4. Conclusions and Recommendations

4.1 General

4.1.1. Objectives of the Proposed Port Development Plan

The major objectives of the Cebu Integrated Port Development Plan proposed herewith are:

- (1) to provide CPA with a well analyzed long-term direction of port development in the region together with short-term development schemes for making official decisions,
- (2) to assist CPA in presenting to the regional society the official intention of CPA in promoting port development of this region,
- (3) to promote cooperation among the parties concerned for successful development of the port,
- (4) to guide and attract the potential private investment to the regional industries and maritime businesses,
- (5) to be a base of financing arrangements necessary for the target port development,
- (6) to upgrade the capability of CPA staff in port planning, management and operation.

4.12. Effective Utilization of the Report

On the basis of the above understanding on the objectives of the proposed port development, the Report needs to be utilized accordingly keeping the following points in mind.

- (1) After being scrutinized by CPA, the port development plan needs to be authorized as an official CPA plan to be endorsed by the higher authorities of the government.
- (2) It is important to present the plan in an appropriate manner to the public for getting their positive acceptance and cooperation.
- (3) Constant review of the proposed plans is indispensable for flexible modification of the original plan to fit the updated situations of the various development backgrounds.
- (4) With a view to inviting private sector investment from the marine business circles in particular, intensive sales of the initiatives should be promoted by utilizing the Report.
- (5) The Report can be used as a text for CPA staff training to strengthen CPA's capability in port administration, management, operation and planning.
- (6) On the basis of the Study proposals, more detailed port development schemes focused on the first stage construction should be prepared to fit the requirements of possible financing agencies and/or private investors.

4.2. Basic Policy on Port Development

4.2.1 Final Targets of Port Development

The final targets of the Cebu Integrated Port Development are:

(1) to promote national/regional socio-economic development

- (2) to strengthen global/domestic shipping network
- (3) to create an attractive business environment in and around the port hinterland
- (4) to provide the users and citizens with a beautiful and comfortable waterfront
- (5) to provide the local citizens with access to/from remote islands

4.2.2 General Key Factors for Successful Port Development

In order to achieve the above targets, the following points need to be considered as the bases of successful port development.

- (1) Positive incentives and motives of port management body in developing their port
- (2) Firm belief and strong will of the port management body to contribute to the promotion of social welfare and economic development of the nation or region through the port development and operation
- (3) Timely formation of a well-conceived port policy and development plans authorized by the responsible agency
- (4) Firm foundation of institutional and legal setup for basic port administration and management
- (5) Cooperation with the port related agencies and parties concerned
- (6) Appropriate financing arrangements and sound financial status of the port management body for the target port development
- (7) Sufficient capability of the port management body for effective port administration, management and operation supported by reliable port engineering and technological knowledge and skills

4.2.3. Proposed Port Development Policies

(1) The existing port facilities at Cebu Baseport and outports have the following shortcomings.

1) Cebu Baseport

- a) Limitation of maximum permissible draft of calling vessels
- b) Lack of available land space for expansion
- c) Limited space for waterfront expansion
- d) Narrow water area for offshore expansion
- e) Deteriorated port facilities
- f) Low productivity of cargo handling due to lack of appropriate facilities
- g) Capacity shortage of passenger facilities

2) Outports

- a) Overall substandard level of port facilities
- b) Poor economic return of port investment
- c) Lack of suitable coastal space for economical port development

(2) Development Policies

Considering the actual situations of the ports, the development policies of the New Cebu Port, Cebu Baseport and outports are as follows.

1) New Cebu Port

- a) Cebu Baseport should play the role of the regional hub port to cater for the cargo and passenger traffic in Visayas and adjacent areas for an effective transportation network.
- b) To accommodate future traffic volume and enlargement of vessel size, in particular foreign container vessels and general cargo vessels, a new port with deep berths and sufficient cargo handling area should be developed out of the Cebu Baseport area.
- c) The primary function of the New Cebu Port is as an international container terminal to cater for future container vessels operated in inter-Asia route and general cargo vessels.
- d) The new container terminal should offer high cargo handling productivity to successfully compete with other ports.

2) Cebu Baseport

- a) The existing facilities should be used effectively through the proper rehabilitation and renovation.
- b) The location of Cebu Baseport is advantageous for passengers. The primary function of the port is the transportation of passengers. RORO ferries and passenger/cargo vessels carry both passengers and cargoes. Therefore, this port handles both passengers and cargoes. For the effective use of this port, domestic cargo vessels are also handled here.
- Expansion of back yard area is required for efficient cargo handling and safety of passengers
- d) To accommodate a large number of vessels, it is necessary to keep the required quays and upgrade capacity after the renovation.
- e) Improvement of the passenger safety and convenience and cargo handling system is required.

3) Outports

- a) Proper rehabilitation and renovation should be conducted for the efficient use of existing facilities.
- b) The major role of outports is to serve as the gate to the neighboring islands with short sea transport distance. Therefore, the improvement of the sea route between Cebu island and the neighboring islands should be promoted through improving service and introducing RORO ferries and fast crafts. Required port facilities should be developed.
- c) The development of Toledo port, which is the western gateway of Cebu island, is the priority project to improve the RORO and fast craft route between Cebu and Negros. The development of the new San Remigio port, in place of Hagnaya port, is also a priority project to establish a new RORO route between Cebu and Bantayan island

which can be connected with planned RORO route between Bantayan island and Negros. Therefore these ports were selected for the master plan study.

(3) Site for the New Cebu Port Development

Consolacion-Liloan was selected as the site for the New Cebu Port, based on the detailed survey and evaluation among five (5) candidate sites. (See Fig.4.2.3-1) Cebu North Coastal Road Project should proceed on schedule for the development of a new port at this site.

4.3 Physical Development Plans

4.3.1 The Physical Development Plans of the New Cebu Port and Cebu Baseport

(1) Demand Forecast of Cebu Baseport

The demand forecast of Cebu Baseport is shown in Table 4.3.1-1.

Table 4.3.1-1 Demand Forecast of Cebu Baseport

	Foreign	Foreign	Domestic	Domestic	Passengers
	Container*	Conventional	Container	Conventional	(1,000
<u>. </u>	(1,000TEU)	(1000ton)	(1,000TEU)	(1,000ton)	person)
2000	104	459	300	2,941	10.059
2010	445	477	565	5,597	15,820
2020	1,198	756	1,203	6,905	20,462

(2) Allocation of Future Demand between Cebu Baseport and the New Cebu Port

The demand forecast of Cebu Baseport and the new Cebu port are shown in Table 4.3.1-2.

Table 4.3.1-2 Demand Forecast of Cebu Baseport and the New Cebu Port

		Foreign	Foreign	Domestic	Domestic	Passengers
		Container	Conventional	Container	Conventional	(1,000
		(1,000TEU)	(1000ton)	(1,000TEU)	(1,000ton)	person)
New Cebu	2010	445	477	57*		
Port	2020	1,198	756	120*	_	_
Cebu	2010	-		508	5,597	15,820
Baseport	2020	_		1,083	6,905	20,462

Note: * 10% of total domestic container cargoes, carried by domestic container vessel

(3) New Cebu Port

The development plan of the new Cebu port is as follows. (See Fig. 4.3.1-1)

- 1) Master Plan (2020)
 - a) Foreign container terminal

Quay length 1200m and berth depth 13m (four (4) berths)

Land area

60ha

Gantry cranes

10

b) Foreign multi-purpose terminal (756 thousand metric ton)

Quay length 380m and berth depth 10m (two (2) berths)

Land area

4ha

Cargo shed

2

- c) Service boat mooring facility
- d) Access road from the new port to the Cebu North Coastal Road
- e) Cargo handling equipment
- f) Navigation aids facilities
- 2) Short-term Development Plan (2010)
 - a) Foreign container terminal

Quay length 600m and berth depth 13m (two (2) berths)

Land area

30ha

Gantry cranes

5

b) Foreign multi-purpose terminal (one (1) berth)

Quay length 190m and berth depth 10m

Area

2ha

Cargo shed

1

- c) Service boat mooring facility
- d) Access road from the new port to the Cebu North Coastal Road
- e) Cargo handling equipment
- f) Navigation aids facilities
- Stage Development Plan

It is recommended that the new Cebu port be constructed in the following plan.

1st Phase: 2006-2008

Tow (2) container berths and one (1) multi-purpose berth

2nd Phase:2011-2014

Tow (2) container berths and one (1) multi-purpose berth (One

(1) container berth will be operational in 2013)

(4) Cebu Baseport

The development plan of Cebu Baseport is as follows. (See Fig. 4.3.1-2 & -3)

1) Master Plan (2020)

a) Ongoing/ planned projects

Expansion (30m off-shore) of the backyards and deepening of berths B8-B17 with construction of RORO ramps (proposed length is 720m)

Rehabilitation of pier 2 and demolition of the shed

Rehabilitation of fender system and working apron of the berths of B28-30

Close of the berths of B31-33 due to the Cebu South Coastal Road Project

Relocation of the fast craft terminal (proposed site is B18-19)

b) Proposed Projects

Expansion (30m off-shore) of backyard of conventional cargo berth (B21-22, 24-25, 28-30)

Renovation of pier1-3, including expansion of width of pier1 and 2 for large vessels Construction of passenger terminal buildings with boarding bridge and elevated catwalks for RORO ferries

Expansion of back-up area for RORO ferries

2) Short-term Plan (2010)

a) Ongoing/planned projects

Expansion (30m off-shore) of backyards and deepening the berths of B8-B17 with construction of RORO ramps (proposed length is 660m) and other ongoing/planned projects are assumed to be conducted by 2010.

b) Proposed Projects

Expansion (30m off-shore) of backyard of conventional cargo berth (B21, 22, 24, 25) Renovation of pier1 and 3, including expansion of width of pier1 for large vessels Construction of passenger terminal buildings and boarding bridge for RORO ferries Expansion of back-up area for RORO ferries

3) Stage Development Plan

The renovation work should be conducted part by part in order to maintain required quay length and overall capacity. It is recommended that the renovation works basically be conducted in the following plan.

2000-2005 Renovation work at PMO 2

2006-2010 Renovation work at PMO 3 & 4

2011-2020 Renovation work at PMO 5 and Pier 2

4.3.2 The physical development plans of Toledo Port and the new San Remigio port

(1) Demand Forecast of Toledo Port and the New San Remigio Port

The demand forecast of Toledo Port and the new San Remigio port are shown in Table 4.3.2-1.

Table 4.3.2-1 Demand Forecast of Toledo Port and the New San Remigio Port

		Cargo (1000 tons)	Passenger (1000 persons)
Toledo Port	1999	141	286
	2010	1,224	1,089
	2020	2,332	1,283
New San Remigio Port	1999*	5	277
	2010	382	670
	2020	789	901

Note: * handled at Hagnaya Port

(2) Toledo Port

1) Master Plan (2020)

The southward development of the present jetty is recommended. Main facilities are as follows. (See Fig.4.3.2-1)

Two (2) unit of RORO berth (4 - 6m deep)

Fast craft berths

General cargo berth (320m long and 6m deep)

Back yard area, Passenger terminal building, warehouse

2) Stage Plan

The long-term development project is planned to be carried out separately at two phases. At the first stage, two (2) units of RO berth and a fast craft berth will be constructed, and cargo vessels will use one RORO berth temporally.

(3) New San Remigio Port

1) Master Plan(2020)

The site of the new San Remigio port is recommended near the mouth of Hagnaya Bay, where the private causeway exists. Main facilities are as follows. (See Fig. 4.3.2-2)

Two (2) jetties for RORO berths (4m deep) and fast craft berths

Back yard area, Passenger terminal building, warehouse

2) Stage Plan

The long-term development project is planned to be carried out separately in two phases. At the first stage, one (1) jetty will be constructed.

4.4 Cost Estimation for the Master Plans

The project costs for master plans of each port are as follows.

Table 4.4-1 Cost Estimation for the Master Plans

(unit: million pesos)

Description	Description New Cebu Port		Toledo Port	New San Remigio Port
Construction	8,376	2,762	632	329
Equipment	5,566	~	115	49
Other (land, compensation, etc)	95	-	· -	9
Subtotal	14,302	2,762	747	387
Engineering Cost	963	193	52	- 26
Contingency (10%)	1,48	296	80	41
VAT (10%)	1,664	325	88	45
Total	17,922	3,576	967	501

4.5 Preliminary Evaluation of the Feasibility of the Master Plans

4.5.1 Development Sectors

(1) The New Cebu Port

Infrastructure and gantry cranes are developed by the public sector, while cargo handling equipment and buildings are the responsibility of the private sector.

(2) Cebu Baseport

Renovation of port facilities will be done by the public sector, while passenger terminal buildings and the expansion of back-up area for RORO ferries at the private land will be the responsibility of the private sector.

(3) Toledo Port and the New San Remigio Port

All port facilities, except cargo handling equipment, are developed by the public sector.

4.5.2 Preliminary Economic Analysis of the Master Plans

Regarding the master plan of Cebu Baseport, the renovation of three (3) piers and conventional berths at PMO 3, 4, and 5, which will be conducted by CPA, has been evaluated. The result of EIR calculation is as follows.

The New Cebu Port	EIR 27%
Cebu Baseport	EIR 20%
Toledo Port	EIR 25%

The New San Remigio Port

EIR 27%

The social discount rate or opportunity cost of capital of 15%/annum in the Philippines is adopted as an evaluation criterion of the investment efficiency. Since all EIIRs exceed this rate, all projects are assumed to be economically feasible.

4.5.3 Preliminary Financial Analysis of the Master Plans

The result of FIRR calculation is as follows.

The New Cebu Port (CPA)

FIR 8.4%

Cebu Baseport (CPA)

FIR 5.4%

The average interest rate under a soft loan is assumed to be 5.25%. Since the FIRRs exceed this rate, the projects are assumed to be feasible.

In the case of Toledo port and the New San Remigio Port, CPA can cover only operating costs by its revenues.

4.5.4 Initial Environment Examination (IEE)

(1) IEE for Natural Environment

Regarding current situation of natural environmental aspects from the results of our sampling survey in the 4 study sites, it is polluted in order as follow: 1) Cebu Baseport - 2) New Cebu Port site (Consolacion) - 3) Toledo Port - 4) New San Remigio Port site, especially in the parameter of coliform. That is a cause of population pressure from the populated area such as Cebu city and Lapu-lapu city.

Regarding fauna and flora in 4 study sites, no threatened, extinct and rare species of mangroves, seaweeds, algae, macrobenthic organisms or coral were found in the areas.

