

JULY - AUGUST 2015



# MARITIME REVIEW

A PUBLICATION OF THE MARITIME LEAGUE

PPA MARKS

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ICTSI EXPANDS  
LAGUNA DRY PORT  
FACILITY

MARINA TURNS 41

**Philippines loses bid  
for IMO Sec Gen**



New IMO Sec Gen Lim Ki-Tack

**COVER STORY**

**Philippine Ports Authority marks 41st Founding Anniversary** 14-15

**Philippines loses bid for IMO Sec Gen** 16, 19



**Table of Contents**

**IMO**  
Lim Ki- Tack named new IMO Sec Gen 4

**CHAIRMAN'S PAGE**  
Reinventing Maritime History 6-7, 27

**DOMESTIC SHIPPING**  
Marina turns 41 8-9

**PORTS**  
PPA upgrades crane operations in gateway ports 12

**MANNING**  
FAME recognizes JX Ocean Co. Ltd. for contribution to Ph manning industry, 18

**THE FORUM**  
The Maritime Breakfast Forum 100, 101 and 102 20-21

**TOURISM**  
Benefits of port connector road too many to ignore, says PCCI 22

**UPDATES**  
Some thoughts on the AFP Modernization Program 24-26

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# Lim Ki-Tack named new IMO SecGen



Lim Ki-tack, president of the Busan Port Authority in South Korea, has been elected the new Secretary-General of the International Maritime Organization.

Today's decision was passed down by a secret ballot vote of the 40-member IMO Council, which is holding its 114 session this week. Lim beat out five other candidates from Cyprus, Russia, Philippines, Denmark and Kenya for the position.

He is the second South Korean candidate to vie for the IMO's top position, but the first to win the election.

Lim has spent nearly four decades working in various segments of the maritime industry. In his early career he worked as a commercial mariner for Sanko Shipping Co. and as a Korean naval officer. He joined the Maritime Port Administration in 1985, while pursuing post-graduate studies.

He holds a bachelor degree in nautical science as well as masters' degrees in business administration and maritime administration. In addition, he has completed graduate course work in international law at the Korea Maritime and Ocean University.

Lim began attending IMO meetings as part of the South Korean delegation in 1986. He was named the Chairman of the Sub-Committee on Flag State Implementation (FSI) from 2002 to 2004. Lim served a three-year tenure as the Deputy Permanent Representative to the IMO starting in 2006. While serving in this capacity, he was in charge of all IMO work for South Korea.

Lim was subsequently named Director General for Maritime Safety Policy Bureau at the Headquarters of the Ministry of Land, Transport and Maritime Affairs (MLTM) and appointed to the role of Commissioner of the Korean Maritime Safety Tribunal (KMST).

In July of 2012 assumed his current position as the President of Busan Port Authority.

Lim is set to begin his four year term January 1, 2016, replacing incumbent Secretary-General Koji Sekimizu. ■

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By: Carlos L. Agustin



## Reinventing Maritime History

**M**any columnists from time to time mention the observation that we are a 'fractured nation' for many reasons. For one, some say that we suffer from colonial mentality, that we forgot our roots and readily accepted what our colonial masters dished out to us.

On the other hand, there is an opposite syndrome, and that is to falsely claim historical grandeur, to the extent of ignoring real historical events.

There is nothing wrong with researching history, getting historical facts straight and finding out how we can be proud of ourselves.

Many discoveries, of course, are merely records of historical incidents, such as that interesting finding that came out when a curious item was published about an event that happened here in 1897 that apparently had no record still intact locally – a super typhoon stronger than Yolanda that devastated Tacloban, demolishing the town and surrounding areas and killing almost the entire population, including some 200 foreigners. Colonial Tacloban was not in contact with besieged Manila in the midst of revolution, and it took an Australian steamer that came from China and Japan enroute back to Sydney to have that entered historically because a writer, who made a detailed account of it, published it in a Sydney newspaper upon arrival home. A tsunami in 1917, or the devastation of World War II, probably destroyed the Tacloban records, if any, on that 1897 disaster.

### Philippine Navy

I was an HPN staff officer when we were amused at a 'historical finding' of a PN officer attending the NDCP and, in his thesis, recommending that the Navy should rewrite its history and consider itself organized as far back as 1898.

The original 'discovery' was actually made by a maritime writer, who read an account of the Philippine Revolution and saw that a Ministry of the Navy was established by General Emilio Aguinaldo, but the Navy officer, then LCDR Fernando Edralin (The Navy's PIO at the time) took it on with the aim of rewriting Philippine naval history.

He being a cousin of President Ferdinand Marcos, and being the

Navy Public Information Officer, Edralin had an easy time making waves in the media and before the command. Alas, the Navy was the first to discover its historical roots!! I was then a Special Staff officer (The Naval Weapons Officer) and did not think much about it. But was there a real connection between the two?

In reality, an Offshore Patrol (OSP) was created under the Philippine Army, which was established in 1935. That was reactivated with the Army after World War II, became the Philippine Naval Patrol (PNP) later on, and that was the service, with its own roster, that President Elpidio Quirino transformed into a Philippine Navy in the early '50s.

In its website (<http://www.navy.mil.ph/history.php#related>) the PN has a well-written Philippine naval history. That account, just like the accounts on LapuLapu and other events, can well be defended, except mention of the incorrect assertion that the present Philippine Navy was founded in 1898.

The Philippine Army website (<http://www.army.mil.ph/history.html>), while citing the army of the Philippine Revolution and referring to it as an army that continued to engage the US Army until the Philippine Commonwealth was established in 1935, hedged a little bit and now correctly refers to the current organization as the "new Philippine Army".

The new Philippine Navy, as OSP, indeed was really part of that new Philippine Army.

### The Philippine Merchant Marine Academy (PMMA)

In a forum of AFP officers, I discussed the controversial Foundation date that changed the real historical account of the creation of the Philippine Military Academy from 1905 (establishment of the School for Officers of the Philippine Constabulary) to that of the revolutionary officers school referred to as "Academia Militar".

A participant, retired Col Jose Dado, a USMA graduate, asked,

"When was the PMMA founded. If the school was formerly the Philippine Nautical school, which was formerly the "Escuela Nautica de Manila", it is the oldest of our service academies. I hurriedly replied - there is a continuous paper trail. Originally established at Intramuros, it was reopened after the Philippine Revolution by the colonial administration at the same site, etc. etc

I replied merely on the basis of the PNS having been established on the same site, with the same facilities, perhaps with some faculty members that learned English quickly retained or hired by the new school. Absent that, maybe a more appropriate date would be the establishment of the PNS itself. But I leave that to the PMMA historians.

### The Philippine Coast Guard

There are various possibilities for the PCG. The present Coast Guard is a creation of RA 5173 in 1967, and was carved out of the PN, merging the Lighthouse Service and the Coast Guard Force from the PN Naval Operating Forces and adding a few units performing maritime safety and MARPOL control functions. There is, however one element that could make it claim earlier origins – the lighthouses, which date back to the establishment of Farola at the mouth of the Pasig River in the early 1500s. As a former CPCG, my take is that the LHS itself can perhaps lay claim to that.

