

ADVISORY

July 21, 2025

Dear Valued Clients,

Manila Multipurpose Terminal (MMT) formally advises all direct and indirect clients, especially steel importers and traders, shippers, and consignees, on the ideal requirements on the packaging, markings, and stowage of cargoes, whether raw material or semi-finished type, that will be handled inside MMT terminal (Terminal).

This policy is part of the Terminal's efforts to continuously improve its core processes that will have efficiency impact to all its clients in the following areas:

- Cargo turnover documentation during vessel operations
- Cargo accounting during quay transfer, storage, and delivery operations
- Cargo handling, with the goal of improving terminal productivity
- Cargo safety, or preservation of cargo condition during actual handling

For easy reference, a matrix showing the ideal requirements is attached to this advisory. We encourage all our direct customers, especially our steel accounts, to cascade to our indirect clients, cargo interests and similar stakeholders in order for them to align their processes in accordance with the ideal requirements set forth in this advisory. We welcome any feedback from you as it will allow us the opportunity to enhance and update our processes to serve you better.

With your help, we will be able to consistently provide excellent quality of service to all port users and clients alike.

Thank you for your patronage and continued support.

MMT Management

In line with the campaign on port efficiency and improvement of the Department of Transportation (DOTr) and Philippine Ports Authority (PPA), Manila Multipurpose Terminal (MMT) maintains its commitment to:

- Increase Vessel Productivity
- Reduce Vessel Stay Time
- Truck Turnaround
- Improved Connectivity & Process
- Port Facility Improvement
- Overall Safety & Security
- Customer Service

What are the causes of delays?

Delay Description \ Cargo	Steel	Bulk Non Grains	Other Breakbulk	Bagged	ALL Cargoes
Weather	29.1%	40.3%	12.1%	27.5%	29.4%
Customs / Quarantine / Immigration / Authorities	0.2%	0.0%	0.4%	0.0%	0.2%
Vessel Wharfing	13.6%	7.9%	7.5%	9.5%	11.7%
Vessel Delay (e.g. waiting for chiefmate's advice, opening/closing of hatch, etc.)	36.9%	22.9%	40.4%	21.4%	33.8%
Breakdown (e.g. crane breakdown, generator trouble, etc.)	10.6%	2.5%	8.1%	5.7%	8.5%
Shipping / Consignee's Request	0.9%	4.7%	3.1%	6.0%	2.1%
Waiting for Trucks / Barge / Equipment	8.5%	21.7%	28.5%	29.8%	14.3%

**33.8% of the delays were caused by Vessel Delay followed by weather disturbances with 29.4%.*

MMT has listed some of the challenges that has a negative impact on productivity and considered to be unsafe for cargo handling operations.

1. Vessel Challenges



2. Cargo Stowage Challenges



Units on top of steel pipes



Unsafe clearance and insufficient space



Cargoes were dumped and were not properly secured



Wooden crates and Rolling cargoes on top of round steel cargoes



Sheet pile overlapped with a more sensitive cargo



Dump trucks on top of dump trucks

3. Cargo Dunnage Challenges




<p>Stowing of CRCs without the use of dunnage and in direct contact with the hull</p> 	<p>Insufficient dunnage and lashing of the WRC stow over the structural steel stow</p> 
<p>Deformed steel plates as dunnage not placed properly and too far apart</p> 	<p>Improper arrangement of dunnage that collapsed under the weight of the cargo</p> 

4. Cargo Markings/Labels Challenges

 <p>Use of ribbon tags are hard to identify and can be removed easily</p>	 <p>Faded labels are hard to identify the owners of the cargoes</p>
 <p>Mixed up unit keys with no label are hard to identify and will hamper the delivery of cargoes</p>	 <p>Mixed cargoes with no markings are hard to identify and will hamper the delivery of cargoes</p>

5. Cargo Packing/Bundling Challenges

 <p>WRCs bundled using flat metal straps</p>	 <p>H-beams bundled using single wire straps</p>
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Loose condition due to non-rigid straps/packageging



Coil straps become loose while at vessel's hatch

What could we do as stakeholders to improve the situation and minimize the risks to the cargo, ship, and personnel?

1. Recommended Vessel Requirements



Vessel Crane at least 25 MT SWL



One (1) crane per hatch



Hydraulic Hatch Cover

2. Recommended Cargo Stowage



More appropriate and safer to stow alternative cargo under the overhanging tween deck before loading pipes



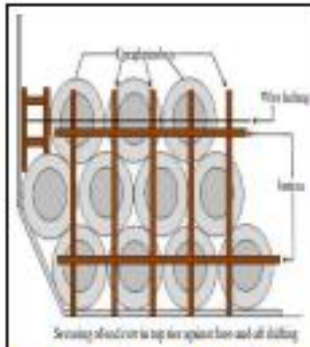
Sufficient space between the rows allowing for the slings to be passed through the coils



Cargoes evenly distributed across all working cranes



Under-coaming stow in an athwartship direction



One tier of HRCs with a locking coil in the middle of the row



Longer cargoes shall ne loaded under the shorter cargoes

3. Recommended Cargo Dunnage



Well secured dunnage for the upper tier of structural steel



Dunnage being laid in between layers of cargoes



The horizontal dunnage on the tank-top and between the tiers must be vertically aligned



Proper location and position of the wooden wedge on the tank-top