

ADVISORY

DATE : September 17, 2026

TO : All Manila Multipurpose Terminal Customers; All Steel Importers, Traders, Shippers, and Consignees and Interested Parties

SUBJECT : Updated Ideal Vessel Requirements Related to Proper Packaging, Markings, Stowage, and Vessel Configuration in Shipping of Steel and Other Breakbulk Cargoes

Manila Multipurpose Terminal (MMT) hereby issues this Advisory to reiterate and update to all direct and indirect clients, particularly steel importers and traders, shippers, consignees, and ship agents/shipping lines, regarding the ideal vessel requirements for the proper packaging, marking, and stowage of cargoes, whether raw materials or semi-finished products, to be handled within MMT. This Advisory supersedes the previously issued guidelines and incorporates the latest requirements and provisions to ensure the safe, efficient, and proper handling of cargoes within the terminal.

This policy is part of the Terminal's efforts to continuously emphasize 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 (Annex A) 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.

Further, MMT shall require the execution of the necessary applicable waivers, subject to the evaluation and verification of the submitted shipment documents by MMT Operations. Such waivers are qualified and shall only be required and applicable for exceptional, non-standard, unsafe, or high-risk operations that involve identifiable additional hazards, including, but not limited to, unsafe stowage or clearance conditions, tandem or synchronized lifting necessitated by improper stacking or stowage, and other cargo handling activities performed outside normal operating procedures and arrangements within the requestor's control to correct or prevent.

Below are the identified possible scenarios involving cases where a waiver and/or notice of cargo handling may be required. This list is not exhaustive and is intended to serve as a guide for common or anticipated scenarios. Other similar circumstances may likewise require the submission of the appropriate waiver and/or notice of cargo handling, as may be determined based on the specific cargo and handling requirements.

Sample Scenarios	Waiver	Notice for Handling	Remarks
	[asterisk (*) means applicability]		
Tandem Crane Operations by Crew / Third Party Operator		*	Should submit NC II Certificate, Crane Certificate, Lift Plan, other Safety Requirements
Synchronized Crane Operations by Crew / Third Party Operator		*	Should submit NC II Certificate, Crane Certificate, Lift Plan, other Safety Requirements
Mobile / Shore Crane Operations		*	Should submit NC II Certificate, Crane Certificate, Lift Plan, other Safety Requirements
Request to use own equipment for handling		*	Should submit NC II Certificate, Crane Certificate, Lift Plan, other Safety Requirements
Critical Lift Operations		*	Should submit NC II Certificate, Crane Certificate, Lift Plan, other Safety Requirements
Tandem Forklift Operations	*		Only if assessed that available Terminal forklift and attachments can handle the cargoes
Use of Forklift for Cargoes that are initially required to use Shore Crane or appropriate equipment	*		Only if assessed that available Terminal forklift and attachments can handle the cargoes
Requests to use forklift to handle cargoes that are assessed not appropriate for forklift handling	*		Only if assessed that available Terminal forklift and attachments can handle the cargoes
Discharging Operations from Vessel assessed with Bad Stowage (i.e. Tight Stowage, Cargo dumped on top of other cargoes, etc.)	*		High risk that cargoes will be damaged during the discharging operations due to bad stowage
Discharging Operations from Vessel with Transit Cargoes (i.e. Passing Cargo, Tight Stowage, etc)	*		Cargoes for MMT will pass over the transit cargoes during discharging operations, especially when transit cargoes are on deck

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

ANNEX A

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ANNEX B

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?