There was, however one important research made by the CG-7 of then Commo Brillante C Ochoco, CPCG 1980-1985, in 1983. The staff's research enabled them to discover Philippine Commission Act 266 in 1902, which created the Bureau of Coast Guard and Transportation the latter referring to marine transport. Lo and behold, the Lighthouse Service was also created (or rather revived from the colonial light house agency), putting all the personnel and materiel of the colonial service under it. The first BCGT Commandant was a USN officer who later went back to the USN and eventually retired after reaching RADM rank as Commanding Officer of the US Naval Shipyard at Philadelphia, PA.

Reinventing maritime history

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The Philippine Army website (<http://www.army.mil.ph/history>.

Turn to page 23

## MARINA turns 41



The Maritime Industry Authority (MARINA) recently celebrated its 41st founding anniversary on June 1, 2015 with simple and modest activities at its central office in Manila, and in all its regional offices.

Administrator Dr. Maximo Q. Mejia, Jr. (PhD) who was on an overseas maritime conference, earlier sent words of thanks to industry stakeholders who have been a big help to MARINA in pursuing its mandate, that is 'integrating the development, promotion and regulations in the country's maritime industry', said Dr. Mejia's media relations officer Eulogio 'Yul' Malicse.

According to Malicse, lined up as anniversary activities at MARINA's central office at Parkview Plaza along Taft ave. corner Kalaw St., Ermita, Manila are, in early morning a holy mass and flag raising ceremony, opening of exhibits of participating MARINA offices in Parkview Plaza grounds; at noon, a 'boodle fight' to be joined in by Filipino seafarers and stakeholders, followed by a lunch for MARINA officials, employees and guest; After lunch, a raffle for MARINA personnel, seafarers and their guests will be held. Down early evening there will be a dinner for stakeholders and guests, followed by a socialization and 'anniversary party'.

In implementing MARINA's mandate, Dr. Mejia is ably assisted by his three deputies-Atty. Gloria J. Victoria-Bañas (Operations), Atty. Nicasio Conti Planning) and Capt. Herminio Estaniel, Jr. (Regional Concerns), as well as service and regional directors, and personal staff of well rounded education and management experience.

Adopted from last year's anniversary, MARINA continues to carry the theme, "Maritime Philippines: We Move the World". Explaining briefly, Malicse said MARINA was created on June 1, 1974 by virtue of Presidential Decree (PD) 474 for the 'promotion, regulation and supervision of the country's maritime industry'. As years passed by, other laws and regulations were enacted and issued to make MARINA functions firmer and responsive to call of time.

After PD 474, came ay Executive Order (EO) 546 ng 1979, EO 1011 (1985), EO 125 (January 1987) and EO 125-A (Abril 1987), Republic Act (RA) 9295 (2004), EO 75 of 2012 at and the latest, the RA 10635 (2014),

that is helping MARINA take a big leap in carrying out its mandate.

RA 10635, signed by President Benigno S. Aquino III into law on March 13, 2014, declared and mandated MARINA as the sole maritime administration to implement and enforce the 1978 International Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers as amended. This international instrument which saw remarkable amendments in Manila, Philippines in 2010, prescribes the requirements for maritime professionals, that include deck and engine officers, rating and other service providers such officers, managers, operation officers and staff of gaming and entertainment departments of international cruise ships, medical and nursing staff, among others.

The Philippines, a maritime and an archipelagic country is right at the crossroad of the Asia-Pacific region. It is currently positioning to be the hub of ship building and ship repair (SBSR) in Asia. It has currently around 113 active shipyards, seven are categorized as large, 12 medium, and 94 are small, all located in strategic locations across the country. During the present MARINA leadership and for the first time in the history of the country's maritime industry, shipyards have organized themselves in one national organization, known as the Shipyards Association of the Philippines (SHAP).

The prime objective is for the shipyards to have a common voice in representing the shipyards before the government and other maritime stakeholders, including foreign-based. ■



### The Norwegian Maritime Foundation of the Philippines, Inc. (NMFPI) is inviting highly motivated technical personnel to fill in the following positions:

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- Preferably with teaching experience
- Completed IMO Model Course 6.09 and 3.12

#### BRIDGE SIMULATOR INSTRUCTOR

- To conduct various bridge related simulator courses
- Certified Master Mariner
- At least one (1) year experience as Ship's Master onboard a vessel engaged in international trade
- Preferably with teaching experience using bridge simulators
- Completed IMO Model Course 6.09 and 3.12

#### CRANE OPERATION INSTRUCTOR

- Certified Crane Operator
- Relevant industry experience as crane operator
- Preferably with teaching experience using crane simulators
- Working knowledge on safety aspects and practices related to operation of hydraulic ship and offshore cranes.
- Completed IMO Model Course 6.09 and 3.12

#### CULINARY INSTRUCTOR

- Baccalaureate Degree or Diploma/Certificate holder in Culinary Arts
- Served as Chief Steward and/or Chief Cook onboard seagoing vessel in an international trade
- With culinary management experience as an Executive Chef, Sous Chef, or Assistant Chef in a reputable F & B Service Institution
- Preferably with teaching experience in line with F & B Services
- Completed IMO Model Course 6.09 and 3.12

#### FRAMO TECHNICAL INSTRUCTOR

- Certified Chief Engineer
- At least one (1) year sea service as Chief Engineer onboard a vessel engaged in international trade
- With experience onboard FRAMO equipped vessel
- Preferably with teaching experience
- Completed IMO Model Course 6.09 and 3.12

#### ELECTRO-TECHNICAL INSTRUCTOR

- BS in ECE or EE; or Bachelor's degree in Industrial Education with specialization in Electrical / Electronics or its equivalent
- Relevant industry experience in the operation and maintenance of electrical/electronic equipment
- Preferably, had sea-service as Electrician/ Electro-technical Officer onboard seagoing vessel in an international trade
- Preferably with teaching experience
- Completed IMO Model Course 6.09 and 3.12

#### WELDING SECTION HEAD INSTRUCTOR

- The successful applicant will be responsible for the development and conduct of training courses, testing and welder certification to DNV standards, organization and set-up of training/testing workshop/facilities installation and maintenance, and overall supervision of the delivery of services of the welding section to the maritime clients of the center.

#### Competencies required:

- Design and development of welding courses on the common welding processes
- Design/set-up/fabrication and installation of training and testing workshop and facilities
- Conduct and delivery of welding instruction at all levels for most common welding processes
- Welding inspection and testing standards for welding qualification
- Monitoring and assessment of participants training progress

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# ICTSI Laguna dry port expands facilities for containers



International Container Terminal Services, Inc.'s (ICTSI) dry port unit, Laguna Gateway Inland Container Terminal (LGICT), recently broke ground to start the expansion of new facilities which include extended and dedicated storage areas for loaded and empty containers, a runway for rubber tired gantries (RTG), container care facilities, weigh bridges at the gates and an upgraded access road, as it primes the Laguna dry port for the revival of intermodal freight transport in the Philippines.

The expansion works, which is Phase 1 development of LGICT, commenced after groundbreaking and time capsule lowering ceremonies attended by officers and staff of ICTSI and LGICT, representatives from joint venture partners Transnational Diversified Group and Nippon Container Terminals Co. Ltd., and officials from local government units at the Laguna dry port site in Calamba City, 58 kilometers south of Metro Manila, province of Laguna.

