by the US Army, the school focuses its courses towards the oil, chemical and gas tanker industry.

The company's administrator, Liza Lim-Lansigan explains that the company moved out of Manila in 1994 because expansion of facilities in the capital would have proved difficult and very costly.

Citing the example of the programmed in collision avoidance which was started three years ago at the request of a major tanker operator, she adds that the center has gained popularity from ship-owners as courses are geared directly to owners' needs.

She also admitted that the jungle location of the school meant that students had little choice but to concentrate on their courses.

In addition to the independent private training schools, an increasing number of operators run their own courses to suit their needs.

Josephine J. Francisco, the president of NYK-Fil Ship Management in Intramuros, says the role of in-house training is particularly valuable in regard to the promotion of cadets. "There is no upgrading without training," she explains.

The improvement in maritime training in the Philippines does not come without a cost.

Clearly the stringent examination procedures have reduced the pool of qualified seafarers for owners and the more sophisticated training courses are costing students and even owners a lot more money.

But most agents and operators in the Philippines agree that this is the only way forward.

-Reprinted from Fairplay

European yards compete for foreign contracts

By far the most successful of the UK yards is the A&P Group, which took the shine of the German repair industry.

For many years, the European shiprepair and conversion scene has been dominated by the big names in Germany and Holland; Malta Drydocks, Kvaerner in Gibraltar; and Lisnave in Portugal.

Practically all of them are still enjoying a respectable workload, and all are aware of the improving market position of UK yards, and the need to offer a worthy product to remain competitive.

The UK yards of the past survived mainly on a handful of local contracts, increasingly coming from lucrative, but limited sources such as the Royal Fleet Auxiliary.

Today's UK yards that are succeeding are competing and winning work in the international arena.

In some cases, work is being secured in the face of competition from the big players that have enjoyed near total monopoly in their own specialized sectors for many years.

By far the most successful of the UK yards is the A&P Group, which took the shine off the otherwise polished German repair industry recently, when it secured the repair and refurbishment work for the Cunard liner, *Queen Elizabeth 2*, and the old stalwart of the Caribbean cruise industry, *Norway (ex-France)* in May.

Work on *Queen Elizabeth 2* will be undertaken at Southampton during November at a cost fixed on contract items at around US\$18 million. Work on *Norway* is expected to commence when the

vessel arrives at Southampton this month from her workbase in the Caribbean. A four-week stay at the UK south coast port will allow considerable interior refurbishment to be undertaken.

As well as Southampton, A&P's yards are located on the south coast at Falmouth and Chatham, and on the UK's northeast coast on the Tyne at Wallsend.

These strategic locations allow concentration on individual ship types, with Southampton's big share coming from the passenger ship and local ferry business.

Falmouth taking its own fair share of the ferry business through the Irish Sea outlet, and to a lesser degree the cross Channel sector.

Chatham's with its Medway and close Thames location, has carved a niche in the local market through shortsea and dredger work.

The Tyne has achieved success in the tanker and off-shore business through closeness to the North Sea oil industry.

A&P Group increased its sales turnover in 1995 to more than \$100 million, and over \$15 million was invested during the 12-month period in new facilities and equipment.

Productivity at the yards was up more than 30% on the previous year, and over 200 vessels underwent repairs. More than half of these vessels were foreign-owned.

First quarter turnover for 1996 hit the \$50million level with 60 vessels docked.

Investment in improving productiv-

ity at the A&P yards has been spread through the four facilities. But importantly for the cruiseship business, Southampton received a new \$4 million steel and pipework shop which will allow an improvement in steel output leveling at around 10 tons per day.

On the northeast coast, A&P Tyne has won through its offshore company, A&P Offshore, a near \$15 million contract for a major part of the conversion of the tanker *Dagmar Maersk* into an FPSO vessel.

The six-month project will entail the manufacturing and fitting of some 2,000 life extension brackets, module support foundations, and the installation of the moonpool structure.

A&P will also overhaul the accommodation areas to cater for a larger crew number, and carry out overhaul work on the vessel's MAN/B&W slow speed diesel engines.

A&P does not have the entire, northeast UK coast repair and conversion market to itself though.

The old established names on the Tyne, the Tees, and to a lesser extent the Humber, are now mostly long gone.

