

4.2 Recommendations

It is recommended that all projects at major ports in the Greater Capital Region formulated on the basis of the master plan for the period up to the year 2010, be implemented in accordance with a staged construction schedule in order to achieve economical, efficient, safe and reliable management and operations for the port. When implementing projects, it is proposed to take the following measures:

- (1) Port development projects proposed at both the Port of Manila and the Port of Batangan resulting from the medium economic growth case (GDP 5.5%), should be implemented timely and with first priority in order to catch up with rapidly increasing seaborne cargo and passenger demand in future.
- (2) Initial three (3) domestic container terminals proposed at the North Harbor of Manila, should be urgently implemented by the year 1999.
- (3) It is concluded that PPA's privatization policy is sound and successful at present from the viewpoint of port management and operation. Accordingly, privatization can be extended to newly-constructed terminals at major ports in GCR.
At the same time, PPA should recognize the importance of public port's role in terms of efficient port management and operation. In this respect, PPA should fully enhance its port administrative function when promoting further privatization.
- (4) Land and water area as well as basic port facilities necessary to PPA's port administration should be managed by PPA.
- (5) PPA should take the initiative in utilizing some foreign soft loans with low interest rates in order to secure better financial soundness as the official executing agency of port development projects.
- (6) In order to alleviate the port traffic impact on urban highway system in Metro Manila, and to secure the stable port-related cargo and passenger transport to/from the hinterland, both urban transport network development projects, especially the R-10 elevated highway project behind the North Harbor, and the ICTSI's rail-served inland container depot project, should be constructed timely and in accordance with project implementation schedule, in addition to implementation of a port bridge

project across the Pasig River.

- (7) In view of further port development in the Greater Capital Region beyond the target year 2010, it is recommended that Sangley Point and the Naic/Cavite New Port be considered the most promising project sites for a newly-constructed international container port instead of the further port extension of Manila.

In this connection, further port development study at Sangley Point and Naic/Cavite New Port should be conducted without delay, when the extent of the rapidly growing economic activities and seaborne cargo and passenger demand, is clearly grasped.

MASTER PLAN OF MANILA PORT

(2010 MEDIUM ECONOMIC GROWTH CASE)

(2010 HIGH ECONOMIC GROWTH CASE)

MASTER PLAN OF MANILA PORT (2010 MEDIUM)