In his message, Christian R. Gonzalez, ICTSI Vice President and Head of Asia Pacific region, thanked partners, clients, the provincial

government of Laguna, the city government of Calamba and all the parties involved in the Laguna dry port. He bared plans to revive an existing railroad connection that will directly link LGICT and ICTSI's flagship Manila International Container Terminal (MICT), the country's largest and sole dedicated container handling facility.

"It is a great aspiration that we have, not only to see this develop as an inland container terminal in today's form, but also as an inland container terminal connected by rail to the country's premier port in its future form. I think this ambition that we have is something

that requires congratulations at this point. Obviously, with all the hard work from all of us and help of the government, we will make this a reality in the coming years," says Mr. Gonzalez.

ICTSI was the first logistics company to introduce intermodal freight transport in the Philippines when it offered container transport service by rail from the late 1990s to the early 2000s. ICTSI divested from the business in 2003 due to a slowdown in the container market in southern Luzon. The improving Philippine economy in recent years resulted in increased container traffic, prompting ICTSI to re-open the Laguna dry port in March to support the growing volume. ICTSI also plans to revive the rail freight service to and from the MICT and the Laguna dry port in the near future.

"Once everybody starts using LGICT, we can expect even better productivity levels at MICT. Most importantly, the whole economy will benefit from this project," Mr. Gonzalez adds. The dry port's current annual capacity of 250,000 TEUs effectively increases MICT's capacity by 10 percent. LGICT will help lower MICT's import inventory, average import dwell time and laden yard utilization by offering storage services to clients in southern Luzon.

As a regional logistics hub, LGICT will provide the much-needed logistical support to manufacturers, importers and exporters at the economic zones within the CALABARZON area by reducing truck turnaround time and accelerating trade movement. It offers both short-term and long-term storage options as well as transport service to and from MICT.

Aside from its own transport service, LGICT has also contracted certified truck companies to provide a reliable trucking service alternative in the local logistics market. This initiative, as well as the completion of the rail linkage between MICT and LGICT, will result in seamless cargo transfer to the economic zones within Metro Manila and southern Luzon.

Initially, the newly opened Laguna dry port has four hectares of container yard operational and uses reach stackers in the hauling of containers. Phase 1 civil works, which is estimated to cost PHP 587 million, is eyed for completion by yearend. It will add a fully developed 7.22 hectares of concrete pavement, an RTG runway, dedicated stacking areas for loaded and empty containers, a container cleaning and repair area, access road, weigh bridges, a guardhouse and entry/exit barriers.

On full development, the dry port will have an area of 21 hectares and will include facilities for reefer containers, truck holding areas, a fuel station, a rail workshop and container

freight stations. For its equipment fleet, on order are RTGs, side lifters, prime mover trucks and additional reach stackers.

Laguna Gateway Inland Container Terminal Inc. (LGICT) is a joint venture of International Container Terminal Services, Inc. (ICTSI), Transnational Diversified Group and Nippon Container Terminals Co. Ltd. Established in January 2015 and commenced operations in March, LGICT is involved in the management and operation of container depots, terminals, yards and freight stations in the Philippines. It operates a 21-hectare dry port facility, 58 kilometers south of the Port of Manila in Calamba City, Laguna,

which serves as an extension of ICTSI flagship Manila International Container Terminal.

Headquartered and established in 1988 in Manila, Philippines, International Container Terminal Services, Inc. (ICTSI) is in the business of port operations, management and development. ICTSI's portfolio of terminals and projects spans developed and emerging market economies in the Asia Pacific, the Americas, Europe and the Middle East, and Africa. ICTSI has received global acclaim for its public-private partnerships with governments divesting of their port assets to the private sector. ■

## Malayan Towage and Salvage Corporation (SALVTUG)

The Malayan Towage and Salvage Corporation (SALVTUG or MTSC) was established in 1974 to provide Philippine and International customers with world class integrated maritime solutions. SALVTUG commenced operations with three tugboats and four dry cargo & bulk oil barges and as of January 2015, the fleet is composed of thirty-nine (39) multi-tasked tugs ranging from 2600-8000 HP including one (1) 8,000 HP ocean-going salvage tug, one (1) 5600 HP and four (4) 4000-5000 HP tugboats, two (2) specialized crafts, one (1) crew boat, and eleven (11) barges.

Malayan Towage & Salvage Corporation  
18th Floor BDO Equitable Tower,  
8751 Paseo De Roxas, Bel-Air Village  
Makati City, 1226 Philippines  
Phone: (632) 885.7740  
Email: info@salvtug.com



# PPA upgrades crane operation in gateway ports

The Philippine Ports Authority (PPA) is improving the cargo handling capacity of three gateway ports in preparation for the expected influx of cargoes from its Association of South-east Asian Nation (Asean) neighbors brought about by the implementation of the Asean Economic Community at the end of the year.



PPA said the existing crane capacity of the three ports are not enough to handle the forecasted volume of cargo that will be brought about by the Asean Economic Community that will be implemented by the end of this year.

PPA General Manager Juan C. Sta. Ana said the projects are set to be implemented in the next couple of weeks at the ports of Iloilo, Zamboanga and General Santos.

"These gateway ports handles a considerable volume of containerized cargoes, hence, require efficient quay crane operations in preparation for the AEC implementation," Sta. Ana explained.

"We have commissioned a study to determine the structural soundness of the existing facilities of the three ports to accommodate the wheel load of shore cranes and this was the basis of the development requirement of each port upgrade," Sta. Ana added.

"The breaking down of trade barriers brought about by the AEC will definitely increase volume handled to and from these ports, thereby, justifying the need for the development," Sta. Ana added.

The port agency chief also explained that the other seven Philippine gateway ports like the Manila International Container Terminal, the Manila South Harbor, the Manila North Harbor, and Batangas in Luzon has been ready in terms of cargo handling capacity for the AEC while Cagayan de Oro, Davao, Ozamiz in Mindanao are also getting ready for the the Asean integration.

The projects, meanwhile, will be financed using PPA internally generated fund.

As early as the start of last year, the PPA has step up its efforts to improve other port facilities in preparation for the AEC taking into consideration the repercussion of non-compliance.

"This year, we are expected to introduce breakthrough changes in our policies particularly in the streamlining of our requirements, more deployment of technology-driven processes to improve the delivery of our services and reform in the modality of adjusting cargo-handling tariff and other charges and fees," Sta. Ana said.

The AEC is the goal of regional economic integration by 2015. AEC envisages key characteristics such as a single market and production base; a highly competitive economic region; a region of equitable economic development and a region fully integrated into the global economy.