But the name of Tyne Tees Dockyard needs little introduction. Rising from the ashes of the former Swan Hunter yard, the new look Tyne Tees, now in its second year under a new guise and aggressive management approach, has just secured the conversion and refurbishment of two early-80s built ice strengthened

containerships, acquired by Andrew Weir Shipping for Bank Line operation, from Russia's Far Eastern Shipping Company (Fesco).

Tenders were invited towards the end of 1995 from yards in the Far East, north east Europe and the UK for the work, but after careful consideration of the available alternatives, the owners decided to opt for Tyne Tees.

Andrew Weir acquired four of these vessels in 1995, and the first two have already gone through drydock work at Cammell Laird, the established name in shiprepair on the UK west coast, and a yard that seems to have pulled through the doldrums to regain its worthy position as one of the big shiprepairers on the UK's Irish Sea coastline.

The name of Harland & Wolff is usually linked to shipbuilding, but the yard's Belfast-based repair and conversion expertise is now a strong name in the industry.

The grounding of the tanker *Sea Empress* outside Milford Haven in February has been extensively documented, but as the legal aspects of claims against the beneficial owner, Seatankers Management in Cyprus continue to climb, and payments from the International Oil Pollution Convention begin to make the mark, a decision on the vessel's future still has to be confirmed.

What is certain is that cost of repair work necessary to bring the vessel back to seaworthy status could be more than \$30 million, and that is after Harland & Wolff has undertaken initial work such as tank cleaning and hull inspection to ascertain the real benefits to the owner.

Sea Empress arrived at the Belfast yard in early April after much wrangling, and there is little indication she will move until much legal and operational wrangling is undertaken.

Harland & Wolff is prime positioned to carry out the rest of the repair work, if the shipowner decides it is worthwhile. But the yard will have to fight off strong competition from such established repairers as Lisnave and Dubai Drydocks if it is to be sure of the icing on the cake.

Much of Harland & Wolff's work of course comes from vessels transiting the Irish Sea during normal commercial busi-

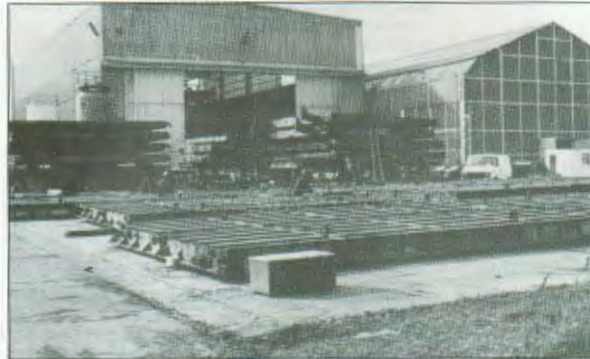
Antwerp Shiprepair



Preparation for taking out a tail shaft



Removal of a 55-ton bulbous bow



Repairs on hatch cover arrangement



Line boring of main gearbox

ness, and as such Belfast is home to much of the local ferry repair work, particularly from such established names as P&O European Ferries and Stena Sealink.

But Harland & Wolff is not having it all its own way. Across the water in the Bristol Channel, Swansea Drydocks, now wholly owned by Uglund International Holdings Plc, is making its name in the business as well.

Swansea, dormant for years until Norwegian shipowner, Andreas Ove Uglund decided to inject finance and manpower into the facility, initially picked up a lot of reefer work in the early 90s after takeover.

Much of this work came from Uglund's own reefer fleet that comprised several ageing units from the defunct Polly Peck group, acquired when the nadir empire crashed following allegations of various wrongdoings.

Today, Swansea is enjoying a new breath of life, courtesy of some aggressive marketing and a new approach to repair work.

In its latest annual report, Uglund International Holdings Plc says that for the nine-month period ended December

31, 1995, Swansea Drydocks achieved a net profit of L20,000 compared with a loss of L660,000 in the 12-month period 1994/1995. While this profit level is obviously small, it is important because it does denote a considerable turnaround on the previous year's loss. Significantly, while in 1994 around 25% of the vessels repaired at Swansea were owned by companies in the Uglund group, only 4% of the total 1995 were thus owned.

Over the English Channel in Belgium, Antwerp Shiprepair NV is making a positive effort at recovery. It is 18 months since the yard was re-launched after the bankruptcy of the previous company in 1993.

