



MARITIME REVIEW

A PUBLICATION OF THE MARITIME LEAGUE

INTERNATIONAL BARGAINING FORUM AGREES TO NEW LABOR DEAL

K-line to increase fleet in the
next four years

PPA foresees slow progress in
North Harbor privatization



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SECOND OFFICER

Salary - US\$3,376 per month + Stand-by Pay
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THIRD OFFICER

Salary - US\$2,944 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

FITTER

Salary - US\$ 1,772 per month

PUMPMAN

Salary - US\$1,772 per month

CHIEF ENGINEER

Salary - US\$ 7,536 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

FIRST ASSISTANT ENGINEER

Salary - US\$ 5,329 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

SECOND ASSISTANT ENGINEER

Salary - US\$ 3,376 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

THIRD ASSISTANT ENGINEER

Salary - US\$ 2,944 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

ELECTRICIAN

Salary - US\$ 3,426 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

OIL TANKERS

Contract Duration: Officers – 6 months: Ratings – 8 months

MASTER

Salary - US\$7,813 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

CHIEF OFFICER

Salary - US\$5,262 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

SECOND OFFICER

Salary - US\$3,323 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

THIRD OFFICER

Salary - US\$2,898 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

FITTER

Salary - US\$ 1,737 per month

PUMPMAN

Salary - US\$1,737 per month

CHIEF ENGINEER

Salary - US\$ 7,442 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

FIRST ASSISTANT ENGINEER

Salary - US\$ 5,262 per month + Stand-by Pay
(above includes Special Senior Incentive and Reappointment Bonus)

SECOND ASSISTANT ENGINEER

Salary - US\$ 3,323 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

THIRD ASSISTANT ENGINEER

Salary - US\$ 2,898 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

ELECTRICIAN

Salary - US\$ 3,373 per month + Stand-by Pay
(above includes Special Junior Incentive and Reappointment Bonus)

CAR CARRIER

Contract Duration: Sr.Officers – 3 months On / 3 months Off
Jr. Officers and Ratings – 4 months On / 4 months Off

MASTER

Salary - US\$3,500/ month Onboard ;
US\$3,500/ month Offboard (continuous salary)

CHIEF OFFICER

Salary - US\$2,750/ month Onboard /
US\$2,750/ month Offboard (continuous salary)

SECOND OFFICER

Salary - US\$1,500/ month Onboard /
US\$1,500/ month Offboard (continuous salary)

THIRD OFFICER

Salary - US\$1,400/ month Onboard /
US\$1,400/ month Offboard (continuous salary)

BOSUN

Salary - US\$1,668/ month

AB

Salary - US\$1,504/ month

OILER

Salary - US\$ 1,504/ month

OS

Salary - US\$1,069/ month

CHIEF ENGINEER

Salary - US\$3,350/ month Onboard /
US\$3,350/month Offboard (continuous salary)

FIRST ASSISTANT ENGINEER

Salary - US\$2,750/ month Onboard /
US\$2,750/ month Offboard (continuous salary)

SECOND ASSISTANT ENGINEER

Salary - US\$1,500/ month Onboard /
US\$1,500/ month Offboard (continuous salary)

ELECTRICIAN

Salary - US\$1,500 per month Onboard /
US\$1,500/ month Offboard (continuous salary)

THIRD ASSISTANT ENGINEER

Salary - US\$1,400/month Onboard /
US\$1,400/ month Offboard (continuous salary)

COOK

Salary - US\$ 1,668/ month

ASST. COOK

Salary - US\$ 1,504/ month

MESSMAN

Salary - US\$1,069/ month

IN ADDITION TO THE ABOVE HIGHLY-COMPETITIVE COMPENSATION, THE FOLLOWING BENEFITS ALSO AWAIT THE SUCCESSFUL APPLICANTS:

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COVER STORY

International Bargaining Forum Agrees To New Labor Deal **12**

K-Line to increase fleet in the next four years **13**

PPA foresees slow progress in North Harbor privatization **14**

Table of Contents

CHAIRMAN'S PAGE

4 Broadband Global Area Network

BAREBOAT CHARTERING

6 FSA seek amendments to RP bareboat program

CRUISE

8 Costa Crociere Launches Preparatory Training Campus At The Magsaysay Institute Of Hospitality And Culinary Arts

DOMESTIC

17 MARINA to review Domestic Shipping Development Act

MANNING

18 Manning Conference Is Philippine's Largest International Event

MANNING & TRAINING

- 19 "K" Line Training Program for Seafarers on LNG Carriers Meets SIGTTO Standards
- 20 MAAP hosted yet another successful 8th International Conference on Engine Room Simulators – the ICERS 8

PEOPLE, PLACES & EVENTS

- 23 WIMAPHIL on Environment Protection
- 24 WISTA inducts new officers
- 24 FLIGHTSHOP Gets ISO Award

PORTS

- 25 PPA mulls returning lots to Batangas Port over payment of P11 Billion compensation to lot owners
- 26 SBMA sets earlier time for second container terminal bidding
- 26 PPA Security Chief Receives Commendation

SHIPPING

28 Tanker operators wants deferment of Oil Pollution Compensation Act

TRAINING

30 FEMFI buys new facilities

WORD FROM FVR

32 Triumph Of The Poor At Smokey Mountain

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How do shipping companies make a decision about how much to spend on broadband, and how do they decide on the options available?

There are a lot of negative effects of the lack of sufficient bandwidth for data communications with vessels. The fleets of the world have missed a lot of the "information revolution" due to the lack of bandwidth. This picture however is changing positively with the new developments. Dr Panagiotis Nomikos, business development director of Danaos Management Consultants, one of the world's largest maritime software companies and president of the Association of Shipping Company IT Managers (AMMITEC) opines that "the bandwidth opening for deep-sea commercial vessels started with the Fleet offering and is further enhanced with all the other broadband offerings that followed." Dr Nomikos sees a tremendous momentum of an "emerging industry", and that the availability of new technology combined with plenty of available capital for investment are creating the right mix of conditions for rapid modernization of vessel IT and communications. He sees the long-term positive consequences of the Broadband adoption, which would be a strong aspect in the "vessel of the future" and her interconnection to the office IT infrastructure in a modern way.

Broadband Global Area Network (BGAN) is a form of Satellite internet and telephony provided by INMARSAT, using two geostationary

Broadband

satellites. It is expected that by 2008 it would cover the entire world, except for the polar regions, and would therefore be perfectly matched with the Search and Rescue Convention coverage. Not that it really matters, since the SAR system is already covered by other modes of communications. According to Wikipedia, "the advantage of BGAN over other satellite systems is that the terminal is portable, can be easily set up by anyone, and is the only portable satellite system on the market that has this high of quality and speed for both voice and data services. It works on the L band, avoiding rain fade and other issues of traditional larger satellite systems."

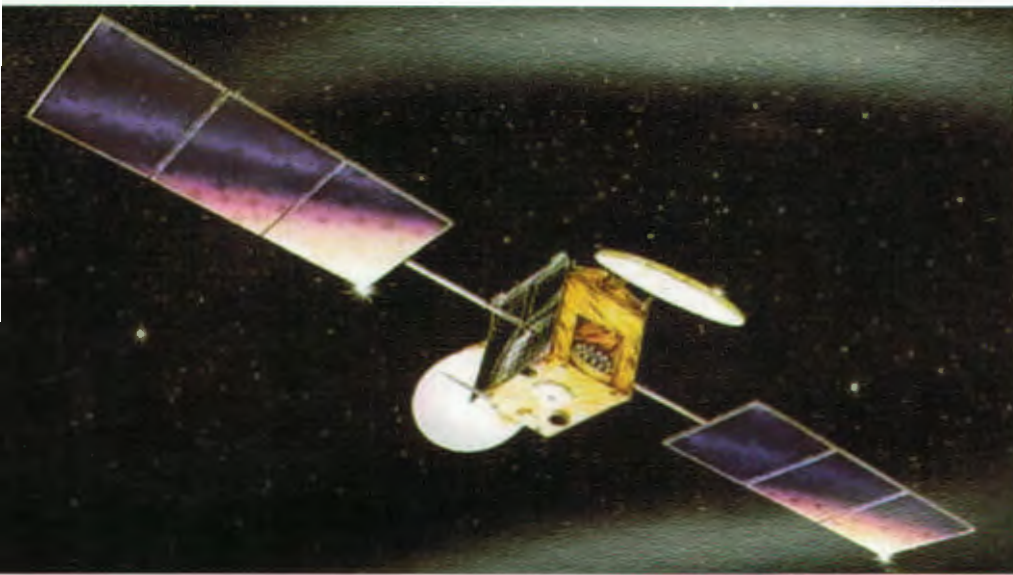
The two main terminals that apply to basic BGAN usage are Telephone Voice and Background IP data. Voice is on average \$0.99 per min. and costs can vary based on type of calls are made (Land lines, Cell phones, other Satellite phones) Data can run anywhere from \$5.00-\$10.00 per MB depending on what service provider is used. Just like all satellite based communication the main one being need for "line of sight view" of the satellite, although the naked eye cannot see it. Since BGAN works on Geostationary satellites as long as users know the general direction of the satellite, they can get on the network. The terminals help connect easily as well, with most giving a beep tone and sliding scale power bar

CHAIRMAN'S PAGE

By: Carlos L. Agustin



and Global Area Network



to find the satellite and get a strong signal. Then usually with the touch of one button, the terminal auto-negotiates with the satellite and connects. The average pointing time for a BGAN unit is 2 minutes, under a minute with an experienced user and a good signal. The ease of use of the terminal lets anyone be a satellite engineer.

