



Issue No. 23
January -
March, 2019

A quarterly publication of the PNG Ports Corporation Limited

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service is no
small matter**

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donate blood to
PMGH**

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make history**

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receive three
coaster buses**

K2billion invested in ports



UPSKILL TRAINING

ICTSI South Pacific is committed to safety and enhancing productivity through technology advancement. And, as it is people who drive technology, high performing Papua New Guinean staff have been sent to the flagship ICTSI terminal in Manila, Philippines, to build their skills and competency.

Pictured is female crane operator, Nelly Joseph, on the RTG simulator. Two other female colleagues who attended the same training included Nasunu Joe and Daphney Nasinom.

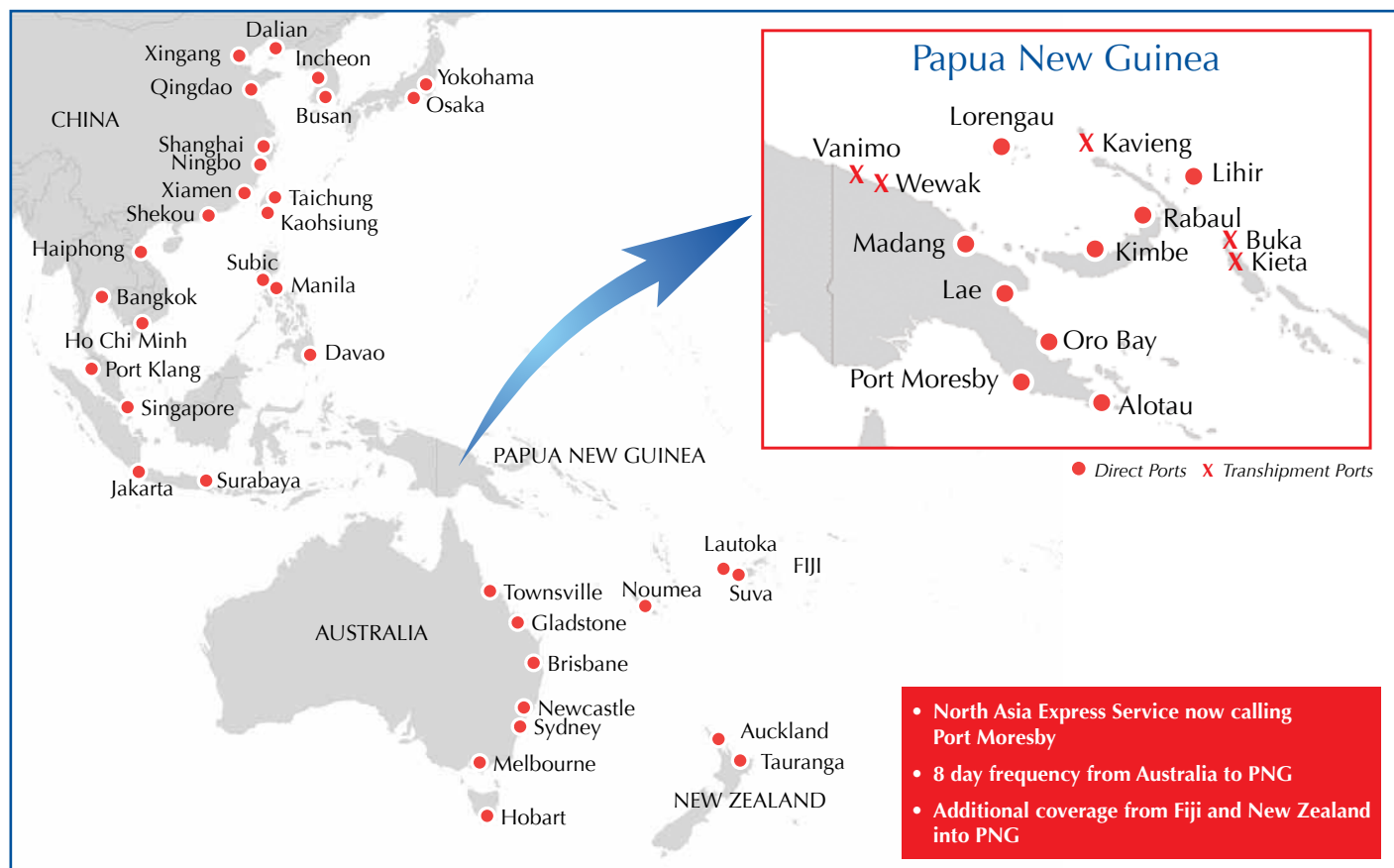
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Swire Shipping enhances PNG Coverage



From July 2016, Swire Shipping will provide express transit times into Port Moresby from China of 12 days on our popular North Asia Express Service, complementing our existing comprehensive coverage from Australia, New Zealand, Fiji and Southeast Asia.

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PNG's tallest building

Publisher: PNG Ports Corporation Ltd
Credit Corp Building Level 5 & 6,
Cuthbertson St, Downtown
P.O. Box 671, Port Moresby, NCD.
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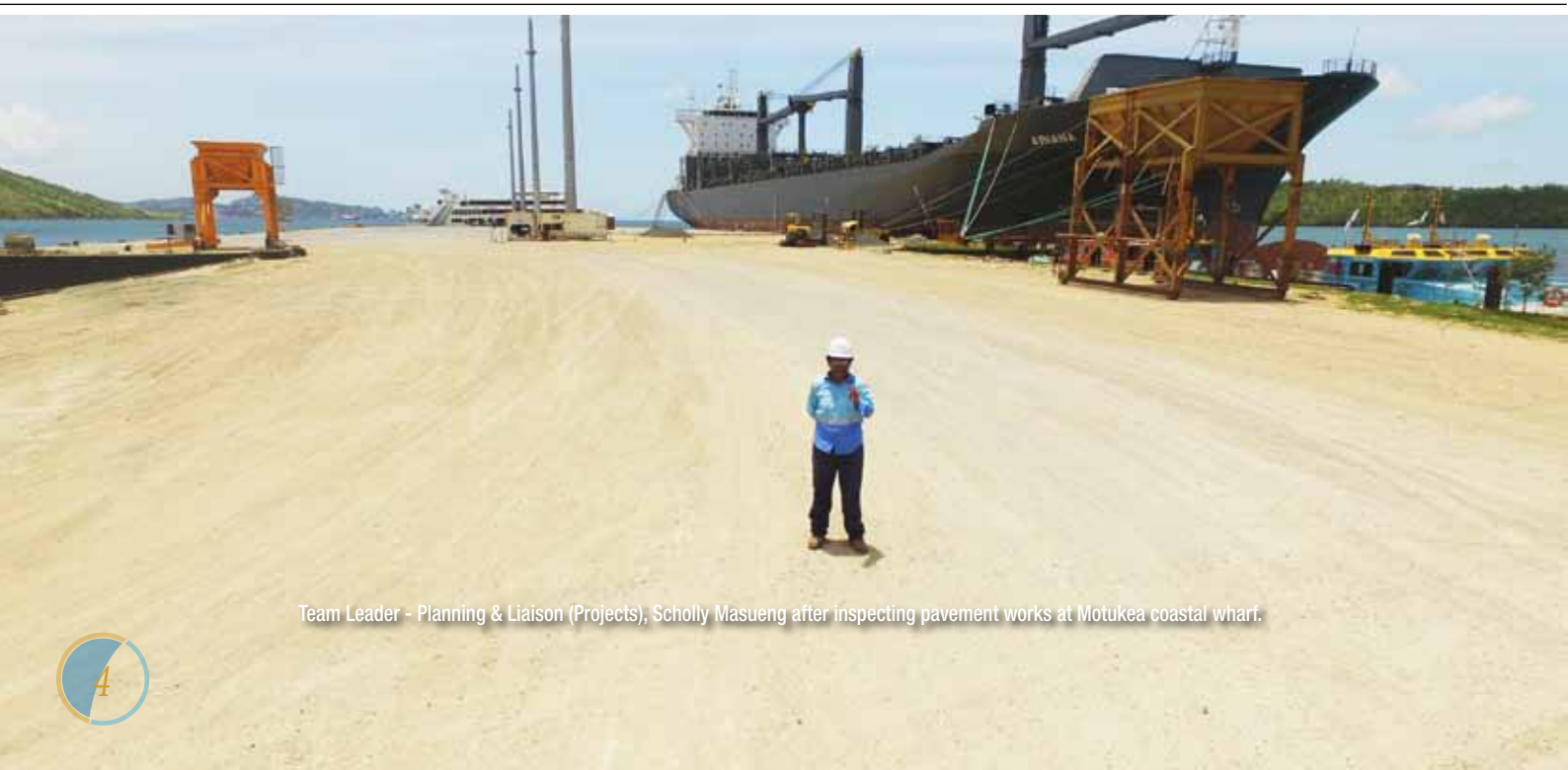
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Team Leader - Planning & Liaison (Projects), Scholly Masueng after inspecting pavement works at Motukea coastal wharf.