The management says jobs executed over the past six months give it confidence that the volume of business in 1996/97 will increase.

The yard has the required facilities, such as gaving docks capable of accommodating vessels up to 180,000 dwt and cranes with lifting capacities up to 100 tons, and it is focussing its activities on the potential market of 16,500 vessels which call at the port of Antwerp annually.

Over the past 18 months the yard has carried out some 400 jobs, including 100 drydockings and many voyage repairs. These works have included rudder installations, welding cracks in A-frames inside main engines, overhaul of engines and line boring of main gearboxes of dredging vessels. Steel jobs have included the renewal of the entire bulbous bow section of a 100,000 dwt tanker, the conversion of hatch cover arrangements and various bow and bottom damages.

Antwerp Ship Service Centre, the holding company and owner of the 300,000-square meter site is promoting the facility as a 'full ship service' concept. Through leasing contracts with a number of companies it now offers everything from general ship supplies to sludge reception and lifeboat repairs.

For years Malta Drydocks has retained the top slot as one of southern Europe's largest and busiest shiprepairers, despite having one of its graving docks out of service because of a tanker explosion, the yard has managed to keep its leading role.

Malta Drydocks has worked at near full capacity throughout the last 12-month period using what limited facilities it has, and has not shown any significant downturn in its workload because of the problems with the graving dock.

The yard has always relied heavily on tanker traffic passing through the Mediterranean eastbound on ballast voyages back to the Middle East. Despite a tanker market that seems susceptible to commercial criterion, the number of tankers using the yard has changed little from its high standing in recent months.

Malta, through its close geographical location to the North African coastline, has always been an attractive repair center for the countries with their borders on the Mediterranean coastline and their own limited provision of adequate repair facilities.

This trend continues, with Libya in particular providing some worthy repair contracts for the yard. One of Malta's biggest attractions is of course its cost competitiveness and its undoubted ability to keep to tight time schedules for vessel re-delivery. Helping this is the provision

of an efficient tank cleaning facility just inside Grand Harbour, Valletta at Ricassoli.

Unlike its shipbuilding compatriot, Malta Shipbuilding, which seems to have never-ending problems in securing contracts and even being paid for what work it has undertaken over the last few years, Malta Drydocks has achieved incredible success in a competitive market with 'return custom' very much an important factor in its overall achievements.

Malta openly admits its biggest competitor is only a few days steaming away at Lisnave in Portugal, and Valletta management is right to believe the big threat lies here in the southern parts of the Portuguese coastline.

Lisnave has had its problems in the past with its workforce and sporadic strike levels that have caused concern for the future. But this year, industry observers believe Lisnave will achieve positive operating returns and improve on last year, the first time since 1991 that the yard has recorded a positive cash flow.

Biggest achievement for Lisnave in recent months has been the securing of a five-year repair contract for 80 Russian-controlled ships in what is expected to net around \$10 million per year. Lisnave has always believed in this block booking

strategy and the idea that if an owner commits one ship to the yard he will commit more if sufficient financial incentives can be given.

There is not a lot the competition can do to stop price dumping in this respect. After all, it is not a case of dropping prices to gain contracts, but more a case of dropping prices to get further contracts. This may be a thin dividing line, but then the shiprepair industry is so competitive, most things go as long as they are legal.

Greece is the home of shipping in Europe, but a questionable center for shiprepair of late, even given the big names such as Hellenic, Elefsis and Neorion have reigned supreme in the country for years.

At Elefsis Shipyards, Astir Management Ltd., the company formed by the Peraticos maritime group in 1992 to take over and operate the yard is suing a number of state banks and insurers alleging that it was misled over the Elefsis yard condition and the contracts it would be undertaking when it took over in mid-summer that year. Athens will be the center for the first hearing of the case.

The search goes on to find an independent manager for Hellenic Shipyards, although it looks as if the UK's VSEL could come out tops.



A&P will repair and refurbish the Queen Elizabeth 2 during November

Shipyards set modest growth goals

By Arthur U. Salagan
Staffmember

The Philippines has a total of 180 shipyards with varying facilities. But, only about 70 are operating facilities ranging from slipway with a capability of 100 gross registered tons to a graving dock of 200,000 grt.

Investment in shipyards tends to concentrate on the construction and maintenance of slipways, shipbuilding ways, and buildings/repair berths.