BGAN is being used in the world today for disaster response, telemedicine, business continuity, military use, and recreational use. Malcolm Tindley, manager, director, customer service programs, Europe and the Middle East, Sperry Marine, stated in a case study, *Broadband communications and iFleet* that a container vessel using 2.8m VSAT antenna from INVSAT, a 10 port wireless

system onboard enabled masters to see all the information on the ship's bridge, apart from radar, from anywhere on the vessel. Such services allow users to make remote diagnostics, and to monitor what is going on onboard from shore. It will also improve quality of life for seafarers. Once downlinked, vessels are able to connect seamlessly to a wide array of services including voice, private and public data services, and the Internet. "It's giving a lot of opportunities," said Captain René Menzel from Döhle. "In the future we will have an internet connection - so why not start now."

In the Philippines, domestic shipping has not improved its capability to communicate under strict government rules.

The Maritime Communications Project (MCP) was implemented with much resistance in the 1990s, but still, government observers insist that shipping does not use electronic communications in an orderly fashion, except within the respective companies. The tremendous increase in the capability of cellular phones will in fact render the need for shipping-organized systems, except those offered by mobile phone providers in collaboration with shipping companies.

From a report by *Riza T. Olchondra* in the *Enquirer* of 28 October 2007, SMART Communications inc. has tied up with foreign telecom firms to offer mobile roaming connectivity on board cruise ships and luxury ferries worldwide. The service, called Coastline Roaming, allows postpaid and prepaid Smart subscribers to send and receive calls and text messages on select cruise ships and liners without having to change their phone numbers or handsets. Olchondra continues: "Smart said it was the first Philippine telco to offer this service. Its foreign partners for the service are AT&T (Cingular) of the United States; Telecom Italia, Italy, and Manx Maritime, Isle of Man and Maritime Communications Partner (MCP), Norway. OceanCell of Iceland is another upcoming partner.

"Services using coastline roaming follow the same billing principles as regular land-based roaming." ■

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Lloyd's List

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Lloyd's List events

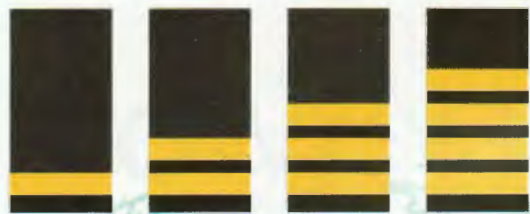
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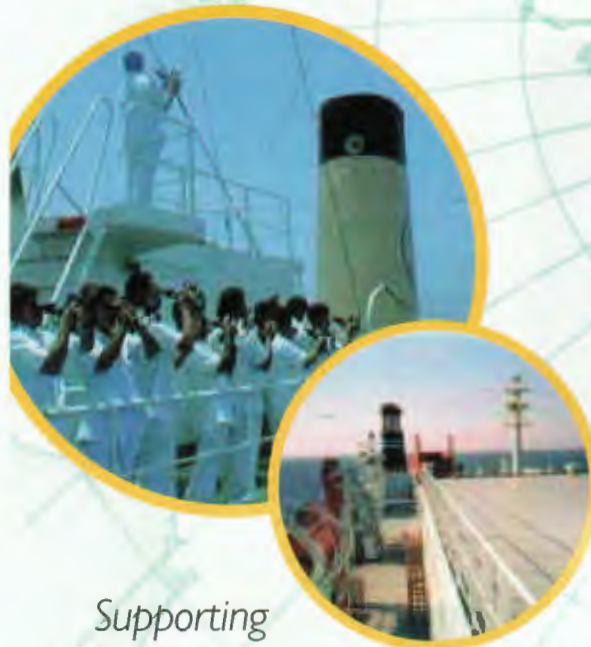
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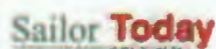


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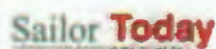
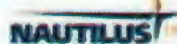
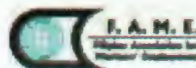
Supporting Publications:



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Supporting Associations:



FSA seek amendments to RP bareboat program

The Filipino Shipowners' Association (FSA) is pushing for a legislation to repeal certain mechanisms on bareboat chartering program of the country to increase the number of Philippine-flag vessels instead of introducing changes in the existing register.

It explained FSA, which has long been using bareboat-chartering program, wants some provisions in the program amended or repealed such as the obsolete mortgage laws and the 4.5% withholding tax levied on RP-flag vessels in the carriage of the country's foreign trade.

FSA president Carlos Salinas, in an interview, explained that once the government passes a law to modernize the country's bareboat chartering program there is no need to relax the country's ship registry.

He added that the move to introduce new registry rules could even backfire particularly on the image of the country as it might be branded as a 'flag of convenience'.

"FSA is against the expansion of the register. Its members have long been the users of bareboat chartering and favor instead fixing existing mechanisms

such as obsolete mortgage laws. The FSA also demands maximum use of Philippines-flagged ships to carry government bulk imports such as rice and coal, but it sees no need to change the existing register," Salinas said.

To date, the Philippine government is mulling to introduce new rule proposal under its register in its bid to attract more ships to fly the Philippine-flag.

This after the government failed to increase the number of its overseas fleet sailing under the Philippines flag even with a more liberalized bareboat chartering rules.

The Maritime Industry Authority (Marina) said the government has decided to draft a plan to attract ships to its register to be embodied through an executive order.

To recover lost tonnage, Marina is proposing the promotion and expansion of the Philippines ship register. Under a draft presidential executive order, foreign-owned ships represented by a ship management company duly accredited by Marina would be entitled to fly the country's flag.

To promote the register, Marina has sought help from the foreign ministry

to set up register offices in other countries. It plans to appoint register officers who will facilitate, control and enforce compliance of ships flying the flag.

However, maritime analysts said these are not viable at these times since shipping companies would need to abide by a range of legal conditions.

In the recovery of lost tonnage, among the controversial legal conditions include compliance by the ship managers with Marina's accreditation rules and full Filipino crewing, including wages and terms and conditions of employment in accordance with the country's labor and social security regulations.

In 2004, Marina introduces a more liberalized bareboat scheme but it remained ineffective, even if it already removed stringent ship owning rules and other requirements.

In the past two years, there have been no improvements in Marina's bareboat chartering program. The fleet has remained at the current level of 168 ships, from 350-400 in the 1980s and early 1990s. Although bareboat has gained newcomers since its revision in 2004, the expansion of the fleet was thwarted by deletions of registered vessels with expiry of time charter contracts. ■



MIHCA
Magsaysay Institute of
Hospitality and Culinary Arts

COSTA CROCIERE TRAINING CENTER INSTITUTE OF HOSPITALITY AND CULINARY ARTS

(The Center will train 1,600 new employees a year. In 2008 the Italian Company will increase its hotel personnel training activity by over 50% and will hire 9,000 additional new employees from 2008 to 2010 ahead of the ongoing growth of the fleet, with another 5 new ships by 2012.)

Costa Crociere, Europe's number one cruise operator, is expanding its commitment to deploy Filipino Culinary and hospitality personnel.

In 2008 Costa will increase its Filipino hotel personnel on its world class cruise vessels from 4,600 to 6,200. To achieve this, Costa recently inaugurated its Preparatory training school at the Magsaysay Institute of Hospitality and Culinary Arts (MIHCA).

The inauguration ceremony was attended by Costa Crociere S.p.A.'s Chairman & CEO Pier Luigi Foschi, its V.P. Corporate Human Resources Alessandro Centrone, Magsaysay President and CEO Doris Magsaysay Ho, and the main local authorities, including Mayor Alfredo Lim of Manila, and the Italian Ambassador to the Philippines, H.E. Rubens Anna Fedele.

The Magsaysay Institute of Hospitality and Culinary Arts prepare hospitality and culinary personnel for the cruise and hospitality industries in the world. Costa is hoping to attract about 1600 new hires a year, including 600 young college-level graduates from hotel training schools in the Philippines to experience a fulfilling career in a prestigious cruise company. It will be the first of Costa's 8 training institutes worldwide to offer a new type of educational program for new recruits, called "Ready for Excellence", and designed to equip trainees with the skills they need to deliver ex-

cellent service to Costa Crociere's guests.

The courses provide hands-on experience of the workplace environment: MIHCA's laboratories include a fully functional cruise ship cabin from the Costa flagship Costa Serena, as well as simulated restaurants, galleys and bars. Courses last an average of 4 weeks each. Meanwhile, the new preparatory campus will also be providing courses for personnel already employed on board Costa cruise ships, as part of their moving up career development and to guarantee that they receive continual professional updating.