"It is not also the AEC that we are preparing, volume from our regular foreign and domestic cargoes continue to climb and we have to equip our ports with the needed cargo handling muscle to accommodate all these demands," Sta. Ana added. ■

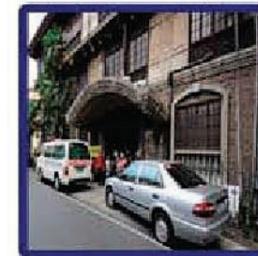


Associated Marine officers' and Seamen's Union of the Philippines  
(AMOSUP-PTGWO-ITF)



Seamen's Center - Hub of Operations

**CONTINUING  
WELFARE PROGRAMS  
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Seamen's Hospital Iloilo



Seamen's Hospital Davao



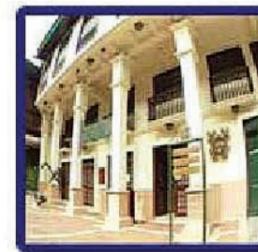
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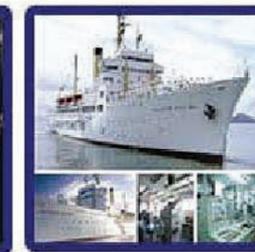
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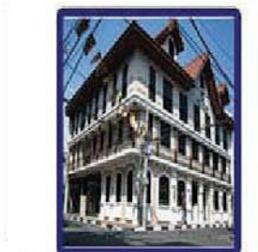
Sailor's Home Manila



Sailor's Home II - Manila



T/S Kapitán Felix Oca



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# Phl Ports Authority marks 41<sup>st</sup> Founding Anniversary

Taking off from its milestone last year, the Philippine Ports Authority is looking at sustaining the pace it has adopted as it slowly transforms Philippine ports to world standards.

As it celebrates its 41<sup>st</sup> Founding Anniversary with the theme “Magkabalikat sa Pagsulong ng Ating Adhikain on 11 July 2015, PPA General Manager Juan C. Sta. Ana is encouraging the PPA Senior and Junior Executives to make a “one big push for 2015” and again try to find ways of providing excellent port services which correspondingly would result to increased customer satisfaction, port productivity and efficiency, and higher income for the organization.

The PPA Chief said that 2015 is another year for everyone to recharge and start a new and hopefully all extra effort that would create a multiplying effect to the country’s progress and growth and help the current administration leave a good legacy in terms of port operations.

The PPA has also line-up several projects in compliance with the different international regulations that will take effect starting at the end of the year like the Asean Economic Community wherein in the ports will serve as one of the major entry and exit points of commerce, trade and tourism to the rest of members of the 10-nation Association of Southeast Asian Nations. As of the moment, PPA is in the last stage of its initiatives in harmonizing its rules and regulations to guarantee the smooth implementation of the AEC at the end of this year particularly those policies related to Customs, Immigration, Quarantine and Security.

PPA, through the guiding hands of the Department of Transportation and Communications (DOTC), is likewise in the process of privatizing several ports starting with the Sasa Wharf in Davao. Considered as the major gateway for the country’s fruit exports particularly banana to the rest of the world, the privatization of the Sasa Wharf will give the port a major facelift that it has been needing the past couple of years. The dilapidated state of the port has dragged its operations to handle bigger volume of cargo and larger vessels forcing cargo owners to transfer some of its operations to nearby private ports. However, with the privatization process already underway and is expected to be completed before the end of the existing administration, the port is anticipated to get back its glory days and will remain as Davao’s main gateway to the world.

The state-owned agency also continues to undertake Repair and Maintenance work of the 115 ports under its watch to make sure that they respond to existing economic times particularly on safety, security and convenience.



The PPA also continues to invest on its employees as it continues to transition to be a ‘lean but mean’ organization through partnerships with different globally-known training institutions and agencies like the World Maritime University to train junior and senior officers of the PPA for some major aspects of port operations and other facets of maritime affairs.

“The Philippines, being a maritime nation, will benefit greatly in this endeavor particularly now as we bat to become one of the maritime superpowers in the world in terms of port operations, shipbuilding and manning and crewing,” Sta. Ana explained.

“The current problem clouding the Philippines with regard to its maritime schools and training institutes, tapping the capabilities of the WMU will greatly boost the competitiveness of the country’s seafarers in the world market,” Sta. Ana stressed.

“I am therefore encouraging not only the government sector, but most especially the private sector to assess their current structure and see how they can accommodate the proposals of the WMU in terms of the education and training of their employees both off- and on- shore,” Sta. Ana added.

“This program for PPA senior and junior officers as well as other qualified personnel is expected to complement the succession plan for the next batch of PPA officers,” Sta. Ana said.

Just recently, the PPA hosted a group of experts from the Japan International Cooperation Agency and the Department of Transport in Port Policy and Administration in Papua New Guinea, which is also aimed at Capacity Development of all parties involved.

The agency is also elevating several projects from last year to this year in its bid to support the overall dream of the Government to promote the country as one of Asia’s cruise tourism hubs through the development of several cruise ports like Davao, Bohol, Boracay, Cebu, Manila, Puerto Princesa, Subic, and Zamboanga. These make up the nation’s major nautical cruise arteries. It has also lined up various port programs for the development of cruise terminals. These include the Ports of Puerto Princesa, Currimao in Ilocos Norte and Catagbacan in Bohol Province.

“The administration of the Aquino Administration is coming to a close and before it ends, we are proud to say that the Philippine Ports Authority has done its part in making trade and tourism vibrant again,” Sta. Ana said.

“We are encouraging those who are next in line to continue the progress and changes we already introduced towards the overall dream of the Philippines to become a maritime super power,” Sta. Ana added. ■

# Ph loses bid for IMO Sec Gen



It was a heartbreaking moment, losing out in a hotly-contested election for Secretary General of the London-based International Maritime Organization (IMO) last June 30, 2015 in London. The drama started in Philippine media when it was reported that Maritime Industry Authority (MARINA) administrator Maximo Q. Mejia Jr. was among six people hoping to become the International Maritime Organization's next secretary-general.

The IMO released the names of the six candidates on 1 April.

Aside from Mejia, the other five candidates were Cyprus' acting director of the Department of Merchant Shipping, Andreas Chrysostomou; Danish Maritime Authority's director-general, Andreas Nordseth; Russia's deputy director of the Department of State Policy for Maritime and River Transport, Vi-

talyKlyuev; South Korea's Ki-Tack Lim, the president of the Port of Busan Authority; and Kenya's IMO representative, Juvenal Shiundu.

The new secretary-general would be chosen at the 114th session of the 40-Member strong IMO Council, which was to meet from 29 June to 3 July and the council's decision will be submitted to the IMO Assembly, which

meets for its 29th session from 23 November to 2 December, 2015 for its approval.

In a posting I made before the Maritime Forum on 5 April 2015, I announced Mejia's candidacy and stated

We have a good chance as we can get ASEAN, India and South Asian countries, the Arab League, the US, Canada, Australia, NZ and the Americas but that needs considerable diplomatic backchanneling work, especially during the COUNCIL meetings.

Kaya natin 'to!

This was noted by our former IMO deputy representative in London until 2010, former DFA Ocean Concerns Office Chief and now Deputy Chief of Mission in Tokyo Gilbert Asuque, who agreed with my notion and further commented:

Thank you for your email. I discussed with Administrator Mejia the campaign strategy for the IMO SG when he was in Tokyo last month. Maybe this issue could be included in the agenda of the next Maritime League meeting. Adm. Mejia will need 21 votes, including the Philippines, from the 40 members of the Council. Perhaps the members of the Maritime League can communicate with their contacts for the 20 IMO Council members, excluding Cyprus, Denmark, Russia, South Korea and Kenya, to speak with their governments to support the PH candidate. It will be recalled that IMO SG Sekimizu won the post by 23 votes from the IMO Council. With 21 or 22 votes including ours, the PH may make it.

