

Appendix 11.2.1 List of RO/RO Ferry Service Routes for Mobility Enhancement (2009)

RO/RO Ferry Service Route	Name of Port	Name of Province/ City	Name of Municipality	Population of Municipality (2009)	Income classification of Municipality	Name of Municipality	Population of Municipality (2009)	Income classification of Municipality	Name of Barangay	Population of Barangay (2009)	Name of Remote Is.	Population of Remote Is.	Existing RO/RO (2001)	Existing Ferry Route (2001)	Distance of Route (km)	Road Access Condition	Remarks
1 San Vicente (Sta. Ana) - Miconicon - Palanan - Diliang - Casiguran - Baler - Dingalan - Real	San Vicente (Sta. Ana)	Cagayan	Sta. Ana	21,612	4th	Miconicon	3,099	4th	San Vicente (Port)	3,099					14.5		
2 Manila - Coron - Taytay	Manila-North Harbor (PPA)	Palawan	Taytay	590,307	1st	Coron	32,243	2nd	Palawan (6 Barangays)	72,159	Bustungga	38,074			205		
3 Lucena City - Mogpog	Lucena (PPA)	Palawan	Lucena City	53,657	1st	Lucena City	196,075	1st	Daluhican	17,283					50		
4 Lucena City - Romblon	Balabacan (PPA)	Marinduque	Mogpog	31,330	4th	Lucena City	196,075	1st	Balabacan	3,039					185		
5 Lucena City - Masbate	Romblon (PPA)	Lucena City	Romblon	36,612	4th	Lucena City	196,075	1st	Daluhican	4,841					280		
6 Batangas - Puerto Galera	Masbate (PPA)	Masbate	Masbate (Capital)	71,441	5th	Batangas City	247,588	1st	Batangas City	9,864					30		
7 Batangas - Abra de Ilog	Batangas (PPA)	Minodoro Or.	Puerto Galera	21,925	3rd	Batangas City	247,588	1st	Balatero	3,210					45		
8 Batangas - San Jose	Abra de Ilog (PPA)	Minodoro Occ.	Abra de Ilog	22,212	4th	Batangas City	247,588	1st	Batangas City	10,351					265		
9 Batangas - Coron	Batangas (PPA)	Minodoro Occ.	San Jose	111,009	1st	Batangas City	247,588	1st	Caminawit	9,563					310		
10 Batangas - Puerto Princessa	Coron (PPA)	Palawan	Batangas City	32,243	2nd	Batangas City	247,588	1st	Batangas City	10,351	Bustungga	38,074			620		
11 San Jose - Coron	Puerto Princessa (PPA)	Minodoro Occ.	Puerto Princessa City	161,912	1st	Puerto Princessa City	247,588	1st	Batangas City	40,848					105		
12 San Jose - El Nido	San Jose (PPA)	Palawan	San Jose	32,243	2nd	San Jose	32,243	2nd	Caminawit	9,563					245		
13 San Jose - Puerto Princessa	El Nido (PPA)	Palawan	El Nido (Bacuit)	27,029	2nd	Palawan	111,009	2nd	Caminawit	4,329					405		
14 Taytay - Cuyo	Puerto Princessa (PPA)	Palawan	Puerto Princessa City	161,912	1st	Puerto Princessa City	247,588	1st	Caminawit	40,848					165		
15 Virac - Tabaco	Cuyo (PPA)	Palawan	Cuyo	18,257	4th	Cuyo	18,257	4th	Virac	6,468	Cuyo	21,739			110		
16 San Andres - Tabaco	Virac (PPA)	Catanduanes	Virac	57,067	2nd	San Jose de Buenavista	48,261	3rd	Virac	15,065					80		
17 Bulán - Masbate	Tabaco (PPA)	Catanduanes	Tabaco City	107,166	5th	Tabaco City	107,166	5th	Tabaco	17,546					50		
18 Mandaoon - Roxas (Culias)	Bulán (PPA)	Sorsogon	Mandaoon	82,688	1st	Bulán	82,688	1st	Tabaco	4,690					75		
19 Concepcion - Cadiz	Masbate (PPA)	Masbate	Masbate (Capital)	31,572	4th	Masbate	31,572	4th	Tabaco	16,645					90		
20 Iloilo - Jordan	Concepcion (PPA)	Iloilo	Roxas City (Capital)	126,352	2nd	Roxas City (Capital)	34,240	4th	Concepcion	6,779					30		
21 Iloilo - Cebu	Cadiz (PPA)	Cadiz City	Cadiz City	141,954	1st	Cadiz City	141,954	1st	Concepcion	4,324					4		
22 Cadiz - Bantayan	Iloilo (PPA)	Iloilo City	Iloilo City	365,820	1st	Iloilo City	365,820	1st	Concepcion	36,389					340		
23 Escalante (Damo) - Cebu	Jordan (PPA)	Guimaras	Jordan	28,745	4th	Guimaras	28,745	4th	Concepcion	887					50		
24 Escalante (Damo) - Tuburan	Iloilo (CPA)	Cebu City	Cebu City	718,821	1st	Cebu City	718,821	1st	Concepcion	174,783					220		
25 San Carlos - Toledo	Cebu (CPA)	Cebu City	Cebu City	79,098	1st	Escalante	68,125	2nd	Escalante	17,080	Bantayan	99,331			30		
26 Dumaguete - Siantander	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					30		
27 Dumaguete - Larena	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					85		
28 Dumaguete - Nihilid	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					15		
29 Hagayya - Sta. Fe	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					42		
30 Bogo - Palompon	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					60		
31 Carmen - Isabel (Philippos)	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					280		
32 Cebu - Masbate	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					145		
33 Cebu - Ormoc	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					105		
34 Cebu - Hilongos	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					355		
35 Cebu - Tacloban	Dumaguete (PPA)	Dumaguete City	Dumaguete	102,265	2nd	Dumaguete	102,265	2nd	Escalante	174,783					355		

RO/RO Ferry Service Route	Name of Port	Name of Province/ City	Name of Municipality	Population of Municipality	Income classification of Municipality	Name of Barangay	Population of Barangay (2000)	Name of Remote Is.	Population of Remote Is.	Existing RO/RO (2001)	Distance of Route (km)	Road Access Condition	Remarks
36 Cebu - Maasin - Surigao	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				125		
	Maasin (PPA)	Maasin City	Maasin City	71,163	5th	Poblation (5 Baranagays)	12,929				85		
	Surigao (PPA)	Surigao City	Surigao City	118,534	2nd	Poblation (2 Baranagays)	40,479						
37 Cebu - Surigao - Dapa	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				205		
	Surigao (PPA)	Surigao City	Surigao City	118,534	2nd	Poblation (2 Baranagays)	40,479				65		
	Dapa (PPA)	Dapa	Dapa	19,508	5th	Poblation (13 Baranagays)	8,265	Surigao	67,256				L-RO/RO Ramp on-going const.
38 Cebu - Talibon	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				65		
	Talibon (PPA)	Talibon	Talibon	54,147	2nd	Poblation (19 Baranagays)	4,437						
39 Cebu - Jetafe	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				35		
	Jetafe (PPA)	Jetafe	Jetafe	28,826	4th	Poblation (19 Baranagays)	2,492						Carro Vessels
40 Cebu - Tubigon	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				40		
	Tubigon (PPA)	Tubigon	Tubigon	40,385	3rd	Poblation (3 Baranagays)	6,004						
41 Cebu - Tagbilaran	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				90		
	Tagbilaran (PPA)	Tagbilaran City	Tagbilaran City	77,000	3rd	Poblation (3 Baranagays)	15,265						
42 Cebu - Guindulman - Nasipit	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				180		
	Guindulman (PPA)	Guindulman	Guindulman	29,166	4th	Poblation (2 Baranagays)	4,216				140		
	Nasipit (PPA)	Nasipit	Nasipit	35,817	3rd	Poblation (7 Baranagays)	8,813				295		
43 Cebu - Nasipit	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				295		
	Nasipit (PPA)	Nasipit	Nasipit	35,817	3rd	Poblation (7 Baranagays)	8,813				255		
44 Cebu - Cagayan De Oro	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				255		
	Cagayan De Oro (PPA)	Cagayan de Oro City	Cagayan de Oro City	461,877	1st	Macabalan	18,875						
45 Cebu - Cagayan De Oro - Iligan	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				255		
	Cagayan De Oro (PPA)	Cagayan de Oro City	Cagayan de Oro City	461,877	1st	Macabalan	18,875				100		
	Iligan (PPA)	Iligan City	Iligan City	285,061	1st	Poblation	5,184						
46 Cebu - Iligan	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				250		
	Iligan (PPA)	Iligan City	Iligan City	285,061	1st	Poblation	5,184						
47 Cebu - Dumaguete - Dapitan	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				130		
	Dumaguete (PPA)	Dumaguete City	Dumaguete City	102,265	2nd	Poblation (8 Baranagays)	9,594				90		
	Dapitan (PPA)	Dapitan City	Dapitan City	68,178	2nd	Poblation (8 Baranagays)	13,525						
48 Cebu - Larena - Dumaguete	Cebu (CPA)	Cebu City	Cebu City	718,821	1st	Poblation (19 Baranagays)	174,783				125		
	Larena (PPA)	Larena	Larena	11,861	5th	Poblation (2 Baranagays)	1,732				30		
	Dumaguete (PPA)	Dumaguete City	Dumaguete City	102,265	2nd	Poblation (8 Baranagays)	9,594						
49 Argo - Looon	Argao (CPA)	Argao	Argao	61,010	3rd	Poblation	5,495				22		
	Looon (PPA)	Looon	Looon	45,215	3rd	Poblation (3 Baranagays)	3,036						Carro Vessels are plying
50 Sanaandera - Larena	Sanaandera (PPA)	Sanaandera	Sanaandera	13,842	5th	Talifaw	1,833				40		
	Larena (PPA)	Larena	Larena	11,861	5th	Poblation (2 Baranagays)	1,732						Private Port
51 Siquijor - Dumaguete	Siquijor (PPA)	Siquijor	Siquijor	21,150	4th	Poblation	1,257				25		
52 San Juan - Dumaguete	San Juan (PPA)	San Juan	San Juan	12,198	5th	Poblation (8 Baranagays)	9,594				25		
53 Tagbilaran - Cagayan De Oro	Tagbilaran (PPA)	Tagbilaran City	Tagbilaran City	77,700	2nd	Poblation (8 Baranagays)	9,594						
	Tagbilaran (PPA)	Tagbilaran City	Tagbilaran City	77,700	2nd	Poblation (8 Baranagays)	9,594				155		
	Cagayan De Oro (PPA)	Cagayan de Oro City	Cagayan de Oro City	461,877	1st	Macabalan	18,875						
54 Tubigon - Ozamis	Tubigon (PPA)	Tubigon	Tubigon	110,600	2nd	Poblation (3 Baranagays)	6,004				255		
	Ozamis (PPA)	Ozamis City	Ozamis City	40,385	3rd	Poblation (3 Baranagays)	14,100						
55 Ubay (Tupal) - Maasin	Ubay (Tupal)	Ubay	Ubay	59,827	2nd	Lapal	1,136				40		
	Maasin (PPA)	Maasin City	Maasin City	71,163	5th	Poblation (5 Baranagays)	12,929						
56 Ubay (Tupal) - Hilongos	Ubay (Tupal)	Ubay	Ubay	59,827	2nd	Lapal	1,136				40		
	Hilongos (PPA)	Hilongos	Hilongos	51,462	3rd	Poblation (3 Baranagays)	6,920						
57 Guindulman - Guinsliban	Guindulman (PPA)	Guindulman	Guindulman	29,166	4th	Poblation (2 Baranagays)	4,216				85		
	Guinsliban (PPA)	Guinsliban	Guinsliban	5,092	6th	Poblation (2 Baranagays)	1,905				140		
58 Guindulman - Cagayan de Oro	Guindulman (PPA)	Guindulman	Guindulman	29,166	4th	Poblation (2 Baranagays)	4,216						
	Cagayan De Oro (PPA)	Cagayan de Oro City	Cagayan de Oro City	461,877	1st	Macabalan	18,875				40		
59 Padre Burgos - San Ricardo	Padre Burgos (PPA)	Padre Burgos	Padre Burgos	8,926	5th	Poblation	1,217						
	San Ricardo (Bent)	San Ricardo	San Ricardo	8,964	5th	Poblation	674						
60 Dapitan - Zamboanga	Dapitan (PPA)	Dapitan City	Dapitan City	68,178	2nd	San Vicente	2,162				315		
61 Zamboanga - Basilan	Zamboanga (PPA)	Zamboanga City	Zamboanga City	601,794	1st	Poblation (4 Baranagays)	10,769						
	Basilan (PPA)	Basilan City	Basilan City	73,032	5th	Poblation (8 Baranagays)	16,083				35		
62 Zamboanga - Sumisip	Zamboanga (PPA)	Zamboanga City	Zamboanga City	601,794	1st	Poblation (4 Baranagays)	10,769				95		
	Sumisip (PPA)	Sumisip	Sumisip	51,712	3rd	Built-Bull	1,459						
63 Zamboanga - Olunga	Zamboanga (PPA)	Zamboanga City	Zamboanga City	601,794	1st	Poblation (4 Baranagays)	10,769				100		
	Solar (PPA)	Solar	Solar	22,624	5th	Solar (Pob.)	6,589						
64 Zamboanga - Jolo	Zamboanga (PPA)	Zamboanga City	Zamboanga City	601,794	1st	Poblation (4 Baranagays)	10,769				155		
	Jolo (PPA)	Jolo	Jolo	87,998	3rd	Walled City (Pob.)	6,550						
65 Zamboanga - Sirawai - Siocoon	Zamboanga (PPA)	Zamboanga City	Zamboanga City	601,794	1st	Poblation (4 Baranagays)	10,769				110		
	Sirawai (PPA)	Sirawai	Sirawai	16,534	3rd	Poblation (5 Baranagays)	3,811				25		
	Siocoon (PPA)	Siocoon	Siocoon	32,699	2nd	Poblation	4,684						New Port
66 Guinsliban - Balinguan	Guinsliban (PPA)	Guinsliban	Guinsliban	5,092	6th	Poblation (2 Baranagays)	1,905				10		
	Balinguan (PPA)	Balinguan	Balinguan	8,197	5th	Poblation (2 Baranagays)	3,734						
67 Ozamis - Kolumbugan	Ozamis (PPA)	Ozamis City	Ozamis City	110,420	2nd	Poblation (3 Baranagays)	14,140				7		
	Kolumbugan (PPA)	Kolumbugan	Kolumbugan	24,180	4th	Poblation	2,217						
68 Cotabato - Kalamansig	Cotabato (PPA)	Cotabato City	Cotabato City	163,849	1st	Poblation (9 Baranagays)	32,112				95		
	Kalamansig (PPA)	Kalamansig	Kalamansig	44,645	2nd	Poblation	6,518						
69 Jolo - Languyan	Jolo (PPA)	Jolo	Jolo	87,998	3rd	Walled City (Pob.)	6,550				140		
	Languyan (PPA)	Languyan	Languyan	42,040	--	Languyan Proper (Pob.)	5,145						

# Appendix 11.2.2 List of Ro/Ro Ferry Service Routes for Remote Islands Development (2009)

SQL	(A) Ro/Ro Ferry Service Route	(B) Name of Port	(C) Name of Province/ City	(D) Name of Municipality	(E) Population of Municipality (2000)	(F) Income classification of Municipality	(G) Name of Barangay	(H) Population of Barangay	(I) Name of Island	(J) Population of Island	(K) Whether the port has RO/RO Ramp (2001)	(L) Whether the port has RO/RO vessels calling (2001)	(M) Distance of Route (km)	Remarks
1	Bassco - Curritao	Bassco	Batanes	Bassco	6,717	5th	Ibabak II	1,729	Bataan	11,173			320	
2	Real - Polillo	Real	Ilocos Norte	Curritao	10,615	3rd	Poblacion (2 Barangays)	1,314					40	
3	Atimonan - Alabat	Atimonan	Quezon	Polillo	30,684	3rd	Poblacion (2 Barangays)	7,851					50,620	
4	Lucena City - Magdwang	Magdwang	Quezon	Atimonan	24,105	2nd	Poblacion (4 Barangays)	12,174	Polillo	50,620			15	
5	Lucena City - Azarga	Azarga	Quezon	Alabat	56,716	2nd	Poblacion (5 Barangays)	6,777	Alabat	39,252			200	
6	Batangas - Odiongan	Batangas	Romblon	Lucena City	196,075	1st	Dalatican	17,283	Sibuyan	52,615			265	
7	Batangas - San Agustin	Batangas	Romblon	Lucena City	196,075	1st	Dalatican	17,283	Sibuyan	52,615			200	
8	Roxas - Odiongan	Roxas	Romblon	San Fernando	21,214	4th	Azarga	1,878	Sibuyan	52,615			205	
9	Romblon - Magdwang	Magdwang	Romblon	Batangas City	247,588	1st	Sh. Clara	10,351	Tablas	144,480			55	
10	San Agustin - Romblon - Azarga	Romblon	Romblon	Batangas City	247,588	1st	Sh. Clara	10,351	Tablas	144,480			40	
11	Coron - Culion - Taytay - Anaceli	Coron	Palawan	Coron	32,243	2nd	Poblacion (6 Barangays)	4,841	Sibuyan	52,615			30	
12	Roxas - Sulu Fe	Roxas	Palawan	Culion	45,902	4th	Poblacion	7,474	Bustanga	38,074			80	
13	Cawiit - Culitawa	Cawiit	Palawan	Taytay	58,891	5th	Poblacion (Centro)	6,612	Culion	14,037			75	
14	Anaceli - Puerto Princessa	Anaceli	Puerto Princessa City	Brooke's Point	41,265	4th	Poblacion (2 Barangays)	9,509	Tablas	144,480			87	
15	Brooke's Point - Balabac	Brooke's Point	Puerto Princessa City	Brooke's Point	10,894	5th	Poblacion (Centro)	2,666	Tablas	144,480			170	
16	Iloilo City - Cuyo - Puerto Princessa	Iloilo City	Puerto Princessa City	Balabac	48,928	1st	Poblacion (26 Barangays)	40,848	Dumaran	16,648			125	
17	Dumambayan - Ponson Is.	Dumambayan	Puerto Princessa City	Balabac	25,237	3rd	Poblacion (6 Barangays)	8,312	Balabac	9,098			200	
18	Cebu City - Camotes Is. - Ponson Is. - Ormoc	Cebu City	Puerto Princessa City	Cuyo	161,912	4th	Poblacion (7 Barangays)	6,468	Cuyo	21,739			280	
19	Ubay - Lapingin Is.	Ubay	Bohol	Ubay	69,336	3rd	Poblacion (26 Barangays)	6,812	Cuyo	21,739			100	
20	Catbulagan - Zamarraga	Catbulagan	Samar	Catbulagan	718,821	1st	Poblacion (2 Barangays)	15,334	Ponson	11,226			85	
21	Talalora - Duran	Talalora	Samar	Talalora	21,597	5th	Poblacion (19 Barangays)	174,783	Camotes	73,125			25	
22	Davao - Babuk (Sama Is.)	Davao	Davao City	Davao City	1,147,116	1st	Poblacion (29 Barangays)	12,089	Ponson	11,226			5	
23	Davao - Kaputian - Lupon	Davao	Davao City	Davao City	1,147,116	1st	Poblacion (29 Barangays)	12,089	Tapal	1,136			20	
24	General Santos - Balut Is.	General Santos	Davao Oriental	General Santos City	20,744	5th	Poblacion	1,091	Bugongon	17,876			25	
25	New Panamao - Pata Is.	New Panamao	Davao Oriental	New Panamao	84,180	1st	Poblacion (2 Barangays)	1,285	Zamarraga	15,423			10	
26	Palawan - Pangasinan Is. - Cagayan Sulu Is.	Palawan	Pangasinan	Palawan	15,423	5th	Poblacion (3 Barangays)	2,064	Ditum	32,533			15	
27	Iloilo - Tapul Is. - Lungs Is. - Siasi Is. - Pandani Is.	Iloilo	Sulu	Iloilo	35,552	4th	Poblacion (3 Barangays)	40,640	Sual	74,626			40	
28	Pandani Is. - South Ubian Is. - Tandubas Is. - Simunul Is. - Bongao	Pandani	Sulu	Pandani	82,609	5th	Poblacion	5,061	Sual	74,626			50	
29	Bongao - Bongao Is.	Bongao	Sulu	Bongao	1,147,116	1st	Poblacion	15,798	Tapul	13,522			9	
30	Bongao - Sibutu Is.	Bongao	Sulu	Bongao	1,147,116	1st	Poblacion	15,798	Lungs	18,417			18	
31	Loroto - Surigao	Loroto	Davao Oriental	Loroto	57,092	1st	Poblacion	4,089	Lungs	18,417			8	
32	San Jose - Surigao	San Jose	Davao Oriental	San Jose	41,822	5th	Poblacion	5,382	Siasi	48,518			52	
33	Surigao - San Benito (Surigao Is.)	Surigao	Davao Oriental	Surigao City	18,391	5th	Poblacion	3,452	Pandani	14,732			16	
34	Dapa - Surigao	Dapa	Davao Oriental	Dapa	71,791	3rd	Poblacion	7,251	South Ubian	10,930			70	

## Appendix 12.2.1 Definition of Terms for EIS System

For purposes of DAO 96-37, the following terms shall mean:

- a. **DENR** - the Department of Environment and Natural Resources.
- b. **EIS Procedural Manual** - a detailed guide on the procedures to be observed by the parties involved in the EIS System. It shall include, among others, guidelines on public participation and social acceptability, the EIS/IEE review criteria, and scoping procedures.
- c. **EMB** - the Environmental Management Bureau of the DENR.
- d. **EMPAS** - the Environmental Management and Protected Areas Sector of the DENR Regional Office.
- e. **Environmental Compliance Certificate (ECC)** - the document issued by the DENR Secretary or the Regional Executive Director certifying that based on the representations of the proponent and the preparers, as reviewed and validated by the EIARC, the proposed project or undertaking will not cause a significant negative environmental impact; that the proponent has complied with all the requirements of the EIS System and that the proponent is committed to implement its approved Environmental Management Plan in the Environmental Impact Statement or mitigation measures in the Initial Environmental Examination.
- f. **Environmentally Critical Area (ECA)** - an area that is environmentally sensitive and is so listed under Presidential Proclamation (Pres. Proc.) No. 2146, Series of 1981 as well as other areas which the President of the Philippines may proclaim as environmentally critical in accordance with Section 4 of P.D. No. 1586.
- g. **Environmentally Critical Project (ECP)** - a project that has high potential for significant negative environmental impact and is listed as such under Pres. Proc. No. 2146, Series of 1981 and Pres. No. 803, Series of 1996, as well as other projects which the President may proclaim as environmentally critical in accordance with Section 4 of P.D. 1586.
- h. **Environmental Impact Assessment (EIA)** - the process of predicting the likely environmental consequences of implementing projects or undertakings and designing appropriate preventive, mitigating and enhancement measures.
- i. **Environmental Impact Statement (EIS)** - the document(s) of studies on the environmental impacts of a project including the discussions on direct and indirect consequences upon human welfare and ecological and environmental integrity. The EIS may vary from project to project but shall contain in every case all relevant information and details about the proposed project or undertaking, including the environmental impacts of the project and the appropriate mitigating and enhancement measures.
- j. **Environmental Impact Statement (EIS) System** - the entire process of organization, administration, and procedures institutionalized for purpose of assessing the significance of the effects of any project or undertaking on the quality of the physical, biological and socio-economic environment, and designing appropriate preventive, mitigating and

enhancement measures.

- k. **Initial Environmental Examination (IEE)** - the document required of proponents describing the environmental impact of, and mitigation and enhancement measures for, projects or undertakings located in an ECA. The IEE shall replace the Project Description required under DAO 21, series of 1992.
- l. **Preparer** - the proponent's technical staff or a competent professional group commissioned by the proponent to prepare the EIS/IEE and other related documents.
- m. **Scoping** - the stage in the EIS System where information and assessment requirements established to provide the proponent with the scope of work for the EIS.

## **Appendix 12.2.2 Detailed clarification of the ECPs on Infrastructure Projects**

Detailed clarification of the ECPs on the Infrastructure Projects described in DAO 96-37 Procedural Manual is shown below ;

### ***C. Infrastructure Projects***

#### **1. Major Dams**

This shall refer to all impoundment structures and appurtenances with storage volumes equal to or exceeding 20 million cubic meters.

#### **2. Major Power Plants**

This refers to power generating plants, transmission and distribution systems (substations) utilizing, or run by, fossil fuels, geothermal resources, natural river discharge, pondage or pump storage.