"Personnel training is one of those factors that make the difference for any company, especially one like ours working in the hospitality industry," said Costa Crociere S.p.A. Chairman & CEO Pier Luigi Foschi. "Also, our fleet expansion program, with another 5 new ships due to enter service by 2012, needs to be adequately supported by training activity in line with our core values of service excellence and passion for the Guest, which have enabled us to retain our position of leadership in Italy and across Europe for the past 60 years."

"The opening of the school in Manila," added Costa Crociere S.p.A. V.P. Corporate Human Resources Alessandro Centrone, "meets our demand for a significant increase in the number of ship-board professionals receiving specific, in-

teractive training before they start work on our ships.

Next year alone, we plan to boost the number of new recruits graduating from our schools by over 50% and from 2008 to 2010 we forecast a total of 9,000 additional new hires. In order to reach these important objectives we are currently setting up partnerships with world-class hospitality educators in various countries, who have been chosen according to specific criteria of excellence."

MIHCA opened in February 2006. Magsaysay invested in this institute to enable talented Filipinos to access global opportunities by providing them with skills to become the best in their chosen professions. Magsaysay has been working as Costa's strategic partner in the development of talented people from the Philippines, Indonesia, Thailand and mainland China and looks forward to expanding its contribution to Costa's aggressive expansion in the global cruise industry.

On the occasion of the opening of the new school, Costa Crociere made a donation in support of the Homer Foundation, the Magsaysay group's charitable institute for children. The donation will be used to fund the schooling of 2 children from the foundation, guaranteeing them an education up until their admission to the Costa School in Manila.

IERE LAUNCHES PREPARATORY AMPUS AT THE MAGSAYSAY HOSPITALITY AND CULINARY ARTS

In 2006 Costa Crociere doubled its training commitment compared to the previous fiscal year, with a total investment of 4 million euros; the ongoing activities embrace a wide range of initiatives that Costa Crociere devises and delivers so as to ensure constant excellence in the preparation of its shipboard and shoreside personnel (a total of approximately 15,000 employees).

These activities are overseen by two departments: Corporate Training, set up in 2001 to supervise the technical and managerial training of the personnel, and the Costa Preparatory Campus, which is in charge of the recruitment and training of shipboard hotel employees (with about 3000 new hires each year). Costa Crociere currently has 8 training schools located all over the

world. 7 out of 8 are dedicated entirely to the training of shipboard personnel, and are run directly by the Italian Company or as joint ventures with leading local universities. 6 of them train hotel personnel – 1 in the Philippines, 3 in Indonesia (including one which is just about to open), 1 in India and 1 in Brazil – accounting for approximately 80% of the shipboard employees, while another



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Costa Alegre, one of the company's Flagship Cruise vessel will make 14 port calls to Manila in 2008

training institute in the Philippines is devoted to deck and engine crewmembers. In addition to these 7 schools, Costa Crociere also has its own modern Training Center, situated near the Company's Head Office in Genoa, used to teach technical and managerial skills to all Costa's shoreside and Ship-board employees.

COSTA CROCIERE PROFILE

Costa Crociere, Italy and Europe's number one cruise line, is based in Italy and boasts 60 years of rich history. In 2006 Costa carried a total of 880,000 cruise Guests and this figure topped the historic one million mark in 2007. Its fleet, Europe's largest and most advanced, has a total of 12 ships in service and 5 under construction. By 2012 the Costa fleet will be 17 strong with total Guest capacity of approximately 36,800. All of the vessels fly the Italian flag and are deployed in the Mediterranean, Northern Europe, the Baltic Sea, the Caribbean, South America, Dubai, the Far East and the Indian Ocean. Costa Crociere has been certified by RINA (Italian Shipping Register) with the BEST4, an integrated system of voluntary certification of corporate compliance with the highest standards governing social accountability (SA 8000, issued in 2001), environment (UNI EN ISO 14001, 1996), safety (OHSAS 18001, 1999) and quality (UNI EN ISO 9001, 2000). Costa Crociere

is also an official partner of the WWF for the protection of the marine ecoregions of the Mediterranean, the Greater Antilles and Brazil. The Costa Crociere S.p.A. group also owns the brand AIDA Cruises, the leading cruise line in Germany with 4 ships in service and 3 on order and the Iberocruceiros brand, which operates in Spain with 2 ships in service and 1 on order. All ships in the Costa Crociere S.p.A. group fleet fly the Italian flag. Costa Crociere S.p.A. is part of Carnival Corporation & plc, a world leader in cruises.

MAGSAYSAY INSTITUTE OF HOSPITALITY AND CULINARY ARTS PROFILE


The Magsaysay Institute of Hospitality & Culinary Arts (MIHCA) opened its doors to dynamic, motivated individuals in February 2006. It is a state-of-the-art hospitality-training center whose curriculum has been developed by the acclaimed Johnson & Wales University, the Career University of America, in order to prepare individuals for fulfilling careers in the world's top and cruise lines, hotels, and restaurants. Expert teaching staff, modern facilities and equipment and worldclass hospitality and culinary certificate courses, serve as the first step for individuals in achieving their dream of having a career in the hospitality, culinary arts, travel, and tourism industry locally or internationally.

Together with the acclaimed Johnson & Wales University, America's Career University, it has a curriculum that is designed to make its trainees job-ready after completing their course. The in-depth certificate courses and comprehensive short courses are designed to equip students with the skills needed to succeed in the hospitality and culinary industry. MIHCA works with its clients to develop a robust pipeline of individuals who are job ready and culturally prepared through training in our world-class facilities. Training and practicum programs have been designed to ensure deep knowledge of the latest requirements of the industry. MIHCA implements a stringent admissions policy and screens all applicants carefully for the right service attitude in order to develop only the highest quality of hospitality personnel for placement. Aside from Costa Crociere, MIHCA trains and develops personnel for AIDA Cruises, Princess Cruises, MOPAS, Star Cruises, Shangri-La Hotels, Sofitel Philippine Plaza, Pan Pacific Manila, MGM Grand and Diamond Hotel among others. MIHCA is part of the Magsaysay Group of Companies, the leading human resource organization in the Asia-Pacific region who has been fulfilling the Human Resource needs of world-class companies in the Maritime, Cruise, Hospitality and Healthcare industries among others. ■

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International Bargaining Forum Agrees To New Labor Deal

After long negotiations, the International Bargaining Forum (IBF) finally agrees on changes to seafarers pay and conditions that will take effect January 1, 2008. This covers about 70,000 seafarers of all nationalities serving onboard 3,500 ships.

The IBF agreement covered increases in wage levels, extended maternity leaves and changes in contractual clauses to reflect the provision of the ILO Maritime Labor Conventions and a number of important changes to IBF systems and structures. Under the terms of the accord, no seafarer will work more than eight hours a day from Monday to Friday. Also, no seafarer employed in the deck or engine departments who is 21 or older and is not a trainee shall be paid less than the equivalent rate of an ordinary seaman.

Both the Union side and the employers side commented that the achievements of amendments to the crew contracts that made substantial progress towards full compliance with the ILO maritime Labor conventions was a considerable achievement. They considered that the IBF contracts were in the forefront of making the industry as a whole compliant with the best and most recent in-

ternational Labor standards for seafarers.

ITF Spokesman Brian Orrell expressed particular satisfaction that the IBF had agreed to establish IBF Developed Economy ratings Fund to encourage companies to offer employment to seafarers from traditional maritime nations who had suffered major losses during the past two decades.

"It's a significant step forward to show that as social partners we can actually bring forward some of the rights within the Maritime Labor Convention before it even gets ratified," said Orrell, the timetable for which is about 2011. "I hope seafarers would be pleased with the results because of the improvements in their contractual clauses," he added.

"Repatriation, he said, won't cost the seafarer anything.

Ian Sherwood, Chairman of the International Maritime Employers Cooperation (IMEC) stated that the there were a number of measures agreed by the IBF that appeared to the employer organizations. The agreements on implementing IBF contracts more effectively and more flexibly were of particular importance and most welcome.

The negotiation was particularly difficult and challenging series of meetings that started in Sydney in May and proceeded via Tokyo and Pusan to end in London. ■



Major international carrier "K" Line is increasing the number of its fleet by 67% in the next four years to accommodate the increasing global freight market and provide more business for its ship management business.

"K" Line Ship Management Co. Ltd. executive vice president Satoru Kuboshima revealed this during the KLSM 1st ever Officer's conference held in Manila recently.

Kuboshima said they will add some 280 brand new vessels on top of its existing 420 vessels in its major trading routes including some calls in the Philippines as a counter measure against its competitors to get a larger chunk of the international freight market until 2011.

He added that fleet expansion would also be a great development for Philippine's manning industry as they are set to source half of the seafarers to man these new vessels from the country.

"With all these treaty expansion and competition, "K" Line is also embarking on a fleet expansion that ranges from container ships, bulkers, VLCCs and car carriers in its major trading routes as well as increase the number of vessels calling in the Philippines from some 10 vessels to about 24 by 2010," Kuboshima said.

"About 3,200 Filipino seafarers will also be employed to operate the vessels, about 1,600 officers and another 1,600 ratings. These totals comprise almost half of the estimated 7,000 seafarers to be employed for the additional ships," Kuboshima added.