DOTC Secretary Joseph Emilio A. Abaya was not wanting in support; he found time in his busy schedule to be in London for the meeting up to the second day, when the election was held. He encouraged a bigger-than-usual Philippine delegation from maritime agencies and the business sector to join, and gave an excellent impassioned endorsement speech before the Council meeting.

Mejia, whom I publicly declared during our

from page 19

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# FAME recognizes JX Ocean Co. Ltd. for contribution to the Ph manning industry



JX Ocean Co. Ltd garners yet another recognition. Filipino Association for Mariner's Employment Inc. (FAME), as part of their 40th Anniversary's Culminating Activity, decided to recognize institutions that have shaped the Shipping Industry through their various contributions.

JX was commended for not only their continuous patronage of Filipino Seafarer's, but also their extra-ordinary contribution and investment on the industry.

JX, in cooperation with Virjen Shipping for more than 43 years has consistently developed free upgrading programs aimed at Crew and Cadet Development over and beyond the usual In-House Training Programs. JX Ocean Co. Ltd also supports industry projects and sponsors the education of Bridging Program for Mechanical Cadets. JX Ocean has participated and sponsored Crew Family Welfare Activities such as Livelihood Programs, Value Formation Programs, Regional Crew and Family Dialogues, and Loyalty Incentives.

Furthermore, JX Ocean Co. Ltd has been active in giving back to the Filipino community. For Virjen Shipping Corporation alone they have provided a calamity fund for those who are affected by life changing natural disasters. They have donated significant amount

of funds supporting the construction of a Community Center for the Yolanda Ravaged Areas.

They have likewise donated educational materials to indigent communities who lack resources. On their own initiative, they launched a medical mission in Leyte benefiting thousands of people affected by the Yolanda typhoon.

Ocean Co Ltd. donated a simulator tanker equipment for use in training through PJMCC who conducts free training for Filipino crew manned by IMMAY Vessels. JX Ocean Co. Ltd is also involved in the upgrading of the Crude Oil Simulator Equipment through PJMCC.

Mr. Osamu Hasako, Director/Senior Vice President JX Ocean, accepted the "Pioneer and Outstanding Principal (40 Years of Partnership)" Award in behalf of JX Ocean Co. Ltd. Last March 19, 2015 in Polkabal Ballroom Manila Hotel. ■

## Ph loses... from page 16

101<sup>st</sup> Maritime Forum at the Maritime Academy of Asia and the Pacific (MAAP) and during the 102<sup>nd</sup> at MARINA as "the most qualified and experienced" among the candidates, was certainly not wanting in strategizing and proselytizing for supporters. He even coined the name "Max-IMO Mejia" for the campaign, which we found quite apropos, and even had a web site for that campaign. His 8-minute speech was impressive and to the point.

I saw our chances with the 40 Council members as follows:

Group A-- 10 States with the largest interest in providing international shipping services: China, Greece, Italy, JAPAN, NORWAY, Panama, Republic of Korea, Russian Federation, UNITED KINGDOM, UNITED STATES.

Group B 10 States with the largest interest in international seaborne trade: ARGENTINA, BANGLADESH, BRAZIL, CANADA, France, Germany, INDIA, Netherlands, Spain, Sweden.

Group C: 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose elec-

tion to the Council will ensure the representation of all major geographic areas of the world: AUSTRALIA, BAHAMAS, Belgium, CHILE, Cyprus, Denmark, INDONESIA, JAMAICA, Kenya, LIBERIA, MALAYSIA, Malta, MEXICO, MOROCCO, PERU, PHILIPPINES, SINGAPORE, SOUTH AFRICA, THAILAND, TURKEY.

Those in capital letters, I thought could obviously be won based on various factors and considering the same for the 5 other candidates, particularly qualification of the candidate. However, as we all learned, there were many factors to be considered that have no bearing on individual expertise of the candidate or regional affiliations of the country. Economic power, as in many other areas of competition, is quite a strong asset in a UN election as well.

The Current secretary-general Koji Sekimizu will end his four-year term on 31 December of which I wrote in the Nov-Dec 2010 issue of the Maritime Review. From the accolades received from many delegations after the election, Sekimizu had a successful and impressive tenure. He could have won an easy reelection had he not opted out for personal reasons, a decision he announced in December 2014.

We wish Max-IMO Mejia all the best. He was passionate and relentless in his candidature; he was generous and extremely civil in defeat, expressed so gracefully in his speech immediately after his loss.

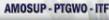
As most of us said after the election, IMO's loss is MARINA's gain! ■



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**MAAP Profile**

Geographic destiny has given the Filipino the innate talent to be an excellent seafarer. To enhance this natural skill, the Maritime Academy of Asia and the Pacific (MAAP) was established on January 14, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan.

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) founded by the late Capt. Gregorio S Oca, capitalized and developed the Academy. The new AMOSUP President, Dr. Conrado F. Oca, heads the Academy's board of governors. The board is comprised of representatives from the private sector, the International Transport Workers Federation, the Filipino Association of Maritime Employers, the International Transport Workers Federation, the All Japan Seamen's Union, the International Mariners Management Association of Japan, the Norwegian Seafarers' Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japanese Shipowners' Association.

MAAP conducts shipboard training aboard T/S Kapitan Felix Oca, a 5020 DWT dedicated training ship capable of accommodating 180 midshipmen and 9 instructors in 30 air-conditioned cabins and six berths.

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**Our Curricula**

MAAP students are all scholars who are entitled to free tuition, board and lodging. They receive a comprehensive, up-to-date and well-rounded education that fully complies with the requirements of STCW 95 and the Commission on Higher Education (CHED). To ensure the highest standards of quality, MAAP adheres to a Quality Standards System that has been certified to comply with ISO 9001 version 2008, the Det Norske Veritas (DNV) Rules for Maritime Academies, and the Productivity and Standard Board (PSB) of Singapore.

The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMarE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE). The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year. The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship. The BSMarE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitan Felix Oca and/or a shipping company sponsorship.

# The Maritime Breakfast Forum 100, 101 and 102...

On March 20, 2015, the MBF marked its 100th forum, a milestone hosted by VADM. Jesus Millan and RADM. Ronald Mercado, and held at the Philippine Navy Headquarters. The 100th, 101st and 102nd MBF Fora discussed at length, among others, China's dredging, reclamation, and construction activities in the disputed islands located in the West Philippine Sea.



LCDR. Del Prado (PN) presented the current developments in the West Philippine Sea to-date. He pinpointed the disposition of Chinese vessels in the West Philippine Sea, specifically in *Bajo de Masinloc* and the *Kalayaan Island Group*. Using maps, he also showed China's construction and reclamation activities in the *Spratlys*, including *Mabini Reef*, *Gaven Reef*, *Kagitingan Reef*, *Panganiban Reef*, and *Zamora Reef*; construction at *Kennan Reef* and *Calderon Reef*; Taiwan's ongoing pier construction at *Itu Aba*; and Vietnam's reclamation in the *Spratlys* as well.

VADM. Alexander S. Lopez (AFP Commander, Western Command) presented a detailed account of China's reclamations on each island in the West Philippine Sea. He suggests a whole-nation strategy or a whole-region strategy of counter communications to China's defiant assertions.