South Harbor

MICT

North Harbor

NHA's Reclamation Area

Port Bridge

R-10 Elevated Highway

Pier 15

Pier 13

Pier 9

Pier 5

Pier 3

Pier 2

Pier 4

Pier 6

Pier 8

Pier 10

Pier 12

220m x 1

300m x 3

180m x 6

220m x 4

200m

12m

11m

10m

5m

13m

250m

13m

5m

10m

9m

10m

300m

350m

240m

400m

450m

INTERNATIONAL CONTAINER TERMINAL

DOMESTIC CONTAINER TERMINAL

RO/RO TERMINAL

Passenger Terminal RO/RO TERMINAL



MICT

North Harbor

NHA's Reclamation Area

Port Bridge

R-10 Elevated High Way

INTERNATIONAL CONTAINER TERMINAL
 DOMESTIC CONTAINER TERMINAL

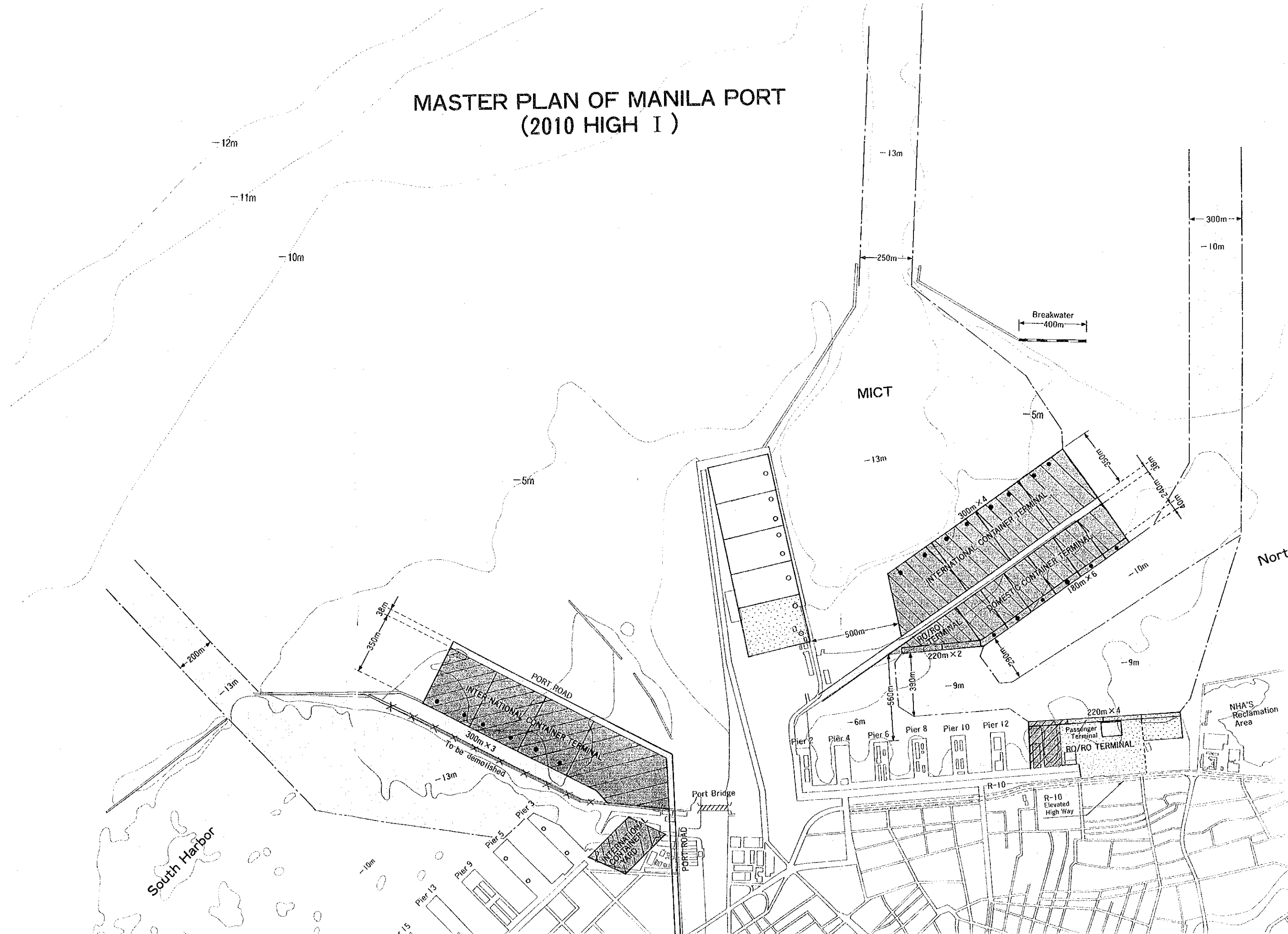
Passenger Terminal
 RO/RQ TERMINAL

Pier 2 Pier 4 Pier 6 Pier 8 Pier 10 Pier 12

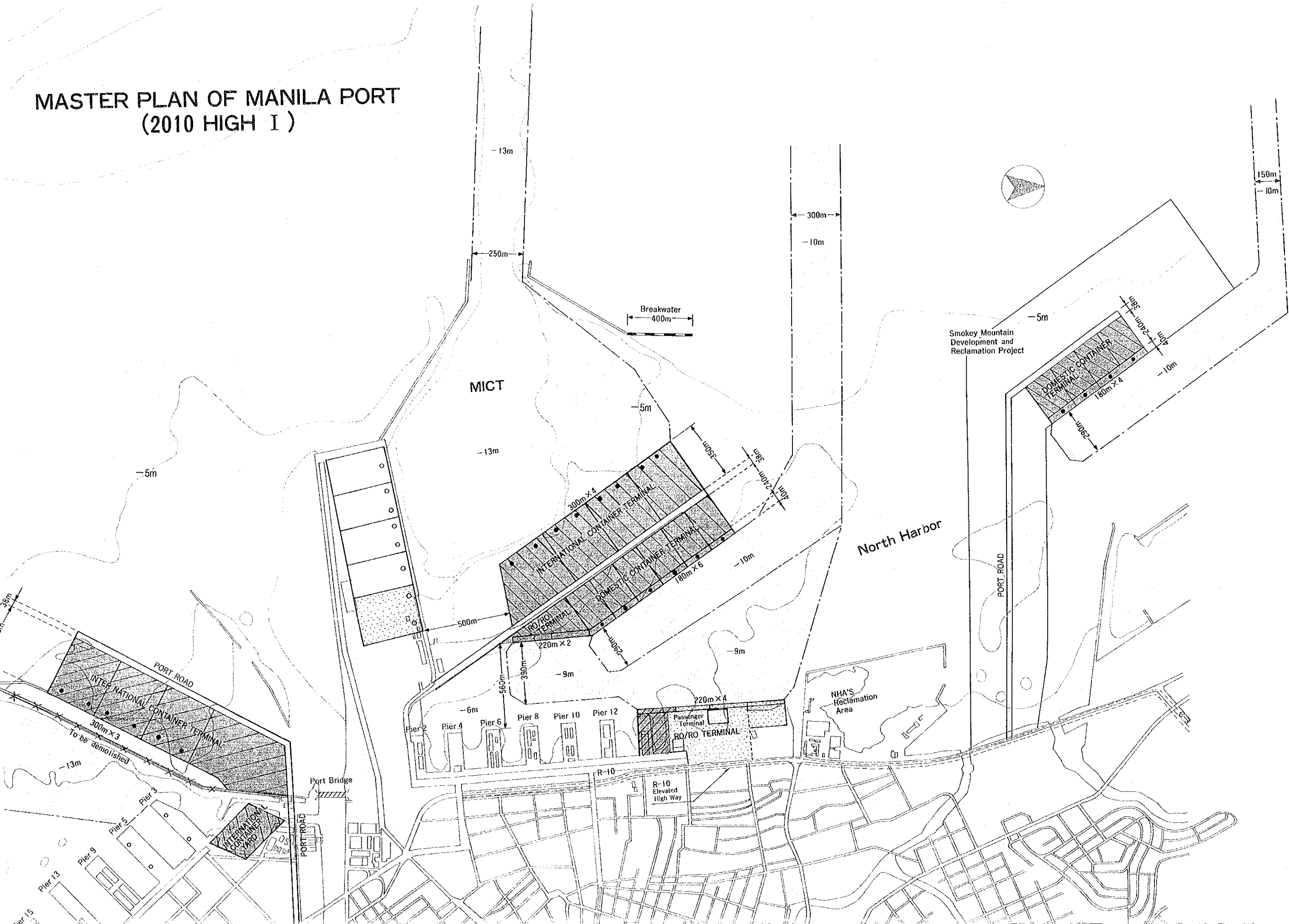
Pier 3 Pier 5 Pier 9 Pier 13 Pier 15

Legend : Planned Project On-going Project

MASTER PLAN OF MANILA PORT (2010 HIGH I)



MASTER PLAN OF MANILA PORT (2010 HIGH I)



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