This classification shall include all geothermal plants, waste-to-energy facilities, thermal power plants with rated capacities equal to or exceeding 10 megawatts or hydroelectric power plants or any non-conventional power projects with rated capacities equal to or exceeding 6 megawatts. This classification also includes power barge/s with total rated capacity in excess of 32 megawatts.

Power barge/s with total rated capacity less than or equal to 32 megawatts shall submit the appropriate IEE Report/s to the concerned DENR Regional Office.

#### **3. Major Reclamation Projects**

This refers to projects which involve the filling or draining of areas (foreshore, marshes, swamps, lakes, rivers, etc.) equal to or exceeding twenty-five (25) hectares.

#### **4. Major Roads and Bridges**

This refers to the construction of all national roads, railroads/railways, expressways, tunnels, and bridges.

### **Appendix 12.2.3 Detailed clarification on the ECAs**

Detailed clarification on the ECAs described in DAO 96-37 Procedural Manual is shown below;

As in the case of ECPs, the DENR is also expected to exercise its sound judgment and sound discretion in determining which projects are located within ECAs. In exercising such function, the DENR shall apply a liberal interpretation of the law on coverage, taking into consideration the rationale of the EIS system, and shall use the "significant impact on the quality of the environment" test under PD 1152 and PD 1586.

An area is environmentally critical under Section 1.0 (b), Article II of DAO 96-37 if it exhibits any of the following characteristics:

#### **A. Areas declared by law as national parks, watershed reserves, wildlife preserves, and sanctuaries**

The laws referred to by this provisions are Pres. Decree No. 705, as amended, otherwise called as the "Revised Forestry Code", Republic Act No. 7586 or the National Integrated Protected Areas System (NIPAS) Act, and other issuances including international commitments and declarations.

A "*national park*" is defined under Section 4(c) of the NIPAS Act as "a forest reservation essentially of natural wilderness character which has been withdrawn from settlement, occupancy or any form of exploitation except in conformity with approved management plan and set aside as such exclusively to conserve the area or preserve the scenery, the natural and historic objects, wild animals and plants therein and to provide enjoyment of these features in such area."

A "*wildlife sanctuary*" is defined under Section 4(m) of the NIPAS Act as "an area which assures the natural conditions necessary to protect nationally significant species, groups of species, biotic communities or physical features of the environment where these may require specific human manipulations for their perpetuation."

All other protected areas covered by NIPAS shall likewise be included in this category.

#### **B. Areas set aside as aesthetic, potential tourist spots**

Aesthetic potential tourist spots shall refer to areas declared and reserved by the Department of Tourism or other appropriate authorities for tourism development.

#### **C. Areas which constitute the habitat for any endangered or threatened species of indigenous Philippine wildlife (flora and fauna)**

This refers to wilderness areas and areas such as Mt. Bako, Mt. Apo, etc., which are natural habitats of endangered or threatened, rare and indeterminate species of flora and fauna.

1. Indeterminate species shall refer to plant or animal species which are apparently endangered but where insufficient data are currently available for a reliable assessment.
2. Threatened species shall refer to any plant or animal species which is likely to become endangered species within the foreseeable future throughout all or just a significant portion of its range.
3. Rare species shall refer to plant or animal species which are not under immediate threat of extinction but occurs in small numbers.
4. Endangered species shall refer to plant or animal species which are actively threatened with extinction and whose survival are unlikely without protective measures.

#### **D. Areas of unique historic, archeological, geological, or scientific interests**

Areas of unique historic, archeological, or scientific interest refer to military and non-military shrines which are of cultural, historical, and scientific significance to the nation.

This classification includes national historical landmarks, geological monuments, and paleontological and anthropological reservations as may be designated or determined by the National Historical Institute, National Museum, National Commission for Culture and the Arts, National Commission on Geological Sciences, and other appropriate authorities.

#### **E. Areas which are traditionally occupied by cultural communities or tribes**

This refers to all ancestral lands of National Cultural Communities identified in Sec. 1 of P.D. No. 410 and settlements designed, implemented and maintained by the PANAMIN for national minorities (non-Muslim hill tribes referred to in P.D. No. 719) as may be amended by Republic Act No. 8371 the Indigenous Peoples Rights Act of 1997 (IPRA) and its IRR.

This also refers to all areas that are occupied or claimed as ancestral lands or ancestral domains by indigenous communities, or certified as such (CADC/CALC) pursuant to DENR Admin. Order No. 2, series of 1993 regarding identification and delineation of ancestral land or domain claims.

#### **F. Areas frequently visited and or hard-hit by natural calamities (geologic hazards, floods, typhoons, volcanic activity, etc.)**

The area shall be so characterized if any of the following conditions exist:



### **1. Areas frequently visited or hard-hit by typhoons**

This shall refer to all areas where typhoon signal no. 3 was hoisted for at least twice a year during the last five (5) years prior to the year of reckoning. For example, a determination made in July 1997 will consider the weather records from 1992 to 1996.

### **2. Areas frequently visited or hard-hit by tsunamis**

This shall refer to all coastal zones and offshore areas subjected to an earthquake of at least intensity VII in the Rossi-Forel scale and hit by tsunamis during the period 1638 until year of reckoning. For example, a determination made in December 1997 will consider records from 1638 to 1997.

### **3. Areas frequently visited or hard hit by earthquakes**

This shall refer to all areas subjected to earthquakes of at least intensity VII in the Rossi-Forel scale during the period 1949 until the year of reckoning.

### **4. Storm surge-prone areas**

This refers to all areas identified as such by the Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA).

### **5. Flood-prone areas**

This shall refer to low-lying areas usually adjacent to large active water bodies experiencing regular or seasonal inundation as a result of changes in mean water level of these water bodies.

### **6. Areas prone to volcanic activities**

This refers to all areas identified as such by Philippine Institute of Volcanology and Seismology (PHIVOLCS).

### **7. Areas located along fault lines or within fault zones**

This refers to all areas identified as such by Philippine Institute of Volcanology and Seismology (PHIVOLCS).

### **8. Drought-prone areas**

This refers to all areas identified as such by the Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA).

For purposes of accuracy, the areas referred to in (F) shall be identified and/or declared as such by appropriate national government agencies such as PAGASA, PHIVOLCS, etc.

### **G. Areas with critical slope**

This shall refer to all lands with slope of 50% or more not classified in this listing as environmentally critical.

This classification shall also cover alienable and disposable forest lands and unclassified forests.

### **H. Areas classified as prime agricultural lands**

Prime agricultural lands shall refer to all irrigated and irrigable areas and other areas mapped under the Network of Protected Areas for Agriculture (NPAA) of the Bureau of Soils and Water Management (BSWM). The NPAA Guide covers all regions of the country and available in a 1:50,000 scale at the Agricultural Land Management and Evaluation Division (ALMED), BSWM.

### **I. Recharged areas of aquifers**

Recharged areas of aquifers shall refer to sources of water replenishment where rainwater or seepage actually enters the aquifers.

Areas under this classification shall be limited to all local or non-national watersheds and geothermal reservations.

### **J. Waterbodies**

Waterbodies shall refer to waters that are tapped for domestic purposes, within the controlled or protected areas declared by the appropriate authorities or which support wildlife and fishery activities.

### **K. Mangrove Areas**

Mangrove areas are tidal areas covered by salt-tolerant, intertidal tree species.

This classification shall refer to areas declared as mangrove swamp forest reserves by Proclamation

No. 2152 and mangrove forests declared as wilderness areas by Proclamation No. 2151.

#### **L. Coral Reefs**

Coral reefs shall refer to areas characterized by the assemblage of different types of marine plants and organisms.

This classification shall include all areas identified by local sources such as the UP-Marine Sciences Institute, DENR-Coastal Environment Program, etc. to be rich in corals.

#### **Appendix 12.2.4 Indicative List of Projects Requiring an EIS instead of IEE**

The following indicative list abstracted from DAO 96-37 Procedural Manual provides examples of projects or activities whose proponents are required to submit an EIS instead of IEE:

- Heavy industries: chemical industries, food processing industries, rubber and other resin processing industries, sugar and coconut milling (except modular oil mills), distilleries and fermentation industries, refineries, and textile industries whose annual rated capacities are equal to or exceeds 10,000 metric tons.
- Transport of oil, gas and other earth-based materials through submarine/off-shore pipeline/s or on-shore pipeline/s exceeding 20.0 kilometers in length;
- Petrochemical or oil depots: storage facilities for petrochemicals, fuel oils and other such related products with storage capacities exceeding 10,000 cubic meters.
- Infrastructure projects: new provincial/municipal/city/ barangay roads and bridges with lengths exceeding 5 kilometers that will traverse an area with critical slope, or with lengths exceeding 20 kilometers if not traversing areas with critical slopes. Also covered are bridges of 4 spans or longer than 80 meters. Flyover structures servicing an intersection (e.g., EDSA-Ortigas flyover) are also covered in this category. Flyover structures servicing one road/street only (e.g., Nagtahan flyover) are not covered in this category.
- Major ports and harbors: construction, significant extension, expansion, widening or improvement of all national, international and commercial airports, seaports, and harbors.
- Reclamation projects: filling or draining of areas (foreshore, marshes, swamps, lakes, rivers, etc.) between five (5) to twenty-five (25) hectares.
- Waste management projects (non toxic): waste handling, transport and disposal services including but not limited to sanitary landfill, urban sewerage systems, centralized waste treatment facilities, landfills or disposal. Incinerators with annual rated capacity in excess of 100,000 metric tons are also covered in this category.
- Waste management projects (toxic): landfills, sludge treatment or disposal sites, wastes disposal/treatment sites, transfer stations and other similar project or activities for or which will involve handling of toxic and hazardous waste materials. Hospital incinerators with rated capacity in excess of 2.0 tons/day shall likewise be included in this category.
- Major flood control projects: construction or expansion of structural measures to provide sufficient flood control and/or mitigate flood damages that shall, among others: involve construction/modification of major dams with storage volume in excess of 20.0 million cubic meters; construction of dikes which cover or will affect an area equal to or more than 25.0 hectares; or, construction of drainage canals, concrete floodwalls and other hydraulic structures designed for a flood event with longer than 5-year cycle or an area in excess of 25.0 hectares.
- Industrial estates, large commercial buildings and real estate projects: Industrial estates refer to industrial parks, industrial estates, special economic zones, regional industrial centers and other such areas or projects regardless of area. Large commercial buildings refer to condominiums,

malls, hotels, condotels, and other such structure whose total floor area exceeds 10,000 square meters or with a height of more than ten (10) stories. Real estates projects refer to subdivision, housing projects, theme parks, cemetery or memorial parks, mixed use projects and other such project or activities which covers a land area in excess of ten (10) hectares.

Proponents of such projects are advised to proceed directly to the preparation of EIS instead of IEE and submit the same to the DENR Regional Office concerned. However, the DENR RO may request assistance from the EMB in the evaluation or assessment of the EIS. In such case, the DENR RO should involve the EMB in the entire process (e.g., from scoping to review).

Table A12.3.1 Environmental Impact Work Sheet for Port Development

Environmental Impact Factor	Content of Plan	Impact to be Considered	Countermeasures
Dredging, Bottom Stirring, Soil Dumping into Water	Dredging	Water/Bottom	Settling Pond, Sedimentation Coagulant,
	? yes dredged soil	Pollution (SS, Hazardous Materials)	Selection of Construction Methods & Machines, Silt Curtains
	? no for disposal	Offensive Odor	Selection of Construction Method & Machines, Introduction of Odor Treatment Method
	? unknown	Decreases of Aquatic Lives	Settling Pond, Sedimentation, Coagulant, Selection of Construction Methods & Machines, Silt Curtains, Selection of Construction Period, Monitoring of alternative Habitats
	? ground	Pollution of Marine Products	Settling Pond, Sedimentation, Coagulant, Selection of Construction Methods & Machines, Silt Curtains, Selection of Construction Period, Monitoring of alternative Habitats
? on land	Devaluation of Tourism Resources (Water Color, Coral Reef)	Settling Pond, Sedimentation, Coagulant, Selection of Construction Methods & Machines, Silt Curtains	
? coastal reclamation			
? offshore dumping			
? unknown			
Employment of Laborers	Inflow of Laborers from outside	Inflow of Alien Culture	Employment Planning, Disclosure of Information
	? likely ? not likely ? no ? unknown	Change in Economic Activities	Employment Planning, Human Resources Development
Impact from Port Facilities & Sites			
Emergence of Sites (included landfill)	Landfill Piers ? yes ? yes ? no ? no ? unknown ? unknown	Water/Bottom Pollution	Change of Face Line, Dredging Sludge, Promotion of Sea water Exchange

Table A12.3.1 (continued)

Environmental Impact Factor	Content of Plan	Impact to be Considered	Countermeasures
		Beach Erosion/Accretion	Change of Face Line, Coastal Defense Construction, Littoral Nourishment
		Decrease of Habitats for Aquatic Lives	Transplant, Discharge of Seeds & Saplings
		Decrease of Habitats for Terrestrial Lives	Change of Face Line, Establishment of Nature Conservation Area, Artificial Tidal Flats, Transplant
		Resettlement of Residents	Resettlement Disclosure
		Loss of Fishing Ground	Expansion of Functions of Fishing Ports and Marine Products Transportation System
Emergence of external Facilities	Breakwater ? yes ? no ? unknown	Impact on Water/Bottom Conditions	Change of Face Line, Mud Dredging, Enhancement of Sea Water Exchange
		Beach Erosion/Accretion	Change of Face Line, Coastal Defense Construction
		Decrease of Habitats for Coastal Lives	Transplant, Discharge of Seeds & Saplings
Impact from Loading & Storage			
Loading & Use of Storage	Handling Bulk Cargo ? yes ? no ? unknown	Air Pollution (dust)	Buffer Zone, Enclosure, Surface Treatment, Selection of Loading Machines
		Water/Bottom Pollution	Buffer Zone, Enclosure, Surface Treatment, Selection of Loading Machines, Form of Apron
		Offensive Odor	Zoning, Storage Sealing, Deodorizer
		Change in Coastal Ecosystem	Buffer Zone, Enclosure, Surface Treatment, Selection of Loading Machines, Form of Apron, Monitoring of Pollution of Marine Products

Table A12.3.1 (continued)

Environmental Impact Factor	Content of Plan	Impact to be Considered	Countermeasures
Impact from Operation of Facilities handling Hazardous Materials			
Petroleum distribution Base & Facilities Handling Hazardous Materials	Petroleum distribution Base & Facilities Handling Hazardous Materials ? yes ? no ? unknown	Air Pollution	Reduction of Generated Pollutants(dust collection, desulfurization, denitrification), Promotion of Dispersion
		Water/Bottom Pollution (oil)	Waste Oil Treatment Facilities, Oil Fence
		Offensive Odor	Zoning, Containment of Odor, Deodorizer
		Change in Coastal Ecosystem	Waste Oil Treatment Facilities, Oil Fence, Monitoring of Pollution of Marine Products
		Change in Terrestrial Ecosystem	Waste Oil Treatment Facilities, Oil Fence, Designation of Nature Conservation Area
		Decrease in amount of Agricultural Products, Fish Catches, Prices	Waste Oil Treatment Facilities, Oil Fence, Monitoring of Pollution of Marine Products
Impact from Waste Treatment Facilities	Petroleum distribution Base & Facilities Handling Hazardous Materials ? yes ? no ? unknown	Air Pollution	Reduction of Generated Pollutants (dust collection, desulfurization, denitrification), Promotion of Dispersion
		Water/Bottom Pollution (oil)	Reduction of Wastes, Drainage Treatment Facilities
		Offensive Odor	Zoning, Containment of Odor, Deodorizer
		Change in Coastal Ecosystem	Reduction of Wastes, Drainage Treatment Facilities
		Change in Terrestrial Ecosystem	Waste Oil Treatment Facilities, Oil Fence, Designation of Nature Conservation Area
		Decrease in amount of Agricultural Products, Fish Catches, Prices	Reduction of Air Pollution (dust collection, desulfurization, denitrification), Promotion of Dispersion Drainage Treatment Facilities



Table A12.3.1 (continued)

Environmental Impact Factor	Content of Plan	Impact to be Considered	Countermeasures
Impact of Final Treatment Facilities	Waste Disposal Site ? yes ? no ? unknown	Air Pollution	Buffer Zone, Surface Treatment, Fence
		Water/Bottom Pollution	Sheet Cover (rain Prevention), Settling Pond
		Offensive Odor	Zoning
		Change in Coastal Ecosystem	Sheet Cover (rain Prevention), Settling Pond
		Change in Terrestrial Ecosystem	Zoning, Buffer Zone, Surface Treatment, Fence, Sheet Cover(rain Prevention), Settling Pond
		Generation of Wastes	Buffer Zone, Surface Treatment, Fence, Sheet Cover (rain Prevention), Settling Pond, Structure of Bulkhead
		Formation of Slums	Management Plan for Treatment Facilities
Impact from Industrial Production activities			
Operation of Factories and Plants	Industrial Activities ? large scale ? small scale ? none ? unknown	Air Pollution	Reduction of Generated Pollutants (dust collection, desulfurization, denitrification), Promotion of Dispersion
		Water/Bottom Pollution	Reduction of Water Pollutants, Drainage Treatment Facilities
		Noise/Vibration	Zoning, Buffer Zone, Soundproof Fence, soundproof Hood
		Offensive Odor	Zoning, Containment of Odor, Deodorizer
		Ground Subsidence	Regulation on Use of Groundwater
		Change in Coastal Ecosystem	Reduction of Water Pollution, Dredging of Sludge
		Change in Terrestrial Ecosystem	Designation of Nature Conservation Area
		Generation of Wastes	Plan for Collection, Treatment, Disposal of Wastes
		Changes in Distribution of Local Population	Plans for Employment, Disclosure of Information

Table A12.3.2 Environmental Impact Checklist for Port Development

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
1. Impact from Construction Works						
1.1 Operation of Working Boats, Construction Machines	1.1.1 Air Pollution	management of construction process, selection of working hours, smoke prevention fence				
	1.1.2 Generation of Noise /Vibration	selection of construction methods/machines, selection of working hours, placement of sources of noise/vibration				
	1.1.3 Changes in Terrestrial Ecosystem	selection of construction methods/machines				
1.2 Dredging, Stirring Bottom Soil, Soil Dumping into Water	1.2.1 Pollution of Water and Bottom Sediments(SS, Hazardous Materials)	settling pond, sedimentation coagulant, selection of construction methods/machines, silt curtains				
	1.2.2 Offensive Odor	selection of construction methods/machines, introduction of odor treatment methods				
	1.2.3 Reduction of Aquatic Lives	settling pond, sedimentation coagulant, selection of construction methods/machines, silt curtains, selection of construction period, monitoring of alternative habitats				
	1.2.4 Pollution of Marine Products	settling pond, sedimentation coagulant, selection of construction methods/machines, silt curtains, selection of construction period, monitoring pollution of fishery products				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
	1.2.5 Devaluation of Tourism Resources (water color, coral reef)	settling pond, sedimentation coagulant, selection of construction methods/machines, silt curtains				
1.3 Soil Removal	1.3.1 Changes in Topography, Underground Water System	prior elucidation of underground water system				
	1.3.2 Extinction on Terrestrial Ecosystem	transplantation of important species/vegetation				
1.4 Generation of Surplus Soil, Wastes, Dumping of Dredged Soil on Ground	1.4.1 Pollution of Water/Bottom Sediments	treatment site planning				
	1.4.2 Impact on Terrestrial Ecosystem	disposal site planning				
1.5 Employment of Laborers	1.5.1 Inflow of Alien Cultures	employment planning, enclosure of information				
	1.5.2 Change in Economic Activities	employment planning, vocational training				
1.6 Congestion of Work Vehicles and Boats	1.6.1 Economic Loss (traffic jam)	construction of access roads				
	1.6.2 Devaluation of Fishing Ground	alternative fishing ground				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
2. Impact from Port Facilities and Site						
2.1 Emergence of Site (including landfill)	2.1.1 Pollution of Water and Bottom Sediments	changes of face lines, dredging sludge, promotion of sea water exchange				
	2.1.2 Beach Erosion and Accretion	changes of face lines, construction of breakwaters against beach erosion, littoral nourishment				
	2.1.3 Changes in Coastal Currents	changes of face lines, construction of breakwaters, selection of type of offshore structure				
	2.1.4 Decrease of Habitats for Aquatic Lives	transplant, discharge of seeds & saplings				
	2.1.5 Decrease of Habitats for Terrestrial Lives	change of face lines, designation of nature conservation areas, artificial tidal flats, transplant				
	2.1.6 Change in Scenic Beauty	location of facilities, selection of color, plantation				
	2.1.7 Resettlement of Local Residents and Culture	transfer planning, information disclosure				
	2.1.8 Extinction of Fishing Grounds	expansion of functions of fishing ports, marine products transportation functions				
2.2 Emergence of External Facilities	2.2.1 Pollution of Water and Bottom Sediments	change of face lines, dredging sludge, promotion of sea water exchange				
	2.2.2 Beach Erosion and Accretion	changes of face lines, construction of breakwaters against beach erosion, littoral nourishment				
	2.2.3 Change in Coastal Current	changes of face lines, construction of breakwaters for wave prevention, selection of type of offshore structure				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
	2.2.4 Decrease of Habitats for Aquatic Lives	transplant, discharge of seeds & saplings				
	2.2.5 Change of Scenic Beauty	changes in shape of facilities, selection of color				
2.3 Emergence of Sea route	2.3.1 Change in Coastal Currents	changes of face lines, construction of breakwaters for wave prevention				
	2.3.2 Decrease of Habitats for Aquatic Lives	transplant, discharge of seeds & saplings				
2.4 Emergence of Anchorage	2.4.1 Change in Coastal Currents	changes of face lines, construction of breakwaters for wave prevention, selection of type of offshore structure				
	2.4.2 Decrease of Habitats for Aquatic Lives	transplant, discharge of seeds & saplings				
3. Impact from Utilization of Facilities						
3.1 Impact from Boats	3.1.1 Air Pollution	reduction of stoppage time in ports, compulsory use of high quality oil				
	3.1.2 Water Pollution (bilge)	strengthening of laws and regulations				
	3.1.3 Beach Erosion Caused by Furrow Wave	speed limit, beach protection structure				
	3.1.4 Generation of Wastes (dredged material included)	strengthening of laws and regulations, recycling/disposal system				
	3.1.5 Obstruction to Fisheries Activities	alternative fishing ground and artificial fishing sites, expansion of function of fishing ports and transportation of marine products				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
4. Impact from Cargo Loading and Utilization of Storage Facilities						
4.1 Cargo Loading Activities and Utilization of Storage Facilities	4.1.1 Air Pollution (dust)	establishment of buffer zone, enclosure, surface treatment, selection of loading machines				
	4.1.2 Pollution of Water and Bottom Sediments	establishment of buffer zone, enclosure, surface treatment, selection of loading machines, shape of apron				
	4.1.3 Generation of Noise	zoning, soundproof fence/hood				
	4.1.4 Generation of Offensive Odor	zoning, sealing of storage facilities, deodorization facilities				
	4.1.5 Change in Coastal Ecosystem	establishment of buffer zone, enclosure, surface treatment, selection of loading machines, shape of apron, monitoring of pollution of marine products				
	4.1.6 Generation of Wastes	planning for collection, treatment and disposal of wastes				
	4.1.7 Employment Effect	vocational training				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
5. Impact from Operation of Facilities Handling Hazardous Materials						
5.1 Operation of Oil Distribution Base and Facilities Handling Hazardous Material	5.1.1 Air Pollution	reduction of air pollutants (dust collection, desulfurization, denitrification), promotion of dispersion				
	5.1.2 Pollution of Water and Bottom Sediments (oil)	facilities for waste oil treatment, oil fence				
	5.1.3 Generation of Offensive Odor	change of zoning, containment of offensive odor, deodorizer				
	5.1.4 Change in Coastal Ecosystem	facilities for waste oil treatment, oil fence, monitoring of pollution of marine products				
	5.1.5 Change in Terrestrial Ecosystem	facilities for waste oil treatment, oil fence, establishment of nature conservation area				
	5.1.6 Decrease in Amount of Agricultural Products, Fisheries Products and Price	facilities for waste oil treatment, oil fence, monitoring of pollution of marine products				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
6. Impact from Waste Treatment and Disposal						
6.1 Operation of Waste Treatment Facilities	6.1.1 Air Pollution	reduction of air pollutants (dust collection, desulfurization, denitrification)				
	6.1.2 Pollution of Water and Bottom Sediments	reduction of discharge, drainage treatment facilities				
	6.1.3 Generation of Offensive Odor	zoning, containment of offensive odor, deodorizer				
	6.1.4 Change in Coastal Ecosystem	prevention of water pollution				
	6.1.5 Change in Terrestrial Ecosystem	prevention of air/water pollution				
6.2 Operation of Waste Treatment Facilities	6.2.1 Air Pollution (dust)	establishment of buffer zone, surface treatment, fence				
	6.2.2 Pollution of Water and Bottom Sediments	sheet cover (rain prevention), settling pond, selection of bulkhead structure				
	6.2.3 Generation of Offensive Odor	zoning				
	6.2.4 Change in Coastal Ecosystem	prevention of water pollution				
	6.2.5 Change in Terrestrial Ecosystem	prevention of air/water pollution				
	6.2.6 Formation of Slums	management plans for disposal site				



Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
7. Impact from Traffic Function						
7.1 Road Traffic	7.1.1 Air Pollution	improvement of transportation system/routes, establishment of buffer zone, road pavement, green belt, cover on a bed of trucks				
	7.1.2 Generation of Noise / Vibration	correction of routes, establishment of buffer zone, selection of roads/trackage, structure, road pavement, soundproof fence				
	7.1.3 Change in Terrestrial Ecosystem	correction of routes, establishment of buffer zone, nature conservation areas, prevention of air pollution				
	7.1.4 Change in Local Population Distribution	information disclosure, enlightening the local people on the concerned project				
	7.1.5 Traffic Jam / Accidents	relocation of routes, overpass				
8. Impact from Industrial Production Activities						
8.1 Operation of Factories and Plants	8.1.1 Air Pollution	reduction of air pollutants (dust collection, desulfurization, denitrification), promotion of dispersal				
	8.1.2 Pollution of Water and Bottom Sediments	reduction of discharge, drainage treatment facilities				
	8.1.3 Generation of Noise / Vibration	zoning, establishment of buffer zone, soundproof fence, soundproof hood				
	8.1.4 Generation of Offensive Odor	zoning, containment of offensive odor, deodorization facilities				
	8.1.5 Ground Subsidence	regulation on the use of underground water				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
	8.1.6 Change in Coastal Ecosystem	prevention of water pollution, dredging of sludge				
	8.1.7 Change in Terrestrial Ecosystem	establishment of nature conservation area				
	8.1.8 Generation of Wastes	planning for collection treatment and disposal of wastes				
	8.1.9 Change in Local Population Distribution	establishment of employment planning, information disclosure				
	8.1.10 Employment Effect	vocational training				
9. Impact from Distribution and Storage Facilities						
9.1 Storage Functions	9.1.1 Air Pollution	zoning, establishment of buffer zone, containment, sprinkling, sheet cover, surface treatment				
	9.1.2 Pollution of water and Bottom Sediments	zoning, containment, sheet cover, establishment of drains and settling pond				
	9.1.3 Generation of Offensive Odor	zoning, containment of offensive odor, deodorizer				
9.2 Cargo Handling	9.2.1 Generation of Noise	zoning, establishment of buffer zone, selection of machines, soundproof fence, soundproof hood				
	9.2.2 Employment Effect	vocational training				

Table A12.3.2 (continued)

Environmental Impact Factors	Environmental Impact	Countermeasures	Magnitude of Impact (check appropriate boxes)			
			No	Small	Moderate	Major
10. Impact from Operation of Recreational Facilities						
10.1 Utilization of Hotels, Marinas, Artificial Beaches	10.1.1 Pollution of Water and Bottom Sediments	water quality control through laws and regulations, water quality improvement, in the shallow coastal area including artificial beaches				
	10.1.2 Change in Coastal Ecosystem	prevention of pollution of water and bottom sediments				
	10.1.3 Generation of Wastes	planning for collection, treatment and disposal of wastes				
	10.1.4 Inflow of Alien Cultures	selection of project location, information disclosure, enlightening to the local people on the concerned project				
	10.1.5 Employment Effect	employment planning, vocational training				
	10.1.6 Obstruction to Fishing Activities	securing of alternative fishing grounds				

## Appendix 13 Economic Analysis

### Appendix 13.3 Economic Analysis

Table A13.3.1 EIRR of Batangas Port Phase-2 Project (Unit: 1,000 US\$)

Year	Project Cost (Economic Cost)			Benefit with Case			Net Present Value (Benefits)
	Investment Cost	Operation and Maintenance Cost	Total Cost	Reduction Cost of Vessel Waiting Time	Reduction of Trucking Cost	Total Benefit	
2003	55,173		55,173				0
2004	17,980		17,980				0
2005		1,264	1,264	1,457	17,642	19,099	11,463
2006		1,264	1,264	2,542	18,670	21,212	9,863
2007		1,264	1,264	4,340	19,758	24,098	8,680
2008	13,485	1,264	14,749	6,293	20,906	27,199	7,590
2009	13,485	1,264	14,749	18,755	22,138	40,893	8,840
2010		1,818	1,818	3,193	23,415	26,608	4,456
2011		1,818	1,818	6,107	24,760	30,867	4,005
2012		1,818	1,818	8,587	26,188	34,775	3,495
2013		1,818	1,818	25,017	27,706	52,723	4,105
2014		1,818	1,818	43,245	29,293	72,538	4,376
2015		1,818	1,818	16,802	30,691	47,493	2,220
2016		1,818	1,818	27,528	31,431	58,959	2,135
2017		1,818	1,818	35,588	31,733	67,321	1,888
2018		1,818	1,818	35,588	31,733	67,321	1,463
2019		1,818	1,818	35,588	31,733	67,321	1,133
2020		1,818	1,818	35,588	31,733	67,321	878
2021		1,818	1,818	35,588	31,733	67,321	680
2022		1,818	1,818	35,588	31,733	67,321	527
2023		1,818	1,818	35,588	31,733	67,321	408
2024		1,818	1,818	35,588	31,733	67,321	316
2025		1,818	1,818	35,588	31,733	67,321	245
2026		1,818	1,818	35,588	31,733	67,321	190
2027		1,818	1,818	35,588	31,733	67,321	147
2028		1,818	1,818	35,588	31,733	67,321	114
2029		1,818	1,818	35,588	31,733	67,321	88
2030		1,818	1,818	35,588	31,733	67,321	68
2031		1,818	1,818	35,588	31,733	67,321	53
2032		1,818	1,818	35,588	31,733	67,321	41
2033		1,818	1,818	35,588	31,733	67,321	32
2034		1,818	1,818	35,588	31,733	67,321	25
2035		1,818	1,818	35,588	31,733	67,321	19
2036		1,818	1,818	35,588	31,733	67,321	15
Total	100,123	55,406	155,529	875,626	927,258	1,802,884	79,558

EIRR = 29.1%

Source: JICS Study Team

Table A13.3.2 EIRR of Iloilo Port International Bulk/Break Bulk Terminal Project

(Unit: 1,000US\$)

Year	Project Cost (Economic Cost)			Benefit with Case			Net Present Value (Benefits)
	Investment Cost	Operation and Maintenance Cost	Total Cost	Reduction Cost of Vessel Waiting Time	Reduction of Trucking Cost	Total Benefit	
2004	10,948		10,948				0
2005	20,424		20,424				0
2006	3,584		3,584	7,354	471	7,825	2,880
2007		518	518	7,796	976	8,772	2,515
2008		518	518	8,241	1,518	9,759	2,179
2009		518	518	8,748	2,100	10,848	1,887
2010		518	518	9,223	2,683	11,906	1,613
2011		518	518	9,692	3,305	12,996	1,371
2012		518	518	10,188	3,968	14,156	1,163
2013		518	518	10,674	4,675	15,349	982
2014		518	518	11,059	5,430	16,488	822
2015		518	518	11,059	5,430	16,488	640
2016		518	518	11,059	5,430	16,488	499
2017		518	518	11,059	5,430	16,488	388
2018		518	518	11,059	5,430	16,488	303
2019		518	518	11,059	5,430	16,488	236
2020		518	518	11,059	5,430	16,488	184
2021		518	518	11,059	5,430	16,488	143
2022		518	518	11,059	5,430	16,488	111
2023		518	518	11,059	5,430	16,488	87
2024		518	518	11,059	5,430	16,488	68
2025		518	518	11,059	5,430	16,488	53
2026		518	518	11,059	5,430	16,488	41
2027		518	518	11,059	5,430	16,488	32
2028		518	518	11,059	5,430	16,488	25
2029		518	518	11,059	5,430	16,488	19
2030		518	518	11,059	5,430	16,488	15
2031	13,275	518	13,793	11,059	5,430	16,488	12
2032		518	518	11,059	5,430	16,488	9
2033		518	518	11,059	5,430	16,488	7
2034		518	518	11,059	5,430	16,488	6
2035		518	518	11,059	5,430	16,488	4
Total	48,231	15,022	63,253			454,347	18,292
EIRR = 28.4%							

Source: JICS Study Team

Table A13.3.3 EIRR of Zamboanga Port Domestic and International Multi-purpose Terminal Project  
(Unit: 1,000 US\$)

Year	Project Cost (Economic Cost)			Benefit with Case			Net Present Value (Benefits)
	Investment Cost	Operation and Maintenance Cost	Total Cost	Reduction Cost of Vessel Waiting Time	Reduction of Trucking Cost	Total Benefit	
2004	206		206				0
2005	7,646		7,646				0
2006	15,002		15,002				0
2007	7,757		7,757				0
2008	57	625	682	9,095	0	9,095	3,355
2009		625	625	9,095	1,001	10,096	2,903
2010		625	625	9,095	2,155	11,250	2,521
2011		625	625	9,095	3,310	12,405	2,166
2012		625	625	9,095	4,464	13,559	1,845
2013		625	625	9,095	3,514	12,609	1,337
2014		625	625	9,095	4,155	13,250	1,095
2015		625	625	9,095	4,834	13,929	897
2016		625	625	9,095	5,554	14,649	736
2017		625	625	9,095	6,318	15,413	603
2018		625	625	9,095	7,127	16,222	495
2019		625	625	9,095	7,984	17,079	406
2020		625	625	9,095	8,742	17,837	330
2021		625	625	9,095	9,537	18,632	269
2022		625	625	9,095	10,372	19,467	219
2023		625	625	9,095	11,249	20,344	178
2024		625	625	9,095	12,170	21,265	145
2025		625	625	9,095	13,137	22,232	118
2026		625	625	9,095	13,137	22,232	92
2027		625	625	9,095	13,137	22,232	72
2028		625	625	9,095	13,137	22,232	56
2029		625	625	9,095	13,137	22,232	44
2030		625	625	9,095	13,137	22,232	34
2031		625	625	9,095	13,137	22,232	27
2032	3,623	625	4,248	9,095	13,137	22,232	21
2033		625	625	9,095	13,137	22,232	16
2034		625	625	9,095	13,137	22,232	13
2035		625	625	9,095	13,137	22,232	10
2036		625	625	9,095	13,137	22,232	8
2037		625	625	9,095	13,137	22,232	6
Total	34,291	18,750	625	9,095	13,137	22,232	20,018

EIRR = 28.3%

Source: JICA Study Team

Table A13.3.4 EIRR of Araceli RO/RO Port Project

(Unit: 1,000 Pesos)

Year	Project Cost (Economic Cost)			Benefit with Case					Net Present Value (Benefit)
	Investment Cost	Operation and Maintenance Cost	Total Cost	Saving in Vessel Waiting Cost	Reduction of Cargo Handling Cost	Passenger Time Saving Cost	Reduction Cost in Cargo Spoilage	Total Benefit	
2004	1,568	0	1,568						0
2005	6,137	0	6,137						0
2006	17,009	0	17,009						0
2007	14,038	0	14,038						0
2008		486	486	9,026	18	846	682	10,572	4,741
2009		486	486	9,026	19	874	698	10,617	3,896
2010		486	486	9,027	19	904	713	10,663	3,202
2011		486	486	9,028	20	935	729	10,712	2,632
2012		486	486	9,029	20	967	746	10,762	2,164
2013		486	486	9,029	21	1,001	763	10,814	1,780
2014		486	486	9,030	21	1,034	780	10,865	1,463
2015		486	486	9,031	22	1,069	798	10,920	1,203
2016		486	486	9,031	22	1,952	798	11,803	1,064
2017		486	486	9,031	22	1,952	798	11,803	871
2018		486	486	9,031	22	1,952	798	11,803	713
2019		486	486	9,031	22	1,952	798	11,803	583
2020		486	486	9,031	22	1,952	798	11,803	477
2021		486	486	9,031	22	1,952	798	11,803	391
2022		486	486	9,031	22	1,952	798	11,803	320
2023		486	486	9,031	22	1,952	798	11,803	262
2024		486	486	9,031	22	1,952	798	11,803	214
2025		486	486	9,031	22	1,952	798	11,803	175
2026		486	486	9,031	22	1,952	798	11,803	143
2027		486	486	9,031	22	1,952	798	11,803	117
2028		486	486	9,031	22	1,952	798	11,803	96
2029		486	486	9,031	22	1,952	798	11,803	79
2030		486	486	9,031	22	1,952	798	11,803	64
2031		486	486	9,031	22	1,952	798	11,803	53
2032		486	486	9,031	22	1,952	798	11,803	43
2033		486	486	9,031	22	1,952	798	11,803	35
2034		486	486	9,031	22	1,952	798	11,803	29
2035		486	486	9,031	22	1,952	798	11,803	24
2036		486	486	9,031	22	1,952	798	11,803	19
2037		486	486	9,031	22	1,952	798	11,803	16
Total	38,752	14,580	53,332	270,908	644	50,574	23,465	345,591	26,870
EIRR = 22.2%									

Table A13.3.5 Vessel Waiting Time per Year (Days) for "Without Case" at Batangas

Year	Container cargo handling at berth (1,000TEU)	Number of calling vessels per year	Available equivalent berths (MICT + S.Harbor)	Berth occupancy ratio	Average waiting time of vessel (In units of average service time) <sup>*1</sup>	Vessel waiting time per year (Days)
2005	2,335	1,557	8	0.694	0.04	63
2006	2,471	1,648	8	0.753	0.06	99
2007	2,615	1,744	8	0.777	0.10	175
2008	2,767	1,845	8	0.823	0.13	240
2009	2,930	1,954	8	0.871	0.35	684
2010	3,099	2,066	10	0.737	0.06	124
2011	3,277	2,185	10	0.779	0.10	219
2012	3,466	2,311	10	0.824	0.13	301
2013	3,667	2,445	10	0.872	0.35	856
2014	3,877	2,585	10	0.922	0.58	1,499
2015	4,062	2,708	11	0.878	0.26	705
2016	4,160	2,773	11	0.899	0.40	1,110
2017	4,200	2,800	11	0.908	0.50	1,400
2018	4,200	2,800	11	0.908	0.50	1,400
2019	4,200	2,800	11	0.908	0.50	1,400
2020	4,200	2,800	11	0.908	0.50	1,400

Source: JICA Study Team; \*1 These values are referred from Table A13.3.10

Table A13.3.6 Vessel Waiting Time per Year (Days) for "With Case" at Batangas

Year	Container cargo handling at berth (1,000TEU)	Number of calling vessels per year	Available equivalent berths (MICT + S.Harbor)	Berth occupancy ratio	Average waiting time of vessel (In units of average service time) <sup>*1</sup>	Vessel waiting time per year (Days)
2005	2,335	1,557	10	0.555	0.01	16
2006	2,471	1,648	10	0.588	0.01	17
2007	2,615	1,744	10	0.622	0.02	35
2008	2,767	1,845	10	0.658	0.02	37
2009	2,930	1,954	10	0.697	0.04	79
2010	3,099	2,066	13	0.567	0.01	21
2011	3,277	2,185	13	0.599	0.01	22
2012	3,466	2,311	13	0.634	0.01	24
2013	3,667	2,445	13	0.671	0.02	49
2014	3,877	2,585	13	0.709	0.04	104
2015	4,062	2,708	14	0.743	0.06	163
2016	4,160	2,773	14	0.761	0.08	222
2017	4,200	2,800	14	0.768	0.09	252
2018	4,200	2,800	14	0.768	0.09	252
2019	4,200	2,800	14	0.768	0.09	252
2020	4,200	2,800	14	0.768	0.09	252

Source: JICA Study Team; \*1 These values are referred from Table A13.3.10



Table A13.3.7 Reduction of Vessel Waiting Time at Batangas

Year	Container cargo handling at berth (1,000TEU)	Number of calling vessels per year	Vessel waiting time per year (Days) : Without case (1)	Vessel waiting time per year (Days) : With case (2)	Reduction of vessel waiting time : (1) - (2) (Unit:Days)
2005	2,335	1,557	63	16	47
2006	2,471	1,648	99	17	82
2007	2,615	1,744	175	35	140
2008	2,767	1,845	240	37	203
2009	2,930	1,954	684	79	605
2010	3,099	2,066	124	21	103
2011	3,277	2,185	219	22	197
2012	3,466	2,311	301	24	277
2013	3,667	2,445	856	49	807
2014	3,877	2,585	1,499	104	1,395
2015	4,062	2,708	705	163	542
2016	4,160	2,773	1,110	222	888
2017	4,200	2,800	1,400	252	1,148
2018	4,200	2,800	1,400	252	1,148
2019	4,200	2,800	1,400	252	1,148
2020	4,200	2,800	1,400	252	1,148

Source: JICA Study Team

Table A13.3.8 Benefit Derived from Reduction of Vessel Waiting Time at Batangas

Year	Vessel waiting time per year (Days) : Without case (1)	Vessel waiting time per year (Days) : With case (2)	Reduction of vessel waiting time (Days) (3) = (1) - (2)	Daily cost of vessel (1,000US\$): (4) [*]	Benefit (Reduction of vessel waiting time) : (3) x (4) (1,000 US\$)
2005	63	16	47	31.0	1,457
2006	99	17	82	31.0	2,542
2007	175	35	140	31.0	4,340
2008	240	37	203	31.0	6,293
2009	684	79	605	31.0	18,755
2010	124	21	103	31.0	3,193
2011	219	22	197	31.0	6,107
2012	301	24	277	31.0	8,587
2013	856	49	807	31.0	25,017
2014	1,499	104	1,395	31.0	43,245
2015	705	163	542	31.0	16,802
2016	1,110	222	888	31.0	27,528
2017	1,400	252	1,148	31.0	35,588
2018	1,400	252	1,148	31.0	35,588
2019	1,400	252	1,148	31.0	35,588
2020	1,400	252	1,148	31.0	35,588

Source: JICA Study Team; [\*] Source: The Study for Implementation Program for Batangas Port Development Project, PPA

Table A13.3.9 Benefit Derived from Reduction of Vehicle Operating Cost at Batangas

Year	Container cargo handling (1,000 TEU)	No. of trucks within Manila & Batangas hinterland	No. of trucks within Batangas hinterland : (1)	Vehicle operating cost from Batangas to Manila (US\$): (2) [*]	Benefit (Reduction of vehicle operating cost) [ 1,000 US\$ ]: (1) x (2)
2005	2,335	1,556,667	518,889	34.0	17,642
2006	2,471	1,647,333	549,111	34.0	18,670
2007	2,615	1,743,333	581,111	34.0	19,758
2008	2,767	1,844,667	614,889	34.0	20,906
2009	2,930	1,953,333	651,111	34.0	22,138
2010	3,099	2,066,000	688,667	34.0	23,415
2011	3,277	2,184,667	728,222	34.0	24,760
2012	3,466	2,310,667	770,222	34.0	26,188
2013	3,667	2,444,667	814,889	34.0	27,706
2014	3,877	2,585,667	861,889	34.0	29,293
2015	4,062	2,708,000	902,667	34.0	30,691
2016	4,160	2,773,333	924,444	34.0	31,431
2017	4,200	2,800,000	933,333	34.0	31,733
2018	4,200	2,800,000	933,333	34.0	31,431
2019	4,200	2,800,000	933,333	34.0	31,431
2020	4,200	2,800,000	933,333	34.0	31,431

Source: JICA Study Team; [\*] Source: The Study for Implementation Program for Batangas Port Development Project, PPA

Table A13.3.10 Average Waiting Time of Ships (In unit of average service time)

Berth Utilization Ratio	Number of Berthing Points							
	1	2	3	4	5	6	7	8
0.10	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.15	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00
0.20	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.00
0.25	0.09	0.02	0.01	0.00	0.00	0.00	0.00	0.00
0.30	0.13	0.02	0.01	0.00	0.00	0.00	0.00	0.00
0.35	0.17	0.03	0.02	0.01	0.00	0.00	0.00	0.00
0.40	0.24	0.06	0.02	0.01	0.00	0.00	0.00	0.00
0.45	0.30	0.09	0.04	0.02	0.01	0.00	0.00	0.00
0.50	0.39	0.12	0.05	0.03	0.01	0.01	0.01	0.00
0.55	0.49	0.16	0.07	0.04	0.02	0.02	0.02	0.01
0.60	0.63	0.22	0.11	0.06	0.04	0.03	0.02	0.01
0.65	0.80	0.30	0.16	0.09	0.06	0.05	0.03	0.02
0.70	1.04	0.41	0.23	0.14	0.10	0.07	0.05	0.04
0.75	1.38	0.58	0.32	0.21	0.14	0.11	0.08	0.07
0.80	1.87	0.83	0.46	0.33	0.23	0.19	0.14	0.12
0.85	2.80	1.30	0.75	0.55	0.39	0.34	0.26	0.22
0.90	4.36	2.00	1.20	0.92	0.65	0.57	0.44	0.40

Source: "The Study for Implementation Program for Batangas Port Development Project, 1999, PPA" (Queueing Theory in OR (London, Butterworths, 1972), Port Development, Handbook for Planners, Second Edition, UNCTAD)

