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.

c) 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 Container* (1,000TEU)	Foreign Conventional (1000ton)	Domestic Container (1,000TEU)	Domestic Conventional (1,000ton)	Passengers (1,000 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 inTable 4.3.1-2.

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

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

3) 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	New Cebu Port	Cebu Baseport	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	-
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).

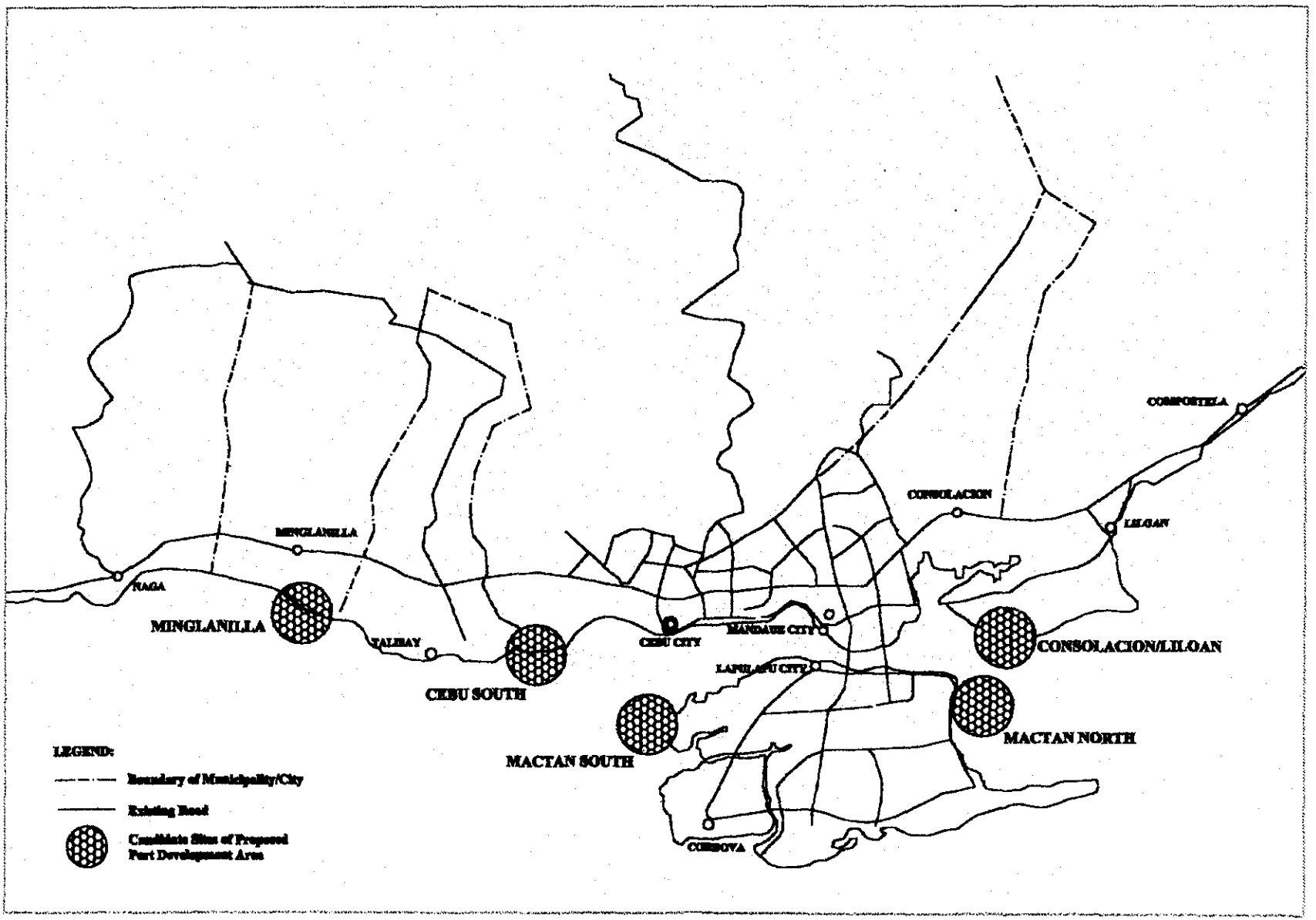

Fig. 4.2.3-1 The Candidate Sites for a New Cebu Port

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

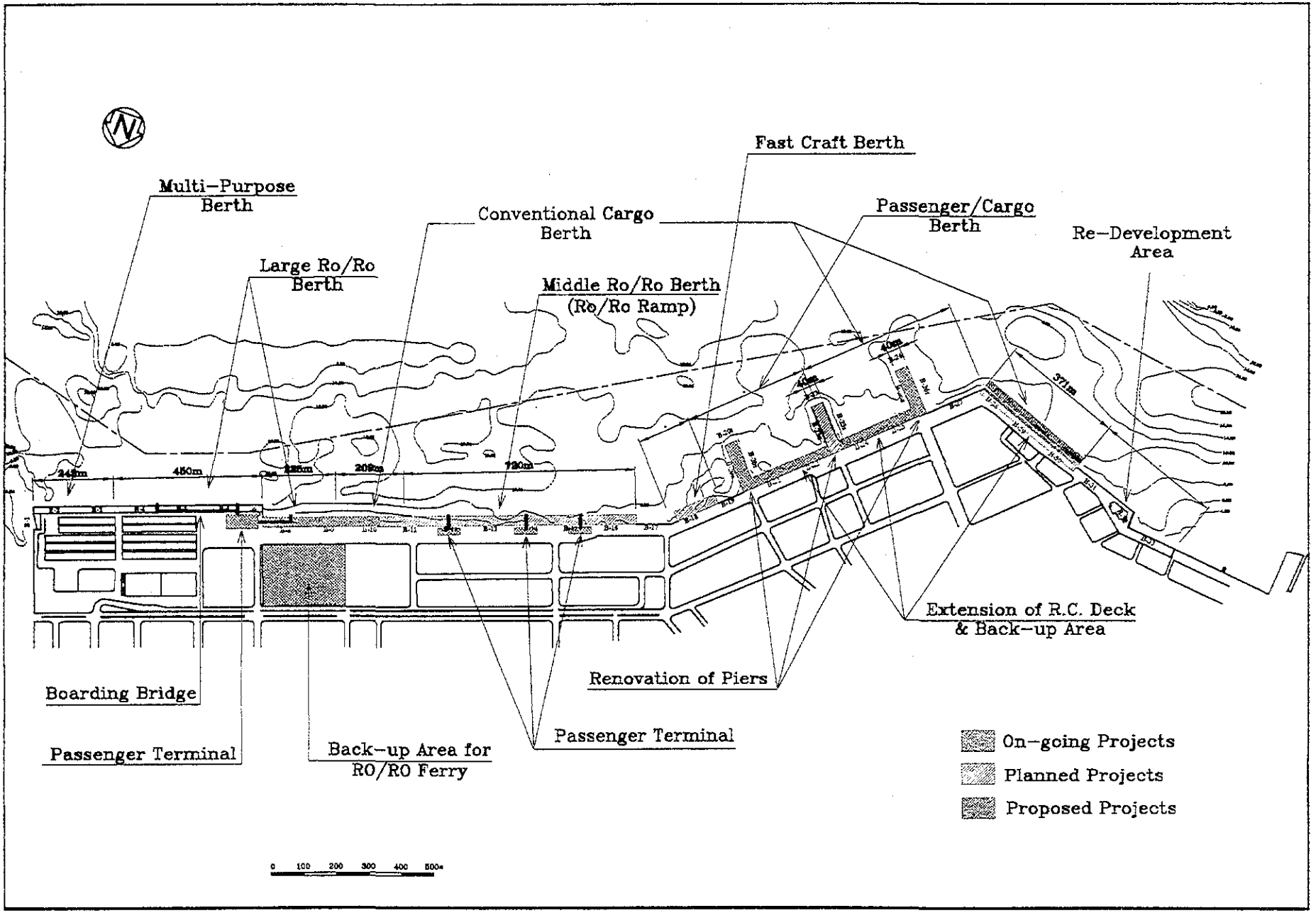

Fig.4.3.1-2 Cebu Baseport Development Plan (2020)

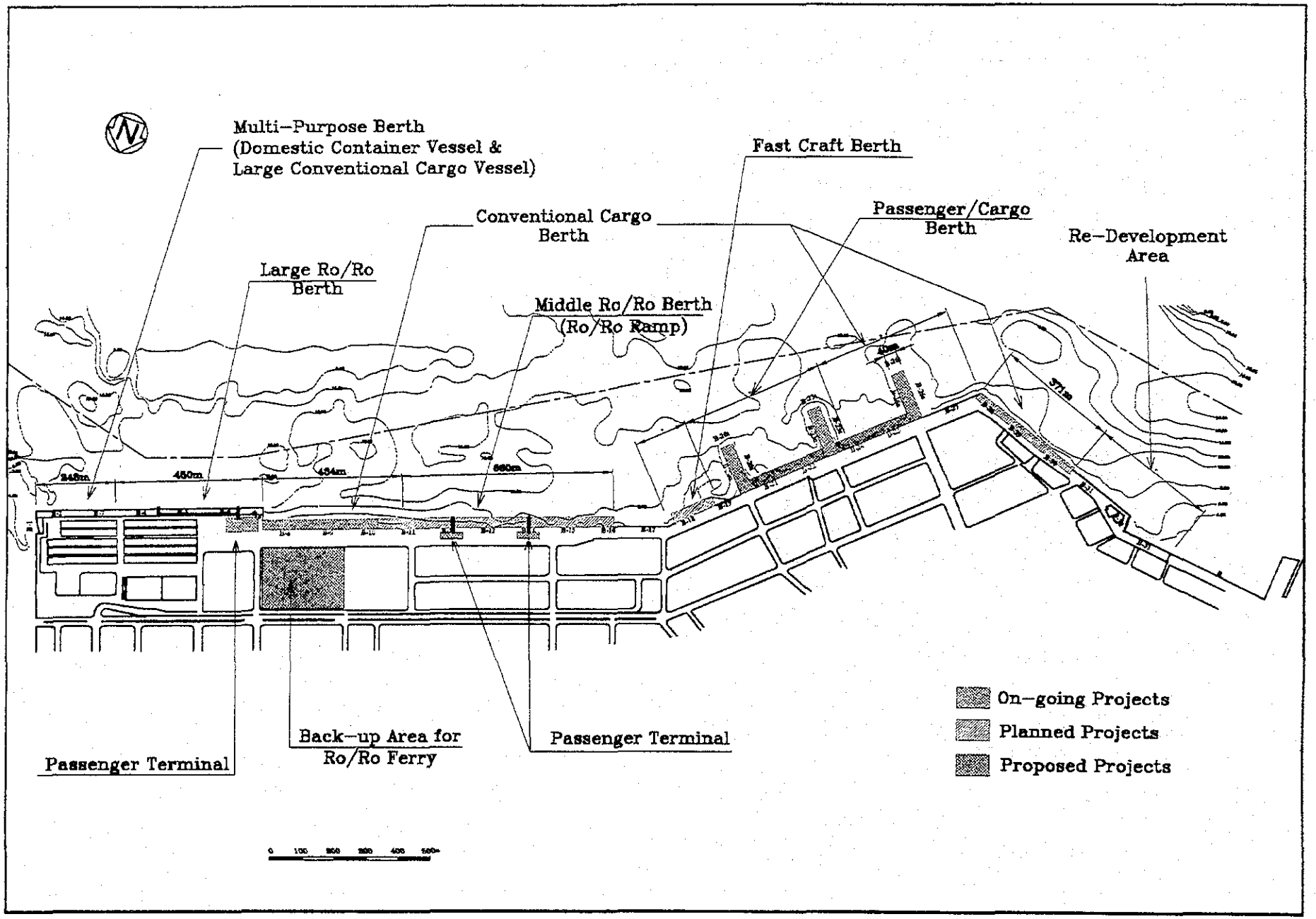

Fig.4.3.1-3 Cebu Baseport Development Plan (2010)