He likewise added that they already modernized their maritime academy in the country through an \$11-million Maritime Academy in Manila to provide Filipino seamen as well as seamen of other nationality good access to maritime education and training to prepare them in time for the deployment of the new ships until 2011.

Kuboshima said that most of the Filipinos to be hired would man the additional con-

K-Line to increase fleet in the next four years

KLSM EVP Satoru Kuboshima during the company's dinner party at the Pan Pacific Hotel marking the end of the 3-day Officer's Conference



tainer ships that will call in the country in the next three years.

Earlier, "K" Line Philippines president Octavio Katigbak expressed bullishness to the Philippine economy starting this year.

Katigbak, who is also president of the Association of International Shipping Lines (AISL), said they expect at least a 10% growth in total cargo volume in the country due to a more favorable business and political conditions in the country.

He added that "K" Line as well as other AISL members are looking forward to increased business in the country as the economy takes an upturn brought about by a steadier economy compared to several years back.

He also said that the 43-member lines of AISL including "K" Line has also been enjoying robust worldwide economic activity for the last few years and have all expanded their fleets and will be taking deliveries of new and high capacity ships within the next few years.

Since the start of the Asian crisis in 1997, the country has yet to fully recover due to its rocky political condition that has affected almost all businesses in the country. Since then, the Philippine Ports Authority (PPA) has yet to register double-digit growth in total cargo throughput for seafreight while airfreight volume is also in constant decline.

Last year, AISL member lines moved an esti-

mated 1.6 million twenty-foot equivalent units (TEUs) while expect to move at least 1.76 million TEUs this year or 160,000 TEUs higher than 2006. The number, it said, could be higher if not for the limited port capacity of the country aggravated by the country's political woes.

Katigbak also stressed on the need to facilitate the country's infrastructure projects specifically those within the major gateways to get a modest chunk of the growing international containerized market.

He explained that although the Philippines is in the right direction in implementing infrastructure projects, a faster completion will boost the country's attractiveness to the international market as carriers are very much concerned over the tempo of the infrastructure projects if it will be ready once carriers requires it.

To date, Philippine ports could only handle panamax ships with an exemption of a few ports such as the International Container Terminal Services, Inc. that could handle post-panamax vessels. Among the PPA-controlled port, only Batangas Port has the capability to handle post panamax vessels but have very poor road infrastructure. ■

PPA foresees slow progress in North Harbor privatization

Even as joint venture partners Harbour Centre Port Terminals, Inc. (HCPTI) and Metro Pacific Investment Corp. (MPIC) trying to cut short the process in landing the North Harbor contract, privatization will drag even further than anticipated, according to the Philippine Ports Authority (PPA).

This after the court case filed by the joint venture against PPA in a Manila court tied the hands of the state-owned firm in making any move to restart privatization process until the case is resolved.

North Harbor Special Bids and Awards Committee (SBAC) chair Leopoldo Bungubung, in an interview, said the PPA decided to defer all actions on North Harbor and concentrate on its legal battle with HCPTI and MPIC.

"Everything is suspended until the court case is settled. The SBAC would not like to speculate on anything, but until the case is resolve, we will see no movement in our calendar of activities for North Harbor," Bungubung said.

"Nonetheless, PPA will undertake

any needed development to the port to maintain its efficiency and productivity," Bungubung added.

For the past two months, the process remain idle after the PPA declared a failed bidding with only HCPTI and MPIC partnership emerged as the only eligible bidder for the 25-year management and operations contract which is the main basis of the court case it filed in Branch 21 of the Manila Regional Trial Court.

PPA decided to call-off the first bid process since the PPA Board want to award the contract through a competitive bid to get the lowest tariff possible. Closest competitor Asian Terminals, Inc. was disqualified due to lack of eligibility requirement.

As to date, the Court is still hearing the Mandamus petition filed by HCPTI to force the PPA to revive the failed first bid and allow HCPTI and MPIC to submit its bid for the port.

The JV, on the other hand, has already received the Terms of Reference and other bid documents from the PPA by virtue of an injunction order issued

by the same court last month.

However, the expected face-off between the PPA and HCPTI-MPIC did not happen after PPA did not prepare for the supposed pre-bid conference under the original schedule while the partners was a no-show despite earlier statement from HCPTI chief executive Michael Romero that the partnership will be at the PPA for the pre-bid conference and eventually on October 17, the formal bidding day.

In an earlier interview, PPA general manager Oscar Sevilla said Harbour Centre may not be allowed to file its bid documents as scheduled since the board has already declared a failure of bidding.

To be auctioned off are the port's container terminal, general cargo terminal and passenger terminal complex, which will be considered as one operational area. Terminal 1 will service roll on-roll off container and passenger vessels, terminal 2 will service container and passenger vessel, while terminal 3 will be allotted to conventional, non-containerized, bulk or break-bulk vessels and passenger vessels. ■

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MARINA to review Domestic Shipping Development Act

Not satisfied with the slow-paced development of the domestic shipping industry three years after Republic Act 9295 or the Domestic Shipping Development Act of 2004, the Maritime Industry Authority (Marina) wants to review its implementing guidelines to streamline some aspects and make it more attractive to investors.

It added that the review will not only involve certain provisions but will be reviewed as a whole in order to correct any

defects that become obsolete due to several major economic changes in the past three years. It will also to make vague provisions clearer that has been the subject of several arguments the past years.

Marina said the review is also in line with current thrust of the current Marina administration to have a more efficient shipping industry that has been 'at berth' almost the past two decades.

It added that the fine-tuning of some implementing guidelines will further clarify some of the controversial portions of the law such as cargo insurance.

The compulsory cargo insurance is one of the major concerns that will have to be addressed in the review. RA 9295 mandates that all cargoes onboard should be insured compulsory.

According to Marina, the cargo liability of the vessel operators that should be insured and not the cargo itself since operators have no claims over the cargoes not just like in the passage service.

To date, the Marina technical working group is in the process of brainstorming on how to undergo with the review and has already prepared a 20-page amendment to the guidelines.

Marina is also set to circle the Philippines to conduct some public consultation on the revision or amendments that will be made in the IRR. Marina expects a clearer IRR by next year.

RA 9295, on the other hand, was passed to kickstart modernization not only of the country's shipping fleet but also serve as the 'badly needed shot in the arm' of the country's shipbuilding industry that has been content in doing repair works mostly from foreign ship owners. ■



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MANNING CONFERENCE IS PHILIPPINE'S LARGEST INTERNATIONAL EVENT

MANILA - The 8th Asia Pacific Manning and Training Conference in Manila is turning out to be one of the largest international events to be hosted by the Philippines this year.

The event will be attended by more than 300 participants representing over 42 of the biggest international maritime companies from over 22 countries.

"An unprecedented number of international companies have registered this year," Lloyd's List events Marketing Director Aidan O'Donovan noted. Among the companies attending the conference are DNV of Norway, Hapag Lloyd of Germany, Finaval Spa of Italy, World Tankers Management of Singapore, Fesco of Russia and Hanseatic Shipping of Cyprus. Companies

from China, North Korea, India, Thailand and Nigeria will also be represented at the conference.

Organized by the UK-based conference specialist, Lloyd's List events, the annual conference will be held here at the Hotel Philippine Plaza on November 14 and 15. The event will bring the world's largest maritime companies to Manila, the manning capital of the world, to discuss the issues and challenges affecting the crewing of commercial vessels worldwide.

Explaining the importance of the conference, GlobalMet Ltd Executive Secretary Rod Short said that, "In view of the many concerns being expressed about manning and training, the theme of the conference, it is important that the industry collectively considers and proposes means to address these key issues." This view was also supported by Wallem Shipmanagement Ltd, Hongkong Fleet Personnel Director John Wood who noted that "networking is important and conferences are great places to network."

"Taking up speaking roles also offers us the opportunity to share our thoughts on selected issues with a wider audience, our primary objective being to stimulate further discussion," he added.

A key attraction of the conference is the 1st IFSMA (International Federation of Shipmasters' Associations) Forum which will tackle proposed revisions in the Standards of Training, Certification and Watchkeeping (STCW) convention. The STCW is the main international convention which sets the minimum requirements for seafarer's training and the issuance of licenses and certificates. A full scale review of the STCW standards is now underway and the IFSMA Forum will provide participants a chance to influence the changes taking place.

"The reason people should attend is that this STCW review will be debated at the next STCW sub-committee of the IMO in March 2008. IFSMA is one of the few NGOs that speak on behalf of the seafarers" IFSMA Secretary General Capt Rodger MacDonald explained.

"IFSMA wants to make sure that they can convey the experience and needs of seafarers so that the industry can focus on aiming for the highest standards of competence to ensure our ships are operated safely and with care for the environment," he added.

To participate in these events please call Carmen Chui on +852 2147 9733 or register on-line at www.manningandtraining.com or email carmen.chui@informa.com ■

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"K" Line Training Program for Seafarers on LNG Carriers Meets SIGTTO Standards

A training program established by Kawasaki Kisen Kaisha, Ltd. ("K" Line) for seafarers assigned to LNG (Liquefied Natural Gas) carriers has been accredited by the Norwegian shipping classification society Det Norske Veritas (DNV) to be in accordance with LNG Shipping Suggested Competency Standards (SIGTTO Standards).