Customer service is no small matter



■ Former MD, Mr Stanley Alphonse

Acting CEO's Message

As the newly appointed Acting Chief Executive Officer of PNG Ports, I would like to acknowledge the huge contribution and leadership by our former Managing Director, Mr. Stanley Alphonse (pictured) towards PNG Ports' growth and prosperity.

As I wish him and his family all the best in their future endeavours I would like to remind us all of the continued challenges ahead and ask of your commitment with the following short stories as guidance.

Charles Plumb was an American fighter pilot who got shot down during the Vietnam War and ended up six years in a prison in that country.

As a motivational speaker today, he relates the story that one day a total stranger came up to him and said: "You're Plumb! You flew jet fighters in Vietnam from the aircraft carrier Kitty Hawk. You were shot down!"

Plumb asked how the man knew about that. "I packed your parachute," the man replied.

The man left saying: "I guess it worked!"

Plumb assured him it had because if his chute had not

worked, he would not be there to greet him.

Plumb did not know the man from a bar of soap but his careful packing of the chute had saved his life.

This story inspires me a lot but I share it here because of the question that Plumb often asks at the end of his motivational talks: "Who is packing your chute today?"

Yes, indeed, who packed your chute today?

Do we ever stop to thank the 'little' people who do so many things that make our lives and our jobs easy?

How many times do we stop to thank the bus driver who dropped us off in the morning and did so safely? Do we even know his name?

Many hundreds of these nameless people are there each morning and each afternoon religiously to ensure we get to work and home for a price less than what it costs us to chew betel nut.

And we hardly know them.

How many times do we know the stranger behind the counter who served our pie for lunch? Does the person have a name, a family, a province?

The security guard at the entrance who greets us as we



Acting CEO's Message

come in for work, do we even know him or her?

Enough said. This is Papua New Guinea. We are a very friendly people. Please do not create a zombie or robot culture. Be human, interact.

So many more people contribute to our physical and our psychological health than we know.

Take the time to thank those who are packing your chutes. In the sum of all things, those people who we ignore, often turn out to be the people who matter most in our lives.

Another point: How often do we really have a conversation with another person?

How often do we really listen to what the other person is saying?

If we consider our point of view as important then you can be very sure that the other person considers his or her view to be important as well. To avoid the clear risk of talking at or over each other which I know is a complete waste of time, take the time to listen and be engaging.

You will never know the gems of wisdom, the free advice or the total joy that can come from an engaging conversation with your colleague or neighbour.

This of course brings us up against the computer and the smaller one in your hand. Let it not dictate your life. You are becoming obsolete as a living person once you decide you wish to live as a cyber-person.

The mobile phone was meant to be and it continues to be a very important and convenient tool for our advancement and comfort. It was never meant to rule our lives which it is increasingly doing today.

Another story.

A friend left his pair of trousers in a drawer in a newly opened hotel in Port Moresby.

At home several days later he realised his only belt was missing and thinking back he realised that he had left it on the trousers at the hotel.

He dashed back to the hotel and made a wonderful

discovery.

The cleaner had discovered the trousers and informed the front desk. The front desk informed the concierge to alert them if the occupant of room 1018 on the Saturday should call looking for a lost item.

Each item in the pockets were emptied, itemised and placed in a plastic bag.

The instruction was for the item not be picked up without notifying the concierge manager who knew this person and would identify him.

My friend told this story to illustrate his tremendous relief and joy that such a level of service now existed in Port Moresby.

There is something else in this story as well: The level of communication, the number of staff members involved and the attention to detail that had gone on.

For this one forgotten item, about five different persons tasked with different duties at the hotel were involved.

In the end, it paid off. One customer is sold to this hotel for life and he has begun selling the hotel at no cost to it to his friends.

Take this example to PNGPCL. How many people out there are singing the praises of PNG Ports Corporation or recommending doing business with us to others at no cost to us because of the meticulous attention to detail and the manner in which we have served a client?

Do not promise to "get back" and you do not or to "find out" and you do not. It is the little things that you do well that lives on in the memory of people as the staff of the Hilton Hotel impressed upon my friend. Communication and teamwork such as this is magical in any company.

We will go a long way if we pay attention to detail and to work as a team.

FEGO OTA KINIAFA
Acting Chief Executive Officer

PUBLIC NOTICE

IMPLEMENTATION OF ICCC APPROVED 2019 ESSENTIAL PORT SERVICES TARIFFS ON THE 1ST JANUARY 2019

This Public Notice serves to inform all the valued clients of PNG Ports Corporation Limited (“PNG Ports”) and industry stakeholders that the Independent Consumer and Competition Commission (“ICCC”) has approved the 2019 tariffs for the regulated services to be applied in accordance with Clause 3.1(d) of the PNG Ports Regulatory Contract (2015 – 2019).

Accordingly PNG Ports further advises that these new rates will take effect on the **1st January 2019**.

Copies of the 2019 Essential Port Services Tariff Schedule can be downloaded from our website www.pngports.com.pg or requested via email cco@pngports.com.pg.

Kindly direct all queries in relation to the above to the Chief Commercial Officer, Mr. Ian Hayden-Smart or the Senior Economist, Mr. John Geni on telephone 3084 200 or via email cco@pngports.com.pg



Authorised by:
Stanley Alphonse
Managing Director
PNG Ports Corporation Limited

PNG Ports Corporation Limited (PNG Ports) has invested more than K2 billion over the last five years in marine port infrastructure projects.

Managing Director, Mr. Stanley Alphonse said this during his presentation at the 2019 National Leader's Summit at the International Convention Centre in Port Moresby on Thursday, March 7, 2019.

Mr. Alphonse said some of these projects included the Lae port berth 3 extension, Alotau port international wharf rehabilitation, Oro Bay port barge and trestles rehabilitation, Kimbe port coastal wharf project and the Port Moresby port relocation exercise to the recently completed Motukea international port facility.

"Maintenance projects are also carried out on an adhoc basis for regional ports according to our annual capital expenditure and work plans," he said.

Mr. Alphonse said marine ports are important as they provide the first critical link for all trade in goods within PNG and overseas markets.