Commo. Aaron Reconquista, CDR. Ivan E. Roldan, LCDR. Mitzie Campo, and LCDR. Vergara from the Philippine Coast Guard (PCG) indicated that at present, there are no PCG and BFAR vessels deployed in *Bajo de Masinloc* as deployment had been suspended since June 2012. The PCG, however, sustained its presence in the shoal by send-

ing its operatives onboard motor-bancas. They shared the detailed activities documented by PCG operatives in the area since January 2015 to-date.

Commo. Carlos L. Agustin (President, Maritime League and MBF Chair) reiterated his remarks in previous meetings that we all must hold on to the historical fact that *Bajo de Masinloc* belongs to the Philippines notwithstanding the shoal being outside the Paris Treaty limits; and that his findings in *Masinloc*, *Subic* and other coastal towns in Zambales and Pangasinan is that fishermen from those provinces have been fishing there since time immemorial. It is only a few years ago that Chinese vessels have been shoving off our local fishermen, depriving them of their daily source of income.

LCDR. Del Prado also presented the updates on the Philippine's arbitral tribunal case vs China. The Philippines had submitted its Memorial to the Arbitral Tribunal in March 2014 and China was given until December 2014 to submit its Counter-Memorial. However, China refused to participate in the arbitration proceedings. The Philippines further submitted supplemental documents to the Arbitral Tribunal on 16 March 2015. Oral arguments would commence in July 2015 and

the decision of the Arbitral Tribunal would be handed down in January 2016.

The Philippine Navy's assessment is that China will likely sustain the deployment of its vessels in the disputed islands, and continue to use military strategies, particularly the Anti-Access/Area Denial (A2/AD) strategy, in a bid to assert its claim and dominance over the area.

The Philippine Navy is not doing any reclamation in the area. Commo. Agustin stated that the Philippines had made mistakes in the past: (1) Not pursuing the rehabilitation of the lighthouse placed by the Philippine Coast Guard in 1991 due to the objection of the Department of Foreign Affairs (DFA) as it would violate the Department of Commerce on the SCS; and (2) Not continuing with the improvement of the runway in *Pag-asa Island* (part of *Kalayaan Island Group*) after China had protested.

VADM Jose M. Alano (PN) commented on China's aggressive stance in the West Philippine Sea. Although the government had taken several steps, he believes more effort and support is needed especially to make other countries aware of what China is doing in the area. And, although the DFA has been all out in its campaign in the international community, all other stakeholders should be fully informed as well on the current issues and implications.

Commo. Agustin stated that the Philippines was first to develop the structure on *Pag-asa Island*, and continues to follow the Rule of Law. He stated that the West Philippine Sea is and will remain a very significant major issue that the Aquino Administration had apparently failed to anticipate. He suggested that the Department of Environment and Natural Resources (DENR) could prepare a resolution particularly on the destruction of marine environment resulting from China's reclamation activities.

Governor Roger Mercado (Southern Leyte) stated that the problem began when the Philippines changed its constitution, and resolved not to engage in war that in turn resulted in a disabled military by focusing the armed forces on social/natural calamities. The military then omitted external aggression because of the belief in the presence of the UN. He pointed out that the Philippines does not have the military capability to engage in war, nor the financial capacity to build. He thus stipulated on changing the constitution, and suggested to: (a) increase budget resources allocated to the Armed Forces; (b) increase recruitment; and (c) send soldiers to the *Spratlys* and to extend the reach of maritime patrols. Commo. Agustin suggested the RAMPHOS aircraft for offshore and inshore surveillance. Governor Mercado showed a keen interest to acquire the vessel.

Just like all other countries, the Philippines formally abides by international law, and rejects war "as an instrument of national policy" as stated in Section 2, Statement of Principles, 1987 Constitution, which

similarly appears in Section 3 of the same Part in the 1973 Constitution. Commo. Agustin agreed that the military should have more funds for weapons, and recalled that while he believes in economics as a prime factor, Commo. Plaridel Garcia (PN), during the previous Maritime Forum, stressed that many countries with lower GNP than the Philippines have more credible navies. Commo. Garcia discussed the problems and solutions regarding acquisition of a Philippine Navy frigate. Capt. Tomas Bains (PN) discussed the technical evaluation and effectiveness of small submarines in littoral waters.

There was significant support for action by the Maritime Forum to take a strong stand in calling the attention of governments and the general public on China's increasing build up on disputed islands in the West Philippine Sea. This was unanimously resolved.

The 101<sup>st</sup> MBF was held at the Maritime Academy for Asia and the Pacific (MAAP) where VADM Eduardo R. Santos (President, MAAP) and MAAP's Engr. Galang presented a novel maritime training that uses a simulator developed by MAAP as an opportunity to provide training particularly to our domestic fleet with the aim to increase knowledge, improve skills, and help avoid maritime accidents in the future.

The Office of Transport Security (OTS) of the Department of Trade and Commerce (DOTC) presented the problem of enforcement and emphasized the fact that 9/11 revolutionized security in the transportation system worldwide. Based on the presentation of Eriberto Suria (Director, OTS-DOTC) showing the OTS regulatory framework and standardization of security measures, and the presentation of Atty. Miguel Oraa (Director, Plans and Legal Bureau, DOTC), enforcement had clearly become policy heavy but lacking in the administration area. Thus, Atty. Oraa reminded Atty. Nicasio Conti (D.A., Marina) and Port Manager German Tuguigui (PPA) about the MOA on Cooperative Enforcement for Port Facilities.

The 102<sup>nd</sup> MBF was held at Casino Español in Ermita, Manila where representatives from Marina, Director F. Lingad and CAPT. H.P. Estaniel, discussed the report on the "Conference for the Enhancement of Safety of Ships Carrying Passengers for Non-International Voyages" and the search for a new Director General for the International Maritime Organization (IMO) for which Dr. Maximo Q. Mejia Jr., the current Director General of Marina, is one of the strong contenders. More details on Dr. Mejia's qualifications are posted on [www.max-imo.org](http://www.max-imo.org). The IMO is a United Nations agency that promotes safety at sea through safety codes, rules on tonnage measurements, pollution control, and requirements on shipment of dangerous goods, through the International Maritime Dangerous Goods (IMDG) Code, in compliance with international legal requirements.

Representatives of Fireworks Philippines extended their invitation to attend the maritime exhibition of *Marine Philippines 2015* at the SMX Convention Center in Manila on June 17-19. ■

# Benefits of port connector road too many to ignore, says PCCI

The Philippine Chamber of Commerce and Industry (PCCI) is asking the government to approve the proposed elevated expressway project that will connect the Port of Manila to the Skyway Stage 3 project, saying it will ease traffic, lower delivery costs, cut travel time, and prevent a repeat of the port congestion.

PCCI president Alfredo Yao, in a letter to the Toll Regulatory Board (TRB) on July 9, said the proposed elevated expressway will give 24/7 access to trucks and other vehicles traveling along the stretch of North Boulevard and Road -10 to the Skyway Stage 3 project.

The port connector road is also seen to ease traffic going to and from the Port of Manila and help spare consumers, exporters, and importers from the high cost of deliveries.