Regarding the mangrove community in the New Cebu Port proposed area (Consolacion), the mangrove areas is not specified as a protected mangrove area now. So the area shall be specified as development area for industry of land use program by the local government of Consolasion, Madaue city. The mangrove community concerned will be transplanted at the specified mangrove mitigation area, then the area can be developed for the new port.

(2) IEE for Social Environment

The socio-cultural and economic survey and focus interviews has generated a profile of the present status of the respondent's environment revealing their perceived negative and positive

impacts as well as their suggested mitigation.

Cebu Baseport respondents who are generally poor, migrants and squatters have accepted the reality that they are to be ejected from the area because CPA owns the land. Although, they expect CPA and the LGU of the Cebu City to recognizes the situation of these squatters and to mitigate this with a Social Development Plan. This Plan will encourage the residents of the area to actively participate in the process of decision making during the Environmental Impact Assessment Phase.

On the other hand, residents in Consolacion, particularly the shipyard owners, feel their responsibilities as citizens to respond to the call of local, national and international need for a new international port. The survey and the focus group interviews further revealed the needs, issues and concerns of the affected residents to be considered in the section of impacts and mitigation.

4.6 Short-term Development Plan

4.6.1 Development Scheme of Short-term Development

The following development scheme is recommended in general.

(1) New Cebu Port

1) Development

CPA:

Infrastructure of container terminal with quay gantry cranes

Multi-purpose terminal with a shed

Access road and Navigation aids facility

Private: Cargo handling equipment for container terminal and multi-purpose terminal

2) Operation

Container terminal:

Private

(Lease system and double operator system is recommended)

Multi-purpose terminal:

CPA or Private

(Considering lease system together with container terminal)

(2) Cebu Baseport

1) Ongoing/planned projects

CPA:

Expansion of backyards and deepening the berths with RORO ramps

in PMO2 are

Rehabilitation of pier2

Rehabilitation of the berths in PMO5 area

Private:

Relocation of the fast craft terminal

2) Proposed Projects

CPA:

Expansion of backyards of the berths in PMO3, 4 area

Renovation of pier1 and 3

Private:

Passenger terminal buildings with boarding bridge

Expansion of back-up area for RORO ferries

4.6.2 Project Cost

The project cost for short-term plans is as follows.

Table 4.6.2-1 Estimated Cost for the Short-term Plan

Description	New Cebu Port (Million Pesos)	Cebu Baseport (Million Pesos)
CPA's Original Plan	. *	732.5
Proposed Plan for CPA	5,974.1	626.7
Construction	4,389.0	-
Equipment	1,500.0	-
Other (land, compensation, etc)	85.1	<u>-</u>
Proposed Plan for Private Companies	1,220.5	693.3
Total	7,194.6	2,052.5
Engineering Cost	497.7	143.7
Contingency (10%)	769.2	219.6
VAT (10%)	846.1	241.6
Grand Total	9,307.6	2,657.3

4.6.3 Evaluation of the Feasibility of the Short-term Development Plan

(1) Economic Evaluation (EIRR)

Regarding Cebu Baseport Development, objective projects for the feasibility study are off-shore expansion of the back yards of the berths in PMO 3 &4 and renovation of pier 1 and 3 to be conducted by CPA. The results of the calculation of EIRR are as follows.

New Cebu Port 23% Cebu Baseport 28%

Both EIRRs exceed the social discount rate or opportunity cost of capital (12-15% per annum) in the Philippines and both projects are economically feasible.

Moreover, even though the project cost was increased by 10 % and the benefits were decreased 10 %. both projects are still economically feasible (EIRR of New Cebu Port : 18 %, EIRR of Cebu Baseport : 22 %)

(2) Financial Evaluation (FIRR)

The result of the calculations of FIRR of CPA and private container terminal operator is as follows,

CPA

New Cebu Port	7.4%
Cebu Baseport	7.1%
New Cebu Port and Cebu Baseport	7.4%
Private (container terminal operator)	
New Cebu Port (Terminal Operator)	20.1%

FIRRs of CPA exceed the average rate of 5.25% under a soft loan and the projects are thus financially feasible. FIRRs of CPA exceed the average rate of 5.25% under a soft loan and the projects are thus financially feasible. Moreover, even though the project cost was increased by 10 % and the revenues were decreased 10 %. both projects are still financially feasible (FIRR of New Cebu Port: 5.4 %, FIRR of Cebu Baseport: 5.5 %)

Development of Cebu Baseport, which will increase the capacity of the port, contributes to decrease the required facilities of the new Cebu port. To improve the FIRR of Cebu Baseport project, development Cebu Baseport is recommended to be conducted together with the New Cebu Port development as one package project.

(3) Environmental Impact Assessment (EIA)

1)Natural Environment

According to the chemical analysis of samples, it is found that the registered concentrated value of phosphates, nitrogen, and sulfates of all water samples collected in Cebu Baseport, Consolacion area, Toledo Port area and San Remigio area were well within the specified concentration range of the sea water.

Generally the water is polluted in the order of 1) Cebu Baseport - 2) New Cebu Port (Consolacion), especially in the parameter of coliform. That is due to population pressure from the populated area of the Cebu city. As mitigation measures to such pollutions, the following environmental treatment facilities should be provided at Cebu Baseport and the New Cebu Port:

- a) The complete drainage system,
- b) water treatment facility and
- c) sewage facility should be equipped in the project in order to prevent discharging pollutants from the port areas.

Regarding fauna and flora in 4 study sites, no threatened, extinct and rare species of mangroves, seaweeds, algae, macrobenthic organisms or coral were found in the areas.

Regarding the mangrove community in the New Cebu Port development area at Consolacion, the mangrove community concerned will be transplanted at the specified mangrove mitigation area, then the area can be developed for new port. As mitigations of such mangrove trees and ecosystem of tidal area, the following measures are proposed:

- a) The reclamation area and access road foundations should be planned to minimize the interference of existing mangrove trees.
- b) The mitigation area should be specified for relocations of affected mangrove trees and equivalent amount of affected mangrove trees should be replanted by seedling 10 times of existing number as part of the project.
- c) The access road foundation between the coastal area to the reclaimed part area should have open space to make sea water flow by the tidal current, so as to maintain the mangrove trees and ecosystem of tidal area alive.

2) Social Environment

The perception interview and the focus group discussions of the residents of Barangay Tayud, for the New Cebu Port development, revealed the needs, issues and concerns of the affected residents of which the consultant considered in the identifying impacts and carrying out mitigation measures. Moreover, the perception survey revealed a positive scenario as reflected by the high level of awareness and acceptance of the project. Regarding the awareness and perception of the project by the residents of Barangay Tayud, 83 % of the respondents of the survey were already aware of the project. 90 % of them are favor of and 10 % are against the project

On the other hand, Cebu Baseport residents' perception survey has showed a relatively high level of awareness and acceptance of the proposed project. They have raised relevant issues, concerns and problems that were considered in the impact assessment and mitigating measures.

Regarding the awareness and perception of the project at the Cebu Baseport, 66 % of respondents of the survey were already aware of the project. 67 % of the respondents are in favor of the project resolution process.

It is further recommended that an amicable settlement could be rendered and concrete social development projects could be extended to the affected residents to encourage harmonious relationship between the proponent and stakeholders during the project implementation.

The results of the perception survey focus interviews and scoping workshop revealed a high level of social acceptability of the project. At the end, to sustain the tripartite partnership of the CPA, the Local Government Unit and the government agencies, the Social Development Plans workshop of Barangay Tayud and the residents of the Base Port were done. This participatory

mechanism where the proponent, the government, and affected families generated a need-based social development action plan that are beneficial and acceptable to all parties.

4.7. Port Administration, Management, and Operation

4.7.1 Port Administration System of CPA

(1) Restructuring of CPA Organization and Management

CPA was established as the regional port authority, whose base organization was a regional port management office of PPA. However, the duties and responsibilities of both organizations are completely different. Sections of the organization can be separated into three categories; "Plan", "Do", and "See". As the era of PPA, main section of the regional office was "Do" section, because "Plan" and "See" works were mainly carried out by the head office. CPA is required to enhance its organization of "Plan" and "See" as an independent port authority. The following actions are recommended.

- 1) Enhancement of planning section in order to formulate individual and regional port development plans for efficient management and investment
- 2) Fostering of generalists through the personnel exchange for upgrading capability of policy making and planning
- 3) Establishment of the regular meeting with each central and local government and port users to exchange of views and opinions for port development

(2) Financial Management and Tariff System

For the economic progress of the region, the development of outports is required. However, it is difficult to develop outports from their own revenues. Therefore, public financial support by central and local government is necessary for the outports development.

Port charges are main revenues of CPA. To enhance the financial foundation of CPA, tariff system and levels should be timely revised based on the situation of shipping market.

(3) Staff Training

To upgrade the capability of each employee, CPA should improve its training system in cooperation with DOTC and PPA, because they have advanced training systems and facilities.

(4) Upgrading of Port Statistics System

The following measures are recommended to upgrade CPA's port statistic system.

1) Enhancement of the statistic section

- 2) Improvement of the collecting data items and quality
- 3) Proceeding computerization
- 4) Publication of a statistic book

4.7.2 Management and Operation of Each Port

(1) New Cebu Port

The private company, who has sufficient experience and knowledge of container terminal, is recommended as the container terminal operator for efficient management and operation. In order to promote sound competition, double terminal operator system is recommended in general.

To attract various shipping companies, fair treatment by the port operator should be guarantied in the lease contract. The introduction of incentive system for the operators, such as reduction of cargo charges from the operators for excess cargo volume above standard level, should be considered to introduce in the lease condition. The fixed and variable (depends on the cargo volume) mixed lease fee system can be employed to reduce the risk.

In order to promote sound competition, double terminal operator system is recommended in general. In this case, cooperation between the operators are necessary for the efficient use of the entire container terminal

(2) Cebu Baseport

The main points for the improvement of management and operation are as follows.

- 1) Separation of passenger movement and cargo handling is urgently required and will contribute both passenger safety and improvement of cargo handling productivity.
- 2) Improvement of cargo handling method, such as RORO system, should be encouraged.
- 3) CPA should monitor the performance of cargo handling to improve its productivity.
- 4) Effective utilization of private land in port zone should be encouraged under close coordination between landowners and CPA

4.7.3 Policies and Actions for Navigation Safety

Considering narrow channel, whose narrowest width is about 150m, limited water area, and increasing a number of calling vessels, the introduction of Vessel Traffic Management System (VTMS) and one way traffic system at the channel for large vessels is recommended. CPA should coordinate with the Coast Guard to ensure that these measures are introduced.

4.7.4 Design of the Facilities

For further improvement of the port facilities, including gantry cranes and type of berth structure, the most proper design of port facilities should be carefully considered in the stage of the detail design.

4.7.5 Port Environmental Management

Regarding the natural environmental aspect, the overlapping area with mangrove area in the new Cebu port development, which is site of reclamation area and access road area, shall be minimized. The mangroves substitute mangrove planting area shall be provided as part of the mitigation measures.

Regarding the social environmental aspects, the Social Development Program (SDP) proposed in the scooping workshops to the affected residents should be implemented in coordination with the various government agencies and representatives.

4.8 Follow up Actions for Successful Implementation of the Proposed Port Development

4.8.1 Authorization of the Project in the Philippines

CPA needs to obtain authorization of the project as a national project for implementation of the project through the required procedures with relevant organizations, such as DOTC, NEDA, RDC, and affected residents by the project.

In particular, CPA shall prepare the integrated Environmental Impact Statement (EIS) System and submit to DENR regional office for the development of Cebu Baseport and Head office in Manila for development of the New Cebu port based on the Environmental Impact Assessment (EIA) study conducted by the JICA Study. Then the project proponent can implement proposed project when the Environmental Compliance Certificate (ECC) is approved and issued by DENR.

4.8.2 Preparation of Financial Resources

A soft loan is an essential factor for the implementation of the proposed projects. CPA should promote both required processors in the Philippines and the condition with related organizations for providing soft loan.

4.9 Policies on Overall Port Sector Promotion

4.9.1 Promotion of Supporting Activities for Port Sector Development

Under the severe economic and financial conditions in promoting overall port development in the Philippines, it is essential that the Philippines port sector should become more powerful as a whole in its economic, administrative, and even political position. The following policies may be vital to this end.

- (1) to promote national or regional consensus and international understanding on the Philippines port policy
- (2) to improve legal, institutional arrangements
- (3) to strengthen theoretical base for better understanding of the parties concerned regarding the importance of the port sector development
- (4) to secure adequate allocation of public fund (national and local government budget) to the port sector development
- (5) to create more attractive business environment for private participation in the port sector development

4.9.2 Port-related Human Capacity Building

The total power of a group is substantially controlled by the individual capability of each member of the group. In this context, it is vital to upgrade the individual human capability of all port-related personnel in each position or level of their assignment both in the public and private sector entities concerned. Since total human capability of the Philippines port sector seems not fully developed, a comprehensive port-related personnel capacity building program should be established through positive cooperation among the parties concerned.

4.9.3 Port Sales Activities

Under the recent severe competition among the world major container ports, port sales activities have become one of the vital measures in attracting calls of container vessels in particular. While the most effective way of port sales should be designed to fit the actual requirements of each individual port, it may be helpful at least for CPA to learn the various cases conducted by the world major container ports. For reference, see Table 4.9.3-1, which shows the latest record of port sales activities in eight major ports in Japan.

4.9.4 Diversification of the Business Field of CPA

As commonly understood among the port sector parties, any port authority can neither sustain itself nor contribute to the regional economic promotion, if it remains in making its business only within the limited port management and operation. The above fact can be easily

confirmed when you see the past histories of actual operations of the world major port authorities such as the New York Authority, The Port of Kobe, The Port of Hamburg and so on.

While the size of CPA operation is not large enough to be diversified as the above examples, it may be worthwhile in long time range to consider other types of business such as port-oriented industrial park, port business office building, a kind of maritime museum or tropical aquarium, Seamen's Club, Duty Free Shop and so on.

4.9.5. Establishment of Cooperation System with Neighboring Communities

Port activities always feed various port-related businesses in and around the port. And many affiliated business and families live off such economic activities generated by the port. For successful port sector development, it is extremely important to keep strong cooperative relations with these groups of business entities and human communities. It is often observed that a port authority organizes a sort of association composed of such groups as a supporting system for the port promotion This strategy may be necessary for CPA as well in promoting the development of New Cebu Port.