- Weather
- Customs / Quarantine / Immigration / Authorities
- Vessel Wharfing
- Vessel Delays (e.g. waiting for chiefmate's advice, opening/closing of hatch, etc)
- Breakdown (e.g. crane breakdown, generator trouble, etc)
- Shipping / Consignee's Request
- Waiting for Trucks / Barge / Equipment

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



Gearless Vessel



Low SWL Gear Vessel



Pontoon Type Hatch Cover



Above 10.5 Vessel Depth



3 cranes, 5 hatches



Vessels with Derrick Cranes



Insufficient Lighting for Night Operations

ANNEX B

2. Cargo Stowage Challenges

Poor combination and improper/uneven stowage of cargoes



- ✗ Sheet pile overlapped with a more sensitive cargoes



- ✗ Round bars stowed in between h-beams



- ✗ Crane parts on top of cold rolled coils



- ✗ Cargoes were dumped and were not properly secured



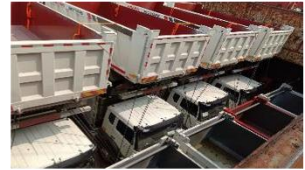
- ✗ Units/CBUs on top of steel pipes



- ✗ Rolling cargoes on top of round steel cargoes



- ✗ Wooden crates on top of round steel cargoes



- ✗ Dump trucks stowed on top of dump trucks



- ✗ Unsafe clearance and insufficient space



- ✗ Improperly stowed cargoes in a hatch with no enough space to install lifting gears



- ✗ Cargoes were stowed at the edge of hatch covers



- ✗ Cargoes unevenly distributed between hatches

☐ High risk of cargo damage

☐ Unsafe clearance and insufficient space to install lifting gears, maneuver and center cargoes

☐ No access for forklift to reach the cargoes on the side frame

☐ Deformation due to excessive weight of loads on top

☐ Longer overall turnaround time for the vessel.

☐ Extended berth stay.



- ✗ Cargoes stowed under the hatch coaming and side frame are hard to reach and prone to damages



- ✗ There is no access for forklift to reach the cargoes on the side frame



Tri-lifter takes around 30 minutes to center the heavy coils.

Vessel that carries heavy coils usually has 25 – 30 MT SWL crane only and not capable of lifting MHC's 30T Forklift

ANNEX B

3. Cargo Dunnage Challenges

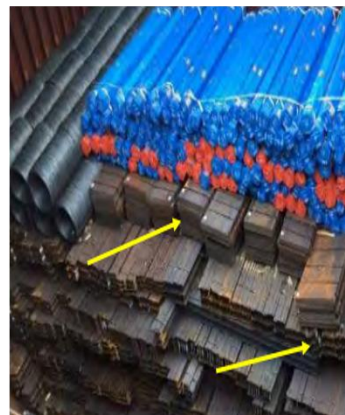
Loading and stowing without the use of dunnage



- ✗ Stowing of CRCs without the use of dunnage and in direct contact with the hull



- ✗ Insufficient dunnage and lashing of the WRC stow over the structural steel stow.



- ✗ Bundled steel plates loaded over structural steel cargoes. Insufficient dunnage was used between the stows.

- Any moisture collecting on the tank-top will directly affect the coils
- Takes time and ultimately delays the discharge operation

Using poor-conditioned dunnage for loading and stowing



- ✗ Improper arrangement of dunnage that collapsed under the weight of the cargo.



- ✗ Deformed steel plates. Dunnage not placed properly vertically and too far apart horizontally

- Crushed dunnage pieces present a safety hazard for the stevedores, as well as making it difficult for the stevedores to handle the cargo during the off-loading
- Cargoes are prone to damage

ANNEX B

4. Cargo Labels & Markings Challenges

No indicated markings / Improper markings



× Use of ribbon tags



× Faded labels



× Mixed up unit keys with no label



× Mixed cargoes with no markings

- ❑ Hard to identify the owners of the cargoes
- ❑ Mismatched details of cargo or discrepancies between cargo documents and actual marks
- ❑ Ribbon tags (hard to identify and can be removed easily)
- ❑ Faded/limited stickers on the cargo
- ❑ Will hamper the delivery of cargoes

5. Cargo Packing & Bundling Challenges

Improper Packaging/Bundling



× Wire rod coils bundled using flat metal straps



× H-beams bundled using single wire straps



× Loose condition due to non – rigid straps/packaging



× Coil straps become loose while at vessel's hatch

- ❑ Prone to collapse or slipping from the bundle during loading/discharging
- ❑ May cause the unit to slacken during transits, which in turn, can develop into an unstable stow, prone to shifting
- ❑ Loose Bundles
- ❑ Straps/metal bands not tightened properly
- ❑ Poor quality of strapping materials
- ❑ When bundling is used for high-quality steel products, such as cold rolled steel coils and cold rolled steel plates, care should be taken that all edges of the cargo are properly protected to avoid damage

ANNEX B

What could we do as stakeholders to improve the situation and minimize the risks to the cargo, ship and personnel? MMT listed a recommendation to address and minimize above mentioned challenges.