He said that current major investments in Lae and Motukea

will directly support the smaller regional ports.

The recent transformation in terminal management in Lae and Motukea are expected to underpin long term facilitation of trade for PNG.

Outcomes and achievements recently include the successful commencement of the new international terminal operator for Lae and Motukea, the K300

million new international wharf and terminal at Motukea with the terminal operator contractually obligated to improve port productivity by investing in modern cranes and operating software, rounding off an investment of circa K2.0 billion in infrastructure in the last five years.

Mr. Alphonse said new projects and initiatives being pursued now include the K350 million Huon

The newly build wharf at Motukea.

K2billion investment

A wide-angle photograph of a port facility. In the foreground, a large, flat, paved area with white markings is visible. Beyond this, a body of water stretches towards a distant shoreline with green hills under a cloudy sky. The text 'port' and 'ts in 5 years' is overlaid on the lower left of the image in a large, bold, blue and yellow font.

port ts in 5 years

Industrial Park project in Lae – this project has commenced to create high end industrial real estate close to the international wharf.

Other initiatives involve seeking strategic partnerships in pilotage with oil and gas resource projects, undertake routine maintenance of regional wharfs so as to continue to facilitate trade and restructuring of the business to attract low cost long term financing to retire existing

debt and invest in core regional port infrastructure.

PNG Ports' key drivers are the terminal operator agreements at Motukea and Lae, a positive regulatory outcome, complete the transition from POM port facility to Motukea, implement port efficiency programmes to reduce the reliance on cross-subsidies, implement procurement approval and control systems and progress HSE and

Security programmes and develop marine services to international world class.

Mr. Alphonse also stressed that PNG Ports' operations are being progressed in line with the Government's Medium Term Development Strategy (MTDS) whereby SOEs are to be efficient and develop efficient transport infrastructure to facilitate economic growth.



Cherotine at her workstation at the Motukea office.



Cherotine Story

By FRANK ASAELI

Cherotine Yoka, a female operations officer under the cargo management unit (CMU) at Motukea port coastal facility is striving to be a manager one day with Papua New Guinea's premier maritime port services provider, PNG Ports Corporation Limited (PNG Ports).

And she is doing what is required of her to get there with the support of PNG Ports and the International Maritime Organisation (IMO).

Cherotine recently won a scholarship with IMO who sponsor women working in the maritime industry to attend courses at the

Galilee International Management Institute (GIMI) in Israel.

GIMI is an international training institute that has been running for 30 years and delivers intensive short courses to professionals from all over the world.

They offer a core curriculum of over 30 programs in various fields including, Transport & Maritime Studies, Higher Education, Agriculture, Environment and Water, Strategic Studies, Health Management, Middle East Studies, Capacity Building Institute and Economic Development.

Cherotine attended the Port Senior Management Program funded under IMO's gender and capacity building - women in

maritime program which is a diploma program focusing purely on the ports and shipping Industry.

The main objective of the program is to impart advanced knowledge and managerial techniques, both general and specific to ports environments, appropriate for use within ports, port authorities and shipping industries.

The program brought together senior executives, managers and officers in the port and shipping industry.

"I was blessed and fortunate to be selected as one of the recipients of this scholarship," Ms Yoka said.

"My career goal in PNG Ports is to be a manager one day but at the moment I am doing what is required

Chero



Cherotine (standing front, fourth from right) in a group photo with other participants at the Galilee International Management Institute (GIMI) in Israel.

Cherotine aims high

of me to get there," she said.

"At the moment, I am working under the CMU Team. As an operations officer, this program is very relevant and helpful with regards to the daily task and responsibilities undertaken as an operations personnel in port operations."

"After this program, I have learnt many things in port and shipping industry on a much broader and larger scale."

"It is a very good program whereby managers and senior operations personnel as well as future managers need to attend to be on par with advancement of this industry and at the end of the day, we (employees) contribute

meaningfully to the success and growth of an organisation such as PNG Ports," Ms Yoka said.

Cherotine has come back to Papua New Guinea and PNG Ports with much knowledge and has ideas or plans to improve in her career or operational procedures however requires collective views, further discussions and support from concerned stakeholders for the ideas/plans to be workable and eventually to get the intended results out of it.

Currently her main task with the CMU team is to monitor and track cargoes entering and exiting the maritime port facility.

The sub activities under CMU includes data entries in the PNG

Ports Management Information System (MIS) - Klein system for the Southern Region ports, take stock of recent and long stay cargoes and advising clients of their cargo in port.

When Cherotine first joined PNG Ports it was challenging because of the section she worked in, Operations.

It is dominated by male colleagues and was discouraging at first but she started to like it once she got used to the male dominated environment.

"You get to interact with people on a daily basis especially male counterparts and clients. My male counterparts were helpful and supportive."

"I have really appreciated these



Cherotine on tour at the Haifa port in Israel.

experiences because it has brought out the best in me in such a challenging environment,” Ms Yoka said.

Cherotine from Ialibu in the Southern Highlands Province will clock in 8 years with PNG Ports this year.

The young mother of one son, Master Hezron Robert and married to husband Mr. Robert Simon joined the company on the 4th of April, 2011 through the PNG Ports Graduate Development Program (GDP) straight after the completion of her studies in 2010 from the University of Papua New Guinea.

She never had any other formal employment prior to joining PNG Ports.

Cherotine is the first born

daughter of Mr. Amos Yoka and Mrs. Elizabeth Yoka and has three younger siblings by the names of Wambi (2nd), Sodi (3rd) and Jeffrina Yoka (4th).

She commenced primary education at Ialibu Admin Primary School in 1995 and after 8 years passed out in 2002, and transferred to Port Moresby and attended Gerehu Secondary School from 2003 to 2006 where she completed grades nine to twelve.

Cherotine was then selected to undertake the Bachelor in Business Management degree program majoring in Public Policy Management at the University of Papua New Guinea from 2007 to 2010.

Since then she had been under

the PNG Ports GDP and now an operations officer for the past five years.

“I would like to encourage women who have and are passing out from tertiary institutions to have a career in the maritime port and shipping industry.”

“It is a unique industry, you do not know anything yet unless you are part of it. What you may have learnt (theory) in school may be irrelevant comparing the practical aspect of the industry itself.”

“You become a student again by learning new things and appreciate the importance of it. I’m speaking from personal experience.”

“What I’ve learnt at university didn’t match the career I was embarking on, however I really



Cherotine on duty at the Alotau port.

appreciate it because I have learnt a lot of things," Ms Yoka said.

The most important fact that she has come to know and appreciate is that the maritime port and shipping industry plays a very significant role in any country's economy and the world as a whole.

Cherotine does not have a particular role model but she admires strong women who take up challenges and become leaders, managers, and supervisors in male dominated fields/industries.

The shipping industry, in her opinion is a male dominated industry and therefore admire her women folks who are managers, supervisors, engineers, and team leaders, who take charge with confidence and determination.



Cherotine with colleagues at the Port of Ashdod, one of Israel's two main cargo ports.





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By AIR NIUGINI PUBLIC RELATIONS

Two Air Niugini pilots have made history when they operated their first commercial flight together as father and son on 1st February 2019.

It was a proud moment for First Officer (FO), Christian Yates Round and Captain Mark Yates Round when the father – son duo proudly operated PX 208 on a Fokker 70 aircraft from Port Moresby to Lae, then Hoskins, Rabaul and back to Port Moresby. Following that, they also operated PX 244 that same afternoon from Port Moresby to Hoskins where the aircraft stayed over-night - this particular flight was made even more special, with Mrs Jernin Yates Round joining her husband and son as a passenger on the flight.