4.10. Surveys and Researches for future Development

The workability of cargo handling operation along the berth for the long term development plan on the planned area and alignment are checked by using wind data collected at the Mactan Airport. The planned area and alignment of berthing facilities is found reasonable workable ratio of more than 97.5 % of annual working days. However in the future plan, when the berthing alignment is extended to north direction, the probability of workable conditions is considered to be lower than this level due to the impacts of frequent high waves. The wave calmness will become an issue in future development of the new Cebu port. The wave assessment in this study was made based on the observed wind data. It is proposed to make the future wave assessment more accurate by using actual recorded wave data to be collected by wave record equipment installing offshore near the Bagapay point (mouth of Magellan Bay).

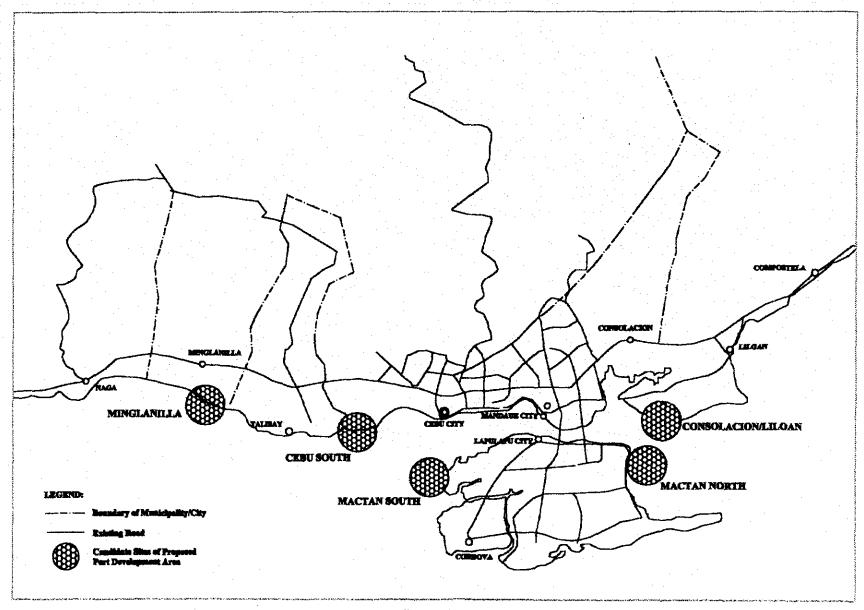


Fig. 4.2.3-1 The Candidate Sites for a New Cebu Port

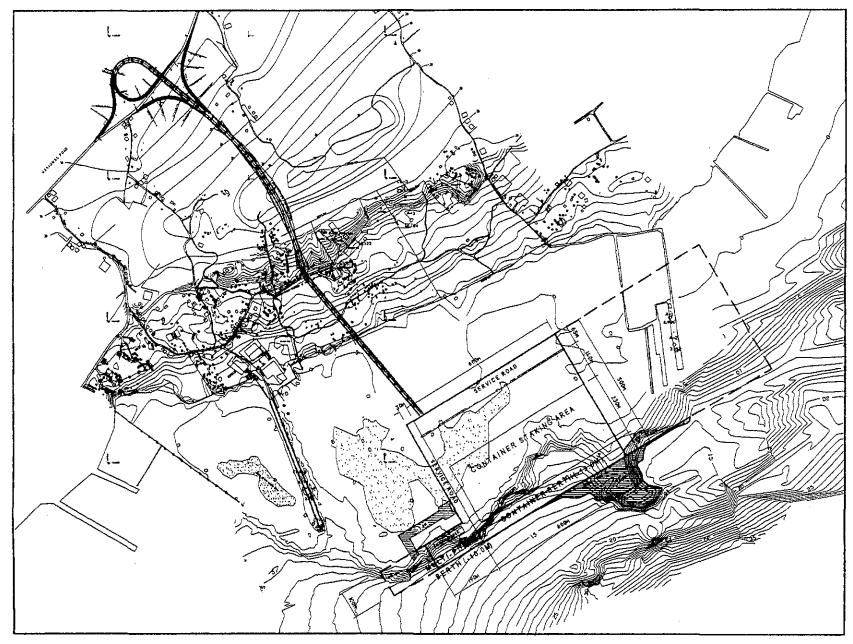


Fig. 4.3.1-1 Short-term Development Plan of New Cebu Port (1)

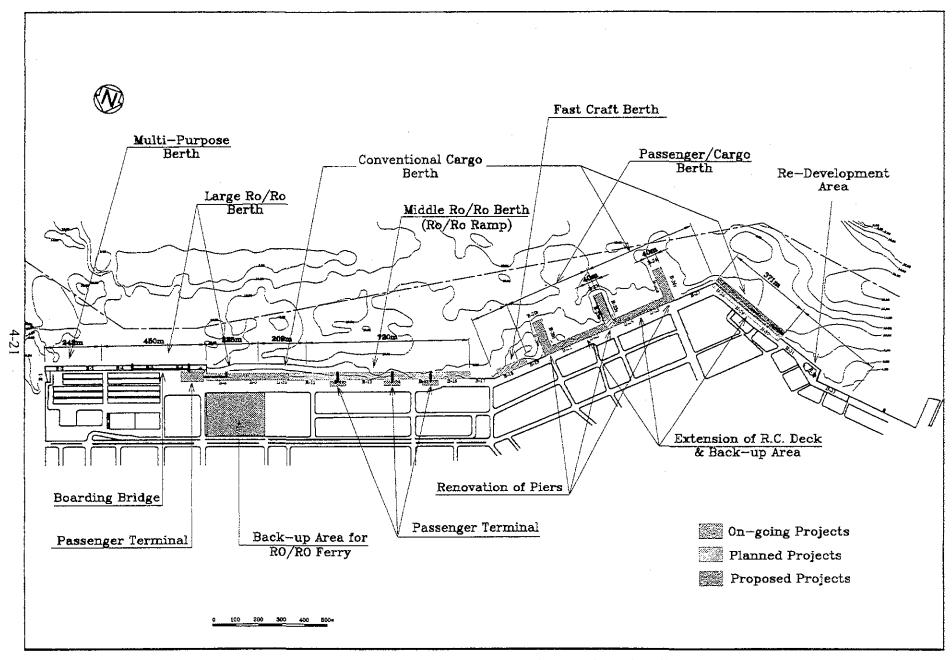


Fig.4.3.1-2 Cebu Baseport Development Plan (2020)

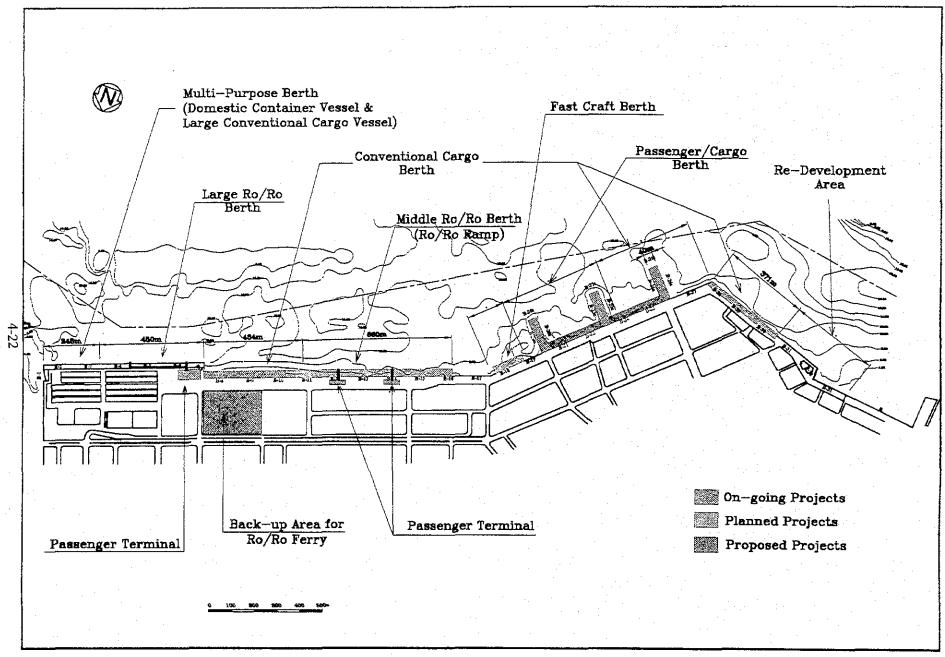


Fig.4.3.1-3 Cebu Baseport Development Plan (2010)

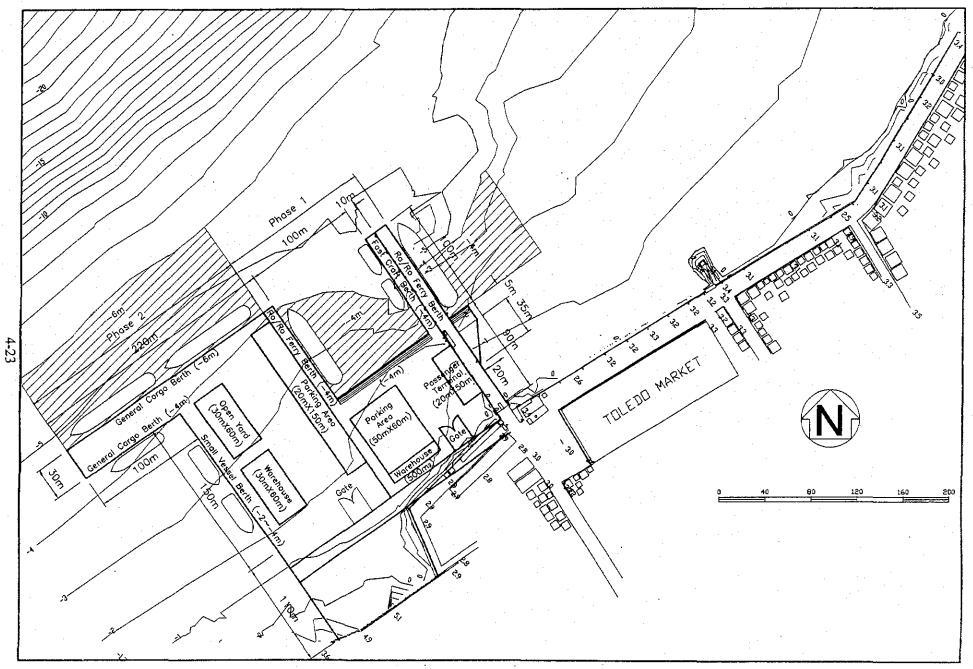


Fig.4.3.2-1 Master Plan of Toledo Port

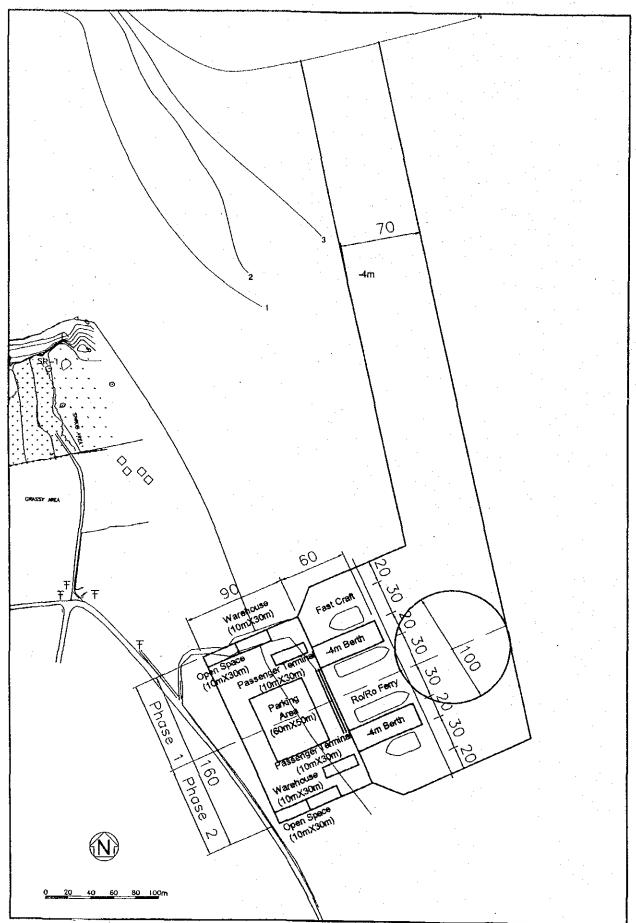


Fig. 4.3.2-2 Master Plan of the New San Remigio Port 4-24

Table 4.9.3-1 Port Sales Activities of 8 Major Ports in Japan

		Fiscal Year 2001 (Including Plans)	Fiscal Year 2000
Port of Tokyo	Domestic	Mission (2times)	Mission for consignors (3times)
	Overseas	Mission (2times)	Mission (3times)
Port of Yokohama	Domestic	Mission for consignors	Mission (2times)
			Mission for consignors (2times)
	Overseas	Mission (2times)	Mission (3times)
Port of Nagoya	Domestic	Mission for consignors (2times)	Mission for companies (2times)
		Mission for companies (1time)	Seminar (Itime)
		Presentation for consignors(1time)	User meeting at Port (2times)
	1 + 1	Port user meeting (1time)	Presentation (Itime)
	· ·	Presentation for consignors (1time)	
	Overseas	Mission (3times)	Mission (5times)
Port of Osaka	Domestic	Under planning	-
	Overseas	Under planning	Mission (3times)
Port of Kobe	Domestic	Mission (5times)	Mission (3times)
	Overseas	Mission (4times)	Mission (3times)
Port of Shimizu	Domestic	Mission for consignors and shipping companies	Mission (3times)
· · ·		(1time)	
		Mission (2times)	
		Port tour for consignors (1time)	
	Overseas	Mission (2times)	Mission (6times)
Port of Kitakyusyu	Domestic	Mission (2times)	Seminar (2times)
	Overseas	Mission (3times)	Mission (2times)
Port of Hakata	Domestic	Mission (4times)	Mission (3times)
		Port tour (Itime)	Port tour (1time)
·	Overseas	Mission (7times)	Mission (5times)

APPENDIX

Appendix Table A.2.1.3-1 Correlation Coefficient for Commodity Projection, Cebu Baseport