Equity in a shipyard ranges between P24,000 and P1.02 billion. This wide diversity indicates the need for further strengthening the capital base of the sector.

Philippine shipyards continue to experience brisk business in ship repair and in building fishing boats.

Newbuilding is rare. Recently, Kepphil Shipyard Incorporated reported the construction of a tanker for Terban Marine Corporation. Designed and built by a Filipino, this brings to two the number of certified Filipino-made tankers that have a capacity of 4,900 dwt.

Also, the FBM-Aboitiz will open its shipyard in Cebu for the construction of fastcraft for domestic use and two other fastcraft for export to Singapore.

Investment in the shipyard sector, like any venture capital, entails risks and uncertainties.

However, the current legislative agenda, the abundance of skilled workforce, and the pool of competent managerial expertise provide the needed stability for gaining market momentum.

The basic incentives given to shipyard operators are embodied in Executive Order No. 226 as amended by RA 7918.

The fiscal incentive also provides tax credits on locally fabricated capital equipment equivalent to 100% of the value of national internal revenue taxes and cost duties that would have been waived had these been imported.

Additional deduction of as much as 50% of the wages corresponding to the increment in the number of direct labor for skilled and unskilled workers can be made available if the project meets the prescribed ratio of capital equipment to the number of workers as set by the Board of Investments.

A major assistance available for the shipyard sector is the Domestic Shipping Modernization Program. A partnership of

Development Bank of the Philippines and Maritime Industry Authority for the modernization of ship operators' vessels.

The 1995-1998 plan for the shipbuilding industry seeks to attain these modest goals:

1. Development of a shipbuilding and ship repair sector capable of meeting the modernization program of the Philippine merchant fleet and the national government's vessels requirements and having adequate resources and facilities for the construction and repair of foreign-flag vessels.

2. A modern shipbuilding and ship repair sector with technical expertise based on a properly oriented research and development program.

3. A competitive shipbreaking sector that would promote the Philippines as a shipbreaking center in the Southeast Asian region.

4. A favorable business climate that will attract foreign investment.

In January 1995, Marina issued MC 95 revising the previous implementing guidelines for licensing shipbuilders, ship repairs, afloat repairs, boat builders and shipbreakers.

The development of the shipbuilding industry in the Philippines may take quite sometime.

Meanwhile, consultation between Marina and Philippine Association of Shipbuilders and Repairers and the Shipbreakers Association of the Philippines, Inc. continues for the growth of the shipyards.

Philippine shipyards continue to experience brisk business in ship repair and in building fishing boats.

Multimodalism gaining adherents

Today, multimodalism is the byword and the most accepted system of moving and handling containerized cargoes worldwide, says Secretary Lagdameo.

By Mirasol B. Ng
Staffmember

Logistics experts say an efficient nationwide transport system for the archipelago like the Philippines hinges on multimodalism, which involves the use of two or more means of transport at sea, on land, and in the air. The goal is to move goods and people between islands fast and economical.

Multimodalism may mean transporting goods by ship, unloading them on a port, transferring them by rail, and hauling them in trucks to their final inland destination.

Local transport authorities assess that the time has come for the country to look into multimodalism. "There's a need to de-

velop a multimodal transport system to improve cargo handling services in the country," Transportation and Communications Secretary Amado Lagdameo urged at a recent gathering of Asean port authorities in Manila.

Lagdameo stressed that only by having an efficient transport system can the present economic gains of the country be sustained. "Attaining efficiency in the transport system will further improve the country's economy," he pointed out.

The transport chief also emphasized that multimodalism would breath new life

of viability and profitability of Asean ports on a global scale. "Today, multimodalism is the byword and the most accepted system of moving and handling containerized cargoes worldwide," Lagdameo said.

"It even spawned a totally new business in shipbuilding and port facilities including handling equipment," he said, noting that the concept was new and strange way back in the 70s.

The Philippine Ports Authority (PPA), which took up the challenge, has a master plan that will enable the country's goods to be delivered between Manila and the Visayas faster via multimodal.

Together with the Cebu Port Authority (CPA), PPA recently bankrolled the plan that will connect by water and land the key areas of Manila and Central Visayas.