“I wasn’t sure we would ever get to fly together, if the schedule would work out but I always look forward to an opportunity like this, hoping that one day it happens and thanks to Air Niugini. It’s an experience of a lifetime to have flown together with dad,” said FO Yates Round

FO Yates Round first took an interest in aviation as a child living in Port Moresby in the 1990’s where his father on numerous occasions took him flying with Air Niugini. After deciding that he would like to fly as well, FO Yates Round joined the Royal Australian Air Force in 2001. Christian flew C-130J Hercules for twelve (12) years, including six tours of duty in Iraq and Afghanistan, as First Officer for the first three tours and later as a Captain for the remaining three tours. Prior to leaving the Air Force FO Yates Round gave back by working in Training and Checking to develop and mentor new crew. In 2014, and with his father being at ANG, it was only natural for Christian to come back and fly with ANG as well. Unfortunately Christian had to leave ANG in 2015 due to personal circumstances, but



Captain Mark Yates Round (left) and son First Officer Christian Yates Round in the cockpit of Air Niugini’s Fokker 70 on their history-making flight to parts of PNG.

Father and create hist

was very happy to return in July 2018.

He said “Air Niugini holds a special place in my heart, it provided for my education. It is so knitted and the opportunity to fly together with dad wouldn’t have been possible if it was with other airlines.”

Captain Yates Round on the other hand started work with Air Niugini in 1989 from a charter/corporate background as a First Officer on

F28s. He moved through the ranks as a Captain on Dash-7, Dash 8 and F28 aircraft. He left ANG in 2000 in order to expand his skill set by flying in different parts of the world before retuning to ANG in 2008 where he took on a training and checking role on the Dash-8s. Through the next few years, Captain Yates Round played a role in developing the new cadets before moving up to the Fokker 100 in 2014, where he has been flying since.



son tory

Captain Mark Yates Round
(left) and son First Officer
Christian Yates Round.

“Today was a culmination of my flying career, an amazing experience and a proud moment for me to have my son and I flying a commercial flight together, it’s something we will never forget.”

“We thank Air Niugini for the opportunity. Also if I could add, Air Niugini provides an exceptional training ground for any pilots, the crew are well trained, it is entirely up to individuals to take up the opportunity.” Captain Yates Round concluded.



Staff donate blood

Far greater than any other gift, blood is the most precious gift that anyone can give to another person - the gift of life.

And Port Moresby-based staff of PNG Ports Corporation Limited (PNG Ports) did just that - they donated blood to save others.

Senior Economist, John Geni, was

one of the first staff to donate blood selflessly.

Mr Geni recalled a recent experience where a relative admitted at the Port Moresby General Hospital required immediate blood transfusion, but there was not enough available.

"Seeing the desperacy and the situation we were faced with, I realised

the importance of donating blood."

"I made a decision to donate blood whenever and wherever I can."

"You never know but the single bag of blood you donate changes another person's life completely," he said.

With him, as the first five to donate were Human Capital Manager-Rex Kini, Financial Analyst-Alpheus Norho, Systems



Senior economist John Geni and staff of PNG Ports donating blood.

ood

Administrator-Francis Okoa, and Business Development Officer-Richard Rowaro.

Donating blood to someone you have never met, is truly a great act of humanity.

When you give blood, you give patients a gift money cannot buy or what science cannot create.

Managing Director, Stanley

Alphonse, commended staff who donated blood on behalf of PNG Ports.

"It isn't every day you do something special to save someone's life, but that's exactly what you do each time you donate blood," said Mr Alphonse.

"You never know, your child, spouse, relative, family member or friend could be the one needing blood

urgently and you find out that there is a shortage of blood at the blood bank," he said.

"Make a difference, do something good for humanity. It starts with things like this."

"I thank the PNG Ports Human Capital department and the POM Gen Blood Bank team for making time available for this," he said.



RTG Cranes for Lae Terminal

Rubber-Tyred Gantry ahead of schedule

ICTSI South Pacific was proud to announce that its Lae terminal, the South Pacific International Container Terminal (SPICT) has taken delivery of three new diesel/electric-powered, electrically driven Rubber-Tyred Gantry (RTG) cranes.

The new machines are part of the ICTSI Group's ongoing effort to strengthen yard operations and enhance overall operational efficiency at PNG's leading container terminal.

This is an investment of over K15.6mil, placing ICT ahead of its 2022 schedule and 50% above the initial agreed outlay on operational efficiency improvements.

The RTGs have a lifting capacity

of 41 tonnes and are expected to be deployed operationally during the month of March. The 16-wheel cable reel RTGs will stack 1-over-5 containers high and 6 truck lane wide.

They include a number of safety and productivity enhancing features such as: Active Load Control, which prevents load sway and provides micro-motions in both trolley and gantry directions; Auto-steering with Container Positioning interfaced to the Terminal Operating System; stack collision prevention; a truck guiding system; and a truck trailer anti-lifting system.

Once the commissioning is complete, these RTGs will be automation ready.

In appreciating the capability

of the RTGs in the other ICTSI terminals, ICTSI South Pacific has invested in the three cranes; and send six Papua New Guinean crane operators, 3 of who are female) in Manila, Philippines at ICTSI Group Head Quarters.

"We are very proud of this order to the South Pacific International Container Terminal in Lae. It is the result of our commitment to innovation and proven performance around the world, and it will further strengthen our presence in Papua New Guinea. Technology is a central part of our terminal operations, and investment is being placed in training to grow competency and skills because it is people who drive the technology," said Anil Singh, CEO of ICTSI South Pacific.

Thank you NCDC: Taxi company

Independence Drive, Port Moresby



Waigani area, Port Moresby



Along Waigani Drive, Port Moresby

Pom City Transformation

A taxi company owner has joined the chorus of praises heaped on NCD Governor, Powes Parkop and City Manager Bernard Kipit for working tirelessly together to have delivered infrastructure developments in the city.

Paul Neninga, who comes from Western Highlands, said the city is transforming in terms of infrastructure and that every vehicle owner should appreciate the development compared to other

centers throughout the country.

"When we talk about roads in the city, our Governor - with the NCDC Management - is delivering as they speak and that is through co-operation and partnership.

"Governor Parkop has portrayed an excellent leadership in the city of Port Moresby unlike other centers. Because of political stability, he is delivering to the highest standards and beyond expectation," he said.

Neninga said despite challenges, now the city is ready with the infrastructures to deal with the

largest and growing population in the National Capital District.

He appealed to fellow city dwellers to take ownership of the infrastructural developments and care for them, saying in doing so will contribute to a brighter future.

Neninga extended his call to all PMV and Taxi owners to help the commission in doing their bit by reporting ill activities or increasing awareness on various programs it runs to make the city safe, active, clean, healthy, smart and great.

- PNG Today



Spin-off benefits for landowners

Motukea landowners get buses

SPIN-OFF benefits from Motukea International Terminal in Port Moresby have now started to flow to the landowners.

On Friday (March 1, 2019), landowner communities of Baruni and Tatana villages, through their registered and recognised landowner group Noho Mage Holdings Ltd, were given three coaster buses for a start by operator South Pacific International Container Terminal

Services Inc (SPICTSI).

The landowners have a 30 percent stake in the international facility.

All spin-off benefits, including royalty payments, will trickle down to every individual person through Noho Mage Holdings Ltd – an entity that was created by Government through PNG Ports Corporation to handle all landowner benefits.