**Appendix 14.2 Cargo Handling Efficiency and Contract in the Philippines**

**Appendix 14.2.1 Cargo Handling Situation at Philippine Ports**

**Table A14.2.1 Cargo Handling Situation in Philippine Ports (2002) - 1/3**

Name of Base Port	Basilan			Batangas			Cagayan De Oro			Calapan			Davao			Dumaguete			General Santos														
Class of Base Port	Class D			Class A			Class A			Class D			Class B			Class C			Class C														
Berth / Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth						
	No.1	97 m	8.00 m	Foreign Gen.	185 m	10.00 m	Ro/Ro B. 5	109 m	5.00 m	No.1	58 m	8.00 m	No.8	105 m	10.00 m	No.1	32 m	5.00 m	No.1	920 m	9.50 m	No.1	139 m	6.00 m	No.1	12 m	8.00 m	No.8	5 m	1.00 m			
	No.2	59 m	8.00 m	Multi Purpose Berth	230 m	10.00 m	Ro/Ro B. 6	109 m	5.00 m	No.2	58 m	8.00 m	No.9	105 m	10.00 m	No.2	42 m	4.50 m				No.2	166 m	7.00 m	No.2	9 m	7.00 m						
	No.3	115 m	8.00 m	Ferry Berth	180 m	4.00 m				No.3	58 m	8.00 m	No.10	105 m	12.00 m	No.3	63 m	4.50 m				No.3	68 m	4.00 m	No.3	9 m	6.00 m						
				Ro/Ro B. 1	112 m	4.00 m				No.4	58 m	8.00 m	No.11	105 m	12.38 m	No.4	36 m	4.50 m				No.4	68 m	4.00 m	No.4	8 m	5.00 m						
				Ro/Ro B. 2	97 m	5.00 m				No.5	58 m	8.00 m	No.12	150 m	13.00 m	Ro/Ro						No.5	105 m	3.60 m	No.5	8 m	4.00 m						
				Ro/Ro B. 3	110 m	5.00 m				No.6	81 m	10.00 m										No.6	160 m	3.00 m	No.6	6 m	3.00 m						
				Ro/Ro B. 4	110 m	5.00 m				No.7	81 m	10.93 m										No.7	6 m	2.00 m									
Cargo Handling Type	Yard Operation			Arrastre / Stevedoring Quay Operation			Mechanized Operation			Ro/Ro Operations			Quay Opn'sShips own gear,chassis,forlift			Quay and Yard Operation			Ro/Ro Operation, Containerize, Breakbulk,			Mooring/Unmooring											
				Arrastre / Stevedoring Ro/Ro			Bulk Operation			Conventional			Yard: Toplifters reachtakers, mobile crane,chassis						Bulk, Bulk with Bagging			Lashing/Unlashing											
																			Stuffing, stripping			Yard Stacking											
Name of the Organization in charge of Cargo Handling	Arrastre	Basilan Dock-Handlers Corp.		Arrastre	Aries Arrastre Services Inc. (AASI)		Stevedoring	Aries Arrastre Services Inc. (AASI)		Arrastre	Oroport Cargo Handling Services, Inc.					Arrastre	Calapan Labo Services Development Corp.		Arrastre	DIPSSCOR and FILPORT		Arrastre	PPA-Dumaguete Port Services		Arrastre	South Cotabato Integrated Ports Services, Inc (SCIPSI)							
		Business Personality Corp.			Asian Terminal Inc. (ATI)			Asian Terminal Inc. (ATI)																									
	Stevedoring	Basilan Dock-Handlers Corp.			Port Batangas Sla.Clara Batangas City			Port Batangas Sla.Clara Batangas City		Stevedoring	Oroport Cargo Handling Services, Inc.					Stevedoring	Calapan Labo Services Development Corp.		Stevedoring	DIPSSCOR and FILPORT		Stevedoring	PPA-Dumaguete Port Services		Stevedoring	South Cotabato Integrated Ports Services, Inc (SCIPSI)							
		Business Personality Corp.																															
Cargo Handling Equipment	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity			
	Forklifts	2.50t	3	Tractor	22t	130	Forklift	15	1,502	Prime Mover		11	Forklift	6t	1	Forklift	10t	1	Forklifts	3.5t	34	Truck Mounted Crane	36t	2	Reach Stacker	42T.Cap	2	Forklift Hyster	8T.Cap	1			
				Tractor	22t	125	Top Loader	35t	742	Crane Trucks		4	Forklift	5t	3				Shore Crane	35 - 45t	4	Forklifts	15t	1	Forklift Truck Kalmar	25T.Cap	2	Forklift	3.5T/Con	3			
				Tractor	22t	127	Top Loader	35t	743	Reach Stacker	45t	1	Forklift	3.5t	27				Reachstackers	42t	2		5t	1	Forklift Truck Kalmar	15T.Cap	2	Forklift	3.0T CAT	1			
				Tractor	22t	128				Reach Stacker	35t	2	Forklift	3t	23				Toplifters	40t	4		3.5t	5	Yard Tractor Ottawa	YT-50	5	Forklift	2.5T/TCM	4			
				Tractor	22t	129				Top lifter	35t	2	Forklift	2.5t	4								3.5t	5	Ten Wheeler Trucks		3	Chassy		5	Forklift Toyota	2.0T	1
				Forklift	10t	1,019				Top lifter	25t	1	Hooper		24																		
				Forklift	25t	721				Forklift	24t	6	Utility Vehicle		9																		
				Forklift	3t	44				Forklift	20t	3	Bulldozer	Komatsu	1																		
				Forklift	3t	30				Forklift	19t / 18t	1 / 1	Payloader	Bobcat	1																		
				Forklift	5t	5,719				Forklift	15t	2	Trailer/Chasis		15																		
Number of Employees, Port Labor in charge of Cargo Handling	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others			
	31	137		87	333					Executives 5	2500		Supv. 37			23	82	-		Dipsscor 306		7	232		Mngr / Supt each 5			Checkers on call 8					
										Mngr. 9			534							Filport 196					Supv. 13 R&F 43			Minchman 36					
																									Confidentials 25			On-call-optr 11					
																									Gangboss 24			Stevedores 460					
																									Asst. Gangboss 26			Contractual 3					
Cargo Handling Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency			
	Breakbulk	19 T/NGH	Domestic Bagged	2 MT/NMH	Foreign Bulk	12 MT/NMH	Mechanized (Conventional)	25 MT/GGH					Conventional	1.50 MT/H	Shore Crane	15 TEUs/NGH	Containerized	8 Container/ H	Ro/Ro Operation	29 bxs/NGH	Breakbulk	41 /NGH											
	Bulk	58 T/NGH	Domestic Bulk/Bagging	2 MT/NMH	Foreign Logs	5 MT/NMH	Mechanized (Ro/Ro)	100 MT/GGH					Ro/Ro Operations	120 unit/H	Ro/Ro Operations	39 bxs/GGH	Conventional	35 T/NGH	Ro/Ro Operation	24 TEUs/NGH	Bulk	30 /NGH											
			Domestic Bulk/Aggregates Gypsum/Clinkers	27 MT/NMH	Foreign General Cargo	4 MT/NMH	Container (Conventional)	16 bxs/MGH							LOLO Operations	14 bxs/GGH			Containerize	18 bxs/NGH	Bulk Bagging	31 /NGH											
			Domestic Logs	1 MT/NMH	Foreign Steel/Products	8 MT/NMH	Container (Ro/Ro)	48 bxs/MGH											Containerize	17 TEUs/NGH													
			Domestic General Cargo	5 MT/NMH	Foreign Bulk/Bagging Fertilizer	41 MT/NMH	Bulk	150 MT/GGH																									
			Foreign Bagged	2 MT/NMH	Container Moves Per Hour	10 MT/NMH																											
Remarks	Only few foreign vessel docked at Port of Batangas due to Economic condition of our country.						Shallow water						Inefficient marshaling are for Ro/Ro vehicles during peak season			No Quay Mobile or Gantry Crane Available to date / at a moment			Lack of Berthspaces that can safely accommodate cargo trammers on a year-round basis.														
Source: JICA STUDY TEAM based on the interview from PPA, The Study on the Cebu integrated port development plan in the Philippines (JICA, OCDI), The Study on the Subic Bay Port Master Plan in the Republic of the Philippines (JICA, OCDI)																																	

Table A14.2.1 Cargo Handling Situation in Philippine Ports (2002) - 2/3

Name of Base Port	General Santos						Matnog			MICT						North Harbor						Ozamiz									
Class of Base Port	Class C						Class D			Class A						Class A						Class B									
Berth / Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth				
	No.1	12 m	8.00 m	No.8	5 m	1.00 m	No.1	5 m	10.00 m	No.1	250 m	12.50 m				Extn. 1	440 m	5 m -6 m	Slip 9. 1	139 m	5 m -6 m	Pier 16 Term.17. 5	545 m	5 m -6 m	No.1	12 m x W19 m					
	No.2	9 m	7.00 m				No.2	9 m	9.00 m	No.2	250 m	13.00 m				Slip 3. 3	140 m	5 m -6 m	Pier 10. 5	522 m	5 m -6 m	M.Slipway 3	304 m		No.2		4.00 m				
	No.3	9 m	6.00 m				No.3	9 m	11.00 m	No.3	250 m	13.00 m				Pier 4. 5	513 m	5 m -6 m	Slip 11. 1	140 m	5 m -6 m	Pier 18. 5	330 m	3.00 m	No.3	81 m x W12 m	6.50 m				
	No.4	8 m	5.00 m				R.C. Pier	15 m	10.50 m	No.4	250 m	13.00 m				Slip 5. 1	139 m	5 m -6 m	Pier 12. 5	522 m	5 m -6 m	Isla P.Bato trm 18	250 m	3.00 m	No.4	143 m x W12 m	8.00 m				
	No.5	8 m	4.00 m							No.5	300 m	14.50 m				Pier 6. 5	514 m	5 m -6 m	Slip 13. 1	140 m	5 m -6 m				No.5	129 m x W12 m	7.00 m				
	No.6	6 m	3.00 m													Slip 7. 1	133 m	5 m -6 m	Pier 14. 5	529 m	5 m -6 m				No.6	266 m	7.00 m				
	No.7	6 m	2.00 m													Pier 8. 5	522 m	5 m -6 m	Slip 15. 1	108 m	5 m -6 m										
Cargo Handling Type	Ro/Ro Operation, Containerize, Breakbulk, Mooring/Unmooring						Ro/Ro Operation			Quay Crane Operation at the Berths						Quay Opr'n Handled in all piersand slip						Yard Opr'n Handled in all Piers except Isla Putting Bato.			Bulk Cargo						
	Bulk, Bulk with Bagging						Lashing/Unlashing			RTG Yard Operation															Breakbulk Cargo						
	Stuffing, stripping						Yard Stacking																								
Name of the Organization in charge of Cargo Handling	Arrastre	South Colobato Integrated Ports Services, Inc (SCIPSI)					Arrastre	Sorsogon Terminals & Arrastre Services Corp.			Arrastre	International Container Terminal Services, Inc				Arrastre	Interport Stevedoring and arastre services Co.,Inc			Arrastre	Vitas Port Arrastre Corporation			Stevedoring	United Dockhandlers, Incorporated			Arrastre	Integrated Port Services of Ozamiz Inc.		
																Arrastre	North star Port Development Corporation			Stevedoring	Interport Stevedoring and arastre services Co.,Inc			Stevedoring	Pier 8 Arrastre and Stevedoring Services,Inco						
	Stevedoring	South Colobato Integrated Ports Services, Inc (SCIPSI)					Stevedoring	Sorsogon Terminals & Arrastre Services Corp.			Stevedoring	International Container Terminal Services, Inc				Arrastre	United Dockhandlers, Incorporated			Stevedoring	Vitas Port Arrastre Corporation										
																Arrastre	Pier 8 Arrastre and Stevedoring Services,Inco			Stevedoring	North star Port Development Corporation							Stevedoring	Integrated Port Services of Ozamiz Inc.		
Cargo Handling Equipment	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	
	Reach Stacker	42T.Cap	2	Forklift Hyster	8T.Cap	1				Shore Crane	Liebherr Panamax	3	Fork Lift Trucks	TCM	6	Forklift	2 - 5t	23	Stackers	18 - 35t	3	Forklift	5 - 10t	1	Forklift	15t	1				
	Forklift Truck Kalmar	25T.Cap	2	Forklift	3.5T/T.Con	3				Shore Crane	Mitsubishi Post Panamax	7	Fork Lift Trucks	Side Lifter Mitsubishi	3	Forklift	6 - 15t	8	Prime Movers	6 wh/r	3	Forklift	15 - 20t	1	Forklift	5.5t	1				
	Forklift Truck Kalmar	15T.Cap	2	Forklift	3.0T CAT	1				Transtainers	Mitsubishi	23	Fork Lift Trucks	25 ton Kalmar	1	Forklift	16 -25t	36	Prime Movers	10 wh/r	4	Forklift	25 - 35t	3	Forklift	5.0t	1				
	Yard Tractor Ottawa	YT-50	5	Forklift	2.5T/TCM	4				Transtainers	Mitsui / Keppel	2	Chassis	20/40 Ft Combine type	93	Forklift	25t - up	9	Prime Movers	others	11	Forklift	40 - 45t	2	Forklift	3.5t	6				
	Chassy		5	Forklift Toyota	2.0T	1				Transtainers	Liebherr	3	Chassis	20 Ft	29	Crane	5 - 10t	1	Chassis	Straight 40	5	Forklift		3	Forklift	3.0t	2				
										Tractors	Hino	2	Chassis	40 Ft	42	Crane	25 - 35t	2	Chassis	Flabbed	2	Forklift		1							
										Tractors	Ottawa	63	Chassis	40 Ft Flatbed	2	Crane	36t - up	1	Chassis	others	11										
										Tractors	Capacity	17	Chassis	60 ton Low Bed	1	Shore Crane	80t	1	Forklift	2 - 5t	66										
										Fork Lift Trucks	Toyota	45	Super Stackers	Kalmar loaded container SIKRS	3	Toplift / Toploader	15 - 20t	5	Forklift	6 - 15t	10										
										Fork Lift Trucks	Mitsubishi	1	Super Stackers	Kalmar empty container SIKRS	4	Toplift / Toploader	26t - up	4	Forklift	16 - 25t	10										
Number of Employees, Port Labor in charge of Cargo Handling	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	
	Mngr./ Supt each 5			Checkers on call 8			45			Admin 239						Isla P.Bato trm 18			Pier 8 24						Mgm/officer Personnel, 15						
	Supv. 13 R&F 43			Minchman 36						Opns 845						Pier 2, 4, 10 (12,65, 42)			Pier 18 61						FiledPersonel, 42						
	Confidentials 25			On-call-optr 11						Engr. 158						P 6,12,14,16 (45,97,26, 41)									Dock Worker, 15						
	Gangboss 24			Stevedores 460																											
	Asst. Gangboss 26			Contractual 3																											
Cargo Handling Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	
	Ro/Ro Operation	29 bxs/NGH	Breakbulk	41 /NGH	Non-self sustaining	27 MT/NGH	For Discharging Operation	38 moves / Net Crane Hour					Conventional Cargoes (ISASCI)	7 MT/NGH	Containerized Cargoes. (NSPDC)	6 MT/NGH	Combined Convn1 and Containerized Cargoes. (UDI)	126 MT/NGH	Breakbulk	30 MT/NGH											
	Ro/Ro Operation	24 TEUs/NGH	Bulk	30 /NGH			For Loading Operation	32 moves / Net Crane Hour					Conventional Cargoes (ISASCI)	8 MT/NGH	Containerized Cargoes. (NSPDC)	8 MT/NGH	Combined Convn1 and Containerized Cargoes. (UDI)	145 MT/NGH	Bulk (Dry)	45 MT/NGH											
	Containerize	18 bxs/NGH	Bulk Bagging	31 /NGH									Conventional Cargoes (NSPDC)	20 MT/NGH	Combined Convn1 and Containerized Crgs. (P8 ASSI)	90 MT/NGH	Containerized Cargoes. (UDI)	6 MT/NGH	Bulk (Liquid)	50 MT/NGH											
	Containerize	17 TEUs/NGH											Conventional Cargoes (NSPDC)	28 MT/NGH	Combined Convn1 and Containerized Crgs. (P8 ASSI)	106 MT/NGH	Containerized Cargoes. (UDI)	8 MT/NGH	Container (Convntional Vessel)	25 MT/NGH											
													Combined Convn1 and Containerized Crgs. (NSPDC)	138 MT/NGH	Conventional Cargoes (UDI)	19 MT/NGH	Conventional Cargoes (VIPAC)	37 MT/NGH	Container (Ro/Ro Vessel)												
													Combined Convn1 and Containerized Crgs. (NSPDC)	182 MT/NGH	Conventional Cargoes (UDI)	19 MT/NGH	Conventional Cargoes (VIPAC)	41 MT/NGH													
Remarks	Source: JICA STUDY TEAM based on the interview from PPA, The Study on the Cebu integrated port development plan in the Philippines (JICA, OCDI), The Study on the Subic Bay Port Master Plan in the Republic of the Philippines (JICA, OCDI)						The one hour allowance to ferry vessels to stay at berth has been deemed tight as incoming ones have complained against overstaying vessels. Marina to reserve vessels shed. As to provide adequate time for docking/unloading and loading discharging operations.						Long-Term National						Cargo handling Tariff not usually being follow Safety provisions are sometimes ignored												

Table A14.2.1 Cargo Handling Situation in Philippine Ports (2002) - 3/3

Name of Base Port	Surigao						Tagbilaran			Tubigon			Zamboanga			Cebu (CPA)										Subic (SBMA)									
Class of Base Port	Class C						Class C			Class D			Class B			(Class A)										(Class A)									
Berth / Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth	Name	Berth length	Depth		
	Dock Magellan (No. 1, 2, 3, 4)	230 m	6.00 m	No.1	266 m	7.00 m	No.1	130 m	2.00 m	No.1	97 m	8.00 m	B-1	125.0 m	Non Operational	B-12	125.0 m	4.0 m	B-20T	32.8 m	6.8 m	B-26N, S	155.0 m x 2	5.0 - 7.0m	Alva Wharf	980.7 m	12.0m (Sea) 7.5m (Land)	Boton Wharf	648.3 m	10.2 m					
	Dock Verano (No. 5, 6, 7)	124 m	8.00 m	No.2	266 m	7.00 m	No.2	130 m	2.00 m	No.2	59 m	8.00 m	B-2	130.5 m	8.5 m	B-13	125.0 m	7.0 m	B-21	130.0 m	3.2 m	B-26T	32.8 m	5.0 - 7.0m	Rivera Wharf	768.0 m	9.3 - 13.5 m	Fisherman's Wharf	150.0 m	3.0 m					
	Dock Quano (No. 8, 9, 10)	172 m	3.00 m	No.3	266 m	7.00 m	No.3	130 m	2.00 m	No.3	115 m	8.00 m	B-3 - 6	128.0 m x 4	8.5 m	B-14	125.0 m	5.0 m	B-22	130.0 m	3.4 m	B-27	190.0 m	6.0 - 7.0m	Bravo Wharf	370.8 m	9.3 m	Not Operational Wharf							
				No.4	266 m	7.00 m	No.4	130 m	2.00 m				B-7	119.3 m	8.5 m	B-15 - 17	125.0 m x 3	6.0 - 7.0m	B-23N	155.0 m	7.6 m	B-28	101.0 m	5.0 - 7.0m	Access Pier	70 m, 217.5 m	5.8m 5.0 - 12.0m	Juliet Wharf	30.0 m	7.5 m					
				No.5	266 m	7.00 m	No.5	130 m	2.00 m				B-8	140.0 m	3.0 - 4.0m	B-18	125.0 m	5.1 m	B-23T	32.8 m	5.0 - 7.0m	B-29 - 33	135.0 m x 5	5.0 - 7.0m	Sattler Pier	450.0 m	12.0 m	Leyte Pier	300.0 m	14.2 m					
							No.6	130 m	2.00 m				B-9, 10	125.0 m x 2	3.0 - 4.0m	B-19	125.0 m	3.8 m	B-23S	155.0 m	5.0 - 7.0m				Marine Terminal	450.0 m	12.2 m	Nabasan Wharf	180.0 m	14.0 m					
													B-11	125.0 m	6.0 - 7.0m	B-20N, S	155.0 m x 2	5.6 m	B-24, 25	125.0 m x 2	5.0 - 7.0m				POL Pier	450.0 m	12.8 m	Camayan Wharf	135.0 m	10.0 m					
Cargo Handling Type	Passengers						By Dyns			Manual Opas.			Quay Operation			Bulk / Breakbulk													Bulk Operation			Liquid bulk (Oil)			
	Conventional									Boro Opas.			Yard Operation			Container, RORO handling													Breakbulk (Bag, Bottle, Sack)			Passenger			
	Ro/Ro Paletize															Container / Passenger (Ro/Ro)													Container (Quay crane)						
Name of the Organization in charge of Cargo Handling	Arrastre	Bilang-Bilang Arrastre Services, Inc.				Arrastre	Tagbilaran Maritime Services, Inc.		Arrastre	PPA - STU			Arrastre	PTC (Corp), USAC (Corp)			Arrastre	Oriental Port and Allied Service Corporation			Stevedoring	Oriental Port and Allied Service Corporation			Arrastre				Arrastre / Stevedoring	ICTSI (Containers)		Truck only	Subic Bay Freeport Services Incorporated		
														ZASCO (Corp)				Metro Cebu Arrastre and Stevedoring Service Inc.				Metro Cebu Arrastre and Stevedoring Service Inc.								Amerasia International Terminal Services Inc			Magellan Marine Inc.		
														Stevedoring				PTC (Corp), USAC (Corp)				United South Dock-handlers Inc.				United South Dock-handlers Inc.				Royal Port Services Incorporated					
	Stevedoring	Bilang-Bilang Arrastre Services, Inc.				Stevedoring	Tagbilaran Maritime Services, Inc.		Stevedoring	PPA - STU				ZASCO (Corp)				Cebu Arrastre and Stevedoring Service Corp.				Cebu Arrastre and Stevedoring Service Corp.													
Cargo Handling Equipment	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity	Type	Capacity	Quantity		
	Forklift	20t	1	Forklift		8				Crane Trucks	25.0 & 7.00 tonner	2	Quay-side Gantry Crane	35.5 t	2	Prime Mover (Tractor)	-	20				Quay-side Shore Crane	20t / 25t / 50t	4											
	Forklift	15t	2							Prime Mover	18.0 Tonner	3	Mobile Crane (Truck Crane)	25.0 t	1	Tractor (Chassis)	20/40/45 ft	24				Stacker		3											
	Forklift	5t	1							10 Wheelers	18.0 Tonner	5	Mobile Crane (Truck Crane)	15.0 t	2	Pay Loader	for Bucket	1				Yard Tractor	50t	2											
	Crane	25t	1							Forklifts	2.0 to 25.0 Tonner	18	Level Luffing Crane	25.0 t / 35.0 t	1							Yard Chassis	20ft / 40ft	15											
											Crane Trucks	25.0, 35.0 & 50.0 Tonner	3	Transfer Crane (RTGs)	30.5 t	10							Forklift	2t / 3t / 4t / 6t	14										
											Prime Mover	18.0 Tonner	3	Reach Stacker	45.0 t	1							Crane	12.5t / 20t / 25t / 30t / 55t	4										
											Trucks	20 & 16 Footer		Top Lifter (Forklift)	25.0 t	1																			
											Forklifts	* & * Tonner	16	Heavy Forklift	25.0 t	3																			
											Forklifts	* & * Tonner		Medium Forklift	5.0 t	11																			
													Small Forklift	2 - 4 t	more than 19																				
Number of Employees, Port Labor in charge of Cargo Handling	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others	Employee	Port Labor	Others		
	N/A	N/A		50	140		5	56		Off. Personnel 12	25		Board Admin. 26			Others 10												Total 50							
										Off. Personnel 10	123		Engr. 30 Opn. 92																						
										Fid. Personnel 113			Marketing 4																						
										Off. Personnel 20			Safety 8																						
										Fid. Personnel 36																									
Cargo Handling Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency	Type of Cargo Handling	Efficiency			
	Breakbulk	20 MT/NGH	BB (loose)	49 MT/GGH	General Cargo	15 MT/GGH	Self-Sustaining	55 MT/NGH	Container (Gantry crane)	18.0 bxs/MGH	Fertilizer	48.0 t/hrs	Large type ferry ship	1 cycle 7-8 min.			Container (Shipgear)	6 - 12 box / hour																	
	Containerized (Forklift)	10 TEUs/NGH	Bb (Pelatize)	80 MT/GGH			Non-self sustaining	46 MT/NGH	Container (Ship gear)	10.9 bxs/MGH	Soy beans meal	9.5 t/hrs	Medium type ferry ship	1 cycle 78 min.			Breakbulk (Fertilizer)	600t / day																	
	Containerized (Chassis)	30 TEUs/NGH	Bulk (dry)	26 MT/GGH			Ro/Ro	44 MT/NGH	Heavy Equipment	34.5 t/hrs	Soda ash	11.9 t/hrs					Breakbulk (Rice, Cement)	960t / day																	
								Self-Sustaining	53 MT/NGH	Lumbers	7.7 t/hrs	Salt in bags	50.3 t/hrs					Bulk	1,590t / day																
								Non-self sustaining	28 MT/NGH	Steel Products	50.0 t/hrs	Plywood	10.0 t/hrs																						
								Self-Sustaining	46 MT/NGH	Flour	60.0 t/hrs	General Cargo	1 cycle 6-7 min.																						
Remarks	Major commodities are Copra, Rice, Cement, Refined Petroleum, Mineral Fuel/Coal, Silica etc.						Serving WG&A NENACO & GP Lines Vessel only																Container free storage period: Export: 7 days, Import: 10 days, Transshipment: 15 days Average dwelling time: Export: 2days, Import: 6 days												
	Water supply: 15-20 tons/hour, 68peso/ton The restaurant and other amenity facilities are exist inside port area.																																		
Source: JICA STUDY TEAM based on the interview from PPA, The Study on the Cebu integrated port development plan in the Philippines (JICA, OCDI), The Study on the Subic Bay Port Master Plan in the Republic of the Philippines (JICA, OCDI)																																			

## Appendix 14.2.2 PPA Cargo Handling Contract

### (1) Probationary Contract

A probationary one-time contract for two years may be issued to existing cargo handling operators subject to compliance to all the following:

- Productivity commitment acceptable to the Authority and affected port users.
- Requirement on no outstanding accounts with the Authority at the time of award of contract.
- Compliance to existing and pertinent labor laws, social security rules or Collective Bargaining Agreements (CBAs), vis a vis minimum wages and other benefits.
- Availability of port labor trust funds for the retirement and separation of concerned port workers.
- Submission of a Business Plan covering the projected long-term contract including the 2-year probationary period.
- Favorable endorsement of concerned port users and clients or their association / organization.
- Protection, maintenance, clearance and orderliness of the port and its facilities.
- Development program for its workers and employees.