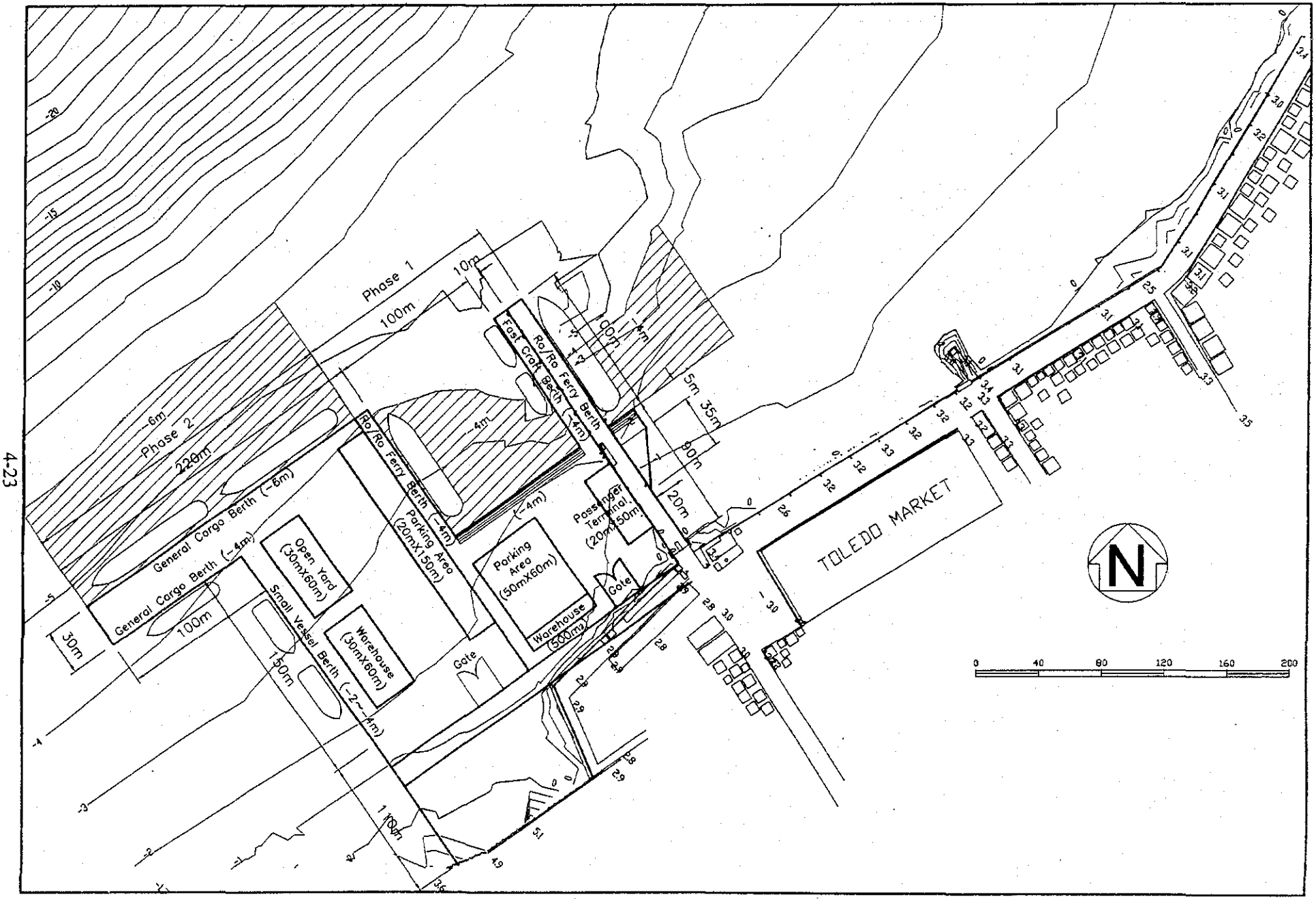

Fig.4.3.2-1 Master Plan of Toledo Port

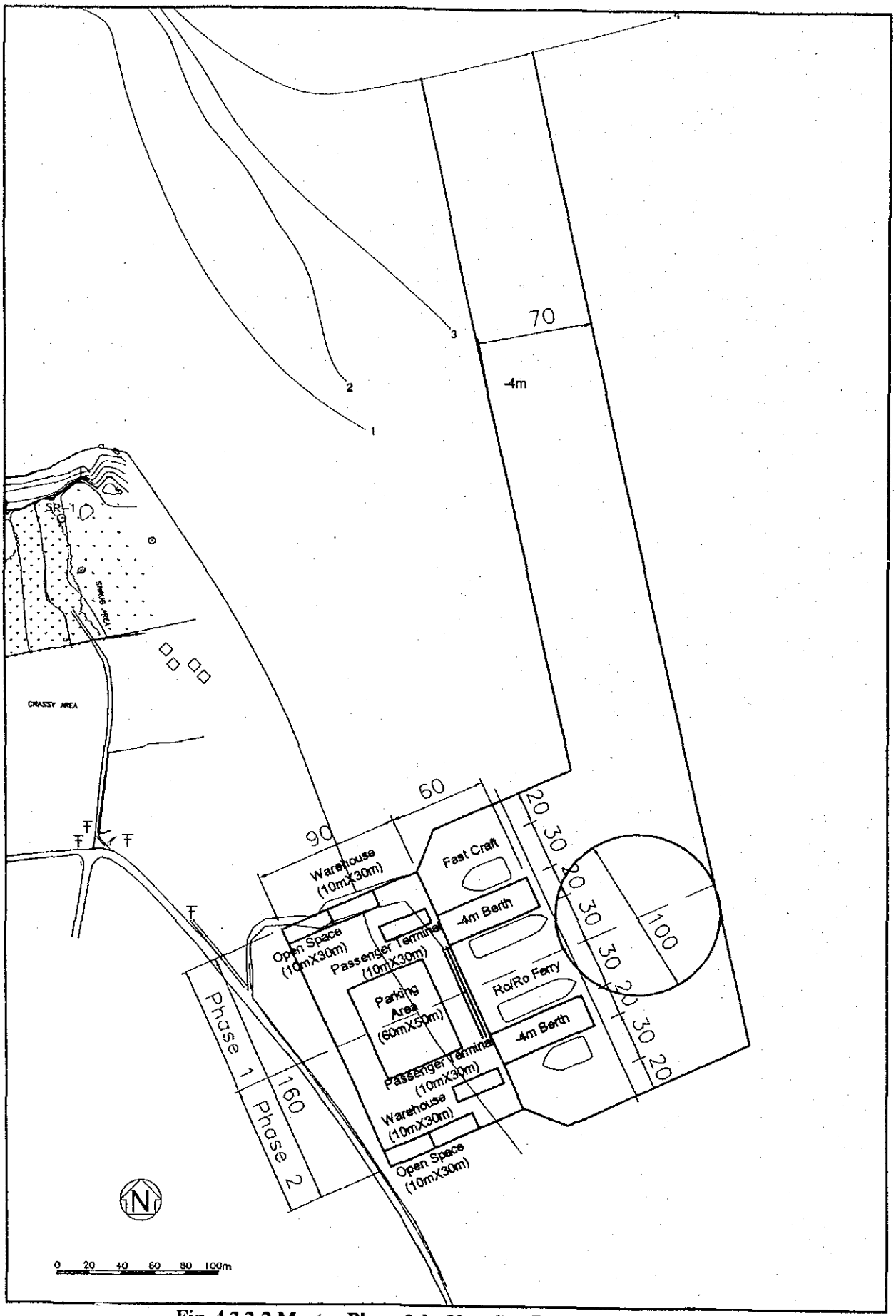

Fig. 4.3.2-2 Master Plan of the New San Remigio Port

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 (1time) Presentation for consignors(1time) Port user meeting (1time) Presentation for consignors (1time)	Mission for companies (2times) Seminar (1time) User meeting at Port (2times) Presentation (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 (1time) Mission (2times) Port tour for consignors (1time)	Mission (3times)
	Overseas	Mission (2times)	Mission (6times)
Port of Kitakyusyu	Domestic	Mission (2times)	Seminar (2times)
	Overseas	Mission (3times)	Mission (2times)
Port of Hakata	Domestic	Mission (4times) Port tour (1time)	Mission (3times) 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 Rate 1991-2000	Subject of Correlation	Correlation Coefficient	Regression Formula x=GRDP,Y=Volume	Applied Growth Rate 2000-2010
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	25.7%	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 Equipment.	Inbound	6.5%	Manfactring	0.93	Y=10.955x-79795	8.2%
11	Mach./Elect Equipment.	Outbound	10.8%	Manufacturing	0.89	Y=10.761x-83717	8.6%
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%
Foreign Import & Export Commodity							
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. & Elect. Equipment.	Import	23.7%	GRDP	0.98	Y=4.6922x-199562	13.0%
8	Mach. & Elect. Equipment.	Export	9.0%	Agriculture	0.84	Y=1.8802x-11075	6.7%
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%
11	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		2005		2010	
		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. Equipment.	133,695	125,992	192,678	183,931
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
		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		2005		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	

Appendix Table 2.4.3-1 Cost Breakdown of New Cebu Port (Phase 1)