During issuance of keys directors of Noho Mage Holdings Ltd at the facility site, SPICTSI chief executive officer, Anil Singh, called on

landowners to utilise the benefits to sustain their lives in a long run.

“As far as our 25 year-life is concerned, I want to see that Noho Mage Holdings Ltd creates more wealth for its people from the benefits ICTSI SP gives,” he said.

“Those wealth should be managed for the collective benefit of the future generations to come.”

“This is just a beginning and we have a long way to go together.”

Singh said their commitment in engaging landowners would



involve financial backing, social and professional trainings in skills development, given that highly skilled workforce were needed in this operation.

“Just like how Air Niugini pilots go for training in Dubai, we will also send kids from Baruni and Tatana to be trained as marine pilots and port

engineers continually as part of our long term skills development for the locals,” he said.

Noho Mage Holdings Limited chairman Iduhu Erue, who is all for creating a sustainable future for his Baruni and Tatana people said this is blended in the company name itself which suggests “good living”

in the local Motu Koitabu lingua.

While the buses would be used to transporting local port workers to and from work, Erue said cleaning and catering services would also come under the landowner umbrella company.

- Source: *The National*,
Monday, March 4, 2019

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Group photo of participants at the Climate Change workshop hosted by PNG Ports.

Workshop - Climate Change



Mr. Manu addresses participants.



Dr. Otta presents his findings.

PNG Ports initiate Climate Change

PNG Ports Corporation Limited (PNG Ports) has initiated a series of workshops for key stakeholders over the next three years to establish an enabling framework focusing on climate change

and its effects when seeking donor funding for maritime infrastructure development.

“PNG Ports in partnership with the Climate Change Development Authority (CCDA) is implementing

the Ports Enabling Framework Consultants (PEPC) project.”

“The PEPC project is intended to support PNG Ports and the Department of Transport (DoT) with the development of an enabling framework through which



Mr. Eoima making his opening remarks.

Workshops

climate change interventions can be incorporated into the routine business activities of those charged with developing and maintaining coastal assets," Workshop facilitator and PEPC-A Team Leader, Mr. Chris Manu said during the opening

of the second workshop organised on Tuesday, March 19, 2019 in Port Moresby at the CCDA conference room.

Mr. Manu said the project has commenced after the Government of Papua New Guinea (PNG) obtained

a grant from the Asian Development Bank (ADB) to implement the proposed "Building Resilience to Climate Change" (BRCC) project in PNG.

"A key objective of the workshops is to contribute to a framework



Participants listening to Dr. Otta presenting his findings during site visits to some ports in PNG.

Workshop - Climate Change

intended to provide National and Provincial government with a problem-solving tool to assist in considering climate change and its impacts during the planning, development, renewal, maintenance and management of port infrastructure and coastal assets," he said.

Mr. Manu said that the primary goal of the workshops is to build the technical capacity of stakeholders in the collections, identification and using a tailored risk assessment tool to identify, evaluate and assess potential climate risk to ports and coastal zone assets in PNG.

"The second workshop is to present results and findings from the recent

work conducted by consultants and PNG Ports staff on district climate zones, climate change projections and vulnerability assessment on selected project locations. The second workshop builds on the workshop conducted in December 2018 on risk assessments on pilot port surveys," Mr. Manu said.

He said the workshop presents climate change studies and reports on establishing climate distinct zones, projections and risk assessment tools to climate proof port infrastructure as a key capacity building and training program output.

Presenters at the second workshop were CCDA Director, Mr.

Jacob Ekinye and PNG Ports Chief Infrastructure Officer, Mr. Vagi Eoima with Mr. Manu who provided the opening and closing remarks.

International Coastal Engineering Specialist, Dr. Ashwini Otta was the main workshop presenter supported by CCDA and PNG Ports staff.

Other key stakeholders that participated in the first and second workshops included representatives from the Department of Transport, University of PNG's School of Natural & Physical Sciences, National Maritime Safety Authority, National Research Institute, Mineral Resources Authority, National Weather Service and the Department of Agriculture & Livestock.



Mr Peter Korugl, Ms Beverly Nelson, Mr Werner Gebauer and Mr Eoima waiting for the workshop to start.

PUBLIC NOTICE

PORT CLOSURE ON GOOD FRIDAY

PNG Ports Corporation Limited (PNG Ports) would like to inform its valued stakeholders including clients and the general public that all Port operations around the country will be closed for business on **Good Friday, April 19, 2019.**

Normal Port operations will resume on Easter Saturday (April 20) and continue over the Easter Holidays (Easter Sunday, April 21 and Easter Monday, April 22, 2019).

PNG Ports apologises in advance for any inconvenience the closure may cause.

The Board, Management and Staff of PNG Ports would also like to take this time to wish everyone a safe and enjoyable 2019 Easter celebrations.



PPM/A2/3N/GPC/external/030319



Authorised by:
Mr. Fego Kiniafa
Acting Chief Executive Officer
PNG Ports Corporation Limited

PUBLIC NOTICE

WARNING ON UNLAWFUL PRACTICE

This notice goes to all shipping lines operating in Papua New Guinea and the public that former employees of PNG Ports Corporation Limited (PNGPCL) are using our branded uniforms to undertake pilotage work for their present employers.

PNGPCL notes that these pilots did not hand in their uniforms when they left our employment and this practise is a misrepresentation of us to the public and the shipping lines.

Further, PNGPCL gives notice that it will not be responsible for any misrepresentation from these individuals and their employees and further, PNGPCL will not be liable for any damages for potential misrepresentation.

Furthermore, PNGPCL advises that its uniforms remain the property of PNGPCL and any use of branded uniforms in any manner without lawful authority amounts to fraud and those involved including shipping lines can be prosecuted under the criminal laws of this country.

PNGPCL advises that those engaging in this practice must stop immediately to avoid possible criminal prosecution.



Authorised by:
Stanley Alphonse
Managing Director
PNG Ports Corporation Limited

Govt's Internal Revenue is Crucial now

By JOE TAIA KAPA

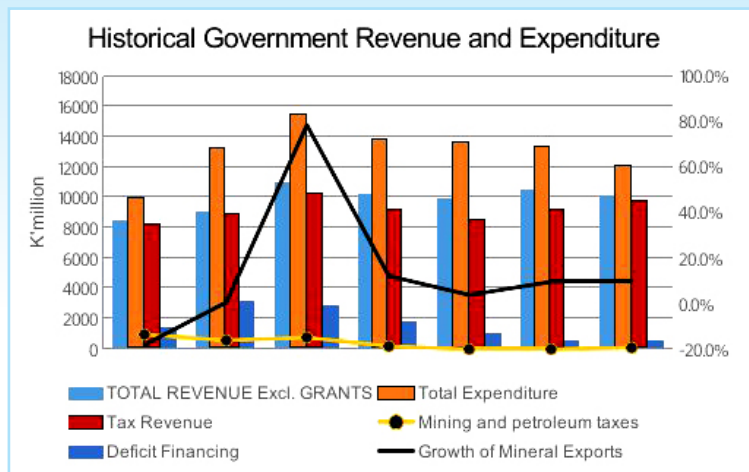
A recent call by the Prime Minister Hon. Peter O'Neil for the need to increase government's revenue to meet the growing demand for services is a crucial matter for Papua New Guinea as a modern nation.

If internal revenue is not raised the pressures from the expenditure side to maintain a huge public sector machinery, servicing outstanding public debts, and servicing a fast growing population will force us to borrow more. This article explores the main causes of revenue shortfall over the last four years and suggest some of the short and longer term prescriptive measures.