### (2) Long-term Contract

After a probationary contract, a long-term contract of not more than ten (10) years, may be issued depending on the operational, financial, and development needs of the port and the investment made by the operator, subject to the following requirements:

- 1) Cargo Handling Performance - the performance required shall be at least "VERY SATISFACTORY" for the 2-year probationary period, measured and established through:
  - i) Performance audit with at least "VERY SATISFACTORY" rating for 2-year period
  - ii) Evaluation of the operator's monthly performance using the "Cargo Handling Compliance Report" by the PMO concerned.
- 2) Business Plan - a business strategy employed by the cargo handling operator to effectively provide, manage, operate, and market the services aimed to ensure fast turn around of vessels, attain service satisfaction of concerned users and entice port clientele to patronize the port. The plan shall include, among, others, the following;
  - a) Traffic Projection and Analysis - based on actual statistics on vessel Evaluation of the operator's monthly performance using the "Cargo Handling Compliance Report" by the PMO concerned.
  - b) Cargo Handling Equipment - the equipment requirement sufficient to handle the cargoes, procured and made available for the duration of the contract.
  - c) Productivity Commitment - the productivity commitment to efficiency handle cargoes and passengers of the port.

- d) Capital Structure - investment or capitalization requirements sufficient to attain its objectives as stated in the Business Plan.
  - e) Safety and Security Program - a yearly commitment of action plan and projects to ensure safety and security of the port, cargoes and its facilities.
  - f) Marketing Strategy - a set of activities that will show how the services will be marketed. to include among others, a description of marketing mix to provide the desired service to port users (product); make such services conveniently available (place); offer a positive image of the company (promotion); and make the service affordable and reflect the value of the services rendered (price).
  - g) Manual of Systems and Procedure - prepared systems and procedures manual for port operations and finance transactions, and other activities of the cargo handling operator with its clients and port users.
  - h) People Development - a program for the improvement of the worker's and employee's welfare to include, among others, training, financial amelioration, etc.
- 3) Outstanding Accounts with PPA - the operator shall have no outstanding obligations with the Authority at the time of the award of the long-term contract.
  - 4) Port Labor Trust Fund - amount deposited in authorized bank/s sufficient to be used for the retirement and separation benefits of individual port workers employment term, or a program for the same trust fund secured through an accredited service provider.
  - 5) Endorsement by Stakeholders - a favorable endorsement from concerned stakeholders to grant the long-term contract, which may be done through public hearing. Additionally, written reports from affected cargo owners / shipper or their association may also be submitted to the Evaluation Committee.
  - 6) Protection, maintenance, cleanliness and orderliness of the port and its facilities.

### (3) Mechanics of Implementation

The contract on cargo handling operations is implemented following mechanics.

#### 1) Probationary Contract

- a) Cargo handling operators with expired or expiring contracts may be issued probationary contracts, subject to terms and conditions set forth by PPA together with the requirements of port users or their association
- b) The cargo handling operator shall submit the corresponding application for a probationary contract to the PMO concerned for its initial evaluation and documentation before submitting the same to the Evaluation Committee for appropriate action. The application submitted shall include a commitment from the applicant.
- c) Similarly, the applicant shall commit and comply with the requirements and the same shall be stipulated in the 2-year probationary contract.

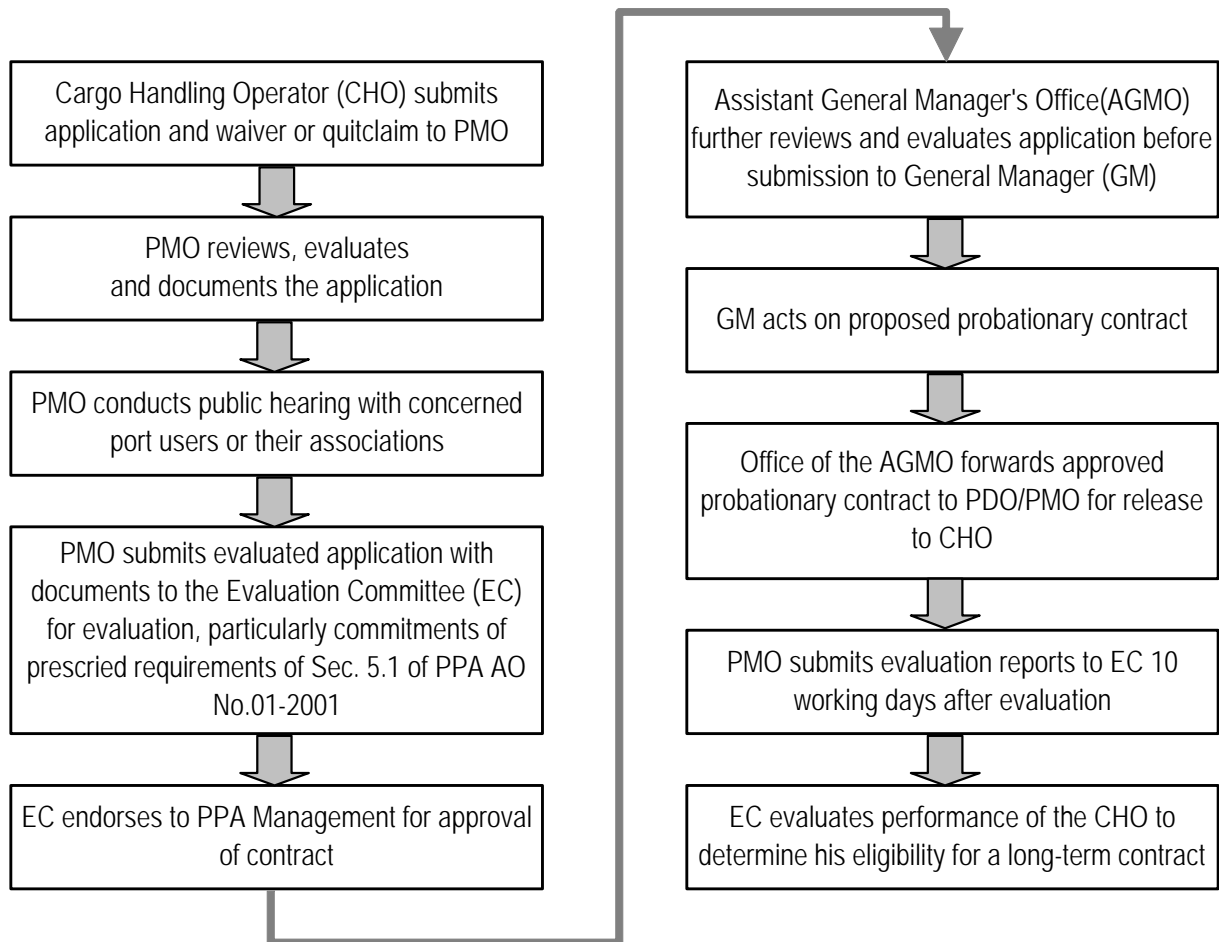
- d) As a requirement for the evaluation and documentation of the application, the PMO shall conduct a public hearing with concerned port users.
- e) The initial evaluation and documentation of the application by the PMOs shall be submitted to the Evaluation Committee for review, evaluation and endorsement to Management for approval.
- f) During the contract term, the PMOs shall monitor and evaluate every quarter the performance of the operator's compliance to prescribed requirements, terms and conditions. The evaluation shall be based on a rating system indicating numerical points for the committed requirements or compliance or a qualitative description of the performance of the operator.
- g) The PMO quarterly monitoring reports shall be submitted to the Evaluation Committee, at least ten (10) working days after the PMO evaluation.
- h) A cargo handling operator, with existing probationary contract and very satisfactory compliance of the prescribed requirements, may be issued a long-term contract even prior to the expiration of a probationary contract, Issuance of same shall be subject to review and endorsement of the Evaluation Committee and approval by Management or PPA Board.

2) Long-term Contract:

- a) At least five (5) months prior to the expiry of the probationary contract, the Evaluation Committee shall evaluate the performance of the cargo handling contractor
- b) If the cargo handling operator fails to comply with the contract conditions and the requirement for the port users' endorsement, the probationary contract shall be cancelled. The Authority shall take over the cargo handling services and conduct a public bidding consistent with existing regulations.
- c) If the operator successfully meets the requirements of the contract and garners at least "Very Satisfactory" performance rating during the 2-year contract term, such operator may be issued a long-term contract, subject to the requirements, together with additional terms and conditions the Authority may require, depending on factors obtaining in the port concerned.
- d) The Evaluation Committee, may endorse and recommend the grant of long-term contracts of qualified operators to Management, or to the PPA Board, if the contract is beyond five (5) years.
- e) The PMO shall monitor and evaluate the operator's performance audits annually. But at the end of the year, the cargo handling operator shall submit a yearly performance report to the PMO and the Evaluation Committee as added basis for the evaluation.
- f) The Evaluation Committee shall immediately inform the operator or any adverse findings giving in thirty (30) days within which to rectify them, otherwise, the contract shall be revoked or terminated. In such case, the Authority shall takeover the cargo handling services and a public bidding shall be conducted to select a new operator.
- g) During the validity of the long-term contract, the Authority shall exercise its visitorial

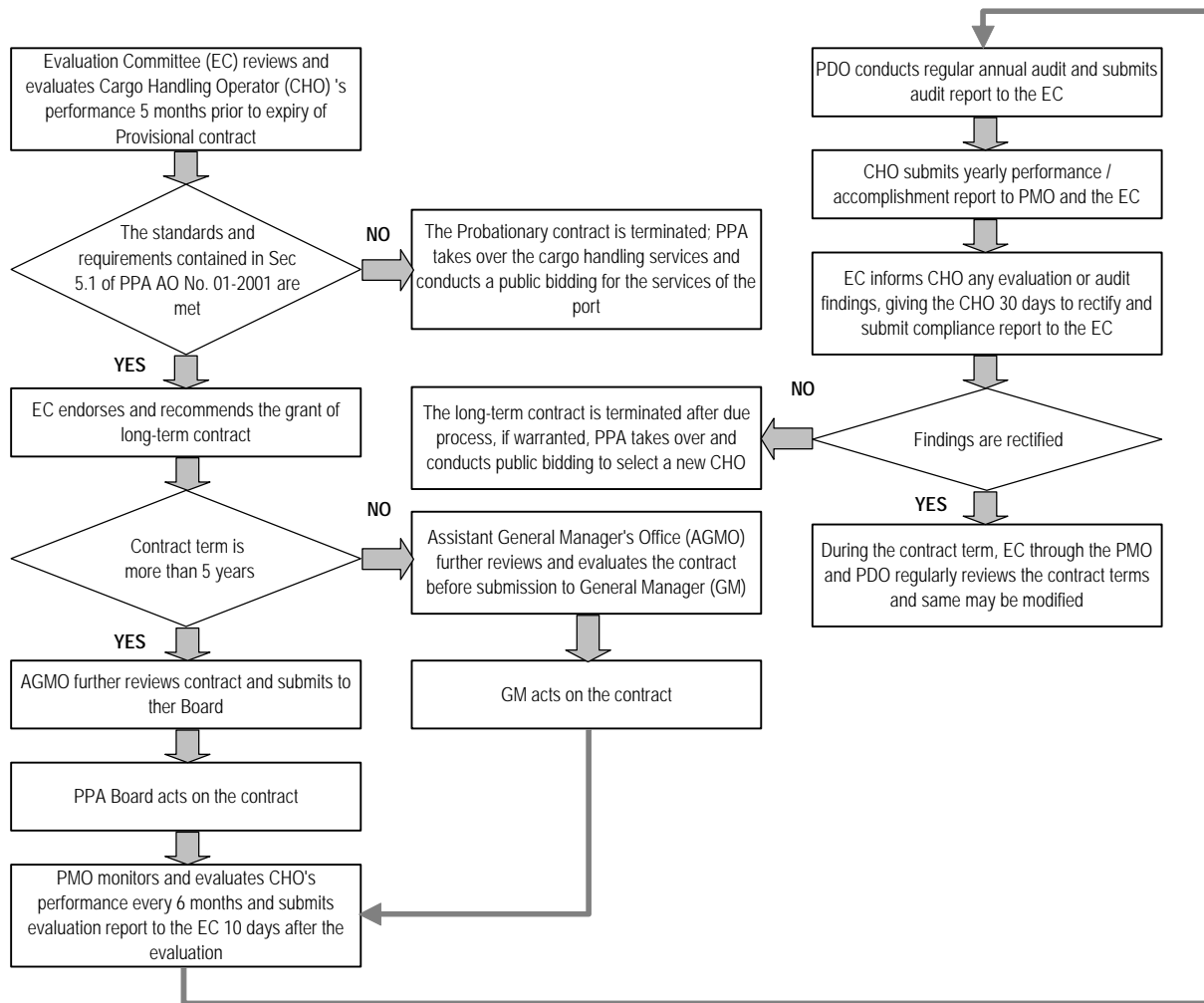


powers to determine compliance by the operator or its contractual commitments and obligations to ensure contractual commitments and PPA rules and regulations shall cause the cancellation of his contract. In this event, PPA shall notify the concerned contractor of such failure and consequently take over the management and operation.



Source: PPA Port Rules and Regulations 2001

Figure A14.2.1 Flow chart of Issuance on Probationary Contract (2 years)



Source: PPA Port Rules and Regulations 2001

Figure A14.2.2 Flow chart on Issuance of a Long-term Contract

### Appendix 14.2.3 CPA Cargo Handling Contract

CPA Administrative Order NO.03-98, "POLICY GUIDELINES AND GENERAL CONDITION FOR THE MANAGEMENT AND OPERATION OF CARGO-HANDLING SERVICES", is the guideline on the contract for cargo handling in CPA ports. The policy and the abstract of the guideline are as follows;

#### (1) Declaration of Policy

##### 1) Grant of cargo-handling Permit/Contract, Financial and Performance Audit

As a general rule, permits/contracts for the management and operation of cargo-handling services in all government ports within the jurisdiction of the Authority shall be awarded

through a system of public bidding and only to duly organized Filipino domestic corporations. However, cargo-handling operators with existing permits/contracts, whether on hold-over or otherwise, shall be subjected to a performance and financial audit. And if found satisfactory and they do not have any outstanding obligations to the Authority, to labor, or to port users, their permits/contracts shall be renewed under such terms and conditions as the Authority may deem proper to impose, otherwise the permit/contract shall be cancelled, revoked, or withdrawn, and the same shall be subjected to public bidding.

Public bidding may be dispensed with for cargo handling services in ports with low cargo volumes and/or where the cargo handling operations are primarily manual. Provided, That, the Authority may classify or categorize cargo handling service providers in such ports in accordance with minimum standards prescribed by the Authority and grant accreditation under such terms and conditions as it may deem proper to impose.

The nature of cargo-handling services that is expected of the Cargo Handling Service Provider (CHSP) shall be taken into consideration in determining the term of the Contract/Permit/Accreditation.

## 2) Maintenance of Wholesome Port

A cargo handling operator shall cooperate with and assist the Authority in the removal and prevention of port squatters. It shall adopt measures to ensure that its prospective employees are not squatting within the port premises.

## (2) Equipment and Facilities

### 1) Cargo Handling Equipment

The CHSP shall have available at the commencement of the operation such equipment required by the Authority all in serviceable and ready-line condition. Provided, that within (3) months from the time the CHSP receives an order from the Authority, it shall have available for the operation of the services covered by its Contract/Permit/Accreditation such cargo handling machineries, gears, tools, equipment and materials as may be necessary to efficiently handle and sustained an uninterrupted cargo handling operations for all incoming and outgoing cargoes of all types and classes, including such reserve and standby machineries, equipment and materials to take care of fluctuations of port traffic, as well as breakdown of equipment as shall be determined and enumerated by the Authority.

### 2) Equipment Renewal and Modernization

When so required by the Authority, the CHSP shall submit for approval a program for equipment renewal and modernization, consistent with its Contract/Permit/Accreditation

with consideration on utilization, specialized gears for special types of cargo and other progressive material handling trends, concepts, and techniques; the CHSP shall acquire new equipment to replace such equipment with the Authority shall, upon careful inspection, consider unsafe, inefficient or uneconomical to operate by reason of age, wear, disrepair and other causes, provided, that the CHSP shall procure additional modern equipment to meet the exigencies of the services brought by the increase in volume and type of cargo as the circumstances may demand.

### (3) CPA Control and Supervision over Operation

The Authority shall exercise all its powers and functions as prescribed by R.A. 7621 in reference to cargo handling and other related services being performed by the CHSP who shall follow all rules and regulations, order and/or instructions that the Authority or its duly authorized representative has issued and/or promulgated, or may hereafter issue and/or promulgate for the purpose of securing maximum efficiency. The CHSP shall, upon notice by the Authority, submit itself to an evaluation of its cargo handling system and shall promptly effect the necessary changes, modification in the system which the Authority may instruct based on the results of the evaluation.

#### **Appendix 14.2.4 Examples of Modernization Fund**

Examples of modernization funds in foreign countries are shown in Table A14.2.2. These funds are utilized not only for purchase of cargo handling equipments, but also for subsidy to construct port and road facilities.

Table A14.2.2 Modernization fund in foreign countries

Name of Port	Name of Fund	Outline of Fund
Kaohsiung (Taiwan)	Port Development Fund	For Port Development: 1998~, Invoice Value x 0.5% 1999~, Invoice Value x 0.4% 2000~, Invoice Value x 0.3% July 2000 ~ , Invoice Value x 0.2%
Busan (Korea)	Road Maintenance Fund	For Road Construction in Busan City: 20 feet container x Won 20,000 40 feet container x Won 40,000
Ports in Japan	Port Modernization Fund	Low interest fund for equipment: Stevedoring companies contributes funds depends on their cargo handling volume (In total 1.5Billion Yen/Annual)

## Appendix 14.3 Port Tariff

### Appendix 14.3.1 PPA Port Tariff

Table A14.3.1 Charge on Foreign Vessels (PPA)

Type of Charge	unit / comment	Until Apr 2, 1994	Since Apr 3, 1994	Since Apr 3, 1995	Remarks
<b>PORT DUES</b>	port entry fee	US\$ 0.062/GRT	US\$ 0.074/GRT	US\$ 0.081/GRT	
<b>DOCKAGE</b> at Berth					
at Gov. port	per day	US\$ 0.030/GRT	US\$ 0.036/GRT	US\$ 0.039/GRT	Maximum 50,000 GRT
at Private port	per day	US\$ 0.021/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT	Maximum 50,000 GRT
<b>DOCKAGE</b> at Anchorage	anchorage fee	US\$ 0.021/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT	1/2 of the Dockage at Gov. berth Maximum 50,000 GRT

Table A14.3.2 Charge on Domestic Vessels (PPA)

Type of Charge	unit / comment	Feb. 25, 2001	Feb. 25, 2002	<del>Feb. 25, 2003</del> *1	Feb. 25, 2004	Feb. 25, 2005	Remarks
<b>USAGE FEE</b> at Gov. berth/anchorage							*1: Suspended by PPA MC 01-2003
< 6 GRT		No charge	No charge	No charge	No charge	No charge	
6 GRT to 100 GRT	per day/fraction	Php 40.00	Php 51.00	Php 61.00	Php 72.00	Php 82.00	
> 100 GRT	per GRT per day/fraction	Php 0.40	Php 0.50	Php 0.60	Php 0.70	Php 0.80	
<b>USAGE FEE</b> at Private berth/anchorage, USAGE FEE on bay/river trade vessels *1							
< 6 GRT		No charge	No charge	No charge	No charge	No charge	
6 GRT to 100 GRT	per day/fraction	Php 20.00	Php 25.50	Php 30.50	Php 36.00	Php 41.00	1/2 of the usage fee at Gov. berth
> 100 GRT	per GRT per day/fraction	Php 0.200	Php 0.250	Php 0.300	Php 0.350	Php 0.400	1/2 of the usage fee at Gov. berth
*1: Usage fee on bay/river trade vessels are not less than and not more than the following charges in total.							
Not less than (Minimum)	per day/fraction	Php 40.00	Php 51.00	Php 61.00	Php 72.00	Php 82.00	
Not more than (Maximum)	per day/fraction	Php 203.00	Php 255.00	Php 308.00	Php 360.00	Php 413.00	
<b>LAY UP FEE</b> for vessels on temporarily lay/anchor at any port.							
6 GRT to 100 GRT	per day/fraction	Php 20.00	Php 25.50	Php 30.50	Php 36.00	Php 41.00	1/2 of the usage fee
> 100 GRT	per GRT per day/fraction	Php 0.20	Php 0.25	Php 0.30	Php 0.35	Php 0.40	1/2 of the usage fee

**Table A14.3.3 Wharfage on Non-Containerized Foreign Cargoes (PPA)**

Type of Charge	unit / comment	Until Apr 2, 1994	Since Apr 3, 1994	Since Apr 3, 1995	Remarks
Imported Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products, Log&Lumber/Heavy Lift	per Metric Ton	Php 28.20	Php 33.85	Php 36.65	
Others	per Revenue Ton	Php 23.50	Php 28.20	Php 30.55	
Exported Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products, Log&Lumber/Heavy Lift	per Metric Ton	Php 14.10	Php 16.90	Php 18.35	
Others	per Revenue Ton	Php 11.75	Php 14.10	Php 15.25	
Transshipment Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products, Log&Lumber/Heavy Lift	per Metric Ton	US\$0.641	US\$0.769	US\$0.833	Minimum charge shall be \$10.00
Others	per Revenue Ton	US\$0.534	US\$0.641	US\$0.694	Minimum charge shall be \$10.00

**Table A14.3.4 Wharfage on Foreign Container Cargo**

Type of Charge	unit / comment	Imported	Exported
FCL/LCL singles*			
20 ft	per box	Php 519.35	Php 259.70
35 ft	per box	Php 656.85	Php 329.95
40 ft	per box	Php 779.05	Php 391.05
45 ft	per box	Php 916.50	Php 458.25

Foreign Transshipment	per TEU	US\$1.000
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\* LCL cargoes owned by more than one shipper/consignee, wharfage on these cargoes will be charged as non-containerized cargoes.

\* There is no charge on empty containers.

**Table A14.3.5 Wharfage on Non-Containerized Domestic Cargoes (PPA)**

Type of Charge	unit / comment	Feb. 25, 2001	Feb. 25, 2002	<del>Feb.*1 25, 2003</del>	Feb. 25, 2004	Feb. 25, 2005
Imported Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products, Log&Lumber/Heavy Lift	per Metric Ton	Php 4.00	Php 5.00	Php 6.00	Php 7.00	Php 9.00
Others	per Revenue Ton	Php 3.00	Php 4.00	Php 5.00	Php 6.00	Php 7.00
* Minimum charge		Php 6.00	Php 8.00	Php 10.00	Php 12.00	Php 15.00

\*1: Raising domestic tariff was suspended by PPA MC 01-2003 (Jan 10 2003)

**Table A14.3.6 Wharfage on Domestic Container Cargoes**

Type of Charge	unit / comment	Feb. 25, 2001	Feb. 25, 2002	<del>Feb. 25, 2003</del> *1	Feb. 25, 2004	Feb. 25, 2005
FCL/LCL singles*						
10 ft or shorter	per box	Php 21.05	Php 34.00	Php 43.00	Php 52.00	Php 63.00
20 ft	per box	Php 42.10	Php 69.00	Php 86.00	Php 105.00	Php 126.00
35 ft	per box	Php 52.65	Php 86.00	Php 107.00	Php 131.00	Php 157.00
40 ft	per box	Php 63.15	Php 104.00	Php 129.00	Php 157.00	Php 189.00
45 ft	per box	Php 73.70	Php 121.00	Php 151.00	Php 184.00	Php 221.00

\* LCL cargoes owned by more than one shipper/consignee, wharfage on these cargoes will be charged as non-containerized cargoes.

\* There is no charge on empty containers.

\* Wharfage for all foreign and domestic cargoes which are loaded/discharged at anchorage.

\* The charge for these cargoes shall be 1/2 of the wharfage at government port.

\*1: Raising domestic tariff was suspended by PPA MC 01-2003 (Jan 10 2003)

Table A14.3.7 Charge of Storage for Cargoes (PPA)

Type of Charge	unit / comment	Fee	Free storage period
Imported Cargoes	per Revenue Ton per day/fraction	Php 7.50	5 days after arrival
Exported Cargoes	per Revenue Ton per day/fraction	Php 3.75	4 days after received
Foreign Transhipment	per Revenue Ton per day/fraction	US\$0.171	for 15 days
Domestic Cargoes	per Revenue Ton per day/fraction	Php 5.65	2 days after arrival *

\*If in case no loaded on their scheduled vessel, free storage period will be 2 days after vessel's departure.