US$ 1 = PHP 52.3 = ¥ 124 As of June 2001
PHP 1.0 = ¥ 2.38

Item No.	Description	Unit	Quantity	Unit Price					Total			CPA	Operator
				Local Component		Foreign Component		Total	Local Component	Foreign Component	Total	Total	Total
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)	1,000 Peso	1,000 Peso
1	Civil Works												
1.01	General Expense and Preparatory Work	%	2	25,200,000	60	16,800,000	40	42,000,000	50,400	33,600	84,000	84,000	0
	Container Berth												
1.02	Dredging Works	m3	100,000	56	20	224	80	280.00	5,600	22,400	28,000	28,000	0
1.03	Container Berth (Depth -13m)	m	600	380,000	20	1,520,000	80	1,900,000	228,000	912,000	1,140,000	1,140,000	0
1.04	Revetment East (Depth 0 - -3)	m	450	24,400	40	36,600	60	61,000	10,980	16,470	27,450	27,450	0
1.05	Revetment East (Depth -3 - -13)	m	50	160,000	20	640,000	80	800,000	8,000	32,000	40,000	40,000	0
1.06	Revetment West (Depth 0 - -1)	m	400	17,600	40	26,400	60	44,000	7,040	10,560	17,600	17,600	0
1.07	Revetment North (Depth 0)	m	600	7,600	20	30,400	80	38,000	4,560	18,240	22,800	22,800	0
1.08	Reclamation	m3	1,300,000	120	40	180	60	300	156,000	234,000	390,000	390,000	0
1.09	Yard Fence	m	1,000	1,250	50	1,250	50	2,500	1,250	1,250	2,500	2,500	0
1.10	Soil Improvement	m3	900,000	56	40	84	60	140	50,400	75,600	126,000	126,000	0
1.11	Yard Pavement (incl. Transfer Crane Foundation)	m2	147,000	1,600	40	2,400	60	4,000	235,200	352,800	588,000	588,000	0
1.12	Reefer Container Yard (Receptacle + Stage)	TEU	648	12,400	20	49,600	80	62,000	8,035	32,141	40,176	40,176	0
1.13	Pavement (excl. container stacking yard)	m2	75,000	680	40	1,020	60	1,700	51,000	76,500	127,500	127,500	0
	Conventionel Berth												
1.14	Conventional Berth (Depth -10m)	m	190	380,000	20	1,520,000	80	1,900,000	72,200	288,800	361,000	361,000	0
1.15	Revetment North (50m wide, incl. Paving)	m	160	68,000	20	272,000	80	340,000	10,880	43,520	54,400	54,400	0
1.16	Revetment West (Depth-3 - -11)	m	100	160,000	20	640,000	80	800,000	16,000	64,000	80,000	80,000	0
	Other												
1.17	Service Road	m2	30,000	960	40	1,440	60	2,400	28,800	43,200	72,000	72,000	0
1.18	Yard Drainage	m2	331,000	32	30	74	70	105	10,427	24,329	34,755	34,755	0
1.19	Boat Mooring Pontoon	m2	250	16,800	20	67,200	80	84,000	4,200	16,800	21,000	21,000	0
1.20	Dredging for Boat Mooring Pontoon	m3	35,000	56	20	224	80	280.00	1,960	7,840	9,800	9,800	0
1.21	Access Bridge	sum	1	400,000	20	1,600,000	80	2,000,000	400	1,600	2,000	2,000	0
	Subtotal 1								961,332	2,307,649	3,268,981	3,268,981	0
2	Utilities												
2.01	Power Supply	m2	331,000	84	20	336	80	420	27,804	111,216	139,020	139,020	0
2.02	Lighting System (Exterior)	m2	331,000	45	40	68	60	113	14,961	22,442	37,403	37,403	0
2.03	Generator	m	600	67,200	80	16,800	20	84,000	40,320	10,080	50,400	50,400	0
2.04	Telecommunications	m2	331,000	4	40	7	60	11	1,456	2,185	3,641	3,641	0
2.05	Water Supply, Sewage, Firefighting	m2	331,000	7	40	10	60	17	2,251	3,376	5,627	5,627	0
2.06	Pump House, Water Tank	m2	331,000	42	40	63	60	105	13,902	20,853	34,755	34,755	0
2.07	Environmental Treatment Facilities (Solid Waste, Bilge Oil, etc)	sum	1	800,000	40	1,200,000	60	2,000,000	800	1,200	2,000	2,000	0
2.08	Improvement in Information Technology	sum	1	5,000,000	10	45,000,000	90	50,000,000	5,000	45,000	50,000	50,000	0
	Subtotal 2								106,494	216,352	322,846	322,846	0
3	Building Works												
3.01	Port Authorities Office	m2	-	13,200	40	19,800	60	33,000	0	0	0	0	0
3.02	Terminal Operators and BOC Office Building	m2	4,900	13,200	40	19,800	60	33,000	64,680	97,020	161,700	161,700	0
3.03	Seamen's Club and Duty Free Shop	m2	2,000	13,200	40	19,800	60	33,000	26,400	39,600	66,000	66,000	0
3.04	CFS	m2	3,200	6,300	30	14,700	70	21,000	20,160	47,040	67,200	67,200	0