The Manila-Cebu Corridor Intermodal Transport Plan (MCCITP), a network of shipping and other transport means such as railway and roll-on roll-off (RORO), is being pursued to help move cargoes and passengers from the Visayas such as Cebu to Luzon, particularly Manila and vice-versa.

PPA general manager Carlos L. Agustin explains that the project will effectively reduce sea travel time of passengers.

The port agency has initially tapped Pagbilao and Lucena in Quezon province to be the main multimodal transport route in Luzon that would service cargo and passenger traffic to and from Central Visayas.



The route, Agustin says, will connect Pantao port in Bicol down to Central Visayas. Central Visayas will tap its ports in Balamban and San Carlos and then connect them with Dumangas and Culasi ports in the Western Visayas.

The ambitious project will likewise call for the massive infrastructure development of the ports of Culasi, San Carlos and Balamban in Visayas to accommodate the projected domestic and international traffic once the plan goes full blast.

PPA has initially earmarked some P80 million for the rehabilitation of these ports.

Agustin says the project will also rely on RoRo-type facilities that will link by water northwestern Cebu with the northwestern part of Negros Island.

The agency, however, has not yet completed its blueprint involving the use of railways to complement the operations of the "multimodalized" ports.

Aside from this, PPA is also pursuing the upgrading and modernization of major roads found along or linked to ports, which service ro-ro vessels.

The project under the Pan-Philippine Highway RoRo Terminal Network calls for the improvement of RoRo ports in Matnog, Sorsogon; San Isidro, Northern Samar; Lipata, Surigao del Norte; and Liloan, Southern Leyte.

In Metro Manila, the country's biggest operators of international ports have already rolled out their blueprints for a multimodal system that will largely depend on railway transport.

The International Container Terminal Services Inc. (ICTSI) and the Asian Terminals Inc. (ATI) are currently developing inland container depot (ICD) outside Manila that will be directly connected by rail to their respective ports in Manila International Container Terminal and South Harbor.

With the system in place, cargoes unloaded in MICT and South Harbor will be directly transported by rail to their ICDs where the cargoes will be picked up by cargo haulers for final delivery.

The system is laudable. It will relieve Metro roads of the horrendous traffic

caused by container trucks to and from the piers.

Last April, the ICTSI commenced groundwork on its railway project that will connect the MICT to its ICD in Laguna.

The project, which would cost P48 million, entails the construction of an extension line to the existing lines of the Philippine National Railways in Tutuban, Divisoria and connect these to the MICT's Berth 5.

The extension is the last segment of the rail system ICTSI wants to develop to link the MICT to its ICD in Cabuyao, Laguna, and establish the MICT-Cabuyao railway line. The P500 million ICD is slated to be completed this December.

ICTSI president Enrique Razon Jr. says the ICD is designed to decongest the MICT which has been suffering from traffic bottlenecks. "A smoother movement of cargoes will commence once the ICD and the railway system becomes operational," Razon says.

On top of the actual cost of the ICD and the extension line, Razon discloses that ICTSI will also spend another P357 million for the purchase of new locomotives, machineries, and other rail equipment.

ATI, meanwhile, has already acquired a 20-hectare property for undisclosed price in Calamba, Laguna for its planned ICD.

ATI executive vice president Richard Barclay says the ICD will be constructed in phases.

The first stage involves a P160 million outlay in logistics and warehousing facili-

ties which will be completed before the end of this year.

"ATI will invest state-of-the-art container and cargo handling equipment and facilities for the ICD and will provide transfer, storage, stripping, delivery, container/chassis repair, bonded warehouses to our clients at the Calabarzon and Batangas port area," Barclay explains.

The ICD will be eventually linked by rail to South Harbor in Manila.

The rail project will be a joint venture between ATI and John Holland Construction (Philippines), Inc.

"Upon completion of the proposed ICD, ATI will have an efficient system for transporting containerized cargoes between Manila and the Calabarzon industrial estate where many multinational companies put up bases of operations," he says.

Industries that are based in the Calabarzon area account for more than 30% of foreign and domestic cargoes handled at the Port of Manila.

Manila's main domestic port, North Harbor, has also been introduced to semi-multimodalism with the government's plan to link the Light Rail Transit (LRT 2) to the port area's passenger terminal.

"Using an LRT, a passenger can board a ship without having to take a bus or jeepney in going to the North Harbor," PPA's Agustin says. The NH-LRT 2 linkage is expected in 1999.