Domestic Inbound and Outbound Commodity

Unit: Metric Tons

[Commodity Items Growth Subject of Correlation Regression Applied									
}	Conditionary lien	us.		Correlation	Conciation	}				
	ı		Rate	Correlation	C. A.	Formula	Growth Rate			
-	T 6 Ct 1	0.0	1991-2000	dant		x=GRDP,Y=Volume	<u> </u>			
1	Iron & Steel	Outbound	12.6%	GRDP	0.95	Y=7.4035x-289384	11.9%			
2	Animal feeds	Outbound	11.2%	GRDP	0.97	Y=9.2467x-324099	10.8%			
3	Chemicals	Inbound	17.5%	Manfacting	0.97	Y=24.645x-215559	9.5%			
4	Chemicals	Outbound		GRDP	0.94	Y=8.5469x-391226	14.2%			
5	Crude Minerals	Inbound	48.6%	Manfactring	0.96	Y=37.029x-350578	10.3%			
6	Crude Minerals	Outbound	39.1%	GRDP	0.89	Y=2.6711x-109840	12.5%			
7	Manufactures metal	Inbound	35.1%	Constrction	0.82	Y=33.185x-40593	11.3%			
8	Manufactures metal	Outbound	48.8%	Constrction	0.94	Y=38.044x-65150	13.0%			
9	Transport equipment	Outbound	6.3%	GRDP	0.91	Y=3.5165x-101122	9.5%			
10	Mach/Elect	Inbound	6.5%	Manfactring	0.93	Y=10.955x-79795	8.2%			
	Equipment.		<u>.</u>							
11	Mach/Elect	Outbound	10.8%	Manufacturi	0.89	Y=10.761x-83717	8.6%			
	Equipment.	·		ng						
12	Plywood & Veneer	Inbound	7.9%	Manfactring	0.96	Y=10.099x-54290	7.0%			
13	Plywood & Veneer	Outbound	11.0%	Manfactring	0.95	Y=7.069x-43901	7.5%			
14	Furniture	Inbound	1.2%	Manfactring	0.76	Y=1.3396x-4039	6.0%			
15	Furniture	Outbound	4.5%	Manfactring	0.87	Y=15.133x-99068	7.7%			
16	Lumber	Inbound	5.9%	GRDP	0.96	Y=2.508x-48487	8.1%			
17	Lumber	Outbound	15.7%	GRDP	0.95	Y=1.6383x-64325	11.9%			
18	Paper & Pulp	Inbound	23.5%	GRDP	0.91	Y=2.5396x-105595	12.6%			
19	Paper & Pulp	Outbound	13.3%	GRDP	0.83	Y=1.5194x-67811	13.8%			
For	eign Import & Expo	rt Commo	dity							
1	Iron & Steel	Import	58.0%	GRDP	0.89	Y=12.124x-576049	15.0%			
2	Animal feeds	Import	35.5%	Agriculture	0.95	Y=9.9045x-70370	10.6%			
3	Chemicals	Import	21.5%	Agriculture	0.97	Y=49.007x-331054	9.0%			
4	Crude Minerals	Import	5.4%	Agriculture	0.63	Y=13.773x-92625	8.9%			
5	Crude Minerals	Export	33.8%	GRDP	0.96	Y=1.1985x-54675	14.2%			
6	Transport Equipment	Import	18.3%	GRDP	0.86	Y=2.6722x-91700	10.6%			
7	Mach. & Elec	t. Import	23.7%	GRDP	0.98	Y=4.6922x-199562	13.0%			
}	Equipment.)							
8	Mach. & Elec	t. Export	9.0%	Agriculture	0.84	Y=1.8802x-11075	6.7%			
	Equipment.		·	·						
9	Plywood & Veneer	Import	97.4%	Agriculture	0.85	Y=7.7533x-54752	10.3%			
10	Furniture	Import	36.8%	GRDP	0.99	Y=0.2253x-9893	13.5%			
111	Paper & Pulp	Import	63.1%	GRDP	0.83	Y=0.7631x-36225	15.0%			

Appendix Table A. 2.1.3-2 (1) Domestic Cargo Forecast by Commodity Basis at Cebu Base Port

Unit: M.Ton

	Commodity Items	20	005	2010			
	<u></u>	Inbound	Outbound	Inbound	Outbound		
1	Iron & Steel	263,348	361,015	312,775	589,239		
2 .	Animal feeds	199,562	488,226	246,793	773,269		
3	Chemicals	264,720	359,621	397,413	623,092		
4	Corn	226,976	82,684	204,037	85,586		
5	Crude Minerals	371,039	124,817	570,409	207,157		
6 .	Manufactures of Metal	141,052	143,092	232,916	248,407		
7	Transport Equipment	54,866	207,803	48,302	316,205		
8	Palay & Rice	203,683	88,188	237,178	109,059		
9	Mach. & Elect.	133,695	125,992	192,678	183,931		
	Equipment.						
10	Bottled cargo	44,702	188,927	30,548	216,402		
11	Fruits & Vegetables	147,612	76,124	177,415	93,965		
12	Plywood & Veneer	142,518	93,859	196,893	131,919		
13	Furniture	22,067	195,842	29,280	277,321		
14	Lumber	171,841	79,600	249,154	130,103		
15	Cement	2,449	214,716	425	327,157		
16	Wheat	40,409	78,175	36,471	79,970		
17	Paper & Pulp	117,510	65,669	195,796	112,506		
18	Other Gen. Cargo	844,133	957,794	900,447	1,137,558		
19	Rest	132,394	811,329	90,380	984,492		
	Total	3,524,576	4,743,474	4,349,310	6,627,340		
	<u> </u>		8,268,050	10,976,650			

Appendix Table A.2.1.3-2 (2) Foreign Cargo Forecast by Commodity Basis at Cebu Base port

Unit; M.ton

	Commodity Items	20	05	2010			
		Import	Export	Import	Export		
1	Iron & Steel	489,047	746	862,788	1,263		
2	Animal feeds	24,658	329	37,145	313		
3	Chemicals	139,138	16,577	200,925	24,024		
.4	Crude Minerals	39,519	4,966	56,883	6,171		
5	Manufactures of Metal	31,296	50,614	38,007	87,559		
6	Transport Equipment	143,053	96	225,428	86		
7	Mach. & Elect. Equipt	212,649	50,696	357,293	129,164		
8	Fruits & Vegetables	37,042	6,964	123,212	9,335		
9	Plywood & Veneer	19,636	33	29,411	30		
10	Furniture	9,900	60,828	16,845	72,398		
11	Paper & Pulp	30,814	154	54,337	199		
12	Other Gen. Cargo	157,763	79,424	251,777	114,023		
13	Rest	65,154	65,440	280,553	160,929		
	Total	1,399,668	336,868	2,534,604	605,495		
			1,736,535		3,140,099		