3.05	Gate (In)	lane	8	450,000	30	1,050,000	70	1,500,000	3,600	8,400	12,000	12,000	0
3.06	Gate (Out)	lane	5	450,000	30	1,050,000	70	1,500,000	2,250	5,250	7,500	7,500	0
3.07	Weigh Bridge	m	3	450,000	30	1,050,000	70	1,500,000	1,350	3,150	4,500	4,500	0
3.08	Repair Shop (Maintenance)	m2	900	10,500	35	19,500	65	30,000	9,450	17,550	27,000	27,000	0
3.09	Security Guard Booth	m2	200	17,500	35	32,500	65	50,000	3,500	6,500	10,000	10,000	0
3.10	Conventional Berth Cargo Shed	m2	2,100	8,400	30	19,600	70	28,000	17,640	41,160	58,800	58,800	0
	Subtotal 3								149,030	265,670	414,700	414,700	0
4	Access Road												
4.01	Concrete Barrier	m	2,000	630	35	1,170	65	1,800	1,260	2,340	3,600	3,600	0
4.02	Slab Deck	m3	2,500	1,278	35	2,373	65	3,650	3,194	5,931	9,125	9,125	0
4.03	PCI-Girder Span = 30m	nr	200	127,750	35	237,250	65	365,000	25,550	47,450	73,000	73,000	0
4.04	Pier Head	m3	3,100	1,260	35	2,340	65	3,600	3,906	7,254	11,160	11,160	0
4.05	Pier Column	m3	1,100	1,120	35	2,080	65	3,200	1,232	2,288	3,520	3,520	0
4.06	Footing	m3	3,700	945	35	1,755	65	2,700	3,497	6,494	9,990	9,990	0
4.07	Piling f=60cm	m	14,000	560	35	1,040	65	1,600	7,840	14,560	22,400	22,400	0
4.08	Abutment	m3	70	945	35	1,755	65	2,700	66	123	189	189	0
4.09	Excavation	m3	100,000	60	30	140	70	200	6,000	14,000	20,000	20,000	0
4.10	Embankment	m3	10,000	66	30	154	70	220	660	1,540	2,200	2,200	0
4.11	Slope Protection	m2	10,000	150	30	350	70	500	1,500	3,500	5,000	5,000	0
4.12	Pavement	m2	8,400	960	40	1,440	60	2,400	8,064	12,096	20,160	20,160	0
4.13	Asphalt Pavement t = 7.5cm	ton	4,760	546	35	1,014	65	1,560	2,599	4,827	7,426	7,426	0
4.14	Concrete Curb	m	3,150	245	35	455	65	700	772	1,433	2,205	2,205	0
4.15	Ramp A, B, C&D	m2	4,620	3,675	35	6,825	65	10,500	16,979	31,532	48,510	48,510	0
4.16	Causeway	m	300	32,000	40	48,000	60	80,000	9,600	14,400	24,000	24,000	0
	Subtotal 4								92,718	169,767	262,485	262,485	0
5	Vessel Support												
5.01	Vessel Traffic Control System	sum	1	-		100,000,000	100	100,000,000	0	100,000	100,000	100,000	0
5.02	Navigation Aids	sum	1	1,000,000	5	19,000,000	95	20,000,000	1,000	19,000	20,000	20,000	0
	Subtotal 5								1,000	119,000	120,000	120,000	0
6	Cargo Handling Equipment												
6.01	Quay Gantry Crane	nr	5	30,000,000	10	270,000,000	90	300,000,000	150,000	1,350,000	1,500,000	1,500,000	0
6.02	Rubber Tired Transfer Crane	nr	14	5,800,000	10	52,200,000	90	58,000,000	81,200	730,800	812,000	0	812,000
6.03	Tractor Head (for yard)	nr	33	450,000	10	4,050,000	90	4,500,000	14,850	133,650	148,500	0	148,500
6.04	Chassis (20' - 40')	nr	40	150,000	10	1,350,000	90	1,500,000	6,000	54,000	60,000	0	60,000
6.05	Miscellaneous Equipment	sum	1	10,000,000	10	90,000,000	90	100,000,000	10,000	90,000	100,000	0	100,000
6.06	Computer System	sum	1	10,000,000	10	90,000,000	90	100,000,000	10,000	90,000	100,000	0	100,000
	Subtotal 6								272,050	2,448,150	2,720,500	1,500,000	1,220,500
7	Other												
7.01	Land	m2	40,000	1,800	100	-	-	1,800	72,000	0	72,000	72,000	0
7.02	Mangrove	nr	30,000	2	100	-	-	2	60	0	60	60	0
7.03	Relocation of Houses	nr	10	800,000	100	-	-	800,000	8,000	0	8,000	8,000	0
7.04	Relocation of Industrial Estate	sum	1	5,000,000	100	-	-	5,000,000	5,000	0	5,000	5,000	0
	Subtotal 7								85,060	0	85,060	85,060	0
	Total								1,667,684	5,526,888	7,194,572	5,974,072	1,220,500
8	Engineering Cost	%	7	23,451,388	33	47,633,728	67	71,085,116	164,230	333,436	497,666	412,233	85,433
9	Contingency	%	10	17,830,414	23	59,091,960	77	76,922,374	178,304	590,920	769,224	638,630	130,594
10	VAT	%	10	84,614,612	100	-	-	84,614,612	846,146	0	846,146	702,493	143,653
	Grand Total								2,856,364	6,451,244	9,307,607	7,727,434	1,580,181