Hopes are high for a "multimodal way of life" which will eventually snowball and trigger a full shift to multimodalism.

The Manila-Cebu Corridor Intermodal Transport Plan will effectively reduce sea travel time of passengers, says PPA GM Agustin.

ICTSI continues to expand MICT



The expansion and development program of International Container Terminal Services, Inc. (ICTSI) for the Manila International Container Terminal (MICT) is proceeding as scheduled.

ICTSI has recently awarded the contract for the design of Berth 6 to Maunsell Pty. Ltd. of Australia, who was also the project manager for Berth 5. Like Berth 5, Berth 6 will be 300 meters, and have a draft of 14.5 meters. It will have a back up area of 11 hectares.

Meanwhile, Berth 5 is being outfitted with two more brand new Mitsubishi post-Panamax "super" quay cranes.

These new cranes are the fastest cranes in the world today, with main hoist speed of 80 meters per minute (loaded), and trolley travel of 220 meters per minute. The first one is scheduled for delivery in July this year, and the other one in December. The two new quay cranes will bring the total number

of quay cranes at the MICT to nine, six of which are post-Panamax. At present, Berth 5 is equipped with one post-Panamax and one Panamax crane.

In the Container Yard, ICTSI recently put into operation two more brand new Mitsubishi rubber tired gantries (RTG). Another two will be delivered in June this year, bringing to 21 the total number of RTGs at the MICT.

Several minor equipment will also be delivered in June: two Kalmar empty reach stackers, which can stack seven containers high; 12 Ottawa yard tractors; and 14 chassis.

Meanwhile, construction of an additional stacking area of eight hectares located behind Berth 5 has begun. Undertaken by D.M. Consunji, Inc. (DMCI), work in this area will include

construction of the spur lines that will connect the MICT to Radial Road R-10. DMCI is expected to complete construction in December.

Upon completion of this area, the MICT's stacking capacity is expected to increase from 17,000 to 21,000 TEUs, and its annual throughput capacity to 1.5 million TEUs.

Work at the site of the inland container depot (ICD) in Laguna is likewise ongoing, including the fencing, of the access road to the depot.

Construction of the marshaling yard and the spur lines that will connect the ICD to the main tracks of the Philippine National Railways is being undertaken by Victorias Milling Corp. (VMC). VMC is expected to complete these by December.

Modernizing maritime communications

The inauguration of first phase of the Maritime Communications Project (MCP) is another milestone towards Philippines 2000.

This project undertakes the establishment of a public coast station and a port station in Metro Manila to be known as the Central Coast Station.

The station is composed of three main sites:

1. The operation center located in Mandaluyong City.
2. The transmitting station in Taguig, Metro Manila.
3. The receiving station based in Balagtas, Bulacan.

The completion of this project and its subsequent operationalization strengthen and expand the delivery of maritime mobile services to the country such as: one, distress and safety communications; two, ship movement service; three, port operations service; and four, public correspondence.

It is also expected that this station will initially serve as the backbone for the incoming implementation of the Global Maritime Distress and Safety System (GMDSS), in consonance with the Philippine government's commitment to the International Maritime Organization's (IMO) Safety of Life at Sea (Solas) convention.

CALL FOR MODERNIZATION

Because the Philippines is an archipelago with an irregular coastline, maritime transportation assumes paramount importance in national economic development.

For a country that depends a great deal upon sea and land resources, our maritime



communication service constitutes an essential means for stable and effective management of ports, ship operations and calamity situations.

In this day of expanding economies and globalization, the call for modernization has never been as urgent.

Modernization, however, is much more than the advancement of technology as it encompasses the larger, wider, more complex process of nation building of integrating potentially conflicting groups within society into a competitive but peaceful union founded on their shared interests. It is the forging of the sense of a common identity and value-based solidarity, without which we cannot have a cohesive and orderly national community.

Modernization involves a profound reform of the state to raise its political capacity and to strengthen its social commitments. It means empowering ordinary people enabling them to have a say in how they are to be governed and instilling

among our elite a higher sense of social responsibility.

Modernization is also about equality, equality in opportunity, equality in access to the benefits of economic growth, equality in practice, and not merely in abstract theory. And it is about citizens sharing a belief in how the national community should be developed, for what purposes, and for whose benefit.