The P26-billion Skyway Stage 3, an ongoing public-private partnership (PPP) construction started by Citta Central Expressway Corporation (CCEC) on February 17, will connect North and South Luzon expressways from Buendia in Makati to Balintawak in Caloocan City. The CCEC, the tandem of San Miguel Corporation and Citta Group of Companies, is also supporting the elevated expressway project.

“Our membership is concerned over the repeat of the port congestion last 2014 resulting in business losses amounting to P70- billion if no new road infrastructures are put in place in the medium term,” Yao said in a July 9 letter to Edmundo O.Reyes, Jr., TRB executive director.

Yao said that from the business sector’s point of view, “the so-called port congestion is only the result of the real problem of road congestion.”

The PCCI head said that they expect almost half of the delivery trucks from the Port of Manila to use the proposed elevated link to Stage 3 and benefit from the drastically reduced travel times to their destinations outside Metro Manila.

“Continuity of business is key to PCCI,” Yao wrote. “By accelerating the movement of raw materials and finished goods to and from the ports, we are certain that this proposed project would increase productivity and propel the growth of our economy.”

**Easing ground gridlock**  
Traffic volumes in the ground streets of Metro Manila, meanwhile, will also be cut by almost half even during non-truck ban hours, he said.

Yao said the worsening traffic in metro Manila costs the economy about P140 billion annually as estimated by the Japan International Cooperation Agency in 2013.

Manila North Harbour Port, Inc. (MNHPI), operator of the country’s

premier domestic port North Port, earlier said it had discussions with CCEC regarding construction of a port connector road.

MNHPI chief executive officer Richard Barclay, in a presentation during the Manila Ports Briefing last May, said they are proposing to the government a two-by-two lane elevated port connector road leading to the Sgt. Rivera interchange of the Skyway Stage 3 and traversing 5th Avenue, circumferential Road 3, (C-3)( and Road 10 (R-10).

The proposal was also presented to the Philippine Ports Authority and its mother agency, the Department of Transportation and Communications (DOTC), which in turn submitted it to other concerned government agencies such as the TRB, according to Barclay.

At the Manila Ports Briefing, Association of International Shipping Lines president Patrick Ronas suggested that government push for connector roads and other infrastructure facilities as a medium-to-long-term solution to recurring port congestion.

The European Chamber of Commerce has also been advocating the construction of a connector road to the ports since last year.

**Common access point**  
To further reduce project cost and its eventual impact on toll fees, MNHPI is also proposing one common access point along R-10, located six kilometres from the Sgt. Rivera interchange. The port operator said this will not only benefit trucks and vehicles moving in and out of the port facilities but also the motoring public.

Moreover, Barclay said the project can be completed within a year and a half,” given the manageable issues of the alignment.”

Although the alignment will favour truckers from the north more, MNHPI said “we believe that fuel savings and faster delivery turnaround would result (in) more trips that would more than compensate for the extra distance and toll fees of truckers to and from the south.”

The estimated 4.2-kilometer short stretch from Anda Circle along Bonifacio Drive and R-10 leading to the access point can also be negotiated with the City of Manila and the Metropolitan Development Authority as a no-truck ban zone. This way, MNHPI said, truckers from both the north and south can operate 24/7, and only trucks with origins and destinations inside Metro Manila will be using the city streets after rush hours. -- [www.portcalls.com](http://www.portcalls.com)

## Chairman’s Page *(continued)*

html), while citing the army of the Philippine Revolution and referring to it as an army that continued to engage the US Army until the Philippine Commonwealth was established in 1935, hedged a little bit and now correctly refers to the current organization as the “new Philippine Army”.

The new Philippine Navy, as OSP, indeed was really part of that new Philippine Army.

### The Philippine Merchant Marine Academy (PMMA)

In a forum of AFP officers, I discussed the controversial Foundation date that changed the real historical account of the creation of the Philippine Military Academy from 1905 (establishment of the School for Officers of the Philippine Constabulary) to that of the revolutionary officers school referred to as “Academia Militar”.

A participant, retired Col Jose Dado, a USMA graduate, asked, “When was the PMMA founded. If the school was formerly the Philippine Nautical school, which was formerly the “EscuelaNautica de Manila”, it is the oldest of our service academies. I hurriedly replied - there is a continuous paper trail. Originally established at Intramuros, it was reopened after the Philippine Revolution by the colonial administration at the same site, etc. etc

I replied merely on the basis of the PNS having been established on the same site, with the same facilities, perhaps with some faculty members that learned English quickly retained or hired by the new school. Absent that, maybe a more appropriate date would be the establishment of the PNS itself. But I leave that to the PMMA historians.

### The Philippine Coast Guard

There are various possibilities for the PCG. The present Coast Guard is a creation of RA 5173 in 1967, and was carved out of the PN, merging the Lighthouse Service and the Coast Guard Force from the PN Naval Operating Forces and adding a few units performing maritime safety and MARPOL control functions. There is, however one element that could make it claim earlier origins – the lighthouses, which date back to the establishment of Farola at the mouth of the Pasig River in the early 1500s. As a former CPCG, my take is that the LHS itself can perhaps lay claim to that.

There was, however one important research made by the CG-7 of then Commo Brillante C Ochoco, CPCG 1980-1985, in 1983. The staff’s research enabled them to discover Philippine Commission Act 266 in 1902, which created the Bureau of Coast Guard and Transportation the latter referring to marine transport. Lo and behold, the Lighthouse Service was also created (or rather revived from the colonial light house agency), putting all the personnel and materiel of the colonial service under it. The first BCGT Commandant was a USN officer who later went back to the USN and eventually retired after reaching RADM rank as Commanding Officer

of the US Naval Shipyard at Philadelphia, PA.

The Lighthouse Service provided the important link between the BCGT and the PCG, and thus you could say the PCG went from the office of the Governor General to the Bureau of Commerce, then, after WW II, to the Department of National Defense, then to the PN and after the new PCG Law, the DOTC. Moreover, it had the port and maritime safety law enforcement functions

### The Philippine Ports Authority

The PPA was created by PD 505, as amended by PD 857 in 1975, merging the functions of the Bureau of Custom’s Maritime Affairs Division and the Port and Harbor Division of the Bureau of Public Works under one agency. That is the agency’s foundation.

While ports were actually established by the Spanish colonial government from Batanes to Sulu starting in the early 1500s, there was no clear link to justify such as basis for PPA as a whole. However, encouraged by the Historical Commission during the “centennial hype” in 1996-98, we agreed to set the foundation of the Port of Manila to its establishment at the Aduana, and other ports as well. There was an incentive for this – a centennial “bonus” prescribed by the Executive Order that created the Centennial Commission. There was no national port authority prior to the establishment of PPA, although port and maritime administration functions were centralized under the Customs Bureau, except port engineering, which was done by DPWH.

Incidentally, we also know that the first international airport in Asia is the port of Manila, as that was the landing place of the China clippers of Pan American Airways until those large hydroplanes were replaced by standard passenger aircraft using the new airport in Pasay during the US colonial days. Manila was a destination in itself, but the US wanted to connect to Shanghai, where the Asian commercial “action” was in the ‘20s and ‘30s.