Table A14.3.8 Charge of Storage for Containers (PPA)

Type of Charge	unit / comment	10 ft	20 ft	35 ft	40 ft	45 ft
Foreign imported Box	per box per day	-	Php 240.65	Php 421.10	Php 481.30	Php 541.45
Foreign exported Box	per box per day	-	Php 60.15	Php 105.30	Php 120.30	Php 134.40
Foreign transhipped Box	per box per day	-	US\$5.470	-	-	US\$0.545
Domestic Box	per box per day	Php 63.45	Php 180.50	Php 314.90	Php 360.95	-

Source of Table A14.3.1 to 8: PPA Memorandum Circular No.07-94 (Port rules and regulations in volume No.14, 2001)

Table A14.3.9 PPA Port Classification for Standard Operational Requirements

Class	Class A	Class B	Class C	Class D	Class E
Port Name	North Harbor	Zamboanga	Nasipit	Calapan	All Other Ports
	South Harbor	Iloilo	Dumaguete	Pasig	
	Cagayan De Oro	Ozamiz	Tagbilaran	Matnog	
	MICT	Davao (Sea)	General Santos (Maker)	San Jose, OCC. Mindoro	
	Batangas		Puerto Princesa	Ormoc	
			San Fernando	Culasi	
			Iligan	Jagna	
			Surigao	Dapitan	
			Pulupandan	San Carlos	
			Legazpi	Basilan	
			Tacloban	Lipata	
				Tubigon	
				Liloan	

Source: PPA Administrative Order NO. 07-99 "Port Classification for Standard Operational Requirements", 10 Sep 1999



## Appendix 14.3.2 CPA Port Tariff

Table A14.3.10 Charge on Foreign Vessels (CPA)

Type of Charge	unit / comment	Until Apr 2, 1994	Since Apr 3, 1994	Since Apr 3, 1995	Remarks
<b>PORT DUES</b>	port entry fee	US\$ 0.062/GRT	US\$ 0.074/GRT	US\$ 0.081/GRT	
<b>DOCKAGE</b> at Berth					
at Gov. port	per day	US\$ 0.030/GRT	US\$ 0.036/GRT	US\$ 0.039/GRT	Maximum 50,000 GRT
at Private port	per day	US\$ 0.021/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT	Maximum 50,000 GRT
<b>DOCKAGE</b> at Anchorage	anchorage fee	US\$ 0.021/GRT	US\$ 0.018/GRT	US\$ 0.020/GRT	1/2 of the Dockage at Gov. berth Maximum 50,000 GRT

Table A14.3.11 Charge on Domestic Vessels (CPA)

Type of Charge	unit / comment		Remarks
<b>USAGE FEE</b> at Gov. berth/anchorage			
< 6 GRT		No charge	
6 GRT to 100 GRT	per day/fraction	Php 30.10	
> 100 GRT	per GRT per day/fraction	Php.30.10 + P0.301	
<b>USAGE FEE</b> at Private berth/anchorage, USAGE FEE on bay/river trade vessels *1			
< 6 GRT		No charge	
6 GRT to 100 GRT	per day/fraction	Php 15.05	1/2 of the usage fee at Gov. berth
> 100 GRT	per GRT per day/fraction	1/2 of USAGE at Government Berth	1/2 of the usage fee at Gov. berth
*1: Usage fee on bay/river trade vessels are not less than and not more than the following charges in total.			
Not less than (Minimum)	per day/fraction	Php 40.00	
Not more than (Maximum)	per day/fraction	Php 203.00	
<b>LAY UP FEE</b> for vessels on temporarily lay/anchor at any port.			
6 GRT to 100 GRT	per day/fraction	Php 15.05	1/2 of the usage fee
> 100 GRT	per GRT per day/fraction	1/2 of USAGE at Government Berth	1/2 of the usage fee

Table A14.3.12 Wharfage on Non-Containerized Foreign Cargoes (CPA)

Type of Charge	unit / comment	Untill Apr 2, 1994	Since Apr 3, 1994	Since Apr 3, 1995	Since Nov1, 1997	Remarks
Imported Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products/Heavy Lift	per Metric Ton	Php 28.20	Php 33.85	Php 36.65	Php 36.65	
Log&Lumber / Others	per Revenue Ton	Php 23.50	Php 28.20	Php 30.55	Php 32.40	
Exported Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products/Heavy Lift	per Metric Ton	Php 14.10	Php 16.90	Php 18.35	Php 18.35	
Log&Lumber / Others	per Revenue Ton	Php 11.75	Php 14.10	Php 15.25	Php 16.20	
Transshipment Cargoes in Sacks/Backs/Bulk/ Uncrated Live Animals/ Steel Products/Heavy Lift	per Metric Ton	US\$0.641	US\$0.769	US\$0.833	US\$0.833	Minimum charge shall be P20.00
Log&Lumber / Others	per Revenue Ton	US\$0.534	US\$0.641	US\$0.694	US\$0.833	Minimum charge shall be P20.00

Table A14.3.13 Wharfage on Foreign Container Cargo

Type of Charge	unit / comment	Imported	Exported	Foreign Transship
FCL/LCL singles*				
20 ft	per box	Php 520.00	Php 260.00	US\$ 12.00/TEU
35 ft	per box	Php 660.00	Php 330.00	US\$ 15.00/TEU
40 ft	per box	Php 780.00	Php 390.00	US\$ 18.00/TEU
45 ft	per box	Php 920.00	Php 460.00	US\$ 21.00/TEU

\* There is no charge on empty containers.

Table A14.3.14 Wharfage on Non-Containerized Domestic Cargoes (CPA)

Type of Charge	unit / comment	Existing Tariff	
Inbound Cargoes in			
Sacks/Backs/Bulk/ Steel Products, Heavy Lift	per Metric Ton	Php 4.00	
Logs/Uncrated lumber Other wood products	per 1000 Bd. Ft.	Php 7.00	
Live crated animals/Crated lumber/others	per Revenue Ton	Php 3.50	
Uncrated Pigs/Goat	per Head	Php 1.50	
Uncrated Carabao/horse/cow	per Head	Php 6.50	
Rattan poles	per pile of 2000 poles or less	Php 52.50	
Minimum charge	per shipping docu.	Php 10.00	

Table A14.3.15 Wharfage on Domestic Container Cargoes (CPA)

Type of Charge	unit / comment	Existing Tariff				
FCL/LCL singles*						
10 ft or shorter	per box	Php 27.00				
20 ft	per box	Php 55.00				
35 ft	per box	Php 70.00				
40 ft	per box	Php 84.00				
45 ft	per box	Php 97.00				

\* LCL cargoes owned by more than one shipper/consignee, wharfage on these cargoes will be charged as non-containerized cargoes.

\* There is no charge on empty containers.

\* Wharfage for all foreign and domestic cargoes which are loaded/discharged at anchorage.

\* The charge for these cargoes shall be 1/2 of the wharfage at government port.

\* Source of Table A14.3.9 to 15:

**Table A14.3.16 Charge of Storage for Cargoes (CPA)**

Type of Charge	unit / comment	Fee	Free storage period
Imported Cargoes	per Revenue Ton per day/fraction	Php 7.50	6 days after arrival
Exported Cargoes	per Revenue Ton per day/fraction	Php 3.75	5 days after received
Foreign Transshipment	per Revenue Ton per day/fraction	US\$0.171	for 15 days
Domestic Cargoes	per Revenue Ton per day/fraction	Php 5.65	2 days after arrival *

\*If in case no loaded on their scheduled vessel, free storage period will be 2 days after vessel's departure.

**Table A14.3.17 Charge of Storage for Containers (CPA)**

Type of Charge	unit / comment	10 ft	20 ft	35 ft	40 ft	45 ft
Foreign imported Box	per box per day	-	Php 240.65	Php 421.10	Php 481.30	Php 541.45
Foreign exported Box	per box per day	-	Php 60.15	Php 105.30	Php 120.30	Php 134.40
Foreign transshipped Box	per box per day	-	US\$5.470	US\$9.570	US\$10.940	US\$12.220
Domestic Box	per box per day	Php 63.45	Php 180.50	Php 314.90	Php 360.95	-

Source of Table A14.3.9 to 16: CPA Memorandum 1995, "1995 Port Tariff Rates" (PPA MC 07-94),

CPA Memorandum Circular No.16-1997, "1997 Tariff Rate on Cargoes"

CPA Memorandum 2001, "Revised Schedule of Implementation of Approved Wharfage Tariff"

CPA Memorandum Circular No.09-2001, "Revised Tariff for Usage Fees"

### Appendix 14.3.3 SBMA Port Tariff

Table A14.3.18 Charge on Foreign Vessels (SBMA)

Type of Charge	unit / comment	Until July 7, 1994	Since Feb. 17, 1999	Remarks
<b>Harbor Fee (PORT DUES)</b>	port entry fee	US\$ 0.040/GRT	US\$ 0.060/GRT	
<b>Berthing Fee (DOCKAGE) at Berth</b>		-	US\$ 0.035/GRT	Rates are applicable to ship berthing alongside other vessel or vessels. (ship transfer) Twice as such dockage for ships approved berthing of Quick Dispatch Wharves
at Gov. port	per day	US\$ 0.030/GRT	n/a	
at Private port	per day	US\$ 0.021/GRT	n/a	
Anchorage Fee	anchorage fee	US\$ 0.015/GRT	US\$ 0.017/GRT	Twice as such dockage/day & subsequent for any ship for its own cause fails to leave w/within 2 hrs after of loading/discharge. Any fraction of a day shall be counted as 1 day
Line Handling	per movement	US\$ 30.000/GRT	US\$ 30.000/GRT	
Terminal Fee (for passenger vessel)	per passenger	US\$ 18.000/GRT	US\$ 18.000/GRT	

Table A14.3.19 Charge on Domestic Vessels (SBMA)

Type of Charge	unit / comment	Prevailing Rate	Feb. 17, 1999 Rated (+ 15%)	Remarks
<b>Berthing Fee (USAGE) at SBMA</b>				
< 6 GRT		No charge	No charge	
6 GRT to 100 GRT	per day/fraction	US\$ 0.550/GRT	US\$ 0.630/GRT	
101 GRT to 500 GRT	per GRT per day/fraction	US\$ 0.200/GRT	delete	
>500 GRT		US\$ 0.020/GRT	delete	
>100 GRT		-	US\$ 0.023/GRT	
<b>LAY UP FEE (1/2 of the applicable harbor fee)</b>				
< 6 GRT		No charge	No charge	
6 GRT to 100 GRT	per day/fraction	US\$ 0.275/GRT	US\$ 0.316/GRT	1/2 of the usage fee at Gov. berth
101 GRT to 500 GRT	per GRT per day/fraction	US\$ 0.020/GRT	delete	1/2 of the usage fee at Gov. berth
>500 GRT		US\$ 0.010/GRT	delete	
>100 GRT		US\$ 0.005/GRT	US\$ 0.120/GRT	
Line Handling	per movement	US\$ 30.000/GRT	US\$ 30.000/GRT	Within 2 hrs after of loading/discharge.

Table A14.3.20 Wharfage on Non-Containerized Foreign Cargoes (SBMA)

Type of Charge	unit / comment	Prevailing Rate	Since Feb. 17,1999	Remarks
Imported Cargoes	per Revenue Ton	US\$ 0.902/RT	US\$ 0.902/RT	
Exported Cargoes	per Revenue Ton	US\$ 0.451/RT	US\$ 0.451/RT	
Transshipment Cargoes	per Revenue Ton	US\$ 0.523/RT	US\$ 0.601/RT	Minimum charge shall be \$10.00

Table A14.3.21 Wharfage on Foreign Container Cargo (SBMA)

Type of Charge	unit / comment	Prevailing Rate	Since Feb. 17,1999	Remarks
Imported				
20 ft	per box	US\$ 15.20	US\$ 15.20	
35 ft	per box	US\$ 19.22	US\$ 19.22	
40 ft	per box	US\$ 22.81	US\$ 22.81	
45 ft	per box	US\$ 26.82	US\$ 26.82	
Exported				
20 ft	per box	US\$ 7.59	US\$ 7.59	
35 ft	per box	US\$ 9.65	US\$ 9.65	
40 ft	per box	US\$ 11.45	US\$ 11.45	
45 ft	per box	US\$ 13.43	US\$ 13.43	
Transshipment				
20 ft	per box	US\$ 8.91	US\$ 10.25	
35 ft	per box	US\$ 11.18	US\$ 12.86	
40 ft	per box	US\$ 13.26	US\$ 15.25	
45 ft	per box	US\$ 15.54	US\$ 17.87	

**Table A14.3.22 Wharfage on Non-Containerized Domestic Cargoes (SBMA)**

Type of Charge	unit / comment	Prevailing Rate	Since Feb. 17,1999	Remarks
SBMA Wharfage Fee	per Revenue Ton	US\$ 0.059/RT	US\$ 0.068/RT	

**Table A14.3.23 Wharfage on Domestic Container Cargoes (SBMA)**

Type of Charge	unit / comment	Prevailing Rate	Since Feb. 17,1999	Remarks
SBMA Wharfage Fee				
10 ft	per box	-	US\$ 0.510	
20 ft	per box	-	US\$ 1.000	
35 ft	per box	-	US\$ 1.250	
40 ft	per box	-	US\$ 1.500	
45 ft	per box	-	US\$ 1.750	

**Table A14.3.24 Wharfage on Special Handled Cargoes (Reefer and High-cube container, SBMA)**

Type of Charge	unit / comment	Prevailing Rate	Since Feb. 17,1999	Remarks
SBMA Wharfage Fee				
20 ft	per box	US\$ 11.640	US\$ 11.64	
35 ft	per box	US\$ 14.700	US\$ 14.70	
40 ft	per box	US\$ 17.410	US\$ 17.41	
45 ft	per box	US\$ 20.450	US\$ 20.45	

\* LCL cargoes owned by more than one shipper/consignee, wharfage on these cargoes will be charged as non-containerized cargoes.

\* There is no charge on empty containers.

\* Wharfage for all foreign and domestic cargoes which are loaded/discharged at anchorage.

\* The charge for these cargoes shall be 1/2 of the wharfage at government port.

**Table A14.3.25 Charge of Storage for Cargoes (SBMA)**

Type of Charge	unit / comment	Fee	Free storage period
Imported Cargoes	per Revenue Ton per day/fraction	US\$0.284	10 days after arrival
Exported Cargoes	per Revenue Ton per day/fraction	US\$0.147	7 days after received
Foreign Transshipment	per Revenue Ton per day/fraction	US\$0.523	for 15 days
Domestic Cargoes	per Revenue Ton per day/fraction	US\$0.216	2 days after arrival *

\*If in case no loaded on their scheduled vessel, free storage period will be 2 days after vessel's departure.

**Table A14.3.26 Charge of Storage for Containers (SBMA)**

Type of Charge	unit / comment	10 ft	20 ft	35 ft	40 ft	45 ft
Foreign imported Box	per box per day	-	US\$9.61	US\$16.02	US\$18.31	US\$20.60
Foreign exported Box	per box per day	-	US\$2.29	US\$4.01	US\$4.58	US\$5.12
Foreign transshipped Box	per box per day	-	US\$5.31	US\$9.28	US\$10.61	US\$11.86
Domestic Box (Laden/Empty)	per box per day	Computed as non- containerized	US\$2.42	US\$6.87	US\$11.99	US\$13.74
Reefer/High-cube (Laden/Empty)	per box per day	-	US\$16.40	US\$18.43	US\$21.83	US\$24.25

Source of Table A14.3.17 to 25: SBMA Memorandum Circular No. 94-002, "SBMA Seaport Tariff-Rev.03"



## Appendix 14.3.4 LGU Port Tariff (Port of Pilar, Sorsogon)

Table A14.3.27 Charge on Domestic Vessels (Pilar) Published on Dec. 16, 200

Type of Charge	unit / comment		Remarks
<b>USAGE FEE</b> at Gov. berth/anchorage			
Commercial	per day/fraction	Php 55.00	
Municipal	per day/fraction	Php 5.00	
<b>USAGE</b> at Anchorage	anchorage fee	Php 55.00	
<b>Passenger terminal fees</b>			
20 - 40 passenger	per day/fraction	Php 50.00	20 - 40 passenger
41 - 60 passenger	per day/fraction	Php 100.00	41 - 60 passenger
60 - 80 passenger	per day/fraction	Php 150.00	60 - 80 passenger
81 and Above	per day/fraction	Php 200.00	81 and Above

Table A14.3.28 Wharfage on Non-Containerized Domestic Cargoes (Pilar) - 1/2

Type of Charge	Dec. 16, 2002	Type of Charge	Dec. 16, 2002
Wharfages			
<b>Bags</b>		<b>Cases</b>	
Cement	Php 0.28	Softdrinks / empty	Php 0.17
Charcoal / single	Php 0.30	Softdrinks / case full,Wine	Php 0.33
Charcoal/double, Feeds, Fertl.	Php 0.55	Motor Oil	Php 1.10
<b>Bale</b>		Milk	Php 11.00
Rattan Craft	Php 0.33	<b>Canned</b>	
Angla bar	Php 0.55	Fish	Php 0.30
<b>Board feet</b>		Balao	Php 0.55
Lumber	Php 0.06	<b>Cartoons</b>	
<b>Bollo</b>		Cigarettes	Php 0.50
Cotton / small	Php 0.55	<b>Crate</b>	
Cotton / big	Php 0.83	Biscuit	Php 0.83
<b>Bolto</b>		Plastic wire	Php 1.10
Nito	Php 2.20	Glassware	Php 5.50
Sandals	Php 6.60	<b>Container</b>	
<b>Box</b>		Empty	Php 0.22
Matches	Php 0.50	Crude oil, Kerosene	Php 0.55
Candles, Chicks, School Supp.,	Php 0.55	<b>Drum</b>	
Medicine, Magnolia	Php 1.10	Crude oil	Php 2.20
Movie film	Php 6.60	Kerosene	Php 2.20
<b>Bundle</b>		<b>Head</b>	
Abaca/small, Basket, Bijon	Php 0.55	Dog, Goat, Pig	Php 5.00
Abaca/big, Steel bar/20 ft.	Php 0.83	Cow / Carabao	Php 10.00
Steel bar / 30 ft., Soft broom	Php 1.10	<b>Kaing</b>	
Anahaw	Php 1.65	Vegetables	Php 0.30
Hat	Php 5.50	<b>Kilo</b>	
		Scrap metal	Php 0.06

Table A14.3.28 Wharfage on Non-Containerized Domestic Cargoes (Pilar) - 2/2

Type of Charge	Dec. 16, 2002	Type of Charge	Dec. 16, 2002
<b>Pcs.</b>		<b>Tiklis</b>	
G.I Corr.	Php 0.28	Mango	Php 0.28
Rattan split	Php 1.10	<b>Tray</b>	
Rattan unsplit	Php 2.20	Eggs	Php 0.55
Sala sets	Php 19.80	<b>Unit</b>	
<b>Roll</b>		Electric Fan	Php 1.10
Barbe Wire	Php 1.10	Tires / Small	Php 2.20
<b>Sacks</b>		Water Pump manual	Php 3.30
Copra / Small	Php 0.30	Tires/Big, Elect.wtr tnk, Stereo, Sleeprite	Php 6.60
Coconut, Palay	Php 0.50	Sewing machine	
Banana, Copra(big), Corn, Rice, Sugar(50kgs)	Php 0.55	Wood filing cabinet	Php 11.00
Sugar / 63 kgs.	Php 0.83	T.V, Freezer(chest type), Welding M. small	Php 22.00
Peanuts	Php 2.20	Welding machine / Big	Php 33.00
<b>Tank</b>		<b>OTHER</b>	
Acetylene / Oxygen (empty)	Php 1.65	Edible oil, Various	Php 0.33
Acetylene / Oxygen (Filled)	Php 2.20	Hardware	Php 1.10
<b>Tiklis</b>		Generator	Php 5.50
Mango	Php 0.28	Motorcycle	Php 11.00
<b>Tray</b>		Engine (< 6 cylender)	Php 16.50
Eggs	Php 0.55	Engine (> 6 cylender), Motorcycle (sidecar)	Php 22.00
<b>Unit</b>		Tractor / small	Php 33.00
Electric Fan	Php 1.10	Tractor / big	Php 66.00
Tires / Small	Php 2.20	4 wheel motor vehicles	Php 88.00
Water Pump manual	Php 3.30	Truck 6 - wheeler	Php 165.00
Tires/Big, Elect.wtr tnk, Stereo, Sleeprite	Php 6.60	Truck 10 - wheeler	Php 275.00
Sewing machine			
Wood filing cabinet	Php 11.00	*Market Space rental - Php. 5.00 (papag size 1m x 2m)	
T.V, Freezer(chest type), Welding M. small	Php 22.00	during Sunday at the area designated by the	
Welding machine / Big	Php 33.00	Proper Market Authority 5:00 AM to 3:00 PM; time of occupancy	
<b>OTHER</b>			
Edible oil, Various	Php 0.33		
Hardware	Php 1.10		
Generator	Php 5.50		
Motorcycle	Php 11.00		
Engine (< 6 cylender)	Php 16.50		
Engine (> 6 cylender), Motorcycle (sidecar)	Php 22.00		
Tractor / small	Php 33.00		
Tractor / big	Php 66.00		
4 wheel motor vehicles	Php 88.00		
Truck 6 - wheeler	Php 165.00		
Truck 10 - wheeler	Php 275.00		















Cargo Handling Tariff at PPA Base port (2002), CPA Cebu

Unit: Peso

Name of Commodities	Unit	Iloilo		Legazpi		MCT / South Harbor		North Harbor		Ozamiz		Puerto Princesa		Pulupandan	
		Class D	Class C	Class A	Class A	Class A	Class B	Class C	Class C	Class B	Class C	Class C			
<b>III. Special Services (abstract)</b>		Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
A. Tug usage	Per hour	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B.1. Lift-Off Charges	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B.2. Lift-On Charges	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C.1. Pier Lighting	Per hour	-	-	-	-	58.00	-	-	-	-	-	-	-	-	-
C.2. Cluster Lighting	Per Cluster	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D.1. Refer Charges for Export Container (Minimum 1 hours)	Per Box per hour	-	-	-	-	44.00	-	-	-	-	-	-	-	-	-
D.2. Refer Charges for Import Container (Minimum 6 hours)	Per Box	-	-	-	-	103.00	-	-	-	-	-	-	-	-	-
F.1. Equipment Rental (include operator)	Per Box	-	-	-	-	266.00	-	-	-	-	-	-	-	-	-
F.2. 100t Mobile Crane (min. 12 moves)	Per hour	-	-	-	-	628.00	-	-	-	-	-	-	-	-	-
G.1. 100t Mobile Crane	Per Minimum	-	-	-	-	4,445.00	-	-	-	-	-	-	-	-	-
G.2. 50t Crane	Per hour	-	-	-	-	16,809.00	-	-	-	-	-	-	-	-	-
G.3. 25t Crane	Per hour	-	-	-	-	8,069.00	-	-	-	-	-	-	-	-	-
G.4. 35t Top loader	Per hour	-	-	-	-	3,298.00	-	-	-	-	-	-	-	-	-
G.5. 25t Top loader	Per hour	-	-	-	-	1,884.00	-	-	-	-	-	-	-	-	-
G.6. Shifter / 25t Straddle Carrier	Per hour	-	-	-	-	1,884.00	-	-	-	-	-	-	-	-	-
H. Terminal Operations Charges (Terminal Handling Charge)		Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
H.1. Minimum Charges															
H.1.1. 20 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.1.2. 24 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.1.3. 35 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.1.4. 40 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.2. Hoogie Trailer															
H.2.1. 20 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.2.2. 24 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.2.3. 35 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.2.4. 40 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.3. Shifting Loaded or Empty Container															
H.3.1. 20 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.3.2. 24 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.3.3. 35 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H.3.4. 40 footer	Per Box	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Source: Prepared by JICA STUDY TEAM based on PPA's<sup>\*1</sup>, CPA's and SBMA's Cargo Handling Tariff in each Base port.