US\$ 1 = . PHP 52.3 = 4 Y 124 As of June 2001

		· · · · ·	·			Unit Pelce				Total)	CPA	Operator
Itrm No.	Description	Unit '	Quantity	Local Compo	eent	Foreign Compo	ecof	Total	Local	Foreign	Total		Total	Total
			4	(l'eso)	(36)	(Peso)	(%)	(Peso)	Component (1,000 Peso)	(1,000 Peso)	(1,000 Peso)		1,000 Pe30	
					7				11,000,0101	(1,000)	(1,0001110)		17001530	1,000 Peso
<u>t</u>	Civil Weeks													
1.01	General Expense and Preparatory Work Container Berth	74		25,200,000	60	16,300,000	40	42,000,000	\$0,400	33,600	81,000		84,000	0
1.02	Dredging Works	m)	100,000	56	20	224	80	280.00	5,600	22,400	28,000		28,000	
1.63	Container Berth (Depth -13m)	m	600	380,000	20	1,520,000	50	1,900,000	228,000	912,000	1,140,000		1,140,000	ŏ
1.01	Revenuent East (Depth 0 3)	_tn	-130	24,400	40	35,600	60	61,000	10,930	16,470	27,450	l: [27,450	0
1.05	Revenuent Fast (Depth -313) Revenuent West (Depth 01)	m m	50 400	160,000	20 10	640,000 26,400	\$0 60	800,000 41,000	8,000 7,040	32,000 10,560	10,000 17,600		17,600	
1.07	Revelment North (Depth 0)	LI.	600	7,600	20	30,400	80	38,000	1,560	18,240	22,800	.	22,800	
1,98	Reclamation	m3	1,300,000	120	40	180	60	300	136,000	234,000	390,000	1	390,000	<u>v</u>
1.10	Yard Fence	-0	1,000	1,230 56	50 40	1,250	- 50 60	2,500 140	1,250	1,250	1.500		2,500	0
1.11	Soil Improvement Yard Pavement (incl. Transfer Crane Foundation)	m) m2	200,000	1,600	10	2,400	- 60	4,000	235,700	75,600 352,800	126,000 588,000	- 1	126,000 538,000	. 0
1.13	Reefer Container Yard (Receptable + Stage)	TEU	618	12,400	20	49,600	30	62,000	8,035	32,141	49,176	ı	40,176	
1.[3	Pavement (excl. container stacking yard)	m2	75,000	680	40	1,020	60	1.700	51,000	76,500	127,500	- 1	127,500	0
1.14	Conventional Berth Conventional Berth (Depth - 10m)		150	380,000	20	1,520,000	- 80	1,900,000	72,200	258,800	161,000	1	241 222	
1.13	Revetment North (50m wide, incl. Paving)	w.	160	68,000	20	272,000	80	349,000	10,880	43,520	54,400		361,000 54,400	- 0
1.16	Resetment West (Depth-3(1)	m	160	160,000	20	640,000	. 30	100,000	16,000	61,000	\$0,000	1	80,000	0
1.17	Other		30.000	960	10			2.00				- 4		
1.18	Service Roed Yard Drsinage	m2 m2	30,000	32	30	1,440	60 70	2,400 105	28,800 10,427	43,200 24,329	72,000 34,755		72,000 34,755	0
1.19	Boat Mooring Pontoon	m2	. 250	16,890	20	67,200	80	84,000	4,200	16,800	21,000	ŀ	21,000	
	Dredging for Boat Mooring Pontoon	m3	35,000	56	20	224	80	280.00	1,960	7,840	9,800		9,820	0
1.21	Access Bridge Subjectal 1	sum		400,000	20	1,600,000	80	2,000,000	400	1,600	2,000		2,000	Ü
					 				961,332	2,307,649	3,268,981	ŀ	3,268,981	
2	Utilities											ŀ		
2.01	Power Supply	m2	331,000	84	20	336	80	420	27,894	111,216	139,020	ļ	139,020	0
2.02	Lighting System (Exterior) Generator	L)	331,000 690	43 67,200	40 80	68 16,800	60 20	113 84,000	14,961 40,320	22,442 10,080	37,403	ļ	17,403	0
2.04	Telecommunications	m2	331,000	4	40	7	60	54,000	1,456	2,185	50,400 3,641	ŀ	50,400 3,641	
2.05	Water Supply, Sewage, Firelighting	m2	331,000	7	49	10	8	17	2.251	3,376	5,627	ŀ	5,627	0
2.06	Pump House, Water Tank Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc)	antu Lu3	331,000	800.000	40 40	1,200,000	60 60	105 2,000,000	13,902	20,853	34,755 2,000	. [34,755 2,000	0
	Improvement in Information Technology	sum.	1	5.000,000	10	15,000,000	- 50	50,000,000	5,000	45,000	50,000	ł	50,000	0
												ı		<u>-</u>
i	Subtotal 3								186,194	216,352	322,846	Į	322,846	
3	Building Works											ŀ		
3.01	Port Authorities Office	m2		13.200	. 40	19,800	60	33,000	0	0	0	į	0	õ
3.02	Terminal Operators and BOC Office Building Seamon's Club and Dury Free Shop	m2 ru2	4,900 2,000	13,200 13,700	40	19,800 19,800	88	33,000 33,000	64,6 3 0 26,400	97,020 39,600	161.700	- 1	161,700	Ö
3.04	CFS	m2	3,200	6,300	30	14,700	70	21,000	20,160	47,040	66,000 67,200	- }	66,000 67,200	0
3.05	Geld (In)	lane		450,000	30	1,050,000	70	1,500,000	3,600	8,400	12,000	ŀ	12,000	0
3.06	Gate (Out) Weigh Bridge	lane ni	5	450,000 450,000	30	1,050,000	70 70	1,500,000	2,750	5,250	7,500	Į	7,560	. 0
3.08	Repair Shop (Maintenance)	-12	900	10,500	35	19,500	65	30,000	1,350 9,450	3,150 17,550	4,500 27,000	ŀ	4,500 27,000	0
3.09	Security Guard Booth	m2	200	17,500	35	32,500	65	50,000	3,500	6,500	10,000	Į	10,000	ŏ
3.10	Conventional Berth Cargo Shed Subtotal J	m2	2,100	8,460	30	19,600	70	28,000	17,640	41,160	58,800		58,800	Ö
				-			-		149,030	265,679	414,780	.	411,700	
4	Access Road									1, 1, 1				
4.01 4.02	Concrete Barrior Slab Deck	m	2,000	630	35	1,170	65	1,800	1,260	2,340	3,600		3,600	0
	PCI-Girder Span = 30m	13 (2)	2,500 200	1,278	35 35	2,373	65 65	3,650 365,000	3,194 25,550	5,931 47,450	9,125 73,000	- 1	9,125 73,000	0
4,04	Pier Head	m}	3,100	1,260	35	2,340	65	3,600	3,906	7,254	11,160	ŀ	11,160	0
4.05	Pier Column	m3	1,100	1,120	35	2,080	65	3,200	1,232	2,288	3,520	į.	3,520	0
4.05	Footing Piling 1=60cm	m)	3,700				65	2,700					9,990	0
				943	35	1,755	40		3,497	6,494	9,990	ļ		
4.09	Abutarent		14,000	943 560 945	35	1,040	65	1,600	7,840	14,560	22,400		22,400	
	Excavation	рц3 ги3	14,000 70 100,000	560 943 60	35 33 30	1,040 1,753 140	65 70	1,600 2,700 200						0
4.10	Executation Enhantment	63 63	14,000 70 100,000 10,000	560 943 60 66	35 33 30 30	1,040 1,733 140 134	65 70 70	2,700 2,700 200 220	7,840 66 6,000 660	14,560 123 14,000 1,540	22,400 189 20,090 2,260		22,400 189 20,000 2,200	0 0 0
4.11	Executation Enterchment Slope Protection	83 63 63	14,000 70 100,000 10,000 10,000	560 943 60 65 150	35 33 30 30 30	1,040 1,733 140 154 350	65 70 70 70	2,700 2,700 200 220 500	7,840 66 6,000 660 E,500	14,560 123 14,000 1,540 3,500	22,400 189 20,090 2,260 5,000		22,400 189 20,000 2,200 3,000	0 0 0
4.11 4.12 4.13	Executation Enhantment	63 63	14,000 70 100,000 10,000	560 943 60 66	35 30 30 30 40	1,040 1,755 140 154 350 1,440	65 70 70 70 60	2,700 2,700 200 220 500 2,400	7,840 66 6,000 660 E,500 8,064	14,560 123 14,000 1,540 3,500 12,096	22,400 189 20,090 2,260 5,060 20,160		22,400 189 20,000 2,200 3,000 20,160	0 0 0 0
4.11 4.12 4.13 4.14	Execusión Enbardanens Enbardanens Esparación Pavennens Asphalt Pavennens t = 7,5cm Connecte Curb	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	14,000 70 100,000 10,000 10,000 8,400 4,700 3,150	\$60 945 60 66 150 960 546 245	35 30 30 30 40 33 33	1,040 1,755 140 154 350 1,440 1,014	65 70 70 70 60 63	1,600 2,700 200 220 500 2,400 1,560 700	7,840 66 6,000 660 1,500 8,064 2,599 772	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433	22,400 189 20,000 2,200 5,000 20,160 7,426 2,205		22,400 189 20,000 2,200 3,000 20,160 7,426 2,205	0 0 0
4.11 4.12 4.13 4.14 4.15	Escavation Esbackment Store Protection Payment Asphalt Payment (* 7.5m Concast Curb Asmy A. B. C. K.D.	명 명 명 명 명 명 명 명 명 명 명	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	560 945 60 65 150 960 546 245 3,675	35 30 30 30 40 33 35 35	1,040 1,755 140 154 350 1,440 1,014 455 6,825	65 70 70 70 60 65 65	1,600 2,700 200 220 500 2,400 1,560 700	7,840 66 6,000 660 1,500 8,064 2,399 772 16,979	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532	22,400 189 20,000 2,200 5,000 20,160 7,426 2,205 48,510		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510	0 0 0 0 0 0
4.11 4.12 4.13 4.14	Execusión Enbardanens Enbardanens Esparación Pavennens Asphalt Pavennens t = 7,5cm Connecte Curb	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	14,000 70 100,000 10,000 10,000 8,400 4,700 3,150	\$60 945 60 66 150 960 546 245	35 30 30 30 40 33 33	1,040 1,755 140 154 350 1,440 1,014	65 70 70 70 60 63	1,600 2,700 200 220 500 2,400 1,560 700	7,840 66 6,000 660 1,300 8,064 2,399 772 16,919 9,500	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400	22,400 1892 20,000 2,200 5,000 20,160 7,476 2,205 48,510 24,000		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510 24,000	0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15	Escavation Shouchard Slope Protection Payerment Asphali Payerment (# 7,5cm Concett Gurb Ramp A. B. C&D Casterny Subtofal 4	명 명 명 명 명 명 명 명 명 명 명	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	560 945 60 65 150 960 546 245 3,675	35 30 30 30 40 33 35 35	1,040 1,755 140 154 350 1,440 1,014 455 6,825	65 70 70 70 60 65 65	1,600 2,700 200 220 500 2,400 1,560 700	7,840 66 6,000 660 1,500 8,064 2,399 772 16,979	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532	22,400 189 20,000 2,200 5,000 20,160 7,426 2,205 48,510		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510	0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16	Escavation Enhankment Slope Protection Payament Asphal Payament t = 7.5cm Concict Curb Ramp A, B, C&D Cosservy Substofal 4 Vessel Sepport	成3 成3 成3 成2 成2 60 成2 60 成2 60 60 60 60 60 60 60 60 60 60 60 60 60	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	560 945 60 65 150 960 546 245 3,675	35 30 30 30 40 33 33 35	1,040 1,753 140 154 350 1,440 1,014 455 6,823 48,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500	7,840 66 6,000 660 1,500 8,064 2,599 772 16,979 9,600 92,718	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400	22,400 189- 20,099 2,260 5,069 20,160 7,426 2,205 48,510 24,000 262,495		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510 24,000 262,485	0 0 0 0 0 0
\$11 412 413 414 4.15 4.16	Escavation Eshaction Slope Protection Provential Apphali Paventers (= 7.5cm Concast Cuth Ramp A. B. C. G.D. Casternay Substoral 4. Vessel Sepport Vessel Trailic Control System	명3 명3 명3 명2 명2 명3 60 유 유근 명3	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	\$60 945 60 66 150 960 \$46 245 3,675 32,000	35 30 30 30 40 33 33 35	1,640 1,753 140 151 350 1,440 1,014 455; 6,825 45,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500 80,000	7,840 66 6,000 660 1,300 8,064 2,599 772 16,979 9,600 92,718	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400 169,767	22,400 189 20,090 2,200 5,000 20,160 7,416 2,205 48,510 24,000 265,485		22,400 189 20,000 2,200 3,000 20,160 7,426 2,205 24,000 261,485	0 0 0 0 0 0
\$11 412 413 414 4.15 4.16	Escavation Eshaction of the Control	成3 成3 成3 成2 成2 60 成2 60 成2 60 60 60 60 60 60 60 60 60 60 60 60 60	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	560 945 60 65 150 960 546 245 3,675	35 30 30 30 40 33 33 35	1,040 1,753 140 154 350 1,440 1,014 455 6,823 48,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500	7,840 66 6,000 660 1,500 8,064 2,599 772 16,979 9,600 92,718	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400	22,400 189- 20,099 2,260 5,069 20,160 7,426 2,205 48,510 24,000 262,495		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510 24,000 262,485	0 0 0 0 0 0
\$11 412 413 414 4.15 4.16	Escavation Eshaction Slope Protection Provential Apphali Paventers (= 7.5cm Concast Cuth Ramp A. B. C. G.D. Casternay Substoral 4. Vessel Sepport Vessel Trailic Control System	명3 명3 명3 명2 명2 명3 60 유 유근 명3	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	\$60 945 60 66 150 960 \$46 245 3,675 32,000	35 30 30 30 40 33 33 35	1,640 1,753 140 151 350 1,440 1,014 455; 6,825 45,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500 80,000	7,840 66 6,000 660 1,300 8,064 2,599 772 16,979 9,600 92,718	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400 169,767	22,400 189 20,090 2,200 5,000 20,160 7,416 2,205 48,510 24,000 265,485		22,400 189 20,000 2,200 3,000 20,160 7,426 2,205 24,000 261,485	0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 501 501	Escavation Eshaudurni Slope Protection Proventat Apphali Proventers t = 7.5cm Concests Curb Ramp A, B, C&D Casserway Substoral 4 Vespel Support Vessel Traffic Control System (lasyapaion Aids Substoral 5 Substoral 5	명3 명3 명3 명2 명2 명3 60 유 유근 명3	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	\$60 945 60 66 150 960 \$46 245 3,675 32,000	35 30 30 30 40 33 33 35	1,640 1,753 140 151 350 1,440 1,014 455; 6,825 45,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500 80,000	7,840 66 6,000 660 1,300 772 772 16,979 9,600 92,718 0,1000	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400 169,767	22,400 189 20,090 2,200 5,000 20,160 7,476 48,510 34,000 262,485		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510 24,000 262,485	0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 5 5.02 5.02	Escavation Shouldering Slope Protection Payenment Asphali Payenment (= 7,5cm Concett Curb Ramp A. B. C&D Casterray Subholi 4 Vesul Support Vessel Iralia Control System Havgation Aids Subhutal 5 Carpo Handling Equipment	83 63 62 62 60 60 70 80 81 81 81 81 81 81 81 81 81 81 81 81 81	14,900 70 100,000 10,000 10,000 8,460 4,760 3,150 4,620	\$60 945 60 65 150 960 546 245 3,675 32,000	35 30 30 30 40 35 35 40	1,040 1,755 140 154 350 1,440 1,014 4,55 6,825 45,000 19,000,000	65 70 70 70 60 63 65 65 60 80 95	1,660 2,700 200 220 500 1,560 700 10,500 80,000	7,8:10 66 6,000 6500 8,064 2,599 772 16,979 9,500 9,1,000	14,560 123 14,060 1,540 3,500 12,096 4,827 1,433 31,532 14,400 169,767	22,400 1839 20,000 2,200 5,000 20,160 7,416 2,205 48,510 34,000 262,485 100,000 100,000 128,886		22,400 189 20,000 2,200 3,000 7,426 2,205 48,510 24,000 262,465 100,000 120,000 120,000	0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 501 502 6 6	Escavation Eshadament Slope Protection Preventin Slope Protection Preventin Asphali Parement (= 7.5cm Concate Curb Ramp A. B. C&D Courvey Subhotal 4 Vessel Support Vessel Irallic Control System Harpation Aids Subhotal 5 Carpo Handling Equipment Carpo Handling Equipment Carpo Handling Equipment Carpo Handling Equipment	명3 명3 명3 명2 명2 명3 60 유 유근 명3	14,900 70 100,600 10,000 10,000 8,440 4,700 4,700 300 t t t	\$60 945 60 66 150 960 546 215 32,675 32,000 1,000,000 1,000,000 5,890,000	35 30 30 30 40 33 33 35	1,940 1,755 140 151 151 150 1,440 1,014 1,55 6,325 48,000 19,000,000 19,000,000 19,000,000 270,000,000	65 70 70 70 60 63 65 65 65	1,660 2,700 200 220 500 2,400 1,560 700 10,500 80,000	7,840 66 6,000 660 1,300 772 772 16,979 9,600 92,718 0,1000	14,560 123 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,400 169,767	22,400 1839 20,090 2,700 5,000 20,160 7,476 2,205 48,510 240,000 20,000 100,000 113,888		22,400 189 20,000 2,200 3,000 29,160 7,426 2,205 48,510 24,000 262,485	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 5.01 5.02 6 6.01 6.02 6.03	Execusion Execusion Short Protection Prevents Store Protection Prevents Anaphal Prevences (# 7.5cm Concest Curb Ramp A, B, C&D Causeway Subtost 4 Vessel Support Vessel Traffic Control System (favgation Aids Subtost 5 Subrotal 5 Subrotal 5 Subrotal 1 Carpu Handling Equipment Carpu Handling Equipment Carpu Genty Crane Rubber Tixed Transfer Crane Testor Head (for yard)	변경 변경 변경 (600 변경 (1000 변경 (1000 변경 (1000 변경 (1000 변경 (1000 변경 (1000 변경 (1000 변경 (1000 (10	14,900 70 70 70 70 10,000 10,000 8,440 4,760 3100 11,000 1	\$60 945 60 66 65 150 960 245 32,675 32,000 1,000,000 5,800,000 5,800,000	35 30 30 40 35 35 35 40 40 5 5	1,940 1,755 140 151 151 151 151 151 151 151 151 151 15	65 70 70 70 60 63 65 65 60 80 95 90 90	1,600 2,700 200 210 500 2,400 1,500 80,000 1,000 80,000 20,000,000 20,000,000 55,000,000	7,840 6,000 660 1,300 8,064 2,599 772 16,979 9,500 92,718 0 1,600 1,600 1,600 1,600	14,560 14,000 1,540 3,500 12,096 4,827 1,433 31,532 14,430 169,767 100,000 119,000 119,000 119,000 133,650 133,650	22,400 189 70,000 2,200 5,000 20,160 7,426 2,205 48,510 34,000 262,485 100,000 1128,888	i dende de la colonida	22,400 189 20,000 2,200 3,000 7,426 2,205 48,510 24,000 262,465 100,000 120,000 120,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 5.02 6 6 6.01 6.03 6.04	Escavation Eshadament Slope Protection Preventin Slope Protection Preventin Asphali Parement (# 7.5cm Concate Curb Ramp A. B. C&D Courvey Subhotal 4 Vestel Support Vestel Inflie Control System Hampation Aids Subhotal 5 Carpo Handling Equipment Carpo Handling Carpo	변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변	14,000 70 70 70 70 10,000 10,0	\$60,000,000 \$45,000 \$65,000 \$46,000 \$150,000 \$1,000,000 \$1,000,000 \$5,000,000 \$450,000	35 30 30 40 35 35 35 40 5 5	1,040 1,735 140 151 154 154 1,440 1,014 455 6,723 48,000 19,000,000 19,000,000 19,000,000 52,200,000 4,659,000	655 70 70 70 60 655 653 650 800 800 90 90 90	1,600 2,700 200 2,100 2,400 1,500 700 10,500 20,000 20,000 20,000,000 300,000 58,000,000 4,500,000	7,810 6,60 6,000 6,000 8,004 2,399 772 16,919 9,600 92,718 0 1,000	11,360 123 14,000 1,540 1,540 1,540 1,540 1,540 1,433 1,532 1,532 1,540 165,767 100,000 119,000 119,000 119,000 119,000 133,630 133,630 133,630	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,510 24,000 20,000 100,000 118,000 115,000 112,000 112,000 114,500 148,500 148,500 148,500 148,500 160,000	المنافعة المنافعة والمنافعة	22,400 189 20,000 2,200 2,200 2,100 7,216 2,205 48,510 24,500 262,865 100,000 20,000 120,000 1,500,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 5.01 5.02 6 6 6 01 6.02 6.03	Escavation Shoulding in the control of the control	m3 m	14,900 70 70 70 70 10,000 10,000 8,440 4,760 3100 11,000 1	\$60 945 60 66 5150 960 245 3464 312,000 1,000,000 5,890,000 150,000	35 30 30 40 35 35 35 40 5 5 5 10 10	1,040 1,755 140 151 151 151 151 1,440 1,011 455 6,525 45,000 19,000,000 19,000,000 19,000,000 4,050,000 1,350,000	655 700 700 700 660 655 655 600 800 900 900 900 900 900 900 900	1,600 2,700 200 210 500 0,400 1,500 80,000 1,500 80,000 1,500 2,000,000 2,000,000 4,500,000 4,500,000	7,810 6,600 6,000 6,000 8,064 2,399 9,500 92,718 0 0 1,000 1,	14,500 1,540 1,540 1,540 1,540 1,540 1,540 1,540 1,430	22,400 1899 20,000 2,200 2,000 20,160 7,426 2,205 48,510 34,000 262,485 100,000 1128,888 1,500,000 148,500 60,000 60,000	المادة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة	22,400 183 20,000 2,200 3,000 20,160 7,426 2,205 48,510 24,000 20,000 100,000 120,000 1,500,000 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 501 502 6 6 601 602 603 604 605	Escavation Eshadament Slope Protection Preventin Slope Protection Preventin Asphali Parement (# 7.5cm Concate Curb Ramp A. B. C&D Courvey Subhotal 4 Vestel Support Vestel Inflie Control System Hampation Aids Subhotal 5 Carpo Handling Equipment Carpo Handling Carpo	변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변경 변	14,000 70 70 70 70 10,000 10,0	\$60,000,000 \$45,000 \$65,000 \$46,000 \$150,000 \$1,000,000 \$1,000,000 \$5,000,000 \$450,000	35 30 30 40 35 35 35 40 5 5	1,040 1,735 140 151 154 154 1,440 1,014 455 6,723 48,000 19,000,000 19,000,000 19,000,000 52,200,000 4,659,000	655 70 70 70 60 655 653 650 800 800 90 90 90	1,600 2,700 200 2,100 2,400 1,500 700 10,500 20,000 20,000 20,000,000 300,000 58,000,000 4,500,000	7,810 6,60 6,000 6,000 8,004 2,399 772 16,919 9,600 92,718 0 1,000	11,360 123 14,000 1,540 1,540 1,540 1,540 1,540 1,433 1,532 1,532 1,540 165,767 100,000 119,000 119,000 119,000 119,000 133,630 133,630 133,630	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,510 24,000 20,000 100,000 118,000 115,000 112,000 112,000 114,500 148,500 148,500 148,500 148,500 160,000	المتعارفة والمتعارفة	22,400 189 20,000 2,200 2,200 2,100 7,216 2,205 48,510 24,500 262,865 100,000 20,000 120,000 1,500,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 501 502 6 6 601 602 603 604 605	Escavation Estavation Shouldment Slope Protection Program Apphal Pavement t = 7.5cm Concest Gude Ramp A, B, C&D Casternay Subtoral 4 Vessel Sepport Vessel Iralia Control System Gaspaion Aids Subtoral 5 Carpo Handling Equipment Coccepting System Subtoral 6 System Subtoral 5 Special Carpo Miscellancous Equipment Coccepting System Subtoral 6	m3 m	14,000 70 70 70 70 10,000 10,0	\$60 945 60 66 5150 960 245 3464 312,000 1,000,000 5,890,000 150,000	35 30 30 40 35 35 35 40 5 5 5 10 10	1,040 1,755 140 151 151 151 151 1,440 1,011 455 6,525 45,000 19,000,000 19,000,000 19,000,000 4,050,000 1,350,000	655 700 700 700 660 655 655 600 800 900 900 900 900 900 900 900	1,600 2,700 200 210 500 0,400 1,500 80,000 1,500 80,000 1,500 2,000,000 2,000,000 4,500,000 4,500,000	7,840 666 6,500 660 1,300 8,064 2,399 772 16,919 9,600 92,718 0 1,000 1,000 11,000 14,359 6,000 10,000 10,000 10,000	11,300 1233 14,000 1,340 1,340 1,350 1,208 4,827 1,433 11,432 14,400 19,000 19,000 119,866 119,866 13,300 133,650 133,650 133,650 133,650 133,650 134,000 130,	22,400 1839 20,090 2,000 5,000 20,160 7,446 2,205 48,510 34,000 20,265 100,000 115,000 115,000 148,500 148,500 148,500 160,000 100,000	المتعارفة والمتعارفة	22,400 199 199 190 20,000 2,100 20,160 7,160 2,105 48,510 24,900 262,465 100,000 120,000 120,000 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
