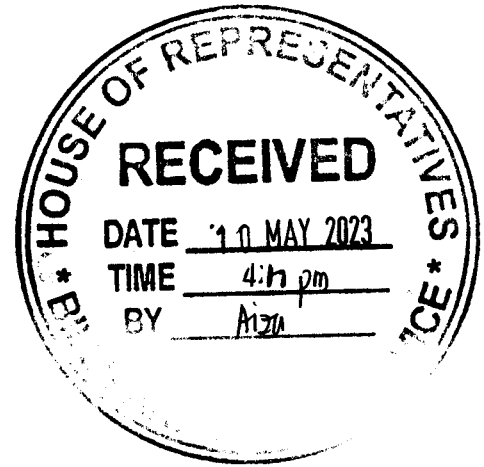




Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City, Metro Manila

NINETEENTH CONGRESS  
First Regular Session

House Bill No. **8055**



Introduced by Representative Midy N. Cua  
*Lone District, Quirino*

**AN ACT SEPARATING THE REGULATORY AND COMMERCIAL FUNCTIONS OF THE  
PHILIPPINE PORTS AUTHORITY (PPA) BY CONVERTING IT INTO PHILIPPINE  
PORTS CORPORATION FOR DEVELOPMENT, MANAGEMENT AND OPERATION OF  
PUBLIC PORTS WITHIN ITS SYSTEM AND TRANSFERRING THE REGULATORY  
FUNCTIONS TO THE MARITIME INDUSTRY AUTHORITY (MARINA)**

**EXPLANATORY NOTE**

In 1974, the Philippine Ports Authority (PPA) was created by virtue of Presidential Decree (PD) 857, as amended, to implement an integrated program for the planning, development, financing and operation of piers or port districts for the entire country.

Through the years, the port users (e.g., domestic shippers, exporters and importers) have complained of low service levels, inefficient port operations and ever-increasing port charges. They claim that the high cost of transport serves as an effective barrier to increased trade (both local and foreign) and undermines the country's overall competitiveness.

There is an urgent need to reform the country's ports administration by separating the regulatory and development functions of the Philippine Ports Authority (PPA) by converting it into a Philippine Ports Corporation and transferring its regulatory functions to the Maritime Industry Authority (MARINA).

In view of the foregoing, approval of this measure is earnestly sought.

  
**MIDY N. CUA**  
*Representative*  
**Lone District, Quirino**



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FUNCTIONS TO THE MARITIME INDUSTRY AUTHORITY (MARINA)**

*Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:*

**SECTION 1. Title.** – This Act shall be known as the “Philippine Ports Corporation (PHILPORTS) Act.”

**SEC. 2. Declaration of Policies and Objectives** – It is hereby declared to be the policy of the State to avoid conflict of interest arising from regulatory agencies vested with both regulatory and development or commercial functions. Under no circumstance should a regulatory agency benefit from its own regulation and/or use its regulatory powers to protect itself from competition at the expense of public interest. It is in this regard that this Act separates the regulatory and development functions of the Philippine Ports Authority (PPA) by converting it into a corporation solely for commercial and development purposes and transferring its regulatory functions and powers to the Maritime Industry Authority (MARINA).

**SEC. 3. The Philippine Ports Corporation** –

- a) The PPA shall be converted into Philippine Pons Corporation (PHILPORTS), a government-owned and controlled corporation (GOCC) attached to the Department of Transport (DOTr) and mandated to own, develop, manage and operate public ports within the port system of the old PPA
- b) All regulatory powers and functions of the defunct PPA shall be transferred to the MARINA.
- c) While PHILPORTS is a public enterprise, it is not primarily a revenue generating entity but a service provider. As such, it shall always give utmost priority and importance to public service delivery and promotion of public interest over commercial/financial profit.
- d) PHILPORTS shall be governed by a Board with fifteen (15) members composed of representatives from government agencies and industry associations:

1  
2 GOVERNMENT  
3

- 4 1. Secretary of Transport (DOTr) as Chairman of the Board;  
5  
6 2. Secretary of Trade and Industry (DTI);  
7  
8 3. Secretary of Agriculture (DA);  
9  
10 4. Socio-Economic Planning Secretary (NEDA);  
11  
12 5. Secretary of Public Works and Highways (DPWH);  
13  
14 6. Secretary of Tourism (DOT);  
15  
16 7. Secretary of Environment and Natural Resources (DENR);  
17  
18 8. President of PHILPORTS;  
19

20 PRIVATE SECTOR  
21

- 22 9. BUSINESS: Representative from the Philippine Chamber of Commerce and Industry  
23 (PCCI);  
24  
25 10. LOGISTICS: Representative from the Supply Chain Management Association of the  
26 Philippines (SCMAP);  
27  
28 11. PORT USERS: Representative from the Port Users Confederation (PUC);  
29  
30 12. EXPORTERS: Representative from the Philippine Exporters Confederation  
31 (PHILEXPORT);  
32  
33 13. TOURISM: Representative from the National Tourism Congress;  
34  
35 14. SHIPPING: Representative from the shipping industry (PISA); and  
36  
37 15. CARGO HANDLERS: Philippine Chamber of Arrastre and Stevedoring Operators  
38 (PCASO)  
39  
40 e) PHILPORTS shall prepare a long-term port system development plan — taking into  
41 consideration the needs and requirements of manufacturing, agro-fisheries, tourism,  
42 transport, and logistics sectors — that will be integrated into the overall transport plan of  
43 the DOTr and the road infrastructure development plan of the Department of Public  
44 Works and Highways (DPWH) to promote and ensure inter-modal seamless connectivity.  
45 The Plan shall likewise take into account the regional development thrusts of the National  
46 Economic and Development Authority (NEDA).  
47  
48 f) The Board shall formulate the necessary policies and guidelines for the implementation of  
49 the Port System Development Plan. These policies must be geared towards the  
50 enhancement of the country's overall competitiveness. Moreover, port operations and  
51 performance standards must be developed and used in the development, operations and  
52 maintenance of its ports.  
53