1. Recommended Vessel Requirements



**Vessel Crane at least
25 MT SWL**



One (1) crane per hatch



**Vessel Depth of 10.5 and
below**



Hydraulic Hatch Cover



**Sufficient Lighting for Night
Operations**

2. Recommended Cargo Stowage

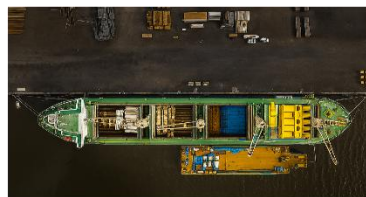
Efficient cargo stowage



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



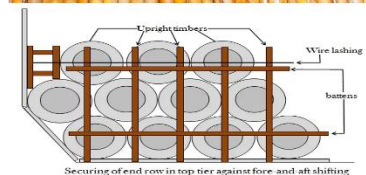
- ✓ Longer cargoes shall be loaded under the shorter cargoes



- ✓ Cargoes evenly distributed across all working cranes for shorter turnaround time, faster operations.



- ✓ Safe clearance and sufficient space between rolling cargoes



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

ANNEX B

Efficient cargo stowage



- ✓ Under-coaming stow in an athwartship direction



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

- ❑ Safe and efficient cargo handling operations
- ❑ Minimize the risks to the ship and personnel
- ❑ Safe clearance and sufficient space to install lifting gears, maneuver and center cargoes
- ❑ To ensure that the cargo is delivered to the receivers in the same apparent good order and condition in which it was loaded on board
- ❑ Minimize the time the vessel spends at the port terminal

3. Recommended Cargo Dunnage

Proper usage of 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

- ❑ Increases the friction between cargoes and prevents shifting
- ❑ Secures the cargo into one block
- ❑ Prevents deformation of long cargo
- ❑ Assists in the slinging of the cargo during discharging operations
- ❑ Allow access for the slings and forklift blades without causing damage

ANNEX B

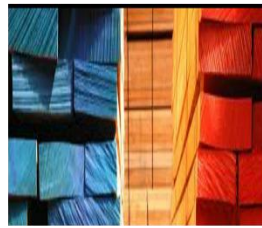
4. Recommended Labels & Markings

Proper markings

- ❑ Must be clear and precise
- ❑ Ensure efficient and safe handling of cargo
- ❑ Allows faster handling of cargoes
- ❑ Color marks must be visible at all corners of the bundle
- ❑ Stickers must be placed on the corners
- ❑ Stickers must be indicated in the pieces with these information at the minimum; consignee name, size, number of pieces in a bundle



✓ Colored straps ✓



Solid colors painted on both ends of the lumber



✓ Solid colors painted on both ends of the billet



✓ Color marks usually 2-3 stripes alongside the exposed portion of the coil



✓ Complete and readable details at cargo stickers

5. Recommended Cargo Packing & Bundling

Proper Packaging/Bundling

- ✓ Allows faster handling of cargoes
- ✓ Must be sufficiently tightened to provide a compact and tight cargo unit
- ✓ Use of 5-9 straps and colored dots or paint (marks) at both edges of the coil.
- ✓ 9 straps for 6m or 12 straps for 12m for steel plates/pipes
- ✓ H-beams or similar cargoes should be bundled using thick flat metal straps or welded metal straps
- ✓ Double bundling wires and used of four twist
- ✓ WRCs should be bundled using a double wire straps that are equally spread (at least 6 double straps)