Government's internal revenue averages K11 billion annually and grows at a mere 1.5% while population growth rate is 3.7%. The main sources of revenue comes from taxes, goods and services taxes, duties and excise taxes, dividend taxes, and other non-tax sources. PNG's revenue collection started to decline in 2015 as shown on the graph.

The declines come from the following areas:

- Personal income tax declined by 3.2% or K168 million cumulative over the 3-year period.
- Taxes paid by corporations and other enterprises declined by 16% or K1,400 million over the period, contributed largely by mining and petroleum sectors and winding down of construction activities in



Sources: Treasury Department Budget Documents

the sectors.

- Taxes paid by companies in mining and petroleum declined by a whopping 35% or K680.0 million over the said period.
- Taxes on goods and services declined by over 4% or K168 million. The drop was cushioned by stable performance in VAT component as it is broad-based.
- The overall drop in revenue is by 5.2% over the period, which is higher than the average growth rate of GDP of 3%.

There are basically five (5) reasons that explain the current revenue decline PNG is experiencing:

- Foreign Exchange Shortfall – Business activities slow down as back-log of orders for foreign exchange conversion build up due to low reserves in the Central Bank. Overseas suppliers also cannot afford to offer sustained credits to

PNG firms. As businesses wait for their order for foreign currencies to be cleared before they can import, they slow down businesses and reduce employment. Some even quit business in PNG and go overseas. This has had a recessionary effect on the economy, especially most businesses in the non-resource sectors that depend so much on imports.

- Mining and Petroleum Tax- The largest tax collection was K2 billion in 2011 but started a drastic decline in 2015 (K195.4 million collected), 2016 (K92million), 2017 (K113.5 million) and now below K100 million in 2018. This is despite the LNG project coming on stream in 2014. While we export over K20 billion from the sector we only collect a meager K100 million in dollar equivalence as companies in the sector only bring in foreign currencies to pay tax and for

operations. The less dollars coming into the country from taxes also contributes significantly to our foreign exchange shortages.

- Winding down of Mineral & Petroleum Boom – Most construction and infrastructure activities in these sectors wound down while production in existing projects also declined.
- Government Cut-back on Investment Expenditure - At the backdrop of 2015 drought and the decline of revenue, Government started cutting back funding for Public Investment Programme in 2016 and 2017. The government will still serve as the big money spinner to move business activities in the absence of a proactive or declining private sector.

The cut in capital expenditure started in 2015 after the economy faced a drought induced recession. Available financial resources attract critical expenditure areas in debt services, salaries and wages, and goods and services while Capital expenditure has last call on resources resulting in drastic cuts or deferred implementation.

This was a wrong prescription because expansionary fiscal expenditure was supposed to apply in the first place when the economy was facing a drought-induced recession.

- Fall in Global Commodity Prices – The fall in commodity prices also partially affected revenue but unlike other claims, it only accounted for 30% of the total revenue shortfalls, while the larger component is attributed to non-resource sectors such as retail, wholesale, services, construction and others.
- Institutional capacity and efficiency lacking in Revenue Collection – The taxes and duties collections agencies still lack sufficient capacity and efficiency to improve compliance and monitoring/inspection to collect revenues that are legally due. It is understood additional revenues

to the tune of K1.5 billion can be collected by improving compliance and other anti-evasive measures.

If we continue to conduct business as usual, especially when being advised by our bureaucracy who may fail to assess situation outside of their boxes, we could most likely face the following problems ahead;

- Our domestic revenue base will still be constrained and not broadened as we would expect through any policy designs. If we cannot raise more domestic revenue from our renewable sectors in agriculture, forestry, fisheries, tourism, and manufacturing we will still raise revenue from debt financing and continue to add onto our debt burden.
- Our foreign currency reserves level will still dwindle if we pay out more than we receive from our domestic exports.
- Our health and education services will decline in quality as population increases and the need for maintenance and expansion of facilities surmounts beyond our fiscal capacity.
- Public investment in productive sectors will continue to be cut back resulting in development progress being inhibited.
- Our youths who pass out from our education institutions will still not be unable to find proper jobs and add to the dependency burden to the economy and society as a whole. By increasing the capacity of our domestic industries and growing our economies through investment in our renewable sectors we could better absorb them in productive engagement.

The Government urgently needs to undertake measures to increase domestic revenue in order to increase its spending on growing the economy. The following measures are recommended:

- Given the financing constraints facing the economy, the Government needs to pursue other drastic internal revenue raising/ saving exercises immediately to fund its budgets. Government

must increase its spending through external financing to stimulate the economy.

- Partially privatize some State-owned Enterprises that are not performing to generate revenue and reduce public liability.
- Reform all outstanding loans to drawdown and disburse these funds to projects. This includes allocating sufficient matching funds to trigger drawdown from K8.0 billion undisbursed contracted loan to address foreign exchange reserves constraints PNG is currently facing.
- Increase investment in transport infrastructure through additional foreign borrowing to address supply side constraints and to stimulate the economy.
- Diversify investment in value added activities in non-mineral sectors of agriculture, forestry, and fisheries focusing on downstream and value-added products for exports and import replacement. Furthermore, acquire new and cutting edge technology that will add value significantly and increase technical skills and capacity of our workforce
- Stimulate demand and Small and Medium Enterprises activities to expand economic and tax base through government direct grants and subsidised loans. Government needs to channel resources from humanitarian grants abroad.
- Secure external resources through concessional loans for budget support and give tax relief to domestic companies to stimulate businesses.
- Relook at the fiscal regime with mineral sector investment to ensure certain value of exports in foreign currencies before taxes are declared and brought into PNG instead of being kept offshore. Practices such as production sharing and others must be explored.

**The author works as an Economist with the National Planning and Monitoring Department. Views expressed are his own and not necessarily reflecting his employer.*



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The shipyard operates a fully equipped machine and electrical shop and fabrication, welding, painting and marine architect divisions.

The Dockyard handles emergency dockings 24-7, coordinates in-house logistical support by air and sea and provides on-site security personnel as well as crew accommodation and mess facilities.

Operating to international standards and having slipped over 100 vessels over the last 12 months, the PNG Dockyard services local clients as well as attracting business from international trade routes, establishing itself as the South Pacific's premier Dockyard facility.





National Operations manager Tete Sarea presents a cheque of K18,000 to President of SVPSy, Ms Salome Kair Aba for their activities in 2019.

Sharing & Caring

Sharing & Caring - Our Way

By PETER KORUGL

The disadvantaged and marginalised members of the Port Moresby community will continue to receive help from

the Catholic faith based St Vincent de Paul Society in 2019.

The mental health patients at the Laloki Psychiatrist Hospital, victims of gender based violence, inmates at

Bomana jail and homeless children in the care of City Mission and Holy Name of Jesus Parish at Bomana will benefit from a K18,000.00 funding provided by PNG Ports Corporation Limited (PNG Ports)



Sponsorship of uniforms to Potawa Eels, a local rugby league team at Pari village some years ago.

to support the work of St Vincent de Paul Society this year.

PNG Ports decided to continue the partnership after considering the good work undertaken by the charity organisation after its initial funding of K16,000.00 to cover its operations in the last two years was exhausted.

“As a state owned entity, PNG Ports is owned by the people of Papua New Guinea. We are only too happy to support the work of St Vincent de Paul Society and other civil societies to empower our disadvantage people to enjoy better lives,” Managing Director Stanley Alphonse said.