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

US$ 1 = PHP 52.3 = ¥ 124
PHP 1.0 = ¥ 2.38

As of June 2001

Item No.	Description	Unit	Quantity	Unit Price					Total			CPA's Plan	Proposed	Private Company's Plan
				Local Component		Foreign Component		Unit Price	Local Component	Foreign Component	Total			
				(Peso)	(%)	(Peso)	(%)	(Peso)	(1,000 Peso)	(1,000 Peso)	(1,000 Peso)	1,000 Peso	1,000 Peso	
1	**Construction**													
1.01	Rehabilitation & Extension of Berth 8-10	m	354	178,420	30	416,313	70	594,732	63,161	147,375	210,535	210,535		
1.02	Ro-Ro Berth 10 - 12	m	301	178,420	30	416,313	70	594,732	53,704	125,310	179,014	179,014		
1.03	Ro-Ro Berth 13 - 14	m	240	178,420	30	416,313	70	594,732	42,821	99,915	142,736	142,736		
1.04	Ro-Ro Berth 15 - 16	m	199	178,420	30	416,313	70	594,732	35,506	82,846	118,352	118,352		
1.05	Passenger Terminal for Super Ferry	m2	3,500	14,000	40	21,000	60	35,000	49,000	73,500	122,500			122,500
1.06	Boarding Bridge	m	450	12,600	20	50,400	80	63,000	5,670	22,680	28,350			28,350
1.07	Passenger Terminal A for Ro-Ro	m3	2,800	14,000	40	21,000	60	35,000	39,200	58,800	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	58,800	98,000			98,000
1.09	Open Yard	m2	60,000	782	20	3,127	80	3,908	46,899	187,596	234,494			234,494
1.10	Rehabilitation of Pier 1	m	313	203,908	30	475,786	70	679,694	63,823	148,921	212,744		212,744	
1.11	Rehabilitation of Pier 2	m2	5,000	3,314	30	7,732	70	11,045	16,568	38,658	55,225	55,225		
1.12	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	m	260	201,000	30	469,000	70	670,000	52,260	121,940	174,200		174,200	
1.14	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*	m	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	16,143	16,992		16,992	
	Subtotal								**617,058**	**1,435,410**	**2,052,467**	**732,461**	**626,662**	**693,344**
2	**Engineering Cost**	%	7	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	0	241,575	86,211	73,758	81,607
	Total								**972,492**	**1,684,838**	**2,657,330**	**948,318**	**811,339**	**897,673**

Appendix Table 2.4.3-3 Cashflow Schedule of New Cebu Port (Phase 1)

(1,000,000 peso) 1 peso = 2.38 yen 2001 June price (not including tax)

Traffic Demand Forecast	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Non-Containerized (Foreign + Transit; 1,000 ton)					512	499	477	504	531	531	531	531	531	531	531	531	531
Containerized (Foreign + Transit; 1,000 TEU)					348	423	502	571	642	642	642	642	642	642	642	642	642

Capital Cost

	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works					524.2	1,231.4	393.2	923.5	393.2	923.5																									
Equipment					81.6	734.5	108.8	979.4	81.6	734.5																									
Physical Contingency	4.1	8.3	4.1	8.3	63.9	203.3	53.5	197.0	49.1	165.1																								
Engineering Fee	41.1	83.4	41.1	83.4	32.8	66.7	32.8	66.7	16.4	33.3																								
Total	45.2	91.7	45.2	91.7	702.6	2,235.9	588.3	2,166.6	540.3	1,860.6																								

Maintenance Cost

	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works (1%)											13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31
Equipment (3%)											8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73
Total											21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104

Replacement Cost

	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Equipment																											68.0	612.1	68.0	612.1				
Total																											68.0	612.1	68.0	612.1				

Operation Cost

	2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Container Handling	PHP 850/TEU										251	108	208	128	340	146	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164
Non-Container Handling	PHP 80/ton										28	12	27	11	28	12	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13
Total			0	0	0	0	0	0	0	0	279	120	325	139	368	158	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177

Note: Construction Cost: 1st year : 2nd year : 3rd year = 40:30:30
Equipment Cost: 1st year : 2nd year : 3rd year = 30:40:30
Cost item "Other" (land acquisition etc) are excluded from the cost

Traffic Demand Forecast	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Non-Containerized (1,000 ton)	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531	531
Containerized (1,000 TEU)	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642

Capital Cost

	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works																																				
Equipment																																				
Physical Contingency																																				
Engineering Fee																																				
Total																																				

Maintenance Cost

	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works (1%)	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31	13	31
Equipment (3%)	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73	8	73
Total	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104	21	104

Replacement Cost

	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Equipment													136.0	1,224.2	136.0	1,224.2																	68.0	612.1	68.0	612.1
Total													136.0	1,224.2	136.0	1,224.2																	68.0	612.1	68.0	612.1