Before PANAM went bankrupt there was a plan to commemorate the 50th anniversary of the China Clipper in 1984. It could have been a major tourism-aviation event had the demise of PANAM not happened before that time.

The National Historical Commission should really follow strictly historical records to show relevance of institutions established before, in relation to organizations existent today in the government and the private sector, including educational institutions.

As I recently posed before my colleagues in the military on the case of the Philippine Military Academy, It is not about patriotism or nationalism. As one Ph.D candidate researcher wrote in 1998 in an Australian magazine about our Centennial Commission, “they are reinventing history.”

Note: This item was posted in the Internet forum ACF in 2010 ■



# Some thoughts on the AFP Modernization Program

Only very recently, President Obama said China must adhere to international law for the sake of peace and stability in the South China Sea (Vietnam) and the West Philippine Sea (RP). The Pacific Area Command head, Admiral Harry Harris, referred to the aggressive reclamation work by China on the reefs as a “Great Wall of Sand”. These artificial islands pose a threat to free passage of maritime traffic on very busy sea-lanes and allow Beijing to project power into the maritime heart of South East Asia.



For decades the RP focused its military resources on internal security against a series of long-lived communist (NPA), Muslim insurgencies and terrorists (ASG, BIFF). China’s aggressive activities in the South China Sea has changed the focus to external defense.

United States Representative Ed Royce (R-CA), a senior member of the House Foreign Affairs Sub-Committee on Asia and also the Chairman of the Sub-Committee on Terrorism wrote Secretary of the Navy Roy Mabus on November 29, 2011 calling for

increased US-Philippine maritime security cooperation stating “As US Military vessels are decommissioned, I ask that you give utmost consideration to transferring them to the Philippines. I believe that the RP, through virtue of the treaty alliance with the US and its major non-NATO ally status as well as US interest in seeing the freedom of navigation upheld in the South China Sea should be given top priority as materiel becomes available.”

During the incumbency of Senator Sam Nunn as Chairman of the US Senate Committee on Armed Services, he committed to

give 6 ships then docked at Suisun Bay in California to the Philippines. This was through the efforts of some Filipino community leaders in California. For some reason, this did not push through. This same patriotic group is again lobbying with the Senate Committee presently headed by Senator John McCain.

The countries in SEA have taken steps to modernize their militaries in response to these threats. The RP has lagged behind its neighbors for reasons stated earlier. Presently Indonesia, Malaysia, Vietnam and Singapore have late-generation jet fighter aircraft and missile armed surface combatants and submarines. As yet the RP does not have these.

President Aquino realized that the RP must create a “minimum credible deterrent” to hold on to our valid South China Sea claims. Transfer of decommissioned/mothballed ships and aircraft under the Excess Defense Articles (EDA) program will further both US and RP interests.

Part of the newly developed “desired force mix” of the Philippine Navy (PN) could be met by transfer of these assets now decommissioned or due for decommissioning.

Oliver Hazard Perry class Frigates (FFG-7) for Anti-Submarine Warfare and Anti-Air Warfare.

Hamilton Class Weather Heavy Endurance Cutter (WHEC) for maritime domain awareness and protection of our Exclusive Economic Zones.

Cyclone Class Coastal Patrol Interdiction Craft (CPIC) for surveillance and interdiction of coastal waters between RP, Indonesia and Malaysia against the Jemaah Islamiyah, a militant Islamic terrorist organization. The area is also a hotbed of piracy and smuggling.

These vessels should retain their whole armament and sensor systems to ensure inter-operability with US and Allied forces. The items requested will not upset the balance of power in the region. If at all, this will bring us closer to parity with the naval forces of our neighbors.

Also during the visit of President Obama to the RP last year, President Aquino requested for a squadron of refurbished ex-US Air Force F-16 jet fighters for defense of RP air space. Our last F-5A jet fighter aircraft was retired 10 years ago.

Additionally, the May 2012 report published by the Center for a New American Security (CNAS), a Washington D.C. based think-tank wrote that the RP requires, “an affordable force of 4 -6 small submarines for credible defense against a growing Chinese belligerence in the South China Sea.” Due to budget constraints, the RP projects the acquisition of submarines by 2020 yet, which may be too late considering the frenzied Chinese reclamation activities.

How do we fund this? In addition to the need to set an adequate funding program, there are proposals to float government bonds to help fund the AFP Modernization Program, largely targeting the overseas Filipinos. Not only are they financially stable but they



Next page please...

also retain patriotic feelings for the motherland as evidenced by protests in front of the Chinese embassies around the world after the Scarborough Shoal affair.

When this writer inquired about the matter from a vice-president of one of the bigger banks, he agreed it is a very feasible idea, with a promise of solid investment with a guaranteed rate of return. During World War 2, the U.S. relied heavily on these "Victory Bonds" to fund the war effort.

Acquisition of second hand but still capable ships and aircraft will allow us to rapidly build up to our minimum required defense posture in the short term. Given what is at stake however, as a long term measure we should also come up with our own imaginative and innovative actions in support of the AFP Modernization Program, including the development of a viable defense industry. Indonesia, Thailand, Taiwan, Malaysia and Singapore are way ahead in this regard. Presidents Ferdinand Marcos and Fidel V. Ramos undertook steps along these lines but their efforts died because of lack of support from their successors.

In the late 1960's the American Jet Industries (AJI) built a jet-powered primary trainer called the Pinto. An improved version, the Super Pinto was marketed as a light attack aircraft. The prototype, together with the drawings and production rights, were purchased by the Philippine Air Force (PAF), which planned to build the aircraft as the CALI Pinto. It is considered much more sophisticated than the Italian S.211 used by the PAF today.

In the 1970's during the FM era, the Self Reliant Defense Posture (SRDP) project "Santa Barbara", the Multiple Rocket Launch Systems "SUMPAK" and the "BONGBONG" Surface-to-Surface missile were successfully tested in Fort Magsaysay and at Caballo

Island.

In the FVR era, the Philippine Aerospace Defense Company (PADC) produced under the SRDP a single engine trainer/counter-insurgency plane "Defiant" and a light utility helicopter "Hummingbird". Perhaps we could initiate re-starting these worthwhile projects? After all, we will not be starting from scratch! The logical step in establishing an aerospace industry is the production of trainer aircraft initially before moving to more advanced types.

The RP possesses the infrastructure for a viable defense industry. Established companies like PADC, an attached agency of the Department Of Transportation and Communication, the Asian Aerospace Corporation, (a representative of the former McDonnell Douglas in the Philippines) and the Dornier Technology Philippines all engage in design, manufacture, repair and maintenance of aviation assets.

The RP is the fourth largest shipbuilder in the world and the lead ship repair hub in Asia. Giants like Hanjin of Korea, Tsuneishi of Japan and Keppel of Singapore have major operations here due to available skilled labor and technical resources. We acquired the design and rights of the former Royal Navy Peacock class corvettes when we acquired them from the former Hong Kong Squadron. This class could form the basis for missile armed PN sea craft.

Lack of support and the absence of political will have largely handicapped the SRDP. In 2016 let us elect to top positions of government people of integrity, honesty and political will. ■

*\*Major Gen Ernesto B. Calupig (ret) is a military consultant to Congressman Rodolfo G. Biazon, Chairman of the House of Representatives Committee on Defense and Security*



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