



## **Philippine Ports Authority (PPA)**

- The PPA is government agency which controls all private and public ports in the Philippines. This agency, the PPA, sub contracts port operators the responsibility of running all public ports. Private ports are operated by the port owners under a permit to operate issued by the PPA
- For Public and private ports the PPA receives a wharfage tariff for every container and all breakbulk cargo. This tariff varies based whether the import / export cargo is domestic or international.
- The port operators for public ports receive an arrastre tariff for handling the cargo. The tariff's are based on a per containers rate. For breakbulk the tariff is based either on a revenue ton or weight ton depending on the cargo size. It must be noted that the tariff for each port operator is somewhat different.
- Since the PPA subcontracts the Port Operations, the PPA defines the dock limits for all public ports. Cargo with weights in excess of 20 MT will need transport vehicle type approval
- The port operators do not maintain equipment to handle breakbulk cargo. In some cases they do not maintain equipment to handle containers. Receivers of cargo, such as MOF Subic, will be required to supply transport equipment to move cargo from the ships gear to a port storage area.
- Port operators, under subcontract by the PPA, will not accept vessel demurrage caused by the lack of appropriate equipment to receive cargo.
- Breakbulk Cargo or Heavy Lift Cargoes with a per piece weight of 20 Metric tons and above will require handling approval from the PPA.
- Cargoes should be discharged on the rehabilitated piers and as quickly as possible moved to solid ground.
- Receivers of cargo should provide lowbed trailers and/or specialized trailers to receive each piece (over 20 MT) and must have prior approval from PPA.
- Unloading shall be monitored and supervised by personnel from the PPA. The company, with responsibility for the cargo, will be required to confirm the handling plan. Declared cargo date and prescribed transport equipment with additional responsibility to submit a report of compliance.
- Heavy lift cargoes can also be discharged ship-side, to Landing Crafts (LCT's), from a master vessel. Approval to discharge ship-side is done via a permit from the Bureau of Customs and the PPA.
- There are two (2) Ports in Manila
  - South Harbor- Asian terminal Inc. (ATI) is the port operator. They can receive/handle containerized cargo and/or breakbulk cargo. Almost all breakbulk cargo is discharged at this port.
  - North Harbor - International Container Terminal Services Inc.(ICTSI) is the port operator. 99% of cargo discharged at this port will be containerized.