Raising the political capacity of the state means increasing the quality of leadership and the effectiveness of the bureaucracy, the police, the judiciary, and all of the other institutions of government.

Modernization is also about achieving sustainable development. Development suited to our geography, and consistent with the carrying capacity of our environment, our soil, water and atmosphere. Modernization means enhancing human development that preserves the organic balance between nature and humanity.

It is a pervasive sense of crisis that

has set us on this path toward growth and modernization. Our protracted political and economic crisis over this last generation has created among ordinary Filipinos the consensus that we must cast aside accustomed ways that no longer work.

ENHANCING MARITIME SAFETY

The provision under this project of a means of communication between the coast station and the ships plying our islands, will greatly enhance safety in the transport of people and goods, thus minimizing the loss of lives and properties, especially during stormy weather conditions.

When a ship is in distress in the high seas, the upgraded communications facilities will enable the coast station to promptly inform the Philippine Coast Guard (PCG) which, in turn, will take charge of the coordination of the rescue activities.

The speedy and effective means of communication between vessels in or around the port and the port master, will contribute to a smooth liaison with the maritime traffic control, the anchorage area designation, and such other similar activities: thus, increasing the efficiency of port operations.

Protection of life and properties at sea and timely delivery of distress and safety

communications and meteorological messages and warnings will be enhanced through efficient communications between the coast station and the ship station.

Efficient operation of ships, closer client-operator rapport and reduction of unnecessary transportation costs will result in a smoother and faster business atmosphere.

CLOSING

Indeed, this project will make a great contribution to the growth and development of the national economy and to the social welfare of our citizens throughout the archipelago.



FVR Proclaims Sept. 27

National Maritime Day

MARITIME LEAGUE HOLDS FORUM '96

The maritime industry will now have a day of its own to celebrate, as President Fidel V. Ramos has declared Sept. 27 this year and the last Friday of September of every year as National Maritime Day.

The Ramos proclamation, made last Sept. 6, was in response to an earlier request by the International Maritime Organization (IMO) for all member nations to celebrate the World Maritime Day.

The National Maritime Day, according to Ramos, will be an opportunity for all players in the maritime industry to come together and focus on a more outward-looking maritime policy "to cope with the dynamic demands of the water transport industry."

The President also noted in his proclamation the tremendous growth of the Philippine maritime industry during the last few years, which is further expected to be globally competitive in due time.

"It is fitting and proper to focus public attention on the vital role being played by the maritime industry in the development of global shipping," Ramos said.

He added: "There is an ever-growing concern for the unrestricted development of the local maritime industry as a major factor in the thrust for sustainable economic development which will propel the country in its quest to become a newly industrialized country by the year 2000 and beyond."

In his proclamation, Ramos also directed all government agencies, and public and private institutions to "give full support to the event and to extend the necessary assistance in the observance thereof."

Consequently, the Maritime League, composed of private and government sectors of the Philippine maritime community, will hold on Sept. 27 at the Westin Philippine Plaza, a maritime forum to discuss important developments affecting the industry.

In a press statement, Philippine Ports Authority (PPA) General Manager and Maritime League Chairman and President Carlos L. Agustin said this forum will likewise update participants on the policies which govern the trends and direction of the maritime industry.

BY THE PRESIDENT OF THE PHILIPPINES

PROCLAMATION NO. 866

DECLARING SEPTEMBER 27, 1996 AND THE LAST FRIDAY OF
SEPTEMBER OF EVERY YEAR, AS NATIONAL MARITIME DAY

WHEREAS, there is an ever-growing concern for the unrestricted development of the local maritime industry as a major factor in the program thrust for sustainable economic development that will propel the country in its quest as a newly industrialized country by the year 2000 and beyond;

WHEREAS, the Philippine maritime industry has grown tremendously during the last few years and is expected to be globally competitive in due time;

WHEREAS, there is an imperative need to evolve a strong and outward-looking maritime policy to cope with the dynamic demands of the water transport industry;

WHEREAS, it is fitting and proper to focus public attention on the vital role being played by the maritime industry towards development in global shipping; and

WHEREAS, the International Maritime Organization (IMO) in its Circular No. 1884 dated 11 July 1996 has requested all member nations to celebrate World Maritime Day during the week of 23 to 27 September 1996.