Operation Cost

	2021		2022		2023		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		2035		2036		2037		2038	
	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Container Handling	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164	382	164
Non-Container Handling	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13	30	13
Total	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177	412	177

Appendix Table 2.4.3-4 Cashflow Schedule of Cebu Base Port (Short Term Plan; Total Plan)

(1,000,000 peso) 2001 June price (not including tax)

Traffic Demand Forecast

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Domestic Conventional (1,000 ton)	3,459	3,653	3,857	4,071	4,296	4,531	4,778	5,038	5,310	5,597	5,746	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894
Domestic Containerized (1,000 TEU)	317	336	355	376	401	433	468	502	532	565	608	655	655	655	655	655	655	655	655	655

Capital Cost

	Note	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Rehabilitation & Extension of Berth 8-10	CPA's Plan	63.2	147.4																																				
Ro-Ro Berth 10 - 12	CPA's Plan			53.7	125.3																																
Ro-Ro Berth 13 - 14	CPA's Plan							42.8	99.9																												
Ro-Ro Berth 15 - 16	CPA's Plan									35.5	82.8																										
Passenger Terminal for Super Ferry	Private Plan					24.5	36.8	24.5	36.8																												
Boarding Bridge	Private Plan							5.7	22.7																												
Passenger Terminal A for Ro-Ro	Private Plan			19.6	29.4	19.6	29.4																														
Passenger Terminal B for Ro-Ro	Private Plan									19.6	29.4	19.6	29.4																								
Open yard	Private Plan							23.4	93.8	23.4	93.8																										
Rehabilitation of Pier 1	Proposed											31.9	74.5	31.9	74.5																						
Rehabilitation of Pier 2	CPA's Plan	16.6	38.7																																		
Rehabilitation of Pier 3	Proposed															8.3	19.3	8.3	19.3																		
Building and Berthing for Fast Craft (Berth 18 - 19)	Private Plan			16.8	39.2	16.8	39.2																														
Expansion of Berth 21-22	Proposed																					26.1	61.0	26.1	61.0												
Expansion of Berth 24-25	Proposed															25.1	58.6	25.1	58.6																		
Rehabilitation of Fendering System (Berth 28 - 30)	CPA's Plan	1.6	3.8																																		
Rehabilitation of Berth 28 - 30	CPA's Plan			6.4	14.9																																
Navigation Aids	Proposed															0.8	1.9	0.8	1.9																		
Subtotal		81.3	189.9	96.5	208.8	60.9	105.4	96.4	253.1	78.6	206.0	51.5	103.9	57.8	135.0	34.2	79.8	34.4	80.3	26.1	61.0																
Engineering Cost	Proposed	13.1	27.0	3.9	7.8	8.1	16.4	6.6	33.3	3.6	7.3	4.5	9.0	2.6	5.3	2.6	5.4	2.0	4.1	0.0	0.0																
Contingency	Proposed	9.5	21.7	10.0	21.7	6.9	12.2	10.3	26.6	8.2	21.3	5.6	11.3	6.0	14.0	3.7	8.5	3.6	8.4	2.6	6.1																
Total		104.1	238.5	110.3	238.2	75.9	133.9	113.3	293.1	90.4	234.7	61.6	124.2	66.5	154.3	40.5	93.7	40.1	92.8	28.7	67.1																

Maintenance Cost

	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works (1%)	-	-	0.24	0.57	0.53	1.20	0.72	1.51	1.01	2.27	1.24	2.89	1.40	3.20	1.57	3.61	1.67	3.85	1.78	4.09	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27
Total	-	-	0.24	0.57	0.53	1.20	0.72	1.51	1.01	2.27	1.24	2.89	1.40	3.20	1.57	3.61	1.67	3.85	1.78	4.09	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27	1.85	4.27

Replacement Cost

	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Equipment																																								
Total																																							

Operation Cost

	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Container Handling PHP 300	67	29	70	30	75	32	79	34	84	36	91	39	98	42	105	45	112	48	119	51	128	55	138	59	138	59	138	59	138	59	138	59	138	59	138	59	138	59	138	59
Non-Container Handling PHP 50	121	52	128	55	135	58	142	61	150	64	159	68	167	72	176	76	186	80	196	84	201	86	206	88	206	88	206	88	206	88	206	88	206	88	206	88	206	88	206	88
Total	188	80	198	85	210	90	221	95	235	101	250	107	266	114	282	121	298	128	315	135	329	141	344	147	344	147	344	147	344	147	344	147	344	147	344	147	344	147	344	147

Appendix Table 2.4.3-5 Cashflow Schedule of Cebu Base Port (Short Term Plan; Proposed Plan)

(1,000,000 peso) 2001 June price (not including tax)

Traffic Demand Forecast

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Domestic Conventional (1,000 ton)	3,459	3,653	3,857	4,071	4,296	4,531	4,778	5,038	5,310	5,597	5,746	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894
Domestic Containerized (1,000 TEU)	317	336	355	376	401	433	468	502	532	565	608	655	655	655	655	655	655	655	655	655

Capital Cost

	Note	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Rehabilitation of Pier 1	Proposed											31.9	74.5	31.9	74.5																										
Rehabilitation of Pier 3	Proposed															8.3	19.3	8.3	19.3																				
Expansion of Berth 21-22	Proposed																	26.1	61.0	26.1	61.0																		
Expansion of Berth 24-25	Proposed													25.1	58.6	25.1	58.6																						
Navigation Aids	Proposed													0.4	8.1	0.4	8.1																						
Subtotal		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.9	74.5	57.5	141.2	33.8	86.0	34.4	80.3	26.1	61.0																		
Engineering Cost	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.0	4.6	9.3	2.8	5.6	2.6	5.4	2.0	4.1	0.0	0.0																		
Contingency	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	3.6	8.4	6.0	14.7	3.6	9.1	3.6	8.4	2.6	6.1																		
Total		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	5.5	40.1	92.2	66.3	161.5	40.1	100.5	40.1	92.8	28.7	67.1																		