SIGTTO (Society of International Gas Tanker and Terminal Operators Limited) with a membership that includes the major oil companies, gas, electric and gas tanker transport companies, is an organization that aims at ensuring the safety of the LNG and LPG business, from production/transport to consumption. The SIGTTO Standards were established as standards for the training of seafarers on LNG carriers and acquisition of accreditation under these standards means that the training for seafarers on LNG carriers implemented by "K" Line is internationally recognized as meeting the stringent training requirements necessary to ensure the safe operation of LNG carriers.


"K" Line's transport of LNG started in 1983 as the first Japanese owner/operator of the LNG carrier "Bishu Maru." Since then, "K" Line has participated in the Badak II, Arun II and Qatar gas projects for transport of LNG from regions such as Indonesia and Qatar to Japan and has successfully operated accident-free voyages even between countries other than Japan, earning a reputation from its customers as a safe, highly reliable carrier. "K" Line boasts a fleet of 48 LNG vessels (participating in 16 projects) as of August 2007, including vessels under construction, and is planning to expand to approximately 90 vessels by the middle of 2010s. Using

its successes in projects involving Japanese buyers as a foothold, "K" Line continues to participate in major international projects and, with the prospect of heightened demand in the future, undertakes to positively meet global LNG shipping demands with flexibility.

The SIGTTO accreditation extends to the "K" Line Maritime Academy (Japan), the company's training center in Machida, the "K" Line Maritime Academy (Philippines), training center in Manila as well as training instructors in both Japan and the Philippines. Furthermore, the "K" Line Maritime Academy (India), the company's training center


in Mumbai, is also scheduled to be registered for accreditation once the necessary preparations have been completed, thereby forming a seafarers' training organization covering three major regions around the world.

Following acquisition of SIGTTO accreditation, "K" Line will undertake implementation of even more thorough training of its seafarers to ensure that crews on LNG carriers operated by the "K" Line group are equipped with ever higher levels of skill, thereby contributing to safe operation of LNG carriers and the stable supply of LNG. (Source: www.kline.co.jp) ■



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MAAP hosts successful 8th International Conference on Engine Room Simulators

– the ICERS 8



The User's Conference Committee during the Cocktail Party hosted by MAAP.

The Maritime Academy of Asia and the Pacific (MAAP) in cooperation with the International Maritime Lecturers' Association (IMLA) recently hosted 8th International Conference on Engine Simulators (ICERS 8) last November 5-9 at the Sheraton Park Hotel Manila.

Recognized as the prime producer of competent seafarers to the global shipping fleet, the Philippines is primarily responsible for the growing popularity of maritime training simulators in the Asia-Pacific region, thus the holding of ICERS 8 was deemed both necessary and timely by the organizers.

As Per Branstad, Chairman of the User's Conference Committee, aptly said, "There are more challenges in the region due to the increasing number of seafarers. For Norwegian flag vessels alone, there are already 18,000 seamen from the Philippines".

PRC Commission Leonor Rosero, guest of honor for the said occasion, acknowledged the importance of simulator training for a strong quality education and proper formation and training of our Filipino marine officers and ratings.

ICERS 8 counted an unprecedented number of attendees attended by 71 delegates from the USA, Singapore, Japan, Germany, USSR, Myanmar, India, Slovenia, Denmark, China, Fiji,

Netherlands, Norway, Kuwait, South Africa, Sweden, United Kingdom and Canada. Of the 71 participants, 19 are Filipinos from various institutions.

The International Conference on Engine Room Simulators is an inter-active global forum that aims to promote an exchange of knowledge, experience, views, research results and the identification of common problems with respect to the specification, design and use of engine room simulators among participants from different countries representing their respective agencies and institutions. Previous conferences were held in Nantes, France (1993), Rimouski, Canada (1995), Svendborg, Denmark (1997), Vallejo, USA (1999), Singapore (2001), Wuhan, P.R. China (2004) and recently in Portoroz, Slovenija (2005).

The conference was deemed a milestone in the history of maritime engine room simulator training in a global perspective, as this aimed at serving as a platform for sharing strategies and experiences in the development of learning objectives and the design of scenarios and assessment in engine room simulators for education and training of seafarers. This conference also hopes to promote the objectives of the STCW 95 in educating competent seafarers who satisfy existing international standards.

The major theme for ICERS 8 is "The Development and Support of Learning Objectives". To better prepare the participants, first call for papers was released last June 2007 to prospective presenters involved in the use of engine room simulators as a tool for realizing the effective development and upgrading of the competency level of students and trainees, respectively, in the field of Marine Engineering.

The effective use of engine room simulators in the development of learning objectives requires that the user is competent not only in the subject matter but also in utilizing the potentials of the simulator equipment. The ICERS 8 program included a separate session for paper presentations by engine room simulator manufacturers, such as Kongsberg Maritime, Inc., Applied Research International, Inc., Transport Safety Systems, Inc., Rhein-Metal Defense Electronics, Inc., etc.

In relation to the main theme, the Organizing Committee presented papers related to the following academic themes:

- The development of scenarios and the corresponding methodologies used in the design of scenarios to achieve the objective of simulator-aided instruction.
- The relevant techniques employed in simulator exercise validation and application.
- The use of appropriate tools and methodologies in the development of learning objectives for simulator based education and training.
- Research related to the learning outcomes provided by simulator-based education and training.
- Research related to the differences in assessment with the use of simulators in conformance to the STCW requirements for simulator-based assessment.
- Distinctive skills required for an effective simulator-based assessment.
- The evaluation of learning objectives.

Last 2005, MAAP spearheaded the 2005 Asian User's Conference on Marine Simulators and Training Systems. It was held at the Westin Philippine Plaza, Manila, Philippines and was co-hosted by Kongsberg Maritime Inc., as well as the Association of Norcontrol Simulators Users of the Philippines, Inc. (ANSUP).

MAAP President, Rear Admiral Eduardo Santos expressed satisfaction at the turn out of the important event and dubbed it as successful like the User's Conference held in 2005 and pointed out that, "The success of this undertaking is proof of the growing importance and necessity of simulator training in the Philippine maritime industry". ■

8th International Conference on Engine Simulators (ICERS 8)

Sheraton Park Hotel, Manila

November 2007



snapshots



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WIMAPHIL holds Seminar on Environment Protection

The Women in Maritime Philippines or WIMAPHIL, headed by its president, Ms. Carla-Limcaoco of Philippine Transmarine Carriers (PTC) recently sponsored a 4-day seminar at the Manila Hotel starting November 5 to 9.

The National Maritime Seminar-Workshop on "Environment Protection in the Philippines: Advocacy by Women in Maritime" was held in partnership with the International Maritime Organization (IMO).

The seminar workshop aims to enhance the awareness of Women who are engaged and involved in the Philippines maritime industry and its various sectors on the ongoing challenges to the protection of the environment. One of the objectives of the seminar is to define how women can rally the wider maritime community to undertake efforts to investigate pollution generated from shipping and related activities.


The seminar workshop is the second project hosted this year by the group. Early this year, WIMAPHIL also hosted a one-day Information drive on AIDS awareness.

Other officers of WIMAPHIL includes: Aida P. Dizon, Vice-President; Atty. Imelda L. Barcelona, Corporate Secretary; Carmencita Lino, Treasurer; Merle Jimenez San Pedro, Auditor and Atty. Brenda Pimentel as Adviser.

The Board of trustees are Christina S. Manzano, Emma I. Susara, Madeleine Abada and Soledad

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From Left: Brenda Pimentel, inducting officer; Lou Roque, corporate secretary; Cristina Oben Nazareno, President; Virginia Madlang-Awa, PRO; Caridad Silvano, treasurer; Brenda Reyes, assistant treasurer; and Imelda Barcelona, vice-president.

WISTA INDUCTS NEW OFFICERS

The Women's International Shipping and Trade Association (WISTA) Philippines Chapter recently inducted its first set of officers with Cristina Oben-Nazareno of Wallem Philippines as President. The induction ceremony held at the G Hotel in Manila saw several women executives and known shipping personalities gracing the affair led by Aida Dizon, Finance Manager of the Philippine Ports Authority and Atty. Brenda Pimentel, IMO Regional Coordinator in Asia who was also the inducting officer.

In her speech, Mrs. Nazareno said that trying to excel in an industry dominated by men is quite a challenge. She pointed out, "The challenge to succeed is formidable. More and more women are now engaged in the shipping business, both as company executives and even as seafarers". Thus, the need to be organized. WISTA Philippines provide the women in the shipping and related trades the opportunity to prepare for the future.