St Vincent de Paul Society was the first civil society to pick up the funding support from PNG Ports in 2019 and in the months ahead, the SOE is expected to continue to provide small support in cash and kind to various community based groups throughout the country.

Mr Alphonse said: “Like every other businesses in PNG, we are being affected by the economy in general, however we do put aside a

small budget to provide assistance to organisations like St. Vincent de Paul.

“This is our way of telling our people that we are part of their community and we want to be involved with their lives”.

Last year (2018) PNG Ports spent K279,321.00 under its community engagement program, providing sponsorships to various sporting codes including rugby league, snooker, rugby union and soccer totaling K180,000.00.

The company also provided K25,000.00 to sponsor various activities organised professional groups like the PNG Institute of Auditors, PNG Institute of Directors, Susu Mamas of Port Moresby and a further K16,000.00 to non-governmental organisations.

PNG Ports also donated K13,000.00 towards the staging of national events, another K13,000.00 to church activities, K19000 towards health and K8000 to education programs.

“Our donations totaled K31,000.00 and sponsorships came

to K248,321.00 and altogether, we spent K279,321.00 last year. The feedback we are getting is really good because the money, though not big, has gone a long way to help the community based groups carry out their activities successfully,” Mr Alphonse said.

In a letter to Mr Alphonse in January acknowledging PNG Ports’ support, St Vincent de Paul Society President Salome Kair Aba thanked PNG Ports for the funding and transport support for her organisation to undertake their work.

“As a charity based organisation, St Vincent de Paul Society strives to be an efficient vehicle through which necessary resources are mobilised and delivered to where it is needed most. With assistance from willing corporate bodies like PNG Ports, St Vincent de Paul Society was able to reach out to these people, without which they would have gone hungry, have no clothing, get no training, feel hopeless and depressed,” Ms Aba added.

Kieta wharf, Autonomous Region of Bougainville.

No shipping, decline in basic services

Service delivery

The lack of shipping services to the Atolls of Bougainville District has negatively impacted access to education and health for islanders.

Members of the Bougainville Atoll Foundation on Friday raised concern on the neglect suffered by their people.

Though these islanders live in close proximity to the Melanesian Islands, they are racially more Polynesian than Melanesian. But they are from Bougainville, and their elites pay tax to the PNG Government.

President of the Bougainville Atoll Foundation, Sione Paasia, outlined the major issue faced by the far flung, outlier atolls of Mortlock, Tasman, Fead,

Carteret and Nissan.

“The problem in the Atolls and Nissan has been around for 30 years – since the beginning of the Bougainville crisis,” said Paasia, who is an aviator by profession.

“Since the signing of the Peace Agreement in 2001, the problem has just escalated.

“We had a flagship that belonged to the provincial government and over 10 years ago, that stopped operating because of management issues, poor maintenance and all that. Even that, transportation has not been consistent to the atolls so today, the effects of the lack of shipping has expounded.

“As we speak, there is hundreds of students in the atolls who have gone for Christmas and

there hasn’t been a ship to pick them and bring them back to the mainland to go to school. On the mainland, we also have teachers waiting to go and teach in the primary schools on the atolls.”

Paasia said this longstanding issue has caused a decline in the level of education on the atolls.

Health services are not faring any better, with health centres devoid of medicine as well as a shortage in medical personnel. Sadly, this has led to avoidable deaths.

“And yet, while we know this problem back to front, both governments – the national and ABG – have never been able to find a solution. And that is tragic and just unacceptable,” stated Paasia.

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Charity

It takes someone with a good heart to go out into the community to look after those that are suffering in various ways through these hard times.

In a city like Port Moresby, we have in our midst, good people with the love, care and compassion to share and care for those in need and many of those are found in charity organisations like the Cheshire Home, City Mission and others to name a few.

One such organisation that is not so popular but is doing some great work in the community is the St Vincent de Paul Society (SVDP), a Catholic faith based charity organisation that is doing much good work in the community in Port Moresby.

SVDP Society has a mission to serve the most vulnerable, poor, needy, unfortunates and the marginalised members of our communities to enhance their lives.

The organisation has been engaged in charity and advocacy work since 2008 and in 2010, in partnership with the SVDP Society, Australia, distributed books to schools to several provinces throughout PNG, and currently works in partnership with one of PNG's most successful State Owned Enterprise, PNG Ports Corporation Limited to run various community outreach programs in Port Moresby.

"We run the feeding program at the Laloki Psychiatrist Hospital, supply non-perishable foods and health hygiene items to female inmates and their children at

All in the name of Charity



St. Vincent de Paul Society members and workers mingle with female inmates during a visit last year.



A little girl who lives with her mother at the Bomana jail receives gifts from a St. Vincent de Paul Society worker.

types, toiletries, gardening tools like pork, bushknives, hoes, spades, rakes and other essential items to City Mission. We also provided bails of clothing, food and drinks to the children at Holy Name of Jesus Parish at Bomana,” Ms Aba said.

Ms Aba said PNG Ports provided a total funding to K16,000 towards SVDP Society to carry out these outreach programs and expect this partnership to continue into 2019 and onwards.

“We acknowledge and thank PNG Ports and especially its managing director Mr Stanley Alphonse for their wonderful support. Without this support, we would not go far and this is a beautiful demonstration of a successful SOE being involved with the community at this level in PNG,” Ms Aba said.

Ms Aba said they are encouraged by the support they receive from PNG Ports and have planned more activities for 2019 and onwards. Apart from its existing programs, SVDP Society wants to extend its good will to House of Hope at Ela Beach, Bomana Prison outreach to include the male wing, City Mission Boys Centre at Bautama outside Port Moresby, and visits to Port Moresby General Hospital.

“We have requested PNG Ports to support us fund these additional programs. We believe we will get their support, because what we are doing is consistent with some of the core values this state owned entity has to empower our people to enjoy good, healthy and productive lives,” Ms Aba said.



Bomana jail, food and toiletries to victims of gender based violence in Haus Ruth, food and toiletries to disadvantage children under the care of City Mission at Bautama and Holy Name of Jesus Parish at Bomana,” President of SVDP Society, Ms Salome Kair Aba said.

In its report to PNG Ports on its activities, Ms Aba said SVDP Society charity work touches up to 500 lives annually through its various programs throughout the city, using the financial sponsorship provided by the state owned entity.

SVDP Society said there are between 30 to 60 patients at any given time at the Loloki based hospital outside Port Moresby that require the food as they are underprovided and neglected members of society.

“They need love, care and compassion. We could have done more, however we are restricted with what we can do because there are other humanitarian programs we also undertake in the community and our resources are limited,” Ms Aba said

In its report, SVDP Society gave an insight to the situation with these disadvantage people. Apart from the patients at the country’s only psychiatrist hospital, there are victims of domestic or gender based violence that are seeking refuge at Haus Ruth, located at Ela Beach that need help on a daily basis.

“For Haus Ruth, SVDP Society provided rice, tinned foods, biscuits, soap, toiletries, coffee, sugar and other essential items.

We also provided various food

Nauru to get climate-proofed port

The Asian Development Bank (ADB) and the governments of Australia and Nauru participated in a groundbreaking ceremony on January 30 to officially mark the first step toward the construction of Nauru's first international port.

Financed by ADB, GCF, and the governments of Australia and Nauru, the Nauru Sustainable and Climate Resilient Connectivity Project will upgrade the largely unworkable boat harbor into an international port.

The new, climate-proofed Nauru Port will allow large vessels to berth with the construction of a wharf featuring a berth pocket and breakwater. Port security will be established to ensure compliance with international best practices, while a container storage area will be built.