NOW, THEREFORE, I, FIDEL V. RAMOS, President of the Republic of the Philippines, by virtue of the powers vested in me by law, do hereby declare September 27, 1996 and the last Friday of September of every year as National Maritime Day.

All government agencies, and public and private institutions are enjoined to give full support to this event and to extend the necessary assistance in the observance thereof.

The Shipping and Ports Advisory Council in coordination with the private sector through the Maritime League, shall plan for activities related to this proclamation.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Republic of the Philippines to be affixed.

DONE, in the City of Manila, this 6th day of September in the year of Our Lord, Nineteen Hundred and Ninety-Six.

THE MARITIME FORUM'96

Westin Philippine Plaza

8:00 AM - 1:30 PM 27 September 1996

Sponsored by:

1. International Container Terminal Services, Inc.
2. Asian Terminals Incorporated
3. Domestic Shipowners Association
4. Filipino Shipowners Association
5. Philippine Register of Shipping
6. Phil. Interisland Shipowners Association
7. Phil. Chamber of Arrastre & Stevedoring Operators

Organized by the Shipping and Ports Advisory Council and the Maritime League pursuant to Presidential Proclamation 866 dated 6 September 1996.

Letters

Sir:

I am Lieutenant Naval Intelligence Officer and U.S. Naval Academy graduate with expertise in leadership and management. I am seeking employment opportunities. Enclosed is my resume for your review against any of your current employment requirements. In the event you do not currently have an active assignment that is appropriate, I would appreciate your retaining my file for review against future search assignments.

Besides holding a physical oceanography degree and minor in general engineering, I have a great deal of experience in computers (application), operations research (analysis) and communication systems (COMSEC). I also have acquired a vast knowledge in technology transfers, joint-ventures and military-industrial infrastructures in Asia/Southeast Asia. My expertise in operations management, research analysis and general engineering will make me an asset to any company with these requirements.

I am currently stationed at the Office of Naval in Washington, D.C. Traveling is not a problem and I would prefer to be based in a corporation out of this area. I am seeking an assignment preferably in Asia or Southeast Asia, but initial location is negotiable.

Should you be in the market for someone with my skills and leadership in operations and engineering, I would appreciate hearing from you. Finally as of September 15, 1996, I will be relocating and can be reached at: 136 Booth Cir., Ocean Springs, MS 39564, Ph: (601) 872-0304.

Sincerely,

Edward Keith Jackson
Lieutenant, U.S. Navy
501 North Armistead St #201
Alexandria, VA 22312
Home: (703) 256-2171 Work: (301) 669-3366

Editor's Note: Those interested are advised to write LT Jackson directly.

Editor:

Many years ago, in fact from 1924 to late 1926, I lived in Canacao. My father was a Chief Pharmacist stationed at the Naval Hospital there. I have fond memories of travels to and from Manila, to Lake Taal, and other areas.

I have photos, books, and memories I would like to share. Do you know of anyone who might be interested in corresponding with me in regard to my participation in a very small fraction of Philippine history? I promise not to be a pest

Sincerely,

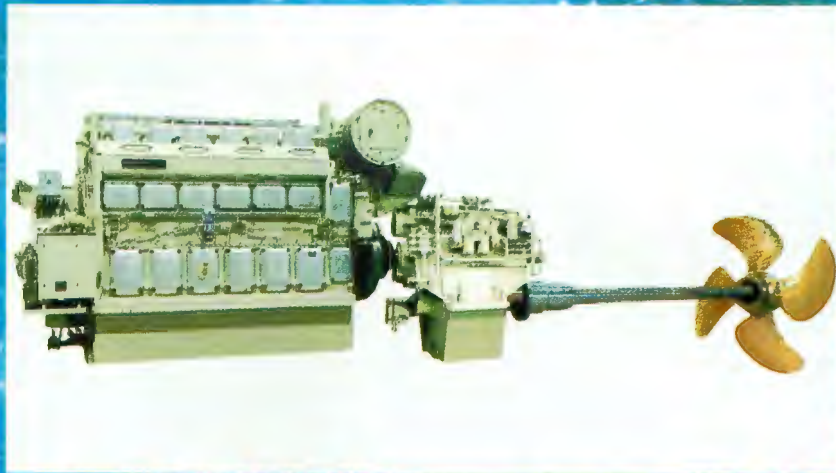
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