WISTA Philippines, Inc. is a non-stock and non-profit association, which saw the light of day, so to speak, as a corporation on June 15, 2007 with 15 members. It was principally organized to promote the continuing education and networking of the members who are women involved in maritime transportation business and related trades worldwide. It aims to support and facilitate the exchange of contacts among its members and to serve as a center for information exchange not only among its members but also with other related institutions. WISTA Philippines intends to advance and promote the cause of women in shipping and other related trades to enable them to achieve their fullest potential. ■

FLIGHTSHOP GETS ISO AWARD

Flightshop, an IATA-accredited travel agency in maritime and corporate travel businesses, is up for another milestone after successfully holding a four-in-one event recently in celebration of the Flightshop's ISO quality certification award.

Flightshop had just passed the AJA ISO Quality certification, one of the first known records in the travel agency business. Flightshop president Virginia Balagtas, who was all smiles during the event, stressed that such an ISO award speaks for the "hard work, efficiency and dedication of their company's executives and staff in serving their many clients for years now." During the same event held at the Pagcor-Club Horizon in Paranaque, Flightshop president Balagtas handed trophies to the winners of the First Flightshop Golf Tournament held recently at the Club Intramuros.



(FLIGHTSHOP GOLF WINNER—Mrs. Babie Jean Lagura (center), Class B Champion in the first ever Flightshop Golf Tournament, receives trophy from Flightshop President Mrs. Virginia Balagtas and Mr. Guy Leo Cruz, with actress Ma. Isabel Lopez during the award's night at PAGCOR-Club Horizon)

Named winners from 42 players who participated were: Class A Champion: Capt. Lou Atienza, first runner-up Ricardo Querido, 2nd runnerup Ben Gorospe; Class B Champion – Babie Ruth Lagura, first runnerup Capt. Vic del Prado, and 2nd runnerup Gen. Pete Bulaong. Meanwhile, winners in the Class C Division were: Champion – Willy Rimando, first runnerup Mr. Ronaldo Rodio, and 2nd runnerup Mr. Abiel Bugas. Special honors went to: Engi. Joey del Pilar for the longest drive and the most accurate drive for Mr. Efen Madulid.

Also part of the event, Flightshop soft-launched the e-wallet for the company's clients who can now book and pay via mobile phone and need not appear personally to Flightshop's offices to pay for their travel bookings. For more details on the e-wallet and other services, please call Flightshop at 813-1951. ■

PPA mulls returning lots to Batangas Port over payment of P11 Billion compensation to lot owners

Afraid to discourage prospective investors, the Philippine Ports Authority (PPA) mulls to return expropriated lots in Batangas Port than to pay the P11.7 billion as additional compensation to lot owners as ordered by the Supreme Court.

PPA general manager Atty. Oscar Sevilla said they could not afford to pay the amount and instead will just return the expropriated lots to its rightful owners regardless of its possible ill-effects to the project if the Supreme Court denied its motion for reconsideration.

He added that such measure is already included in their petition submitted to the Supreme Court.

"The PPA could not afford to pay such amount as it will bleed to dry the coffers of the PPA that will stop whatever port development that is more vital to the movement of goods in an out of the country than Batangas Port," Sevilla said.

"However, we are keeping our fingers crossed that the Supreme Court will reconsider their decision. We believe that what we paid enough to the land owners and that the lots are agricultural in nature and contrary to the findings of the Supreme Court that it is commercial," Sevilla added.

Two weeks ago, the Supreme Court issued a status quo order on all affected



stakeholders at Batangas Port pending final resolution of the case that seeks to pay 231 landowners a higher compensation pay for expropriated properties.

On August 24, Associate Justice Angelina Sandoval-Gutierrez, affirmed the earlier rulings of the Court of Appeals and Batangas Regional Trial Court, which set the expropriation price of the subject lots at P5,500 per square meter. It likewise ordered the trial court to implement its final and executory orders requiring the PPA to pay the respondents the amount of P5,500 per square meter or about P12 billion with 12% annual interest from the date of expropriation on September 11, 2001 until fully

paid. PPA, on the other hand, insisted the value of the 1.3 million sqm (or 130 hectares) should be lower than P4,800 per square meter because they were agricultural lands.

To date, the PPA has deferred the submission of bidding documents indefinitely until the Supreme Court issues its final decision on the issue.

The PPA is also set to meet with representatives from International Container Terminal Services, Inc. (ICTSI) and Asian Terminals, Inc. (ATI) to lure the two operators to continue to bid for port regardless of the final decision from the High Tribunal.

PPA mulls...

According to the Terms of Reference for the privatization of Batangas Port, the winning bidder will reimburse to the PPA the entire amount used for the development of Phase II of Batangas Port or its international terminal including the amount used in the procurement of several cargo-handling equipment that is set to be delivered towards the end of the year.

According to Sevilla, the Supreme Court decision will bumped total project cost to about P17 billion which he think is too high to lure other investors aside from ICTSI and ATI to come to Batangas considering its cargo traffic that is almost idle the past two years. He added that even eligible bidders ICTSI and ATI expressed hesitance to bid for the port if the additional amount will be placed on top of the original budget for the development of the port. Batangas Port is one of the 10 ports being groomed by the PPA to be at par with world standards by 2010. The PPA expects to corner some 10% of the estimated 400 million annual containerized traffic in the Asia-Pacific region by next year and increase the number by a modest percentage annually.

The Phase two of the Batangas Port, which was funded by a P5.5 billion loan from the Japan Bank for International Cooperation, consists of dredging and reclamation, construction of two foreign container cargo berths, reconstruction of the general cargo berth at the Phase 1 area with provision for stacking yard, container freight station, terminal building, utilities, access road, and other support facilities.

Phase one of the Batangas Port development, mainly geared for domestic operations, started last 1992 and completed in 1997, which cost about funding of P1.21B. It includes ferry, Roll-on Roll-off, and general cargo services. ATI has the contract for the Phase I. ■



(Subic Bay aerial view)

SBMA sets earlier time for second container terminal bidding

The Subic Bay Metropolitan Authority (SBMA) has moved the bidding for its second container terminal towards the end of the year from early 2008. It explained that this would maximize the potential of their two new container terminals if it will go into full commercial operations together by next year.

In an interview, SBMA seaport chief Capt. Perfecto Pascual said that they will prioritize the privatization of the New Container Terminal 2 (NCT-2) instead of the earlier plan to first auction the old Naval Supply Depot. "We will go first with NCT-2. We will have the privatization towards the end of the year and expect the awarding within the first quarter of 2008," Pascual said.

He added that SBMA is now fine-tuning the Terms of Reference for NCT-2 and will publish the invitation to bid for the terminal in the next two to three weeks. Pascual said they will auction the management and operations contract of NCT-2 through an international competitive bidding unlike the NCT-1 wherein bidders are required be majority owned by Filipinos.

Pascual likewise added that once privatized, it would avert the decline in cargo volume that has been in the downtrend the past four years. NCT-2 is part of the Freeport's \$215-million modernization project to bump container traffic to four folds by next year. SBMA recently awarded NCT-1 to Subic Bay International Terminal Corp. (SBITC), majority owned by the International Container Terminal Services, Inc.

SBITC will inject some P500 million to achieve target volume for NCT-1. Both NCT-1 and NCT-2 is intended to start economic growth in the area and promote the growth corridor between and along Clark and Subic as the most viable regional logistics hubs.

The construction of the port modernization project commenced in 2004 as implemented by Penta Ocean Corp., with its partners Shimizu Corp. and TOA Corp. through a joint venture. It entailed the installation of four gantry cranes from Japan, two of which were installed in May 2006, and the other two in March 2007. The newly acquired goose neck-type quay gantry cranes with a capacity of

PPA SECURITY CHIEF RECEIVES COMMENDATION

40.6 tons rated load each, is also part of a bigger plan for the Subic port to enhance capacity from the present 100,000 TEUs to at least 600,000 TEUs.

Each of the container terminals were installed with two gantry cranes. Also included in the package are the construction of the modern container terminals and the two berths measuring 280 meters in length with a depth of 13 meters.

For the past two years, SBMA registered a combined container volume of 65,587 twenty-foot equivalent units (TEUs), 5% lower compared to the 69,521 TEUs it registered in 2004. With the new terminals, SBMA is expecting to double boxed traffic from current volume to some 100,000 to 150,000 TEUs in the first year of operations and increasing by some 100,000 TEUs starting at the second half of 2008. ■

The National Law Enforcement Sub-Committee on Intelligence Coordination awards a Certificate of Commendation to PPMaj DANTE V. DACANAY, official representative of the Philippine Ports Authority to the Committee, for successfully leading ISAS and a group of concerned government agents that resulted in the capture of eight (8) MILF members, two (2) of whom are Commanders and all are said to be explosive experts then hiding at Isla Puting Bato, North Harbor, Tondo, Manila.

Recovered from the group were eight (8) assorted high-powered firearms and nineteen (19) pieces of UXO 76mm projectile vintage bombs for the manufacture of Improvised Explosive Devices (IED) to be used in a said planned bombing operation that will include

the seaports as among their targets.

Asst. Director General Eric F. Gosiengfao of NICA/Chairman of the National Law Enforcement Sub-Committee on intelligence Coordination cited in his commendation, "We are therefore privileged to commend you for a job well done. It is our hope that you will continue to display the same degree of dedication and enthusiasm to the service that has made you a valuable asset to this Sub-Committee in particular and to the law enforcement pillar in general".