Image Courtesy: Pixabay

The project will introduce institutional reforms within the port authority and support the management of the port, ensuring financially sustainable port operations and maintenance.

GCF's Mitigation and Adaptation Division Director Jerry Velasquez

said the construction of the new port provided a timely chance to introduce and develop climate resilience features to the infrastructure.

The project's next milestone will be a port dedication ceremony in March 2019.

– World Maritime News

Drewry: Mixed news for container ports

The global container terminal industry is expected to remain a very profitable business in 2019, with its throughput set to exceed 800 million TEU generating over USD 25 billion, according to UK-based shipping consultancy Drewry.

The projection is being made despite the upcoming headwinds the sector faces from growing geopolitical uncertainties like US-China tariff wars and Brexit.

As such, Drewry anticipates to see a softening of the global container port demand growth rate, down

from an estimated 4.7 pct in 2018 to just over 4 pct in 2019. Nevertheless, 4 pct is still very respectable and adds over 30 million TEU to the world total.

On the positive note, the sector will not have to deal with significant increases in maximum containership sizes this year, as physical dimensions of the vessels remain the same despite some upticks in maximum TEU intake.

However, the shipping consultancy believes there will be mounting pressure on ports from

cascading of vessels across all trade routes, especially for berths that are able to handle the biggest ships, resulting in increased obsolescence of older berths.

Moving forward port operators and port authorities are expected to continue to look into the opportunities offered by digitization/automation/blockchain/smart ports/IoT/hyperloop as well as expanding their supply chain portfolio as they endeavor to diversify revenue sources.

– World Maritime News

US-China Trade War & Brexit exerting pressure on Ocean Freight

The outcomes of US-China trade war and Brexit, both of which are facing important deadlines in the first quarter of the year, are likely to have significant repercussions on the ocean freight industry over the coming months or even years, Barcelona-based digital forwarder iContainers says.

Namely, the market is awaiting a solution on the tit-for-tat tariffs between the US and China as the duo resumes talks on new trade terms during their 90-day truce, launched at the beginning of December, 2018.

A hard deadline has been set for March 1, after which an increase of additional duties from 10 percent to 25 percent on USD 200 billion worth of Chinese goods will take effect.

“Expect the shipping industry to keep close tabs on the trade war. So much of how the global trade movement will unfold depends on developments there, so it’ll be interesting to see what happens,” says Klaus Lysdal, Vice President of Operations, iContainers.

“These are, after all, the two biggest trade partners in the world with a huge potential to impact the global shipping capacity. Many US companies struggled with the first round of tariffs but hopefully, we will see some mitigation that can allow them to recover.”

On the other hand, a no-deal Brexit looms, raising fears that the approaching exit of the UK from the European Union set for March 2019 will result in trade disruptions at major ports.

Despite the March 29 departure from the European Union, the British parliament has yet to agree on an exit plan. And the uncertainty is causing a growing sense of disquietude among shippers and ocean freight providers dealing with the outgoing EU member, iContainers said.

– World Maritime News



Cruise ships during APEC 2018 in Port Moresby.

Cruise industry targets 40 Pct carbon footprint cut by 2030

The cruise industry has committed to reduce the rate of carbon emissions across the industry fleet by 40 percent by 2030, the Cruise Lines International Association (CLIA) announced.

“Today’s (December 19) announcement is a tribute to cross-industry collaboration and a shared commitment to environmental sustainability,” said Arnold Donald, Global CLIA Chairman and President & CEO of Carnival Corporation & PLC.

“We aspire to the International Maritime Organization’s vision of a carbon-free shipping industry by the end of the century. Our commitment to a 40 percent reduction in the rate of emissions by 2030 is a strong first step toward realizing that vision.”

Progress toward the 40 percent target will be measured against a 2008

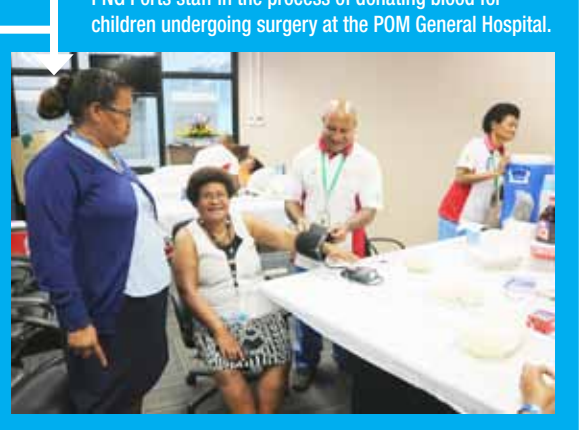
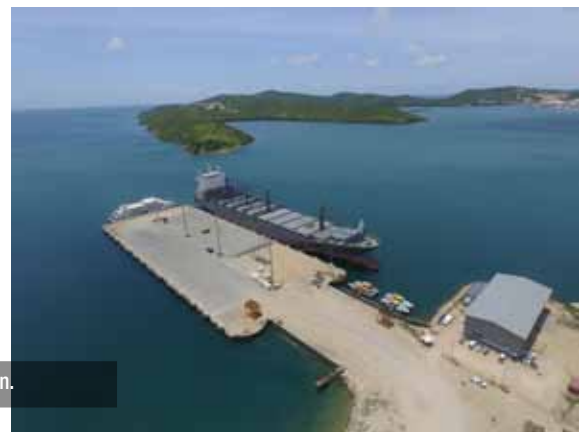
fleet baseline, and emissions rates will be calculated based on the industry fleet’s total carbon emissions, total ship berths and total distance traveled.

CLIA said it would report annually on the industry’s progress toward the commitment.

The association members plan to achieve the cuts by resorting to innovative technologies for energy efficiency in ship design and propulsion. A considerable role is also assigned to LNG as marine fuel with the industry’s first LNG-powered ship launched just last week, and some 25 such ships could be operating by 2025.

Earlier this week, Carnival Corporation’s cruise ship AIDAnova received its first LNG during a maiden call at the Santa Cruz de Tenerife terminal from Shell’s LNG tanker Cardissa.

– World Maritime News



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PUBLIC + PRIVATE + PEOPLE = A FUTURE-READY PORT OF LAE

To support the flourishing Lae fisheries sector—a major growth driver of the Papua New Guinea (PNG) economy—as well as the Morobe Province's industrial base (especially its agro-processing and mining sectors): this is the vision for the Port of Lae. With the redevelopment, the port is geared to become a premier hub for Asia-Oceania trade. Key to the port program are the partnerships between the public and private sectors, and the private sector and host communities.

Port authority PNG Ports Corporation Ltd. having successfully overseen the 2014 initial upgrade in Lae, is keen on ramping up operational efficiencies and port performance, towards Lae's increased competitiveness in the South Pacific, and to boost regional trade capabilities.

Private sector partner International Container Terminal Services, Inc. (ICTSI), through PNG unit South Pacific International Container Terminal (SPICT), is investing in major equipment upgrades and leading-edge information technology. Equally significant are its investments in the people being hired for the redeveloped port.

Partner Communities represented by AHI Investments Ltd. and Labu Holdings Ltd. are engaged across several areas in the program. They will benefit directly from

port employment, with global standard training and benefits packages, and career pathing and mentoring.

Underpinning the sustainable port development are community programs to be carried out by the ICTSI Foundation, AHI Hope Foundation, the national and local governments, and host communities.

Together, the PNG Government, ICTSI, and the Partner Communities are optimizing PNG's potential across borders—and working for development that is sustainable across generations.



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