

14 February 1975

MEMORANDUM CIRCULAR NO. 1 -75

SUBJECT : SUBMISSION OF A COPY OF THE CARGO MANIFEST
TO : ALL SHIPOWNERS/OPERATORS AND SHIPPING AGENTS

1. AUTHORITY

Pursuant to PD 474, dated June 1, 1974, PROVIDING FOR REORGANIZATION OF MARITIME INDUSTRY AUTHORITY IN THE PHILIPPINES, CREATING THE MARITIME INDUSTRY AUTHORITY, AND FOR OTHER PURPOSES, the submission of a copy of a Cargo Manifest of all vessels leaving and entering any port or harbor within the jurisdiction of the Philippines to the maritime Industry Authority is hereby made mandatory.

2. PURPOSE

The purpose of this Memorandum Circular is to make available in the Maritime Industry Authority current comprehensive and reliable statistical data on commodity flow which are invaluable, vital, and relevant to the performance of the jurisdiction of the Maritime Industry Authority and attainment of its objectives.

3. SCOPE

This Memorandum Circular applies to all ships engaged in the passenger and/or cargo trade, passenger and cargo ferries in all trade routes of the domestic trade.

4. BACKGROUND

- (a) The Philippines being an archipelagic country is by nature a maritime country; Maritime in the sense that its main bloodstream for the Economic development of the country is sea transportation. Presently the inter-island fleet consists of 2,770 vessels of less than 100 GT and 607 vessels of more than 100 GT for a total of 3,377 vessels with a total GRT of 591,443.82. The bay and river watercraft which supplement the inter-island shipping number around 1,492 vessels. Barges and lighters represent a large portion of total tonnage, approximately 1,386 (dumb) barges with a total tonnage of 545,718.88 and 164 motor barge with a total of 16,994.98 as of 1974. In spite of this volume of tonnage plying the domestic trade no semblance of rationalization of shipping services and operation has been effected.

- (b) PD 474, creating the Maritime Industry Authority, provided for the rationalization of the Maritime Industry, the prescribing of comprehensive policies in the determination of just and reasonable freight rates and passenger fares, and a comprehensive policy guidance for the promotion and development of the whole maritime industry.
- (c) The above objectives can only be attained if statistical data related to the maritime industry such as commodity flow and load factor are available.

5. PROCEDURE

- (a) Shipowners/Operatures or shipping agents shall make an additional copy of the Cargo Manifest for each and every vessel leaving the port.
- (b) They will submit a legible copy of the Cargo Manifest for the Maritime Industry Authority to the Office of the collector of customs or the Office of the Wharffinger in ports where there is no Customs Collector.
- (c) The Maritime Industry Authority representative then collector the Cargo manifest from Collector of Customs or the Office of the Wharffinger in ports where there is no Collector of Custom, and sends it to the maritime industry Authority, Manila, Attn: Director for Research and Statistics.

6. RESPONSIBILITY

- (a) The shipowners/operators, branch managers of shipping companies, managers or shipping agents shall be responsible for the implementation of this memorandum Circular.
- (b) The Maritime Industry Authority representative at the Office Collector of Customs or Wharffinger shall be responsible for the enforcement of this Memorandum Circular and for the collection and transmission of all cargo manifest collected in the port to the MIA main Office in Manila.

7. EFFECTIVITY

This Memorandum Circular shall take effect on 16 March 1975.

BY AUTHORITY OF THE MARITIME INDUSTRY BOARD:

OFFICIAL:

ABRAHAM C. CAMPO
Deputy Administrator, MIA