The Commendation was given during the 4th regular meeting of the Intelligence body which were attended by representatives of 42 government agencies which include the NICA, ATTF, PAOCC, J2, AMLAC, PCTC, TSAFP, PNP-DI, NBI and PSG among others. ■



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Tanker operators want deferred Oil Pollution Compensation

Tanker operators as well as oil companies are seeking the deferment of the implementation of Republic Act 9483 or the Oil Pollution Compensation Act until a new law is passed.

The stakeholders, led by the Philippine Petroleum Sea Transport Association (Philpesta), Association of Tankers Owners of the Philippines (Atophil), and the 'big 3' oil firms Shell, Chevron (Caltex)

and Petron, claimed that the law was poorly crafted and stand to increase prices not only shipping rates but also oil prices down to the basic commodities. RA 9483, on the other hand, seeks to implement the 1992 Civil Liability Convention (CLC) and the 1992 International Oil Pollution Fund (IOPF) Convention.

The law requires tanker operators to contribute P0.10 centavos of their

freight rates to the oil pollution fund for every liter for every delivery. It likewise obligates oil firms to contribute to the IOPF once 150,000 tons of oil is delivered to them.

In a joint position paper, the group said they are not totally opposing the law itself as it likewise establishes vital aspects in the tanker operations but the non-consultation with them could be the missing piece of the puzzle to craft

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ment of Act

a good law beneficial to the state and the operators themselves.

It added that the law only subject Philippine-flag vessels but silent on whether international vessels that will spill oil on Philippine waters will be castigated using the same law.

"The law should not only target Philippine-flag vessels. The law should subject all oil-carrying vessels including international tankers and should not choose on which to punish. It also does not implement the CLC and the IOPC conventions as provided for in its title but merely provides a domestic regime for oil pollution compensation," the group explained in their paper, which they presented during their first consultation meeting with the Maritime Industry Authority (Marina) and the Department of Transportation and Communication (DOTC) on the implementing guidelines of the act.

"Instead, if the government wants a separate law to cover oil pollution made by vessels on Philippine waters, should have completely adopted the full International Maritime Organization (IMO) convention on maritime pollution instead of choosing only certain provisions of the convention," the group stressed, adding that that failure only exposes the country to liability for not properly implementing its treaty obligations.

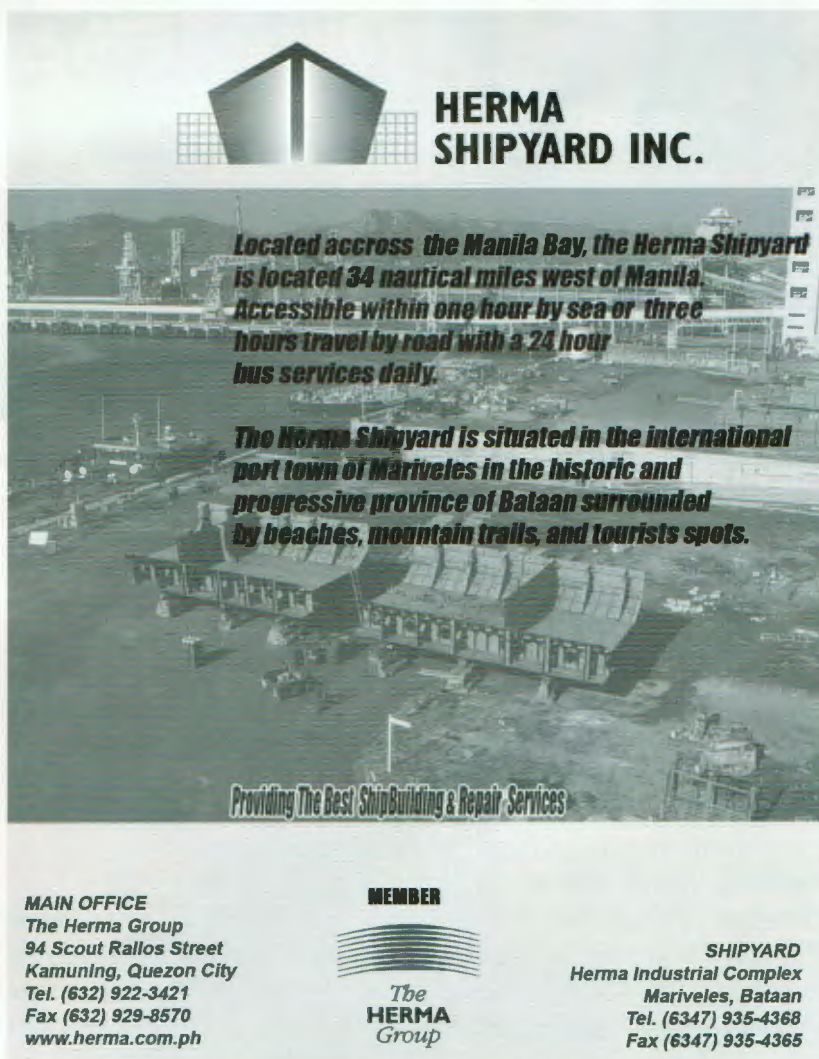
"The 10-centavo contribution is also a pass-on cost on our part. It is not us that will suffer but the end users as they have to pay not only high price of oil but eventually transportation and the cost of basic commodities," the group added. The group explained that their current insurance coverage such as the Protection and Indemnity (P&I) Club of London and the IOPF are enough to cover for any liability of the ship owner during incidents.

Based on average, the P&I coverage of a mem-

ber-tanker could be access once all measures locally are exhausted. In the P&I coverage, the member is entitled to an average of 4.5 million standard drawing rights (SDR) multiplied by \$1.3 per one SDR or approximately P1 to P1.5 billion aside from the same amount a member could draw from the IOPF after spending the said amount to cover its liabilities. Records, on the other hand, showed that 99% of tankers operating in the local trade are members of the P&I club and the IOPF.

"We think this is enough and no need for a domesticated law on oil pollution," the group stressed. Earlier, the Marina expressed the same opinion that the existing P&I coverage of almost all big-time vessel operators in the country is enough to cover liabilities related to maritime pollution. It added that the new law is only a redundancy to existing international laws, which even local tanker operators follow to the dot.

To date, the Marina, which is the fund manager, is fast tracking hearings on the guidelines of the act and expects to come out of it by the end of the month. ■



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FEMFI buys new facilities

SHIP ENGINE ROOM SIMULATOR EXPECTED TO UPGRADE SKILLS OF FILIPINO SEAFARERS



FEMFI UN Training manager Dakila Villanueva introducing the new bridge simulator set up to guests and clients

FAR East Maritime Foundation Inc., an operator of various training centers for seafarers, has acquired a ship engine room simulator after most of its overseas principals have convinced the organization to upgrade some of its facilities.

During its Wednesday launch, Ildefonso Medel, the company's vice president told reporters that Far East is the only Philippine training center using an engine simulator designed in England and conceptualized by Russian

with British scientists.

"Filipino engineers don't have the luxury of such simulation training unlike in other countries because it's very expensive," Medel said. "It is better that we purchase this type of simulator than to have our seafarers wreck a \$500 million vessel."

According to the executive, Norwegian ship-owners visited the Philippines in 2002 and said they wanted to turn over the management of their vessels

to Filipinos. However, most local seafarers were unable to handle their advanced vessel engines since training facilities were unavailable.

The said acquisition also forms part of the training center's accreditation with the Professional Commission's board of marine engineer's as ERS (engine room simulator) practical assessment center for marine engineer officers.

This is also in preparation for the eventual implementation of the management level courses, which the company is already allowed to offer.

The engine courses offered by the company include courses in auxiliary machinery, control engineering, energy conservation, engine room management (ERM), ERM refresher, engine room simulator for ratings, engine room simulator with ERM, engine team management, engine watch keeping and hydraulics/pneumatics.

Training lasts anywhere between two to five days depending on the course which range from P2,700 to P11,000.

Far East, one of the larger training centers for seafarers in the country, has an estimated 60,000 graduates a year from its five branches in Manila and Cavite. (Source Business Mirror VG Cabuag) ■



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This was the image of Smokey Mountain before it was closed down in 1992

“Tungo sa Tunay na Paglaya (Towards Becoming Truly Free)” is the declared hope of three generations of residents of the Old Smokey Mountain (OSM). Our column last Sunday traced the transformation of OSM — which used to be the stinking symbol not so long ago of the Philippines as the sick man of Asia — into what its community leaders now call “Paradise Heights.”

The landmark Supreme Court decision last 15 August validating the Smokey Mountain Development and Reclamation Project or SMDRP — the 1993 Joint Venture Agreement (JVA) between Government and the private developer — was called by the resident-beneficiaries as a “triumph of the poor.” The most strategic part of the unanimous S.C. decision was the recognition of the contribution of reclaimed land along Manila Bay as Government’s “enabling component” in the JVA, in the absence of public financial resources for the project’s completion.