- 1 g) PHILPORTS shall collect only the port fees and dues duly approved by the MARINA.  
2 PHILPORTS shall not –  
3  
4 (i) Share from cargo handling revenues and/or any service providers contracted by  
5 PHILPORTS; or  
6  
7 (ii) Share from any revenue generated by private commercial ports.  
8  
9 h) The revenues collected by PHILPORTS shall be used for the development,  
10 modernization, expansion, operation and maintenance of its ports. PHILPORTS shall be  
11 exempt from declaring corporate dividends to the National Treasury in order to provide  
12 adequate resources for port development and modernization.  
13  
14 i) Within one hundred and eighty (180) days from its constitution, in compliance with RA  
15 10149 (GOCC Governance Act of 2011) and the rules and regulations of the Governance  
16 Commission for GOCCs (GCG), PHILPORTS shall adopt an ownership and operations  
17 manual and the government corporate standards governing GOCCs. The manual shall be  
18 consistent with the Medium-Term Philippine Development Plan issued by the National  
19 Economic and Development Authority (NEDA) and shall include –  
20  
21 (i) Objectives of State ownership;  
22  
23 (ii) Role of national government in the governance of GOCCs;  
24  
25 (iii) Modes of implementation of the ownership policy;  
26  
27 (iv) Guidelines on the monitoring of the operations of all GOCCs including their  
28 Related Corporations. These shall include Strategy Maps, Charter Statements,  
29 Performance Commitments and such other mechanisms;  
30  
31 (v) The roles, relationships and responsibilities of the State, the Government  
32 Agencies to which the GOCC is attached, and the GOCC;  
33  
34 (vi) Disclosure and transparency requirements vii. Code of Ethics of Directors and  
35 Officers;  
36  
37 (vii) Creation of board committees and similar oversight bodies;  
38  
39 (viii) Integrated corporate reporting system;  
40  
41 (ix) Statement of the social responsibilities of the GOCC; and  
42  
43 (x) Such other matters as the GCG may deem proper to include in the ownership  
44 policy.  
45  
46 j) The Board of Directors as well as key officers of PHILPORTS shall be governed by the  
47 "fit and proper rule" guidelines stipulated by the Governance Commission for GOCCs  
48 (GCG).  
49  
50 k) PHILPORTS shall likewise  
51

- (i) establish performance evaluation systems including performance scorecards and conduct periodic study, examination, evaluation and assessment of its performance
- (ii) conduct compensation studies and develop a competitive compensation and remuneration system which shall attract and retain talent, at the same time allowing the GOCC to be financially sound and sustainable
- (iii) maintain a website and post therein for unrestricted public access, in compliance with GCG's full disclosure requirements, PHILPORTS'
- (a) annual audited financial statements for the last 5 years,
  - (b) performance report,
  - (c) quarterly, annual reports and trial balance,
  - (d) current corporate operating budget,
  - (e) complete compensation package of all the board members and officers, including travel, representation, transportation and any other form of expenses or allowances,
  - (f) local and foreign borrowings,
  - (g) performance scorecards and strategy maps,
  - (h) government subsidies and net lending among others.
- l) PHILPORTS, with approval from the Board, may issue bonds and incur indebtedness, if necessary, to carry out its Programs. It may also enter into joint venture arrangements with the private sector in the development and operation of its ports.
- m) PHILPORTS shall develop a port privatization program in keeping with the principles of New Public Management that posits greater private sector participation in the delivery of public services.

**SEC. 4. *Implementing Rules and Regulations.*** – Within ninety (90) days from the effectivity of this Act, the government agencies that will serve as members of the Board shall promulgate the necessary rules and regulations to implement this Act.

**SEC. 5. *Repealing and Separability Clauses.*** – PD 505, PD 857, LOI 1005-A, and all laws, decrees, orders, rules and regulations, policies, programs or parts thereof, which are inconsistent with any of the provisions of this Decree, are hereby repealed or modified accordingly.

**SEC. 6. *Repealing Clause.*** – PD 505, 857, LOI 1005-A and all laws, decrees, Letter of Instruction, executive orders, rules and regulations, policies, programs, or parts thereof, inconsistent with or contrary to any of the provisions of this Act are hereby repealed or modified accordingly.

**SEC. 7. *Separability Clause.*** – If, for any reason, any section or provision of this Act is declared to be unconstitutional or invalid, the other sections or provisions of this Act which are not affected thereby shall continue to be in full force and effect.

1   **SEC. 8. *Effectivity.*** – This Act shall take effect fifteen (15) days after its publication in the Official  
2   Gazette or a newspaper of general circulation.

3

4           Approved,