\*1: PPA Memorandum Circular No. 04-2001

\*2 Classification is based on PPA Administrative Order NO.07-99

\*3 CPA Tariff: based on CPA Memorandum Circular NO.01-99

Cargo Handling Tariff at PPA Base port (2002), CPA Cebu

Unit: Peso

Name of Commodities	Tacloban		Tagbilaran		Zamboanga	
	Class of Base port *1	Class C	Class C	Class C	Class B	Class B
Unit	Loaded	Empty	Loaded	Empty	Loaded	Empty
<b>III. Special Services (abstract)</b>						
A. Tug usage	Per hour	-	133.40	-	138.45	-
B.1. Lift-Off Charges	Per Box	-	-	-	-	-
B.2. Lift-On Charges	Per Box	-	-	-	-	-
C.1. Pier Lighting	Per hour	-	-	-	15.00	-
C.2. Cluster Lighting	Per Cluster	-	-	-	3.25	-
D.1. Releer Charges for Export Container (Minimum 1 hours)	Per Box per hour	-	-	-	-	-
D.2. Releer Charges for Import Container (Minimum 6 hours)	Per Box	-	-	-	-	-
F.1. Equipment Rental (include operator)	Per hour	-	-	-	-	-
F.2. 100t Mobile Crane (min. 12 moves)	Per Minimum	-	-	-	-	-
G.1. 100t Mobile Crane	Per hour	-	-	-	-	-
G.2. 50t Crane	Per hour	-	-	-	-	-
G.3. 25t Crane	Per hour	-	-	-	-	-
G.4. 35t Top loader	Per hour	-	-	-	-	-
G.5. 25t Top loader	Per hour	-	-	-	-	-
G.6. Shifter / 25t Straddle Carrier	Per hour	-	-	-	-	-
H. Terminal Operations Charges (Terminal Handling Charge)						
H.1. Minimum Charges						
H.1.1. 20 footer	Per Box	-	-	-	-	-
H.1.2. 24 footer	Per Box	-	-	-	-	-
H.1.3. 35 footer	Per Box	-	-	-	-	-
H.1.4. 40 footer	Per Box	-	-	-	-	-
H.2. Hoogle Trailer						
H.2.1. 20 footer	Per Box	-	-	-	-	-
H.2.2. 24 footer	Per Box	-	-	-	-	-
H.2.3. 35 footer	Per Box	-	-	-	-	-
H.2.4. 40 footer	Per Box	-	-	-	-	-
H.3. Shifting Loaded or Empty Container						
H.3.1. 20 footer	Per Box	-	-	-	-	-
H.3.2. 24 footer	Per Box	-	-	-	-	-
H.3.3. 35 footer	Per Box	-	-	-	-	-
H.3.4. 40 footer	Per Box	-	-	-	-	-

Source: Prepared by JICA STUDY TEAM based on PPA's\*1, CPA's and SBMA's Cargo Handling Tariff in each Base port. \*1: PPA Memorandum Circular No. 04-2001

\*2 Classification is based on PPA Administrative Order NO.07-99

\*3 CPA Tariff: based on CPA Memorandum Circular NO.01-99

## Appendix 14.3.6 Port Tariff in Foreign Ports

### (1) Port and Cargo Handling Tariff in Bangkok (Thailand)

Table A14.3.29 Port and Cargo Handling Tariff in Bangkok (Thailand) - 1/2

Tariff (abstract)			Thailand	THB =	1.28 PHP
			Bangkok	Jun 2003	
Port tariff	Port due	Inbound vessels			
charged to	Port entry fee, Bahl/GRT	from 750 to 2,250 GRT	THB 5.00 /GRT		
shipowners		more than 2,250 GRT	10.00		
	Tug service	per tug boat	THB 0.40 /GRT/h		
		less than 2,000 HP	3000.00		
		more than 2,000 HP	6000.00		
	Dockage at berth	Container berth	THB 9.00 /100GRT/h		
		Conventional berth	8.00		
		at dolphin	6.50		
		at buoy	4.50		
	Wharfage				
	Import cargo	Discharge onto wharf	THB 4.00 /ton		
		Vehicle discharged by own engine	10.00		
	Export cargo	Loading onto vessel	5.00		
		Vehicle loaded by own engine	5.00		
	Transshipment cargo	within 1 day	25.00		
		more than 1 day	45.00		
		stay on waterway conveyance	15.00		
	* free storage on wharf:	Through cargo	3 days		
		Transship cargo	15 days		
	Passenger fee		THB 50.00 /person		
CH tariff	Wharfage				
charged to	Imported general cargo / LCL	discharging on wharf and delivery at storage area	THB 80.00 /ton		
consignee		discharging to conveyance at land	35.00		
		discharging to conveyance at waterway	30.00		
	Exported general cargo / LCL	Entering into Custom by land			
		by truck (not exceeding 1.1 ton	THB 50.00 /truck		
		by truck (4 wheel)	150.00		
		by truck (6 wheel)	300.00		
		by truck (8-10 wheel)	400.00		
		by trailer	850.00		
		by rail (4 wheel wagon)	THB 300.00 /wagon		
		by rail (8 wheel wagon)	600.00		
		by waterway	THB 26.00 /ton		
	Cargo dues				
	at private wharf	discharging on wharf or overside	THB 25.00 /ton		
		discharging crude oil / petroleum product in container	20.00		
		discharging crude oil / petroleum product stuffed in tanker	0.50		
		(Only crude oil, petrol oil, gasoline, plane fuel oil, diesel, lubricating oil and LPG)			
	at authorized wharf	discharging on wharf or overside	17.50		
		(general and container cargo, charge is collected by operator)			
	Storage charge				
	Import cargo	Minimum charge(exemption: 3 days)	THB 20.00		
			1 to 7 days	8 to 14 days	15 days and over
		general cargo	THB 4.20 /ton/day	THB 7.00 /ton/day	THB 10.00 /ton/day
		dangerous cargo	THB 9.00 /ton/day	THB 14.00 /ton/day	THB 20.00 /ton/day
		vehicle (unpacked)	THB 10.00 /ton/day	THB 20.00 /ton/day	THB 40.00 /ton/day
	Export cargo	(exemption: 3 days)	THB 5.00 /ton/day		

Source: Tariff of Port Charges of Bangkok port, Port Authority of Thailand 1996 (Revised version)

Table A14.3.29 Port and Cargo Handling Tariff in Bangkok (Thailand) - 2/2

Tariff (abstract)			Thailand	THB =	1.28 PHP
			Bangkok	Jun 2003	
Container cargo	Container lifting crane		20 feet	40 feet	over 40 feet
charged to	Bangkok gantry crane		THB 1,000.00 /box/lift	THB 1,700.00 /box/lift	THB 2,000.00 /box/lift
shipowners	Ship crane / private crane		THB 250.00 /box/lift	THB 425.00 /box/lift	THB 500.00 /box/lift
	Lighter crane / coastal ship crane		THB 200.00 /box/lift	THB 340.00 /box/lift	THB 400.00 /box/lift
	Container wharfage				
	at berth	FCL container	THB 370.00 /box	THB 630.00 /box	THB 740.00 /box
		LCL container	THB 810.00 /box	THB 1,380.00 /box	THB 1,620.00 /box
		Empty container	THB 340.00 /box	THB 580.00 /box	THB 680.00 /box
	at dolphin	FCL container	THB 300.00 /box	THB 510.00 /box	THB 600.00 /box
		Empty container	THB 260.00 /box	THB 440.00 /box	THB 520.00 /box
	Shifting / transship container				
	discharging on wharf	not exceeding one day	THB 550.00 /box	THB 825.00 /box	THB 880.00 /box
		exceeding one day	THB 1,100.00 /box	THB 1,650.00 /box	THB 1,760.00 /box
	discharging on barge		THB 370.00 /box	THB 550.00 /box	THB 590.00 /box
	Container storage charge				
	Inward cargo, 3 days free	1 to 7 days	THB 25.00 /box/day	THB 50.00 /box/day	THB 60.00 /box/day
	LCL	8 to 14 days	THB 50.00 /box/day	THB 100.00 /box/day	THB 120.00 /box/day
	empty (outward is also same)	15 days and over	THB 100.00 /box/day	THB 200.00 /box/day	THB 240.00 /box/day
	Outward cargo, 3 days free	1 to 7 days	THB 160.00 /box/day	THB 320.00 /box/day	THB 360.00 /box/day
	LCL	8 to 14 days	THB 275.00 /box/day	THB 550.00 /box/day	THB 615.00 /box/day
	FCL, after 3 days	15 days and over	THB 390.00 /box/day	THB 615.00 /box/day	THB 875.00 /box/day
	Stuffing / unstuffing container		THB 1,000.00 /box	THB 2,000.00 /box	THB 2,250.00 /box
	Facilities usage		THB 200.00 /box	THB 400.00 /box	THB 450.00 /box
Container charge	Lift on charges		20 feet	40 feet	over 40 feet
charged to	FCL from Custom	by land	THB 1,550.00 /box	THB 2,650.00 /box	THB 1,660.00 /box
consignee		by waterway (Using Bangkok crane)	THB 2,010.00 /box	THB 3,040.00 /box	THB 3,360.00 /box
		by waterway (Using barge / private crane)	THB 1,660.00 /box	THB 2,445.00 /box	THB 2,660.00 /box
	LCL (direct delivery)		THB 1,550.00 /box	THB 1,550.00 /box	THB 1,550.00 /box
	Lift off charges				
	Entering to Custom by land	FCL	THB 500.00 /box	THB 900.00 /box	THB 1,000.00 /box
		Empty	THB 400.00 /box	THB 680.00 /box	THB 800.00 /box
	Entering to Custom by waterway	FCL (Using Bangkok crane)	THB 1,530.00 /box	THB 2,320.00 /box	THB 2,630.00 /box
		Empty (Using Bangkok crane)	THB 1,330.00 /box	THB 2,020.00 /box	THB 2,280.00 /box
		FCL (Using ship / private crane)	THB 1,180.00 /box	THB 1,725.00 /box	THB 1,930.00 /box
		Empty (Using ship / private crane)	THB 980.00 /box	THB 1,425.00 /box	THB 1,580.00 /box
	Container storage charge				
	Inward cargo, 3 days free	1 to 7 days	THB 25.00 /box/day	THB 50.00 /box/day	THB 60.00 /box/day
	LCL	8 to 14 days	THB 50.00 /box/day	THB 100.00 /box/day	THB 120.00 /box/day
	empty (outward is also same)	15 days and over	THB 100.00 /box/day	THB 200.00 /box/day	THB 240.00 /box/day
	Outward cargo, 3 days free	1 to 7 days	THB 160.00 /box/day	THB 320.00 /box/day	THB 360.00 /box/day
	LCL	8 to 14 days	THB 275.00 /box/day	THB 550.00 /box/day	THB 615.00 /box/day
	FCL, after 3 days	15 days and over	THB 390.00 /box/day	THB 615.00 /box/day	THB 875.00 /box/day

(2) Port and cargo handling tariff in Kaohsiung (Taiwan)

Table A14.3.30 Port Tariff in Kaohsiung (Taiwan) - 1/2

Tariff (abstract)			Kaohsiung		NTD =	1.54 PHP	
			Taiwan	Jun 2003			
Port charges	Dockage at berth	less than 500 GRT	NTD 27.00 /vessel				
		500 GRT to 1,000 GRT	NTD 54.00 /vessel				
		1,000 GRT to 3,000 GRT	NTD 107.00 /vessel				
		3,000 GRT to 5,000 GRT	NTD 187.00 /vessel				
		5,000 GRT to 10,000 GRT	NTD 321.00 /vessel				
		10,000 GRT to 20,000 GRT	NTD 508.00 /vessel				
		20,000 GRT to 40,000 GRT	NTD 748.00 /vessel				
		40,000 GRT to 60,000 GRT	NTD 1,042.00 /vessel				
		more than 60,000 GRT	NTD 1,389.00 /vessel				
		Dockage at buoy	less than 500 GRT	NTD 16.00 /vessel			
			500 GRT to 1,000 GRT	NTD 25.00 /vessel			
			1,000 GRT to 3,000 GRT	NTD 41.00 /vessel			
			3,000 GRT to 5,000 GRT	NTD 58.00 /vessel			
			5,000 GRT to 10,000 GRT	NTD 99.00 /vessel			
10,000 GRT to 20,000 GRT	NTD 173.00 /vessel						
20,000 GRT to 40,000 GRT	NTD 279.00 /vessel						
40,000 GRT to 60,000 GRT	NTD 419.00 /vessel						
	more than 60,000 GRT	NTD 600.00 /vessel					
Terminal	General cargo	Stevoring charges	NTD 40.90 /ton				
operation charges against shipping company							
			* This charges shall be assessed unless as otherwise agreed between carrier and consignees or shipper.				
Terminal		Longshoring charges	Class 1	Class 2	*Class 1		
operation charges against shipper			Turning in / out at storage area	NTD 84.20 /ton	NTD 99.80 /ton	General cargo	
			Shipside loading or discharge	NTD 43.90 /ton	NTD 51.70 /ton	*Class 2	
			Particular handling	NTD 43.90 /ton	NTD 51.70 /ton	Tobacco, metal ore,	
			Self-unloading charges	NTD 48.80 /ton		Electoric goods, etc	
			* These charges shall be assessed unless as otherwise agreed between carrier and consignees or shipper.				
Charge for cargo storage	Storage		Class 1	Class 2	Class 3		
	General cargo		NTD 1.95 /ton/day	NTD 2.93 /ton/day	NTD 3.91 /ton/day		
	Bulk, grain / turns in / out from silo	5 days	NTD 9.80 /ton				
		10 days	NTD 24.80 /ton				
		15 days	NTD 48.80 /ton				
		20 days	NTD 82.90 /ton				
		25 days	NTD 126.80 /ton				
		30 days	NTD 180.40 /ton				
		+more each 5days	NTD 53.60 /ton				
	Demurrage						
	to consignees		NTD 2.00 /ton/day				
	Charge for wharf passage						
	*including vehicle	General cargo	NTD 7.90 /ton				
		Cargoes conveyed through pipelines	NTD 15.80 /ton				

Source: Taiwan Kaohsiung Harbor Tariff of Port Charges, Department of Transportation, Taiwan Provincial Government, 1998

Table A14.3.30 Port Tariff in Kaohsiung (Taiwan) - 2/2

Tariff (abstract)			Kaohsiung	NTD =	1.54 PHP
			Taiwan	Jun 2003	
Container cargo	Container ship and container handling operation				
charged to	Dockage	less than 1,000 GRT	NTD 822.00 /vessel		
shipowners		1,000 GRT to 3,000 GRT	NTD 904.00 /vessel		
		3,000 GRT to 5,000 GRT	NTD 1,069.00 /vessel		
		5,000 GRT to 10,000 GRT	NTD 1,397.00 /vessel		
		10,000 GRT to 20,000 GRT	NTD 1,890.00 /vessel		
		20,000 GRT to 40,000 GRT	NTD 2,958.00 /vessel		
		40,000 GRT to 60,000 GRT	NTD 3,944.00 /vessel		
		more than 60,000 GRT	NTD 5,916.00 /vessel		
	Container handling charge		20 feet	over 20 feet	
		Class 1 cargo	NTD 834.00 /box/move	NTD 1,315.00 /box/movel	
		Class 2 cargo	NTD 1,127.00 /box/move	NTD 1,716.00 /box/movel	
	Charge for using container handling equipment				
		Gantry crane / floating crane / mobile crane	NTD 704.00 /box/move		
		Transtainer / straddle carrier / stacker /slide loader	NTD 313.00 /box/move		
		Tractor	NTD 141.00 /box/move		
		Trailer	NTD 78.00 /box/move		
	Container storage (within 5 days)		20 feet	over 20 feet	
		within 5 days	NTD 59.00 /box/day	NTD 117.00 /box/day	
		more than 5 days ... +30% escalating surcharge for very each 5 days			
	Wharf passage		NTD 355.00 /box/time	NTD 710.00 /box/time	
	* Empty / outbound container to be shifted or reloaded are free of charge				
	* Transit containers to be exported shall be charged only once.				
	* Containers passing through more than 2 wharves in same harbor shall be charged only once.				
	Tariff for Containers carried by conventional ships				
	Handling charges	* The measurement of containers shall be counted at 70% as revenue ton.			
		* Handling charges shall be collected at the rates for the general cargo class 1.			
Tourist service	Service charge		NTD 200.00 /person/time		
charge	* Children under two years old shall be free of charge.				
	Charge for Tourist brigde		NTD 2,300.00 /hour		

### (3) Port Tariff in Japan

#### (a) Development on the Shortening Unit Time of Port Tariffs in Japan

In Japan, Port tariff in each port is decided as an ordinance by the local government office, which is in charge of managing ports in its area, through the action of the local council. In accordance with the economic situation, however, review / revision of the port tariff is basically once every two or three years.

Unit time of port tariffs in Japan had been on a daily basis (24 hours) for a long time. For example in 1932, port usage fee at Tokyo port was set as 2 Japanese yen per day, and continued for more than twenty years. In addition, the cargo handling tariff was set by commodity. In 1954, the ordinance was revised, and shorter unit time such as "less than 1 hour", "less than 2 hours", "less than 24 hours" and "more than 24 hours" were introduced. This revision was made at the request of ferry shipping companies which called the same port several times within 24 hours.

Further requests to shorten the unit time increased at the beginning of the 1970's. At this time, a network of the conventional line vessels was already developed and container traffic had just begun. As the cargo handling time was shortened, the number of vessels that were able to leave a port in less than 24 hours increased.

In 1983, when the competition between Japanese ports to attract container lines was increasing, major tariff unit time setting was still on a daily basis (24 hours). From 1995, however, requests to introduce incentives for vessels to deberth in less than 24 hours greatly increased. "User Friendly Port Promotion Committee", which consists of the port authority, port related public organizations and private companies, was created under each major port authority, and introduced a number of programs to make ports user friendly and attract international container lines. The committee also started to examine the introduction of "12-hour tariff unit time".

At present, most port authorities in Japan have already introduced a 12-hour unit time in their tariff. And most large container vessels leave ports in less than 12 hours.

Furthermore, shorter unit time setting (per 1 to 3 hours) has also been introduced for vessels which serve short distance routes, such as between China/Korea and Japan with shorter loading / unloading time.

#### (b) Port Tariff in Japanese Ports

Present tariff settings in major ports in Japan are shown in Table A14.3.31.

Table A14.3.31 Port Tariff at Japanese Ports (2002)

Source: JICA Study Team based on each port tariff sheet in Japanese ports 2002.

Tariff	Major 5 ports					+2nd major 3 ports					Minor ports			
	Tokyo	Yokohama	Kobe	Nagoya	Osaka	Kiakyushu	Hakata	Shimizu	Tomakomai	Chiba	Yokkaichi	Hiroshima		
Port due	¥2.70 /GRT	2.70	2.70	2.70	2.70	2.70	2.60	2.00	2.16	2.50	2.50	1.50		
Port entry fee, JPY/GRT	1.41	1.35	1.415	1.41	1.41	1.35	1.30	1.00	1.08	1.25	1.31	0.78		
Dockage at berth	¥3.70 /GRT	-	3.35	-	-	-	-	-	-	-	-	-		
Usage on Foreign Vessels	7.30	10.05	6.30	10.05	10.05	6.80	6.10	4.90	8.40	-	5.95	6.06		
	-	-	-	-	-	-	-	-	-	2.00	-	-		
2(3) to 12 hours	10.05	10.05	10.05	10.05	10.05	10.05	9.15	8.20	8.40	3.00	8.93	6.06		
12 to 24 hours	16.75	16.75	16.75	16.75	16.75	16.75	12.20	10.90	14.00	4.00	11.90	8.09		
24 to 36 hours	-	-	-	-	-	-	-	-	-	-	23.45	-		
36 to 48 hours	-	-	-	-	-	-	-	-	-	-	23.80	-		
over 24 hours, every 12 hours +	6.70	6.70	6.70	6.70	6.70	6.70	6.10	-	5.60	4.00	-	-		
over 24 hours, every 24 hours +	-	-	-	-	-	-	-	10.90	-	-	-	10.24		
over 48 hours, every 24 hours +	-	-	-	-	-	-	-	-	-	-	11.90	-		
Usage at berth	2.70	-	3.51	-	-	-	-	-	-	-	-	-		
Usage on Domestic Vessels	7.30	10.05	7.14	10.55	10.55	6.80	6.10	5.00	8.40	-	6.25	6.37		
	-	-	-	-	-	-	-	-	-	2.10	-	-		
2(3) to 12 hours	10.05	10.05	10.55	10.55	10.55	10.05	9.15	8.55	8.40	3.15	9.38	6.37		
12 to 24 hours	16.75	16.75	17.85	17.85	17.85	16.75	12.20	11.40	14.00	4.20	12.50	8.50		
24 to 36 hours	-	-	-	-	-	-	-	-	-	-	24.61	-		
36 to 48 hours	-	-	-	-	-	-	-	-	-	-	25.00	-		
over 24 hours, every 12 hours +	6.70	6.70	7.30	7.30	7.30	6.70	6.10	-	5.60	-	-	-		
over 24 hours, every 24 hours +	-	-	-	-	-	-	-	11.40	-	4.20	-	10.73		
over 48 hours, every 24 hours +	-	-	-	-	-	-	-	-	-	-	12.50	-		
Wharfage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Usage on Cargo *	* In Japan, the charge is determined by the contract between shipping company and stevedoring company.													
Storage on Warehouse	750 /day m2	750.00	1428.00	483.00	1,090.00	579.00	200.00	686.00	503.00	-	444.00	-		
	25.00	52.00	25.20	32.55	35.67	14.27	7.10	27.40	18.00	6.00	22.30	31.63		
	25.00	52.00	25.20	32.55	35.67	28.54	15.30	54.90	36.00	10.00	22.30	31.63		
	75.00	52.00	25.20	32.55	35.67	57.08	38.00	109.50	72.00	20.00	22.30	31.63		



## Appendix 14.3.7 Comparison of Port tariffs with Shipping Operation Expenses

### (1) Statement of income and expenses of Philippine domestic shipping companies

Table A 14.3.32 Statement of income and expenses (Total of six major domestic shipping companies)

Source: DATABOOK 2001, Domestic Shipping Industry in the Philippines (P , 000)

	1996	1997	1998	1999	2000
<b>Total Operating Revenue (A)</b>	9,588,842	10,282,448	10,056,376	10,332,107	12,092,123
<b>Total Vessel Operating Expenses (B)</b>	6,117,243	6,524,599	7,244,707	6,994,826	8,500,555
Fuel	1,964,383	2,069,776	2,212,789	2,158,950	3,477,547
Vessel Depreciation	618,489	737,926	779,969	808,002	812,815
Drydocking, Repairs and Maintenance	729,135	743,363	737,643	678,107	716,300
Salaries, Wages and Crewing cost	424,361	395,231	408,859	429,853	483,700
Insulance	302,911	243,082	308,394	245,466	285,465
<b>Port Charge</b>	<b>66,625</b>	<b>73,158</b>	<b>78,289</b>	<b>76,097</b>	<b>81,792</b>
Others	2,011,339	2,262,063	2,718,764	2,598,351	2,642,936
<b>Total Terminal Operation Expenses (C)</b>	1,735,777	1,726,694	1,779,229	1,911,540	2,070,581
<b>Total General and Administrative Expenses (D)</b>	904,851	1,180,613	1,082,846	1,163,145	1,221,313
Salaries and Wages	252,041	294,681	303,908	335,111	318,265
Advertising	83,525	78,779	58,168	76,215	93,456
Others	569,285	807,153	720,770	751,819	809,592
<b>Total Cost (E) (B) ~ (D)</b>	8,757,871	9,431,906	10,106,782	10,069,511	11,792,449
<b>Net Operating Income (F) (A) - (E)</b>	830,971	850,542	-50,406	262,596	299,674
Net Other Income (G)	-465,888	-1,607,856	-1,226,889	-1,474,228	-1,474,787
<b>Net Income Before Income Tax (H) (F) + (G)</b>	365,083	-757,314	-1,277,295	-1,211,632	-1,175,113
Provision for Income Tax (I)	117,765	-156,265	-95,401	-49,688	77,296
<b>Net Income for the Year (J) (H) - (I)</b>	247,318	-601,049	-1,181,894	-1,161,944	-1,252,409
<b>Retained Earnings, Beginning</b>	918,351	1,253,491	152,415	-434,112	-2,853,768
<b>Retained Earnings, End</b>	1,143,037	613,322	6,092	-1,676,917	-4,119,789