4.11 4.12 4.13 4.14 4.15 4.16 5.02 5.02 6 6 6 01 6.02 6.03 6.04 6.05 6.06	Escavation Eshadamini Slope Protection Preventin Slope Protection Preventin Asphali Parement 1 = 7.5cm Concatc Curb Ramp A. B., C&D Courtery Subtotal 4 Vessel Sapport Vessel Iralia Control System Rayapaion Aids Subtotal 5 Carpo Handling Equipment Quy Graty Crane Resident Iralia Control Care Trastor Head (for yard) Chassis (20 - 40) Miceillaneous Equipment Conquist System Substotal 6 Other	m3 m3 m3 m2 m2 m2 m2 m2 m m m2 m m m m2 m m m m	14,900 100,000 10,00	\$60 \$45 \$60 \$65 \$60 \$46 \$23 \$235 \$2,000 \$1,000,000 \$1,000,000 \$10,000,000 \$10,000,000 \$10,000,000 \$10,000,000	35 33 30 30 30 30 35 33 35 40 5 10 10 10	1,040 1,755 140 151 151 151 151 1,440 1,011 455 6,525 45,000 19,000,000 19,000,000 19,000,000 4,050,000 1,350,000	655 700 700 700 660 655 655 600 800 900 900 900 900 900 900 900	1,600 2,700 200 2,400 2,400 1,560 10,000 80,000 100,000 20,000,000 30,000,000 4,500,000 4,500,000 1,500,00	7,840 666 6,000 8,064 2,399 772 15,979 9,500 92,718 0 0 1,000 11,	14,500 14,000 1,540 1,540 1,520 1,208 4,827 1,433 11,532 11,540 100,000 119,000 119,000 119,000 119,000 119,000 13,530 13,530 15,500 15,000	22,400 1839 20,000 2,000 5,000 20,160 7,416 2,205 48,510 34,000 202,495 100,000 115,886 1,500,000 182,000 115,886 100,000 100,000 100,000 2,772,588		22,500 189 20,000 2,200 3,500 20,160 7,140 1,205 48,510 21,000 262,485 1100,000 11,500,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
5 11 4.13 4.14 4.15 4.16 5.01 5.02 6.03 6.04 6.05 6.06 6.06 6.06 6.06 6.06 6.06 6.06	Escavation Eshaction of the Control	m3 m	14,000 100,000 100,000 10,000	\$60 945 60 66 5150 960 245 3464 312,000 1,000,000 5,890,000 150,000	35 30 30 40 35 35 35 40 5 5 5 10 10	1,040 1,755 140 151 151 151 151 1,440 1,011 455 6,525 45,000 19,000,000 19,000,000 19,000,000 4,050,000 1,350,000	655 700 700 700 660 655 655 600 800 900 900 900 900 900 900 900	1,600 2,700 200 210 500 0,400 1,500 80,000 1,500 80,000 1,500 2,000,000 2,000,000 4,500,000 4,500,000	7,840 7,840 660 660 660 1,500 8,064 2,599 772 16,979 9,500 92,718 0 1,000 1,000 1,000 1,000 1,000 1,000 72,000 72,000	11,300 1233 14,000 1,340 1,340 1,350 1,208 4,827 1,433 11,432 14,400 19,000 19,000 119,866 119,866 13,300 133,650 133,650 133,650 133,650 133,650 134,000 130,	22,400 1839 20,090 2,700 5,000 20,160 7,476 2,705 48,510 24,000 20,000 100,000 113,800 148,500 60,000 100,000 100,000 2,778,560	عادة والمتعادة	22,300 189 20,000 2,200 3,000 70,160 7,426 2,205 48,510 24,000 20,000 100,000 100,000 11,500,000 0 0 0 1,500,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 7 002 7 003	Execusion Enbardment Store Protection Pavement Apphali Pavement (# 7.5cm Concest Curb Ramp A, B, C&D Causeway Subtotal 4 Vessel Support Vessel Traffic Control System (favgation Aids Substat 5 Substat 5 Substat 5 Substat 6 Carpu Handling Equipment Cassiputer System Subtotal 6 Other Land Managero Manager	#3 #3 #3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,900 100,000	\$60 \$45 \$45 \$66 \$56 \$23 \$37 \$12,000 \$10,000,000 \$5,800,000 \$5,800,000 \$10,000 \$10,000 \$10	35 30 30 30 30 30 35 35 35 35 40 10 10 10 10 10 100	1,040 1,733 140 151 151 1,440 1,001 452 45,000 19,000,000 19,000,000 270,000,000 270,000,000 1,359,000 1,359,000 90,000,000	655 700 700 700 600 655 655 665 655 650 900 900 900 900 900 900	1,600 2,700 200 2,400 1,500 7,00 1,500 30,000 1,500 30,000	7,840 6,600 6,600 6,600 8,004 1,500 8,004 1,500 9,600 92,718 0 1,000 1,000 1,000 1,000 1,000 272,450 60 60	11,360 1,340 1,340 1,340 1,340 1,340 1,340 1,340 1,431 1,430 169,767 169,000 19,000 119,866 1,350,000 13,350,00	22,400 1839 20,000 2,700 2,700 20,160 20,160 2,705 48,510 34,000 100,000 119,866 1,500,000 812,000 100,000 148,500 100,000 100,000 100,000 172,747,566 60,000	te distribution de alternite minerale minerale minerale de la minerale de la compansión de la distribution de a	22,300 1879 26,000 2,000 3,000 70,160 7,416 2,205 48,510 262,485 100,000 10,000 10,000 0 0 0 1,500,000 0 1,500,000 0 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
5 11 4.13 4.14 4.15 4.16 5.01 5.02 6.03 6.04 6.05 6.06 6.06 6.06 6.06 6.06 6.06 6.06	Escavation Eshaction of Eshacti	m3 m	14,000 100,000 100,000 10,000	\$60 \$45 \$60 \$66 \$150 \$46 \$23 \$1,675 \$12,000 \$1,000,000 \$5,800,000 \$150,000	35 30 30 30 40 33 35 35 35 40 10 10 10 10	1,040 1,753 140 1514 1514 1514 1514 1515 1,440 1,440 1,451 1,452 145,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000	655 70 70 70 60 655 655 650 755 800 90 90 90 90	1,660 2,700 200 2,400 1,560 700 10,500 90,000 100,000,000 55,000,000 1,500,000 1,500,000 100,000,000	7,810 6,600 6,600 6,600 8,004 7,72 7,72 1,6,919 9,600 1,000 1,000 1,000 1,000 1,000 7,72 1,000 7,72 1,000 1,	11,360 1233 14,000 1,540 1,540 1,540 1,540 1,540 1,543 11,543 11,543 11,543 11,540 119,000 119,000 119,000 119,000 119,000 13,550 13,550 13,550 13,550 13,550 13,550 14,550 15,55	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,510 34,000 20,205 100,000 100,000 118,800 118,500,000 148,500 100,000 100,000 100,000 2,728,566 72,000 72,000 6,000 100,000 7,728,566	te distribute de distribute de distribute de la la distribute de la companya de la la distribute de la distr	22,400 189 20,000 2,100 3,500 7,445 6,200 24,000 24,000 26,285 100,000 1,500,000 0 0 0 0 0 1,500,000 1,500,000 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0	Execusion Enbardment Store Protection Pavement Apphali Pavement (# 7.5cm Concest Curb Ramp A, B, C&D Causeway Subtotal 4 Vessel Support Vessel Traffic Control System (favgation Aids Substat 5 Substat 5 Substat 5 Substat 6 Carpu Handling Equipment Cassiputer System Subtotal 6 Other Land Managero Manager	#3 #3 #3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,000 100,000 100,000 10,000	\$60 \$45 \$45 \$66 \$56 \$23 \$37 \$12,000 \$10,000,000 \$5,800,000 \$5,800,000 \$10,000 \$10,000 \$10	35 30 30 30 30 30 35 35 35 35 40 10 10 10 10 10 100	1,040 1,733 140 151 151 1,440 1,001 452 45,000 19,000,000 19,000,000 270,000,000 270,000,000 1,359,000 1,359,000 90,000,000	655 700 700 700 600 655 655 665 655 650 900 900 900 900 900 900	1,600 2,700 200 2,400 1,500 7,00 1,500 30,000 1,500 30,000	7,840 6,600 6,600 6,600 8,004 1,500 8,004 1,500 9,000 92,718 0 1,000 1,0	11,360 1,340 1,340 1,340 1,340 1,340 1,340 1,340 1,431 1,430 169,767 169,000 19,000 119,866 1,350,000 13,350,00	22,400 1839 20,000 2,700 2,700 20,160 20,160 2,705 48,510 34,000 100,000 119,866 1,500,000 812,000 100,000 148,500 100,000 100,000 100,000 172,747,566 60,000	والمراجعة	22,300 1879 26,000 2,000 3,000 70,160 7,416 2,205 48,510 262,485 100,000 10,000 10,000 0 0 0 1,500,000 0 1,500,000 0 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0	Escavation Eshaction of Eshacti	#3 #3 #3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,000 100,000 100,000 10,000	\$60 \$45 \$45 \$66 \$56 \$23 \$37 \$12,000 \$10,000,000 \$5,800,000 \$5,800,000 \$10,000 \$10,000 \$10	35 30 30 30 30 30 35 35 35 35 40 10 10 10 10 10 100	1,040 1,733 140 151 151 1,440 1,001 452 45,000 19,000,000 19,000,000 270,000,000 270,000,000 1,359,000 1,359,000 90,000,000	655 700 700 700 600 655 655 665 655 650 900 900 900 900 900 900	1,600 2,700 200 2,400 1,500 7,00 1,500 30,000 1,500 30,000	7,840 7,840 7,850 7,850 7,950	11,500 1233 14,000 1,540 1,540 1,550 1,550 1,550 1,533 11,533 11,532 11,633 11,532 11,633 11,532 11,633 11,532 11,633 11,630 11,600 11,	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,516 34,000 20,285 100,000 1128,000 1128,000 148,500 100,000 100,000 2,728,566 6,000 100,000 2,728,566 6,000 100,000 2,728,566		22,400 189 20,000 2,100 3,500 79,160 7,445 48,510 24,900 26,985 100,000 120,000 1,500,000 0 0 0 1,500,000 0 1,500,000 1,500,000 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0	Escavation Estavation Stope Protection Faverness Stope Protection Faverness Apphale Paverness t = 7.5cm Concests Curb Ramp A, B, C&D Causeway Substoal 4 Vessel Support Vessel Iralis Control System (suspainon Aids Substoal 5 Substoal 5 Carpo Handling Equipment Cocya Genery Crane Tractor Head (Gry Yard) Chausis (10 - 407) Miscallaneous Equipment Substoal G Other Land Mangoove Referention of Houses	#3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,000 100,000 100,000 100,000 10,000 10,000 10,000 10,000 10,000 10,000 11 11 15 15 14 14 14 11 11 11 11 11 11 11 11 11 11	\$60,000,000 \$6,000,000 \$1,000,000	35 33 30 30 30 40 35 35 35 40 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10	1,040 1,735 140 151 151 150 1,440 1,014 455 6,823 45,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000	655 70 70 70 60 60 655 655 655 60 80 90 90 90 90 90 90	1,660 2,700 200 200 210 500 2,400 1,560 700 10,000 80,000 200000000000000000000000000	7,840 6,60 6,60 6,60 6,60 7,300 8,004 1,300 9,600 92,718 0,772 1,000 1,000 1,000 1,000 1,000 272,890 6,000 727,890 8,000 6,000 8,000 6,000 8,000 6,000 1,000 6,000 1,000 6,000 1,000 6,000 1,000 6,000	11,360 12,37 13,500 1,54	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,510 34,000 20,205 100,000 100,000 118,800 118,500,000 148,500 100,000 100,000 100,000 2,728,566 72,000 72,000 6,000 100,000 7,728,566	والمرابعة	22,400 189 20,000 2,100 3,500 7,445 6,200 24,000 24,000 24,000 100,000 20,000 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0	Escavation Estabation Stope Protection Program Stope Protection Program Apphal Paveners t = 7.5cm Concets Curb Ramp A, B, C&D Casternay Subtoral 4 Vessel Support Vessel Iralia Control System (Inspanion Aids Subtoral 5 Carp Handling Equipment Carp Handling Equipment Carp Handling Equipment Carp Handling Equipment Carp General Carp	#3 #3 #3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,000 100,000 100,000 10,000	\$60 \$45 \$45 \$66 \$56 \$23 \$37 \$12,000 \$10,000,000 \$5,800,000 \$5,800,000 \$10,000 \$10,000 \$10	35 30 30 30 30 30 35 35 35 35 40 10 10 10 10 10 100	1,040 1,733 140 151 151 1,440 1,001 452 45,000 19,000,000 19,000,000 270,000,000 270,000,000 1,359,000 1,359,000 90,000,000	655 700 700 700 600 655 655 665 655 650 900 900 900 900 900 900	1,600 2,700 200 2,400 1,500 7,00 1,500 30,000 1,500 30,000	7,840 7,840 7,850 7,850 7,950	11,500 1233 14,000 1,540 1,540 1,550 1,550 1,533 11,533 11,532 14,400 19,000 19,000 19,000 119,000 119,000 13,550 15,550	22,400 1839 20,090 2,000 5,000 20,160 7,416 2,205 48,516 34,000 20,285 100,000 1128,000 1128,000 148,500 100,000 100,000 2,728,566 6,000 100,000 2,728,566 6,000 100,000 2,728,566		22,400 189 20,000 2,100 3,500 79,160 7,445 48,510 24,900 26,985 100,000 120,000 1,500,000 0 0 0 1,500,000 0 1,500,000 1,500,000 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0 0 0 7 0	Execusion Execusion Stope Protection Premiss Substat 4 Vessel Support Vessel Faillie Control System Havasaion Ails Substat 5 Substat 5 Substat 5 Substat 6 Carpo Handling Equipment Carpolin System Substat 6 Other Land Mazgroon Releastion of Houses Releastion of Industrial Estate Substat 7 Total Engineering Cost	m3 m	14,000 30 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 11 11 11 11 11 11 11 11 11 11 11 11	\$60 \$45 \$66 \$66 \$23 \$45 \$120	35 30 30 30 30 30 35 35 35 40 5 10 10 10 10 10 10 10 10 10 10 10 10 10	1,040 1,733 140 1514 1519 1514 1519 1514 1519 1514 1519 1514 1519 1519	655 70 70 70 60 60 655 655 650 90 90 90 90 90 90 90 90 90 90 90 90 90	1,660 2,700 200 200 210 500 2,400 1,500 10,000 80,000 1,000 100,000,000 1,000,000 1,000,000	7,840 666 666 666 666 667 667 667 677 772 16,979 9,500 92,718 1,000 1,000 1,000 1,000 272,000 60 8,000 1,000	11,360 12,37 14,000 1,540	22,400 1839 20,000 2,000 2,000 20,000 20,000 20,000 20,000 20,000 20,000 100,000 113,000 148,500 100,000 100,000 2,778,500 2,7		22,400 189 20,000 2,100 2,100 3,000 20,160 7,426 2,205 48,510 24,000 20,000 100,000 0 0 0 1,500,000 0 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 7 002 7 003	Execusion Execusion Store Protection Pavement Apphali Pavement (# 7.5cm Concest Gurb Ramp A, B, C&D Causeway Subtotal 4 Vessel Support Vessel Traffic Control System (favgation Aids Subtotal 5 Subrotal 5 Subrotal 6 Carpu Handling Equipment Carputer System Subtotal 6 Other Land Mangior Relocation of Houses Relocation of Industrial Etiste Subtotal 7 Total Emplementing Cost Contingency	#3 #3 #3 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0 #0	14,000 100,000 100,000 100,000 10,000 10,000 10,000 10,000 10,000 10,000 11 11 15 15 14 14 14 11 11 11 11 11 11 11 11 11 11	\$60,000,000 \$6,000,000 \$1,000,000	35 33 30 30 30 40 35 35 35 40 5 5 10 10 10 10 10 10 10 10 10 10 10 10 10	1,040 1,735 140 151 151 150 1,440 1,014 455 6,823 45,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000 19,000,000	655 70 70 70 60 60 655 655 655 60 80 90 90 90 90 90 90	1,660 2,700 200 200 210 500 2,400 1,560 700 10,000 80,000 200000000000000000000000000	7,840 6,60 6,60 6,60 6,60 7,300 8,004 1,300 9,600 92,718 0,772 1,000 1,000 1,000 1,000 1,000 272,890 6,000 727,890 8,000 6,000 8,000 6,000 8,000 6,000 1,000 6,000 1,000 6,000 1,000 6,000 1,000 6,000	11,360 12,37 13,500 1,54	22,400 1839 20,000 2,000 2,000 20,000 20,000 20,000 22,005 48,5100 240,000 20,000 100,000 118,000 148,500 60,000 100,000 2,778,566 72,000 5,000		22,400 189 20,000 2,100 3,500 20,160 7,426 48,510 24,000 20,000 100,000 120,000 15,000 0 0 0 1,500,000 1,500,000 0 0 0 0 0 0 0 1,500,000 5,000 5,000 5,000 5,000 5,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6 6 01 6 02 6 03 6 004 6 005 6 006 7 7 7 7 002 7 003	Execusion Execusion Stope Protection Premiss Substat 4 Vessel Support Vessel Faillie Control System Havasaion Ails Substat 5 Substat 5 Substat 5 Substat 6 Carpo Handling Equipment Carpolin System Substat 6 Other Land Mazgroon Releastion of Houses Releastion of Industrial Estate Substat 7 Total Engineering Cost	m3 m	14,000 30 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 100,000 11 11 11 11 11 11 11 11 11 11 11 11	\$60 \$45 \$66 \$66 \$23 \$45 \$120	35 30 30 30 30 30 35 35 35 40 5 10 10 10 10 10 10 10 10 10 10 10 10 10	1,040 1,733 140 1514 1519 1514 1519 1514 1519 1514 1519 1514 1519 1519	655 70 70 70 60 60 655 655 650 90 90 90 90 90 90 90 90 90 90 90 90 90	1,660 2,700 200 200 210 500 2,400 1,500 10,000 80,000 1,000 100,000,000 1,000,000 1,000,000	7,840 666 666 666 666 667 667 667 677 772 16,979 9,500 92,718 1,000 1,000 1,000 1,000 272,000 60 8,000 1,000	11,360 12,37 14,000 1,540	22,400 1839 20,000 2,000 2,000 20,000 20,000 20,000 20,000 20,000 20,000 100,000 113,000 148,500 100,000 100,000 2,778,500 2,7		22,400 189 20,000 2,100 2,100 3,000 20,160 7,426 2,205 48,510 24,000 20,000 100,000 0 0 0 1,500,000 0 1,500,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
\$11 4.12 4.13 4.14 4.15 4.16 \$501 \$502 \$604 \$603 \$604 \$605 \$77 7.01 7.02 7.03 7.04	Execusion Execusion Store Protection Pavement Apphali Pavement (# 7.5cm Concest Gurb Ramp A, B, C&D Causeway Subtotal 4 Vessel Support Vessel Traffic Control System (favgation Aids Subtotal 5 Subrotal 5 Subrotal 6 Carpu Handling Equipment Carputer System Subtotal 6 Other Land Mangior Relocation of Houses Relocation of Industrial Etiste Subtotal 7 Total Emplementing Cost Contingency	m3 m	14,900 30 10,000	\$60 \$45 \$45 \$66 \$56 \$235 \$375 \$32,000 10,000,000 \$890,000 \$10,000 \$10,000 \$10,0	35 33 30 30 30 30 30 33 33 35 40 10 10 10 10 10 10 10 10 10 10 10 10 10	1,040 1,733 140 151 151 151 151 151 151 151 151 151 15	655 70 70 70 60 60 655 655 650 90 90 90 90 90 90 90 90 90 90 90 90 90	1,660 2,700 200 2,000 2,000 2,400 1,560 700 10,500 30,000 30,000 30,000 30,000 30,000 100,000 30,000 100,000 1	7,840 6,60 6,60 6,60 6,60 7,500 8,064 2,599 772 16,773 9,500 92,718 1,000 1,00	11,360 1,340 1,340 1,340 1,340 1,340 1,340 1,340 1,340 1,341 1,400	22,400 1839 20,000 2,700 2,700 20,160 2,705 34,900 262,485 100,000 119,866 1,500,000 812,000 100,000 144,500 60,000 100,000 2,774,766 72,000 60 60 60 60 60 60 60 60 60 60 60 60		22,360 189 26,000 2,000 2,000 3,000 70,160 7,216 2,205 48,510 262,485 100,000 0 0 0 1,500,000 0 0 1,500,000 1,500,000 5,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Appendix Table 2.4.3-2 Cost Breakdown of Cebu Base Port (Short Term Plan)