Maintenance Cost

	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Civil Works (1%)													0.10	0.22	0.27	0.65	0.37	0.90	0.47	1.15	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33
Total													0.10	0.22	0.27	0.65	0.37	0.90	0.47	1.15	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33	0.55	1.33

Replacement Cost

	2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
	Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Equipment																																								
Total																																								

Operation Cost

		2001		2002		2003		2004		2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Local	Foreign	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F	L	F
Container Handling	PHP 300	67	29	70	30	75	32	79	34	84	36	91	39	98	42	105	45	112	48	119	51	128	55	138	59	138	59	138	59	138	59	138	59	138	59	138	59	138	59	138	59
Non-Container Handling	PHP 50	121	52	128	55	135	58	142	61	150	64	159	68	167	72	176	76	186	80	196	84	201	86	206	88	206	88	206	88	206	88	206	88	206	88	206	88	206	88	206	88
Total		188	80	198	85	210	90	221	95	235	101	250	107	266	114	282	121	298	128	315	135	329	141	344	147	344	147	344	147	344	147	344	147	344	147	344	147	344	147	344	147

Table A 3.2.3-1 Cebu Baseport (With)

	Cargo Volume			Calling Vessels		REVENUE(pesos)						
	Non Container(Domestic)			Non container		charges on vessels			Tariff on cargo		steve/arra	
	Inbound (ton)	Outbound (ton)	Total (ton)	Conventi of calling vessels	Passen Ca of calling vessels	port dues	e at Berth	Usage Fee	non-container	container		total (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	2,114,668	3,194,407	5,309,075	3,040	14,123			6,932,966	181,570,365		185,817,625	374,321
2010	2,217,807	3,379,424	5,597,231	3,240	14,065			6,992,250	191,425,300		195,903,085	394,321
2011	2,250,046	3,496,298	5,746,344	3,290	13,747			6,885,064	198,524,965		201,122,040	404,532
2012	2,281,726	3,611,938	5,893,664	3,330	13,444			6,779,778	201,563,309		206,278,240	414,621
2013	2,312,828	3,725,860	6,038,488	3,380	13,153			6,683,446	206,516,290		211,347,080	424,547
2014	2,342,510	3,837,525	6,180,035	3,420	12,874			6,587,808	211,357,197		216,301,225	434,246
2015	2,371,101	3,946,339	6,317,440	3,460	12,604			6,495,788	216,056,448		221,110,400	443,663
2016	2,398,104	4,051,646	6,449,750	3,500	12,343			6,407,386	220,581,450		225,741,250	452,730
2017	2,423,194	4,152,723	6,575,917	3,530	12,090			6,318,070	224,896,361		230,157,095	461,372
2018	2,446,010	4,248,776	6,694,786	3,560	11,844			6,231,568	228,961,681		234,317,510	469,511
2019	2,466,157	4,338,933	6,805,090	3,580	11,603			6,142,946	232,734,078		238,178,150	477,055
2020	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2021	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2022	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
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	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2025	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2026	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2027	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2028	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2029	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2030	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2031	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2032	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2033	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2034	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2035	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2036	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2037	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
2038	2,483,203	4,422,236	6,905,439	3,600	11,367			6,056,334	236,166,014		241,690,365	483,913
total	82,049,504	139,466,559	221,516,063	118,320	429,864	0	0	221,671,488	7,575,849,355	0	7,753,062,205	15,550,583

Table A 3.2.3-2 Cebu Baseport (Without)

	Non Container(Domestic)			Non container		charges on vessels			Tariff on cargo		steve/arra	
	Inbound (ton)	Outbound (ton)	Total (ton)	Convent of calling vessels	Passen Carg Number of calling vessels	port dues	Dockage at Berth	Usage Fee	non-container	container		total (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	1,928,679	2,849,536	4,778,415	2,660	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			6,854,496	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	355,474
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	3,018,867	5,037,861	2,850	14,123			6,854,496	172,294,846		176,325,135	355,474
2026	2,018,994	3,018,867	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		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)

	Container			Non Container			Container		Non conta	charges on vessels			Tariff on cargo Wharfage	
	Foreign		Domestic	Foreign			Foreign	Domestic						
	Import Full (TEU)	Export Full (TEU)	Transhipment (TEU)	Import (ton)	Export (ton)	Total (ton)	Number of calling vessels	of calling vessels	Number of calling vessels	port dues	Dockage at Berth	Usage Fee	non-container	container
2004														
2005														
2006														
2007														
2008														
2009	184,687	184,687	53,206	466,326	32,396	498,722	985	119	59	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	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2011	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2012	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2013	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2014	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2015	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2016	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2017	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2018	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2019	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	89,076,037	49,213,800	161,979	16,314,221	252,331,717
2020	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2021	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2022	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2023	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2024	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2025	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2026	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2027	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2028	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2029	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2030	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2031	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2032	222,512	222,512	56,486	441,877	35,147	477,024	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2033	222,512	222,512	56,486	441,877	35,147	477,024	989	131	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	131	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	131	57	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	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
2037	222,512	222,512	56,486	441,877	35,147	477,024	989	131	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	989	131	57	93,842,244	51,508,641	161,979	16,314,221	252,331,717
total	6,637,535	6,637,535	1,691,285	13,280,759	1,051,659	14,332,418	29,664	3,910	1,706	2,733,590,759	1,505,119,015	4,844,868	490,168,696	7,531,017,800

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

	Container			Non Container			steve/arra	
	Foreign		Domestic	Foreign				
	Import Full (TEU)	Export Full (TEU)	Tranship (TEU)	Import (ton)	Export (ton)	Total (ton)		total (1000pesos)
2004								
2005								
2006								
2007								
2008								
2009	184,687	184,687	53,206	466,326	32,396	498,722	724,272,972	724,273
2010	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2011	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2012	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2013	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	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	872,608,399	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	872,608,399	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	477,024	872,608,399	872,608
2026	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2027	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2028	222,512	222,512	56,486	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	477,024	872,608,399	872,608
2035	222,512	222,512	56,486	441,877	35,147	477,024	872,608,399	872,608
2036	222,512	222,512	56,486	441,877	35,147	477,024	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	1,051,659	14,332,418	26,029,916,557	26,029,917