Henceforth, similar environmental cleanup, squatter resettlement, ports/harbors modernization, industrial zone development, and other programs for community en-

hancement along our coastal, lakeshore, and riverine areas can now be done more expeditiously, minus protracted and costly litigations, and with better chances of success.

A STRATEGIC APPROACH

The S.C.’s validation of the doctrine of reclaimed land as the “enabling component,” however, is just the beginning. Much more needs to be done as follow-through actions at national, regional, and LGU levels to insure that new national wealth is steadily generated by way of land reclamation throughout Luzon, Visayas, and Mindanao. No less than a holistic, strategic approach must now be applied by the Arroyo administration — in collaboration with Congress — towards such a

grand opportunity for poverty alleviation. Our “reclamation” strategy should include the following main features (many of which have already been studied and documented):

(1) Enabling Legislation:

(a) To define or otherwise clarify “reclamation” and “use of reclaimed lands” as part of the general Land Use Code;

(b) To devolve authority to our capable island/coastal/littoral provinces and cities to undertake reclamation projects, with clear rules on ownership, sharing, environmental/health standards, access, safety, and basic services;

(c) To establish the policy on JVAs which should be investor-friendly, subject to beneficiary/consumer protection; and,

(d) To encourage our maritime, engineering and financial sectors to mobilize and organize local companies to undertake reclamation and related activities to serve both domestic and foreign markets.

(2) Identification and Prioritization of Flagship Projects, such as:

(a) Manila Bay Area — to include Tondo/North Harbor; Pasay, Parañaque, Las Piñas; parts of Cavite up to Sangley Point; and the contiguous shorelines of CAMANAVA, Bulacan, Pampanga, and Bataan down to Mariveles;



TRIUMPH OF THE POOR AT SMOKEY MOUNTAIN

(Second of Two Parts)

(b) Laguna Lake Area — to include the Muntinlupa-Taguig-Cainta shoreline to accommodate the right-of-way for the planned C-6 toll expressway for which there have been interested foreign investors since 1995;

(c) Subic Bay-Zambales Area — to include the Redondo peninsula; and,

(d) Island Connections — to include Bataan-Corregidor, Catanduanes-Camarines Sur, Cebu-Negros Oriental, Cebu-Bohol, Southern Leyte-Bohol, Iloilo-Guimaras, etc.

(3) Joint Government-Private Sector Marketing of financially viable reclamation projects within the national highway infrastructure system — to include the Manila-Cavite-Batangas coastal road and various Philippine Retirement Communities.

RECLAMATION PROGRAMS IN OUR NEIGHBORHOOD

Land reclamation (and the wise use of reclaimed land) is among today's "Weapons of Mass Upliftment (WMU)," along with education, information-communication technology (ICT), and democratic governance. In the year 2004 alone, I made several trips to China, primarily as Chairman of the Boao Forum for

Asia, an intellectual resource center and global NGO founded by 28 Asian countries and based in Beijing and Boao, Hainan Province. With each visit to China, its amazing progress was evident, especially along its eastern seaboard. China's decentralized and aggressive reclamation programs — which are balanced with ecological conservation — are among the key features of its successful capture of foreign investments. Innovative reclamation programs and wise land use have added vast new areas of opportunity in some unlikely places. The mega-city called Shenzhen — a fishing village of just 20,000 people 30 years ago and now the huge industrial center of South China with a population of 5,000,000 — is but one example of the dynamic use of reclamation technology by China's leaders.

During my visits to the Macau Special Administrative Region (SAR) in 2004-2006 as head of various Philippine delegations, Macau's Chief Executive Edmund Ho shared with me the SAR's experience in land reclamation. Macau's highly-successful and still on-going reclamation projects enabled it to triple its land area in ten years, creating new sites for the expansion of commercial, industrial, gaming, entertainment and tourism centers which now cater to the increasingly affluent middle-class from mainland China, as

well as other visitors from around the world. Learning from the success stories of Macau and South China, creative reclamation could be a huge wealth-creating machine for archipelagic countries like the Philippines.

There are other worthy examples. Within the Brunei-Indonesia-Malaysia-Philippines East ASEAN Growth Area (BIMP-EAGA), the remarkable progress of Sabah — in particular Kota Kinabalu (KK), Sandakan, and Labuan — within the past 12 years is easily visible. On a visit to KK to keynote the Sabah International Business Conference/International Expo in September 2004, I saw the innovative application of reclamation along its coastal areas, resulting in several new 5-star hotels, golf courses, and promenades/marinas on 800 hectares of reclaimed land. KK is now a world-class tourism destination and an environment-friendly retirement community. Effective GO-NGO partnerships had evolved in the area owing to a forward-looking, competitive policy regime of the Malaysian Government and the Sabah State Government — working in tandem — that opened opportunities for investment and jobs for their people.

After my visits to Shenzhen, Macau, Sabah and other much-improved places, I

WORD FROM FVR *(continued)*

submitted after-trip reports to PGMA (copy furnished all Cabinet members) with my recommendations — as I always do, in fact, upon returning from abroad — to help our Government keep in step with positive developments in other countries. Let me reiterate those proposals which hold much promise — as being the “best practices” of our neighbors that reap abundant economic benefits — but which, seemingly, are not given serious consideration by the Arroyo administration:

(1) *“Fast-track thru Congress more relevant laws on reclamation, land use, and joint ventures as “weapons of mass upliftment” to hasten the resolution of people’s habitat problems, and augment revenue measures to overcome the huge debt burden and budgetary deficit,”* and,

(2) *“Improve our policies on reclamation as ‘enabling component’ and wealth resource in the upgrading of tourism and retirement communities, highways, sanitary land-fills, and seaports.”*

WE ARE ALL STAKEHOLDERS

Beyond land reclamation and community enhancement as sources of new wealth, the SMDRP was also a long-term investment in environmental sustainability. SMDRP was one of several endeavors of the Ramos Administration to support Earth Agenda 21, formulated during the Rio Summit of the United Nations in June 1992. Under “Philippine Agenda 21” adopted in September 1992 by the Philippine Council for Sustainable Development (PCSD), “sustainable development” is defined as the “harmonious integration of a sound economy, responsive governance, social cohesion, and ecological integrity to ensure that development becomes a life-enhancing process.”

Globalization has placed new demands on environmental management across borders. It has raised new questions about the

roles of national and local governments, civil society, media, private business, the academe, the beneficiaries of development, international organizations, and other stakeholders. Each is responsible for a special role in ensuring that nationwide sustainable development is attained.

National government’s role is to provide the policy framework — as well as infrastructure support — while LGUs provide the community-based activities to safeguard the environment’s carrying capacity. NGOs become advocacy and pressure groups — watchdogs to guard against abusive impositions on the environment. The business sector provides the capital, management and marketing for eco-tourism enterprises within sustainable standards. Academicians provide the conceptual framework and learning environment for anticipating and resolving problems. Media, too, has a watchdog role in addition to providing the public with accurate information and expert opinion.

MAYOR LIM’S SPECIAL ROLE

Last 09 August, *Manila Bulletin’s* Roy Mabasa reported on Mayor Alfredo Lim’s visit to OSM who committed that *“his administration will push for a cost-effective development program for Smokey Mountain that would provide long-term protection for the community and the environment. Lim also said that he will initiate a sustainable public-private partnership mechanism for effective solid waste management while developing employment and livelihood opportunities for the poor.”*

During his first stint as Manila Mayor more than 12 years ago when OSM was at its dirtiest, Fred Lim was an active champion for its renewal — together with the likes of Ricky Reyes and Ming Ramos of Helping Foundation, Marinela Fabella of the Cabinet Ladies’ Foundation, and Fr. Ben Beltran (who needs support for a new Parish “Green Church”). There have been others, too many to be mentioned, who worked on OSM and its environs

— putting up SME training classrooms/shops (31 of them), athletic facilities, drug abuse prevention centers, computer learning facilities, and other people-empowering services to help OSM residents help themselves. There was even a time when houseware, plywood panels, and toys made from recycled waste were being produced for the local market — and even Christmas decor exported to Germany by OSM cooperatives! Surely, the time has come for Smokey to be finally transformed into a quality community with quality environment for quality Filipinos.

In my sortie to OSM last week, community leaders urgently appealed for the:

(1) Establishment of on-site public elementary and high schools; and,

(2) Cleaning-up/disposal — in collaboration with other government agencies and R-II Builders — of the 2,000,000 tons of old garbage (now new compost/fertilizer).

SELF-HELP GENERATES HOPE

The *Philippine Daily Inquirer* (26 August) carried the joyful story “Children’s Choir Makes Smokey Mountain Alive With Sound of Music.” Fr. Ben Beltran is especially proud of his 700+ graduates who completed a “Digital Course” of the Polytechnic University of the Philippines through a “distance-learning” process, and of his 100 former scavengers who learned semiconductor manufacturing at Amkor Technology Philippines in 1993-1995. Indeed, a cleaner environment, fresh opportunities, and caring support from others have promoted among OSM’s people the spirit of self-help, which has generated higher self-esteem and hopes for a brighter future.

I have no doubt that Mayor Fred Lim will fulfill above commitments within the next three years. But, how about Malacañang and Congress who now must take action to maximize the “enabling component”? ■



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