HSS I =

PHP 52,3 PHP 1,0 = ¥ 124 = ¥ 2.38

P1.0 = V

Δ.	~₽	from e	2001	

	·										As of June 2001			<u> </u>
						Unit Price				Total				Private
Item No.	Description	Unit	Quantity	Local Compon	ent	Foreign Compo	nent	Unit Price	Local Component	Foreign Component	Total	CPA's Plan	Proposed	Company's
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)	1,000 Peso	1,000 Peso	riau .
	Construction					,								
	Rehabilitation & Extension of Berth 8-10	ודו	354	178,420	30	416,313	70	594,732	63,161	147,375	210,535	210,535		· · · · · · · · · · · · · · · · · · ·
-	Ro-Ro Berth 10 - 12	ın '	301	178,420	30	416,313	70		53,704	125,310	179,014	179,014		
	Ro-Ro Berth 13 - 14	m	240	178,420	30	416,313	70	594,732	42,821	99,915	142,736	142,736		
	Ro-Ro Berth 15 - 16	m	199	178,420	30	416,313	70	594,732	35,506		118,352	118,352		
	Passenger Terminal for Super Ferry	n12	3,500	14,000	40	21,000	60	35,000	49,000		122,500			122,500
	Boarding Bridge	m	450	12,600	20	50,400	80	63,000	5,670		28,350			28,350
	Passenger Terminal A for Ro-Ro	m3	2,800	14,000	40	21,000	60	35,000	39,200		98,000			98,000
1.08	Passenger Terminal B for Ro-Ro	m2	2,800	14,000	. 40	21,000	60	35,000	39,200		98,000			98,000
	Open Yard	m2	60,000	782	20	3,127	80	3,908	46,899	187,596	234,494	i		234,494
	Rehabilitation of Pier I	m	313	203,908	30	475,786	70	679,694	63,823	148,921	212,744		212,744	
	Rehabilitation of Pier 2	m2	5,000	3,314	30	7,732	70	11,045	16,568		55,225	55,225		
	Rehabilitation of Pier 3	m2	5,000	3,314	30	7,732	70	11,045	16,568	38,658	55,225		55,225	
1.12	Building and Berthing for Fast Craft (Berth 18 - 19)	m2	2,800	12,000	30	28,000	70	40,000	33,600	78,400	112,000			112,000
1,13	Expansion of Berth 21-22	#133	260	201,000	30	469,000	70	670,000	52,260	121,940	174,200		174,200	
	Expansion of Berth 24-25	m	250	201,000	30	469,000	70	670,000	50,250	117,250	167,500		167,500	
1,15	Rehabilitation of Fendering System (Berth 28 - 30)	m	371	4,333	30	10,110	70	14,444	1,608	3,751	5,359	5,359		
1.16	Rehabilitatio of Berth 28 - 30	מנ	371	17,175	30	40,076	70	57,251	6,372	14,868	21,240	21,240		
1.17	Navigation Aids	sum	1	849,618	5	16,142,736	95	16,992,353	850	16,343	16,992		16,992	· · · · · · · · · · · · · · · · · · ·
	Subtotal								617,058	1,435,410	2,052,467	732,461	626,662	693,344
	Fuch		7	(77.2)4		1000		3 025 425	47.410	0/3/1	1/0/55			40.50
	Engineering Cost	%		677,314	33	1,375,153	67	2,052,467	47,412	96,261	143,673	51,272	43,866	48,534
3	Contingency	%	10	664,470	30	1,531,670	70	2,196,140	66,447	153,167	219,614	78,373	67,053	74,188
4	VAT	-%	10	2,415,754	100				241,575		241,575	86,211	73,758	81,607
				2,415,754					571,010)	241,575	80,211	13,730	81,50
	Total					,			972,492	1,684,838	2,657,330	948,318	811.339	897,673

	(1,000,000 рези) рез	в ≈ 2.38 усп	2001 J	une price (not in	clading tex)																		
Trailie Demond Forecast	2004	HU5 :	2006	2007	2/109	2009		2010	201		2012.	20(3		2614	2015		2016	2017		2018	2019		2020.
Non-Confuserized Percepts						512 346	499		477 502	504		5311	5311		311	531		31;	531		31	531 642	\$31
Containerized (Foreign + Tran	ssit; 1,000 TEU)					34K	423-		502	5711		642.	642	: 6	12:	642.	: 6	42	642	; 6	421	(42)	(42
Capital Cost												2013									2019		2020
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Appendix Table 2.4.3-5 Cashflow Schedule of Cebu Base Port (Short Term Plan; Proposed Plan)

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**************************************	-	2001	2	2002	2(14)	113	2014		21915	7	006	2007	:	2008	- :	2019		D1 O .	2011		2017	2013	i	2014	2015	•	2016	2417	7	2019	2019	20
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		1001 Lecal Fo		00 <u>2</u> F	200	31	2004 L		2005 F	1. 2	106 <u>1</u>	2887		2000	j.	2009	2(110 F	2011	i.	2012; F	2013		2014:	2015	F 1	2016 F	2017	IF 1	2018 F	2019	20: F L
daiger Handling	1402 300			70	30 7	5 32	79	34.	H4:	36	91, 3	2! 98'	42	105	451	112	48	119	51- 128:	55	138	9 138	59	138	59: 138	59	138	59: 138	. 59	138	59: 138	59: 13
-Continuor Liandling	PILP 50		52		\$\$ 10:	5 58	142	61	150:	64	159 6		72	76	76	186	48 80	196	51 128 84 201	86	206	8 206			88 206	XX.	206	\$9° 138	88	206	38 206	88, 21
nl ·		188	80	198	85 210	90			236	[0]	250 10	266	LM	282	121	298	128	115	135 329	141	344]	17. 304	147	344	47 344							147- 34

Table A 3.2.3-1 Cebu Baseport (With)

	_	Cargo Volum	е	Calling	Vessels				REVENUE			
	Non C	ontainer(Do	mestic)	Non co	ontainer	c)	arges o	n vessels	Tariff on	cargo	steve/arra	
				Conventi	Passen Ca]	}
1				of	of.		e					
	Inbound	Outbound	Total	calling	calling	port.	at	Usage	non-			total
	(ton)	(tan)	(ton)	vessels	vessels	dues	Berth	Fee	container	container		(1000pesos)
2004	1,688,763	2,382,197	4,070,960		14,645			6,795,890	139,226,832		142,483,600	288,506
2005	1,764,058	2,531,455	4,295,513		14,502			6,800,354	146,906,545	l	150,342,955	304.050
2006	1,844,002	2,678,151	4,522,153		14,381			6,817,792	154.657,633	[158,275,355	319.75
2007	1,928,879	2,849,536	4,778,415		14,279			6,846,998	163,421,793		167,244,525	337.513
2008	2,018,994	3,018,867	5,037,861		14,194			6,883,038	172,294,846		176,325,135	355,500
20 09	2,114,668	3,194,407	5,309, 075		14,123		L	6,932,966	181,570,365		185,817,625	374,32
2010	2,217,807	3,379,424	5,597,231					6,992,250	191,425,300		195,903,085	394,32
2011	2,250,046	3,496,298	5,746,344		13,747		{	6,885,064	198,524,985		201,122,040	
2012	2,281,726	3,611,938	5,893.664					6.779,778	201,563,309		206,278,240	414.62
2013	2,312,828	3,725,860	6,038,488		13,153			6.683,446	206,516,290		211,347,080	424.54
2014	2,342,510	3,837,525	6,180,035					6,587,808	211,357,197		216,301,225	434,24
2015	2,371,101	3,946,339			12,604			6,495,788	21 <u>6,</u> 056,448		221,110,400	443,66
2018	2,398,104	4,051,646	8,449,750		12,343			6,407,386	220,581,450		225,741,250	452,73
2017	2,423,194	4,152,723	6,575,917	3,530	12,090		I	6,318,070	224,896,361		230,157,095	461,37
2018	2,446,010	4,248,776	6,694,786	3,560	11,844			6.231,568	228,961,681		234,317,510	469.51
2019	2,466,157	4,338,933	6,805,090	3,580	11,603			6,142,946	232,734,078		238,178,150	477.05
2020	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	238,166,014		241,690,365	483.91
2021	2,483,203	4,422,236	0,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,91
2022	2,483,203	4,422,238	6,905,439	3,600	11,367			6,056,334	236,166,014	-	241,690,365	483,91
2023	2.483,203	4,422,236	6,905,439	3,600	11.367			6,056,334	236,166,014		241,690,365	483,913
2024	2,483,203	4,422,236	6,905,439		11,367			6,056,334	236,166,014		241,690,365	483,91
2025	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,91
2026	2.483,203	4,422,236	6,905,439	3,600	11.367			6,056,334	236,166,014	· · · · · · · · · · · · · · · · · · ·	241,890,365	483,91
2027	2,483,203	4,422,236	6,905,439	3,600	11.367			6,056,334	236,166,014		241,690,365	483,91
2028	2,483,203	4,422,236	6,905,439		11,367	·		6,056,334	236,166,014	····	241,690,365	483,91
2029	2,483,203	4,422,236	6,905,439		11.367			6.056.334	236,166,014		241,690,365	483,91
2030	2,483,203	4,422,238	6,905,439		11.367			6.056,334	236,166,014	 -	241,690,365	483,91
2031	2,483,203	4,422,236	6,905,439		11.367			6.056.334	236,166,014		241,690,365	
2032	2.483,203	4,422,236	6,905,439		11,367			6,058,334	236,166,014		241,690,365	483,91
2033	2,483,203	4,422,236	6,905,439		11,367			6,056,334	236,166,014	 	241,690,365	483,913
2034	2,483,203	4,422,236	6,905,439		11.367			6,056,334	236,166,014		241,690,365	483,913
2035	2,483,203	4,422,236	6,905,439		11,367			6,056,334	236,166,014		241.690.365	483,91
2036	2,483,203	4.422,236	6,905,439		11,367			6,056,334	236,166,014		241.690.365	483,91
2037	2,483,203	4,422,236	6,905,439		11.367			6.056.334	236,166,014		241,690,365	
2038	2.483.203	4,422,236	6,905,439		11.367	-		6,056,334	236,166,014		241,690,365	483,91
total		139,466,559	221,516,063		429.864	0	0		7,575,849,355	0		15,550,58

Table A 3.2.3-2 Cebu Baseport (Without)

	Non (Container(Do	mestic)	Non	container		charges or	n vessels	Tariff on	cargo	steve/arra	
				Conventi	Passen Carg							
				of	Number of		Dockage		1	1		1
1	Inbound	Outbound	Total	calling	calling	port	at	Usage	non-		[' '	total
	(ton)	(ton)	(ton)	vessels	vessels	dues	Berth	Fee	container	container		(1000pesos)
2004	1,688,763	2,382,197	4,070,960	2,200	14,645			6,795,890	139,226,832		142,483,600	288,506
2005	1,764,058	2,531,455	4.295,513	2,350	14,502			6,800,354	146,906,545		150,342,955	304.050
2006	1,844,002	2,678,151	4.522,153	2,510	14,381			6,817,792	154,657,633		158,275,355	319,751
2007	1,928,879	2.849,536	4,778.415	2,680	14,279			6,846,998	163,421,793		167.244,525	337,513
2008	2,018,994	3,018,867	5,037,861	2,850	14,194			6,883,038	172,294,846		176,325,135	355,503
2009	2,018,994	3,018,867	5,037,861	2.850	14,123			6,854,496	172,294,846		176,325,135	355,474
2010	2,018,994	3.018,867	5,037,861	2.850	14,123			6,854,496	172,294,846		176,325,135	355,474
2011	2,018,994	3.018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2012	2,018,994	3,018,867	5,037,861	2,850	14.123			6,854,496	172,294,846		176,325,135	355,474
2013	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2014	2.018.994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2015	2,018,994	3,018,867	5,037,861	2.850	14,123			6,854,498	172,294,846		176,325,135	355,474
2016	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2017	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2018	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2019	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172.294,846		176,325,135	
2020	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172.294,846		176,325,135	355,474
2021	2,018,994	3,018,867	5,037,861	2,850	14,123			6.854,496	172,294,846		176,325,135	355,474
2022	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2023	2,018,994	3,018,867	5,037,861	2,850	14,123			6.854,496	172,294,846		176,325,135	355,474
2024	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2025	2.018.994	3,018,887	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2026	2,018,994	3,018,667	5,037,861	2,850	14,123			6.854,496	172.294.846		176,325,135	355,474
2027	2,018,994	3,018,867	5,037,861	2,850	14,123			6.854,496	172,294,846		176,325,135	355,474
2028	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2029	2,018,994	3,018,867	5,037,861	2.850	14,123			6,854,496	172,294,846		176,325,135	355,474
2030	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2031	2,018,994	3,018,867	5.037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2032	2,018,994	3.018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2033	2,018,994	3,018,867	5,037,861	2.850	14,123			6,854,496	172,294,846		176,325,135	355,474
2034	2,018.994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846	i iii i	176,325,135	355,474
2035	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2036	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294.846		176,325,135	355,474
2037	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2038	2,018,994	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
total	69,814,516	104,026,216	173,840,732	98,090	495,691	0	0	239,778,952	5,945,353,034	0	6,084,425,620	12,269,558

Table A 3.2.3-3 New Cebu Port (CPA)

	Conta			No	n Container		Cont		Non conta	char	ges on vessels		Tariff on ca	rgo Wharfage
l [Fore	ign	Domestic		Foreign		Foreign	Domestic						
i i	Import	Export		{			Number of	of	Number of		Dockage			
	Fuil	Full	Tranship	Import	Export	Total	calling	calling	calling	port	at :	Usage	non-	
	(TEU)	(TEU)	(TEU)	(ton)	(ton)	(ton)	vessels	vessels	∨essels .	dues	Berth	Fee	container	container
2004									ļ					·
2005								<u> </u>						
2006														
2007														
2008														
2009	184,687	184,687	53,206	466,326	32,396	498,722				59,827,753	34,316,833	147.467	17,056,292	213,398,001
2010	222,512	222,512	56,486	441,877	35,147	477,024			57		49,213,800	161,979		252,331,717
2011	222,512	222.512	56,486	441,877	35,147	477,024	989		57	89,076,037	49,213,800			252,331,717
2012	222,512	222.512	56,486	441.877	35,147	477,024			57		49,213,800		16,314,221	252,331,717
2013	222,512	222,512	56,486	441,877	35,147	477,024	989 989		57 57	89,076,037	49,213,800 49,213,800		16,314,221	252,331,717
2014 2015	222,512	222.512	56,486	441,877	35,147	477,024 47.7,024				89,076,037				252,331,717
2016	222,512 222,512	222,512 222,512	56,486 56,486	441.877 441.877	35,147 35,147	477,024				89,076,037 89,076,037	49,213,800 49,213,800		16,314,221	252,331,717
2017	222,512	222,512	56,486	441,877	35,147	477,024					49,213,800	161,979	16,314,221 16,314,221	252,331,71 252,331,71
2018	222,512	222,512	56,486	441,877	35,147	477,024				89,076,037	49,213,800		16,314,221	252,331,717
2019	222,512	222,512	56,486	441,877	35,147	477,024				89,076,037	49,213,800			252,331,717
2020	222,512	222,512	56,486	441,877	35,147	477,024				93.842.244	51,508,641	161,979	16,314,221	252,331,71
2021	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244		161,979	16,314,221	252,331,71
2022	222,512	222,512	56,486	441,877	35,147	477,024	989			93,842,244	51,508,641	161,979	16,314,221	
2023	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244				252,331,71 252,331,71
2024	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244	51,508,641	161,979		252,331,71
2025	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244	51,508,641	161.979	16,314,221	252,331,71
2026	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244	51,508,641	161.979	16,314,221	252,331,71
2027	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244	51,508,641	161,979	16,314,221	252,331,71
2028	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244		161.979	16,314,221	252,331,71
2029	222,512	222,512	56,486	441,877	35,147	477,024	989			93,842,244	51,508,641	161,979		252,331,71
2030	222,512	222,512	56,486	441,877	35,147	477,024				93,842,244	51,508,641	161,979		252,331,71
2031	222,512	222,512	56,486	441,877	35,147	477,024	989			93,842,244	51,508,641	161,979		252,331,71
2032	222,512	222,512	56,486	441,877	35,147	477.024				93,842,244	51,508,641	161,979		252,331,71
2033	222,512	222,512	56,486	441,877	35,147	477.024	989		57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2034	222,512	222,512	56,486	441,877	35,147	477,024	989		57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2035	222,512	222,512	56,486	441,877	35,147	477,024	989			93,842,244	51,508,641	161,979	16,314,221	252,331,717
2036	222,512	222,512	56,486	441,877	35,147	477,024	989			93,842,244	51,508,641	161,979	15,314,221	252,331,717
2037	222.512	222.512	56,486	441,877	35.147	477,024			57	93,842,244	51,508,641	161,979	16.314.221	252,331,717
2038	222,512	222,512	56,486	441,877	35,147	477.024			57	93,842,244	51,508,641	161,979	16.314.221	252,331,717
total	6,637,535	6.637,535		13.280,759		14.332,418					1,505,119,015			7,531,017,800

Table A 3.2.3-4 New Cebu Port (Private Sector)

		Container		No	on Containe	r	steve/arra	
Ī	Fore	ign	Domestic		Foreign]	
	Import Full (TEU)	Export Full (TEU)	Tranship (TEU)	Import (ton)	Export (ton)	Total (ton)		total (1000pesos)
2004								
2005		·						
2006								
2007								
2008								<u></u>
2009	184,687	184,687	53,206	466,326	32,396			724,273
2010	222.512	222,512	56,486	441,877	35,147			872,608
2011	222,512	222,512	56,486	441,877	35,147			872,608
2012	222,512	222,512	56,486	441,877	35,147	477,024		872,608
2013	222,512	222,512	56,486	441,877	35,147			872,608
2014	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2015	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2016	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2017	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2018	222,512	222,512	56,486	441,877	35,147	477,024		872,608
2019	222,512	222,512	56,486	441,877	35,147	477.024	872,608,399	872,608
2020	222,512	222,512	56.486	441,877	35,147	477,024	872,608,399	872,608
2021	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2022	222,512	222,512	56,486	441,877	35,147	477,024		872,608
2023	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2024	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2025	222,512	222,512	56,486	441,877	35,147			872,608
2026	222,512	222,512	56,486	441,877	35,147	477,024		872,608
2027	222,512	222,512	56,48 6	441,877	35,147		872,608,399	872,608
2028	222,512	222.512	56,48 6	441,877	35,147	477,024	872,608,399	872,608
2029	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2030	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2031	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2032	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2033	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2034	222,512	222,512	56,486	441,877	35,147		872,608,399	872,608
2035	222,512	222,512	56,486	441,877	35,147			872,608
2036	222,512	222,512	56,486	441,877	35.147		872,608,399	872.608
2037	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2038	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
total	6,637,535	6,637,535	1,691,285	13,280,759		14.332.418		26,029,917

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