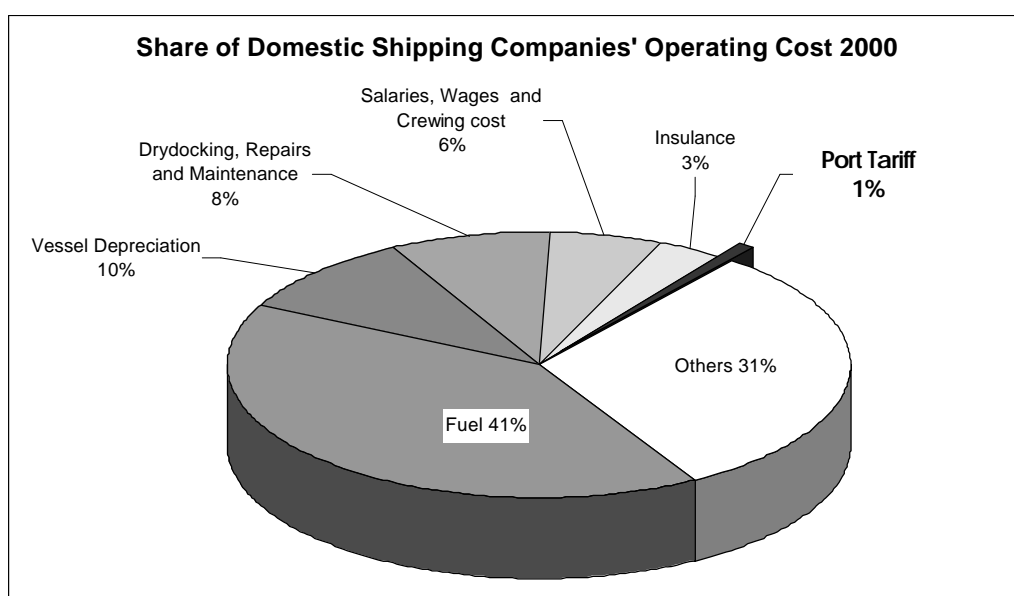


Figure A14.3.1 Share of Domestic Shipping Companies' Operating Expenses 2000

(2) Analyzing Domestic Vessel Operation Expenses by Study Team

1) Philippines

Case-1. Domestic vessel operation expense in the Philippines			
Source: JICA Study Team based on the result of interview from shipping companies			
<b>1. Basic data for analysis</b>			
Operation Distance for 1 Trip	842 mile (=1,560 km) / Trip		
Service Speed	10 knot (199 GRT), 12 knot (499 GRT, 699 GRT)		
Depreciation Period	15 years		
<b>2. Domestic Vessel Operation Expense</b>			Unit: JPY (half adjust at hundred)
Gross Weight Tonnage (GRT)	Vessel Type		Remarks
	199	499	
Dead Weight Tonnage (DWT)	500 - 800	1300 - 1800	
<b>Basic items</b>			
Purchase Cost for New Vessel	274,879,000	462,760,000	Be sold after 15 years
Recorded Cost for after 15 years	17,671,000	29,749,000	
Purchase Cost in the Philippines	35,342,000	59,498,000	Recorded cost x 2
Annual Depreciation Expense	1,674,000	2,818,000	Will be used for 20 years after purchase
Monthly Depreciation Expense	139,500	234,833	
Daily Depreciation Expense	4,650	7,828	
<b>Vessel Operating Expense (JPY)</b>			
Salaries and Wages for Crew	4,747,200	11,396,200	1/5 of Japanese Cost
Repair and Maintenance	2,320,000	3,453,000	1/2 of Japanese Cost
Spareparts	660,000	986,000	1/2 of Japanese Cost
Lubricant	472,000	1,076,000	80% of Japanese Cost
Insurance	1,841,000	2,159,000	1/2 of Japanese Cost
Fixed assets tax	82,500	138,000	
Miscellaneous expenses	687,000	1,157,000	1/2 of Japanese Cost
Business transaction fee for Shipowner	1,457,000	2,811,000	1/4 of Japanese Cost
Depreciation expense	1,674,000	2,818,000	
Interest for Acquisition value	251,100	422,700	
Total of Vessel Operating Expense	14,191,800	26,416,900	
Monthly Operating Expense	1,183,000	2,202,000	
<b>Dairy Operation Expense</b>	<b>39,000</b>	<b>73,000</b>	
<b>Average of Days for 1 Single-trip</b>	<b>3.5 days</b>	<b>2.9 days</b>	
<b>Total Fuel Cost</b>	<b>113,000</b>	<b>223,000</b>	
Fuel Cost (on the Sea)	110,688 /trip	219,313 /trip	Heavy Oil (C): JPY25,000/ton * 55%
			199GRT: 2.3 ton/day
	2.3 t x 25,000 x 55%	5.5 t x 25,000 x 55%	499GRT: 5.5 ton/day
	x 3.5 days	x 2.9 days	
Fuel Cost (at the Port)	1,925 /trip	3,850 /trip	Heavy Oil (A): JPY35,000/ton * 55%
			199GRT: 0.2 ton/day
	<b>0.5 day-Stay</b>	<b>0.5 day-Stay</b>	499GRT: 0.4 ton/day
	0.2 t x 35,000 x 55% / 2	0.4 t x 35,000 x 55% / 2	

3. Domestic Operating Expense per Single Trip (842 mile: Manila to Davao)			Unit: JPY (half adjust at hundred)
Gross Weight Tonnage (GRT)	Vessel Type		Remarks
	199	499	
Vessel Operating Expense (JPY)	156,000	248,200	(3.5 days + 0.5 days) * O.E. / day
Fuel Cost (JPY)	113,000	223,000	
<b>Total Operating Expense (JPY)</b>	<b>269,000</b>	<b>471,200</b>	
<b>Total Operating Expense (PHP)</b>	<b>122,273</b>	<b>214,182</b>	(1PHP =2.2 JPY)
<b>4. Port Charge</b>			
Gross Weight Tonnage (GRT)	Vessel Type		Remarks
	199	499	
<b>Port Charge</b>			
Port due (JPY)	0	0	
Usage (JPY)	199.0	499.0	PHP 0.301/ GRT
Tonnage (JPY)	0	0	
Line Handling (JPY)	0	0	Self Servise
Pilotage (JPY)	0	0	Self pilot
Tug (JPY)	0	0	No need to use tug
<b>Total of Port Charge (JPY)</b>	<b>199.0</b>	<b>499.0</b>	
<b>Total of Port Charge (PHP)</b>	<b>90.5</b>	<b>226.8</b>	(1PHP =2.2 JPY)

## 2) Japan

Case-2. Domestic vessel operation expense in Japan				
Source: Study on Domestic Shipping Expense Analysis (2003 March), Japan Maritime Research Institute				(* Half adjust at hundred)
<b>1. Basic data for analysis</b>				
Operation Distance for 1 Trip	842 mile (=1,560 km) / Trip			
Service Speed	10 knot (199 GRT), 12 knot (499 GRT, 699 GRT)			
Depreciation Period	15 years			
<b>2. Domestic Vessel Operation Expense</b>				
				Unit: JPY (half adjust at hundred)
Gross Weight Tonnage (GRT)	Vessel Type			Remarks
	199	499	699	
Dead Weight Tonnage (DWT)	500 - 800	1300 - 1800	1900 - 2400	
<b>Basic items</b>				
Age of vessel (year)	8.4	7.7	6.1	
Operating days (day / year)	358	360	358	
Acquisition value (JPY)	274,879,000	462,760,000	606,468,000	
<b>Vessel Operating Expense (JPY)</b>				
Salaries and Wages for Crew	23,736,000	56,981,000	75,221,000	3 - 6 Crews
Repair and Maintenance	4,640,000	6,906,000	9,949,000	Including periodical investment
Spareparts	1,320,000	1,971,000	1,588,000	
Lubricant	590,000	1,345,000	1,514,000	Domestic price
Insurance	3,682,000	4,317,000	4,628,000	
Fixed assets tax	1,000,560	1,678,000	2,198,000	
Miscellaneous expenses	1,374,000	2,314,000	3,032,000	Acquisition value x 0.5%
Business transaction fee for Shipowner	5,828,000	11,245,000	14,654,000	
Depreciation expense	17,671,000	29,749,000	38,987,000	Acquisition value x 0.9 x 1/14
Interest for Acquisition value	4,270,000	7,189,000	9,422,000	3.0% / Annual
Total of Vessel Operating Expense	64,111,560	123,695,000	161,193,000	
Monthly Operating Expense	5,448,000	10,452,000	13,696,000	= Total Expense*(365/Oprt days)/12
<b>Dairy Operation Expense</b>	<b>182,000</b>	<b>348,000</b>	<b>457,000</b>	
<b>Average of Days for 1 Single-trip</b>	<b>3.5 days</b>	<b>2.9 days</b>	<b>2.9 days</b>	
<b>Total Fuel Cost</b>	<b>205,000</b>	<b>406,000</b>	<b>444,000</b>	
Fuel Cost (on the Sea)	201,250 /trip	398,750 /trip	435,000 /trip	Heavy Oil (C): JPY25,000/ton
	2.3 tx 25,000	5.5 tx 25,000	6.0 tx 25,000	199GRT: 2.3 ton/day
	x 3.5 days	x 2.9 days	x 2.9 days	499GRT: 5.5 ton/day
				699GRT: 6.0 ton/day
Fuel Cost (at the Port)	3,500 /trip	7,000 /trip	8,750 /trip	Heavy Oil (A): JPY35,000/ton
				199GRT: 0.2 ton/day
	<b>0.5 day-Stay</b>	<b>0.5 day-Stay</b>	<b>0.5 day-Stay</b>	499GRT: 0.4 ton/day
	0.2 tx 35,000 / 2	0.4 tx 35,000 / 2	0.5 tx 35,000 / 2	699GRT: 0.5 ton/day
<b>3. Domestic Operating Expense per Single Trip (842 mile: Manila to Davao)</b>				
				Unit: JPY (half adjust at hundred)
Gross Weight Tonnage (GRT)	Vessel Type			Remarks
	199	499	699	
Vessel Operating Expense (JPY)	728,000	1,183,200	1,553,800	(3.5 days + 0.5 days) * O.E. / day
Fuel Cost (JPY)	205,000	406,000	444,000	
<b>Total Operating Expense (JPY)</b>	<b>933,000</b>	<b>1,589,200</b>	<b>1,997,800</b>	
<b>Total Operating Expense (PHP)</b>	<b>424,091</b>	<b>722,364</b>	<b>908,091</b>	(1PHP =2.2 JPY)
<b>4. Port Charge</b>				
Gross Weight Tonnage (GRT)	Vessel Type			Remarks
	199	499	699	
<b>Port Charge</b>				
Port due (JPY)	537	1,347	1,887	2.70 JPY / GRT
Usage (JPY)	2,547	6,387	8,947	12.8 JPY / GRT / day
Tonnage (JPY)	0	0	0	
Line Handling (JPY)	12,900	12,900	12,900	1 day = 12,900 JPY
Pilotage (JPY)	0	0	0	Self pilot
Tug (JPY)	0	0	0	No need to use tug
<b>Total of Port Charge (JPY)</b>	<b>15,985</b>	<b>20,635</b>	<b>23,735</b>	
<b>Total of Port Charge (PHP)</b>	<b>7,266</b>	<b>9,379</b>	<b>10,788</b>	(1PHP =2.2 JPY)

### 3) Indonesia

<b>Case-3. Domestic vessel operation expense in Indonesia</b>		
Source: JICA Study Team based on the result of interview from shipping companies		(* Harf adjust at hundred)
<b>1. Basic data for analysis</b>		
Operation Distance for 1 Trip	842 mile (=1,560 km) / Trip	
Service Speed	10 knot (199 GRT), 12 knot (499 GRT, 699 GRT)	
Depreciation Period	15 years	
<b>2. Domestic Vessel Operation Expense</b>		
		Unit: JPY (harf adjust at hundred)
Gross Weight Tonnage (GRT)	Vessel Type	Remarks
	499	
Dead Weight Tonnage (DWT)	1300 - 1800	
<b>Basic items</b>		
Purchase Cost for New Vessel	462,760,000	Be sold after 15 years
Recorded Cost for after 15 years	29,749,000	
Purchase Cost in the Philippines	74,372,500	Recorded cost x 2.5
Annual Depreciation Expense	3,523,000	Will be used for 20 years after purchase
Monthly Depreciation Expense	293,583	
Daily Depreciation Expense	9,786	
<b>Vessel Operating Expense (JPY)</b>		
Salaries and Wages for Crew	11,396,000	1/5 of Japanese Cost
Repair and Maintenance	4,144,000	60% of Japanese Cost
Spareparts	986,000	1/2 of Japanese Cost
Lubricant	1,345,000	Same as Japanese Cost
Insurance	2,159,000	1/2 of Japanese Cost
Fixed assets tax	352,000	10% of Annual Depreciation Cost
Miscellaneous expenses	705,000	20% of Annual Depreciation Cost
Business transaction fee for Shipowner	3,374,000	30% of Japanese Cost
Depreciation expense	3,523,000	
Interest for Acquisition value	423,000	12% of Depreciation Cost
Total of Vessel Operating Expense	28,407,000	
Monthly Operating Expense	2,368,000	
<b>Dairy Operation Expense</b>	<b>79,000</b>	
<b>Average of Days for 1 Single-trip</b>	<b>2.9 days</b>	
<b>Total Fuel Cost</b>	<b>183,000</b>	
Fuel Cost (on the Sea)	179,438 /trip	Heavy Oil (C): JPY25,000/ton * 45%
	5.5 t x 25,000 x 45%	499GRT: 5.5 ton/day
	x 2.9 days	
Fuel Cost (at the Port)	3,150 /trip	Heavy Oil (A): JPY35,000/ton * 45%
	<b>0.5 day-Stay</b>	499GRT: 0.4 ton/day
	0.4 t x 35,000x45%/2	
<b>3. Domestic Operating Expense per Single Trip (842 mile: Manila to Davao)</b>		
		Unit: JPY (harf adjust at hundred)
Gross Weight Tonnage (GRT)	499	Remarks
Vessel Operating Expense (JPY)	268,600	(3.5 days + 0.5 days) * O.E. / day
Fuel Cost (JPY)	183,000	
<b>Total Operating Expense (JPY)</b>	<b>451,600</b>	
<b>Total Operating Expense (PHP)</b>	<b>205,273</b>	(1PHP =2.2 JPY)

4. Port Charge		
Gross Weight Tonnage (GRT)	499	Remarks
<b>Port Charge</b>		
Port due (JPY)	0	
Usage (JPY)	335.3	23,952 Rupiah, 100 Rupiah = 1.40 JPY
Tonnage (JPY)	0	
Line Handling (JPY)	0	Self Service
Pilotage (JPY)	0	Self pilot
Tug (JPY)	0	No need to use tug
<b>Total of Port Charge (JPY)</b>	<b>335.3</b>	
<b>Total of Port Charge (PHP)</b>	<b>152.4</b>	(1PHP =2.2 JPY)

#### 4) Comparison of Vessel Operating Expense

Comparison of Port Charges against Domestic Shipping Operation Expense				
<b>1. Basic data for analysis</b>				
Vessel Size	GRT 499 tonnage cargo vessel (DWT 1300-1800)			
Service Speed	12 knot			
Operation Distance for 1 Trip	842 mile (=1,560 km) / Trip			
Operation Days for 1 Single Trip	2.9 days for Voyage + 0.5 days for Port-staying			
Age of Vessel	15 years			
<b>2. Domestic Vessel Operation Expense</b>				Unit: JPY (half adjust at hundred)
Name of Country	Vessel Type: 499 GRT cargo vessel			Remarks
	Philippine	Japan	Indonesia	
<b>Vessel Operating Expense (JPY)</b>				
Salaries and Wages for Crew	11,396,200	56,981,000	11,396,000	3 - 6 Crews
Repair and Maintenance	3,453,000	6,906,000	4,144,000	Including periodical investment
Spareparts	986,000	1,971,000	986,000	
Lubricant	1,076,000	1,345,000	1,345,000	
Insurance	2,159,000	4,317,000	2,159,000	
Fixed assets tax	138,000	1,678,000	352,000	
Miscellaneous expenses	1,157,000	2,314,000	705,000	
Business transaction fee for Shipowner	2,811,000	11,245,000	3,374,000	
Depreciation expense	2,818,000	29,749,000	3,523,000	
Interest for Acquisition value	422,700	7,189,000	423,000	
<b>Total of Vessel Operating Expense</b>	<b>26,416,900</b>	<b>123,695,000</b>	<b>28,407,000</b>	
Monthly Operating Expense	2,202,000	10,452,000	2,368,000	
<b>Dairy Operation Expense</b>	<b>73,000</b>	<b>348,000</b>	<b>79,000</b>	
<b>Average of Days for 1 Single-trip</b>	<b>3.4 days</b>	<b>3.4 days</b>	<b>3.4 days</b>	
<b>Total Fuel Cost</b>	<b>205,000</b>	<b>223,000</b>	<b>183,000</b>	
Fuel Cost (on the Sea)	219,313 /trip	398,750 /trip	179,438 /trip	Heavy Oil (C): JPY25,000/ton
	5.5 t x 25,000 x 55%	5.5 t x 25,000	5.5 t x 25,000 x 45%	499GRT: 5.5 ton/day
	x 2.9 days	x 2.9 days	x 2.9 days	
Fuel Cost (at the Port)	3,850 /trip	7,000 /trip	3,150 /trip	Heavy Oil (A): JPY35,000/ton
	<b>0.5 day-Stay</b>	<b>0.5 day-Stay</b>	<b>0.5 day-Stay</b>	499GRT: 0.4 ton/day
	0.4 t x 35,000 x 55% / 2	0.4 t x 35,000 / 2	0.4 t x 35,000 x 45% / 2	

3. Domestic Operating Expense per Single Trip (842 mile: Manila to Davao)				Unit: JPY (half adjust at hundred)
Name of Country	Vessel Type: 499 GRT cargo vessel			Remarks
	Philippine	Japan	Indonesia	
Vessel Operating Expense (JPY)	248,200	1,183,200	268,600	(3.5 days + 0.5 days) * O.E. / day
Fuel Cost (JPY)	205,000	223,000	183,000	
<b>Total Operating Expense (JPY)</b>	<b>453,200</b>	<b>1,406,200</b>	<b>451,600</b>	
Total Operating Expense (PHP)	206,000	639,182	205,273	(1PHP =2.2 JPY)
4. Port Charge				Unit: Japanese Yen
Name of Country	Vessel Type: 499 GRT cargo vessel			Remarks
	Philippine	Japan	Indonesia	
<b>Port Charges</b>				
Port due (JPY)	0.0	1,347	0	Free of charge
Usage (JPY)	499.0	6,387.2	335.3	
Tonnage (JPY)	0.0	0	0	Free of charge
Line Handling (JPY)	0.0	12,900	0	Self Service (except Japan)
Pilotage (JPY)	0.0	0	0	Self pilot
Tug (JPY)	0.0	0	0	No need to use tug
<b>Total of Port Charges (JPY)</b>	<b>499.0</b>	<b>20,634.5</b>	<b>335.3</b>	
(Total of Port Charge (PHP))	226.8	9,379.3	152.4	(1PHP =2.2 JPY)
5. Comparison				Unit: Japanese Yen
Name of Country	Vessel Type: 499 GRT cargo vessel			Remarks
	Philippine	Japan	Indonesia	
<b>Operation Expense (without fuel)</b>	248,200	1,183,200	268,600	
<b>Fuel Cost</b>	205,000	223,000	183,000	Free of charge
<b>Total of Operation Expense</b>	453,200	1,406,200	451,600	
<b>Port Charges</b>	499.0	20,634.5	335.3	Free of charge
<b>Port Charges (except Line handling)</b>	499.0	7,734.5	335.3	
<b>Rate of Port Charges / Operation Expense</b>	0.110%	1.467%	0.074%	
<b>Rate of Port Charges (without Line handling)</b>	0.110%	0.550%	0.074%	

## **Appendix 14.4 Port Procedures at the Philippine Ports**

### **Appendix 14.4.1 PPA Ports**

#### (1) Port Related Documents Required to Enter in PPA Ports

In PPA ports, the following documents must be submitted to related organizations as shown in Table A14.4.1. All of documents are submitted by paper-based and there is no electrical system but systems of ATI at Manila south harbor and ICTST at MICT have already connected to the BC's one electronically because there are great amount of cargoes in each port.

According to PPA Memorandum Circular No.13-2002, entitled "Reduction of Documentary Requirements for Arrival and Departure Clearance for Domestic and Foreign Vessels", required documents for export and import are as follows.

#### 1) The Procedure on Vessel's Arrival / Departure

Following documents are needed to submit to PPA PMO / TMO 24 hours before vessel's arrival.

- Domestic vessel's arrival
  - Inward Coasting Manifest with authorized signature
  - Roll Book on Cargo
  - Passengers Manifest
  - Dangerous Cargo Manifest
  - Application Form for Berthing / Anchorage
- Domestic vessel's departure
  - Outward Coasting Manifest with authorized signature
  - Roll Book on Cargo
  - Passengers Manifest
  - Official Receipt of the Port tariff
- Foreign vessel's arrival
  - Import Cargo Manifest
  - Dangerous Cargo Manifest
  - Passengers Manifest
  - Roll Book on Cargo
  - Application Form for Berthing / Anchorage
- Foreign vessel's departure
  - Export Cargo Manifest
  - Passengers Manifest
  - Official Receipt of the Port tariff



When maiden call vessels come to Philippine ports, vessel information sheet, certificate of inspection (only for domestic trade vessels), certificate of international tonnage (only for foreign trade vessels) are also needed.

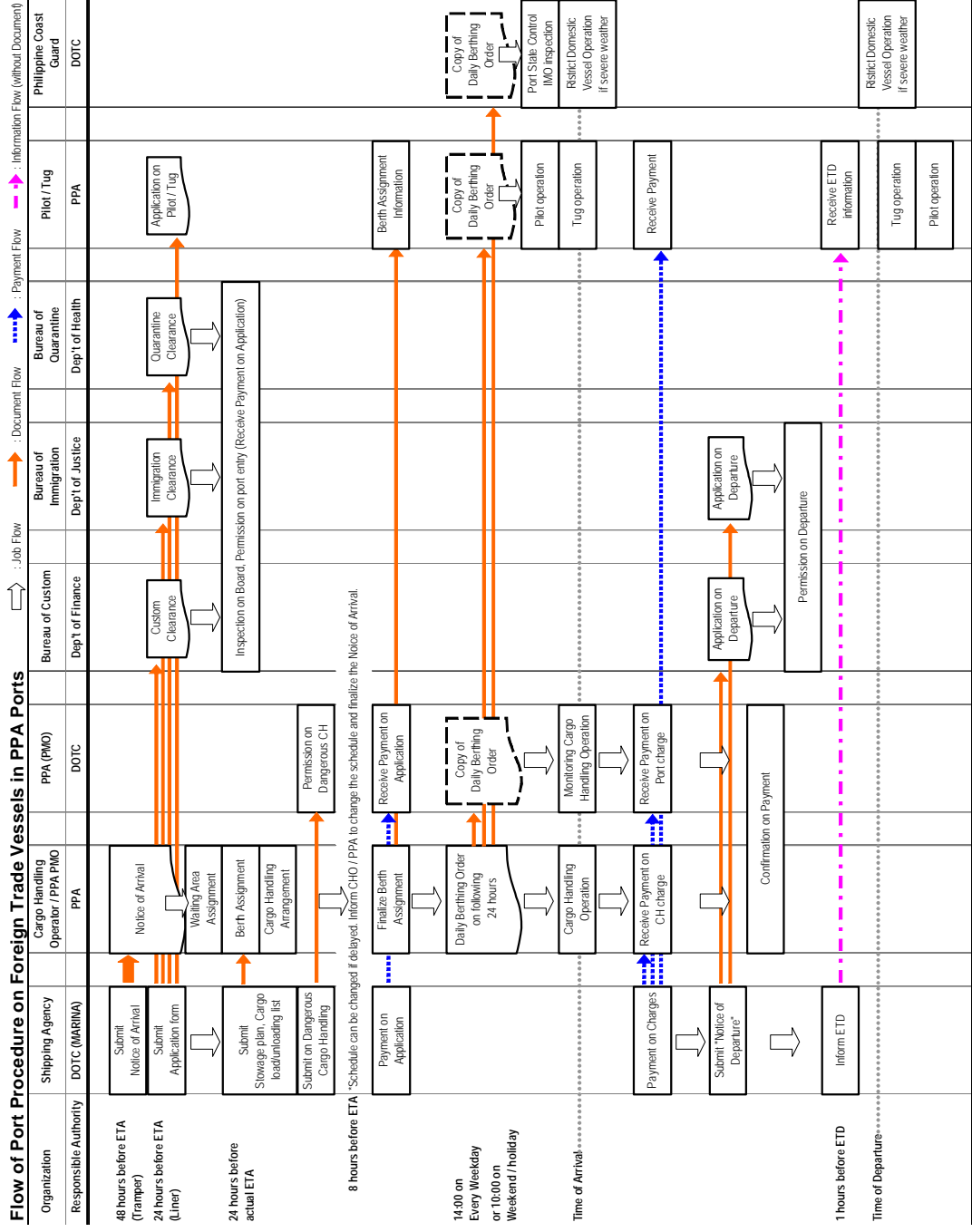
Flow of port procedure on foreign vessels in PPA ports is shown in Figure A14.4.1, and process flows for inbound and outbound cargo are shown in Figure A14.4.2.

Table A14.4.1 Required Documents and Relevant Organizations in PPA Port Procedures

= can be carried out electronically      = paper documents must be submitted

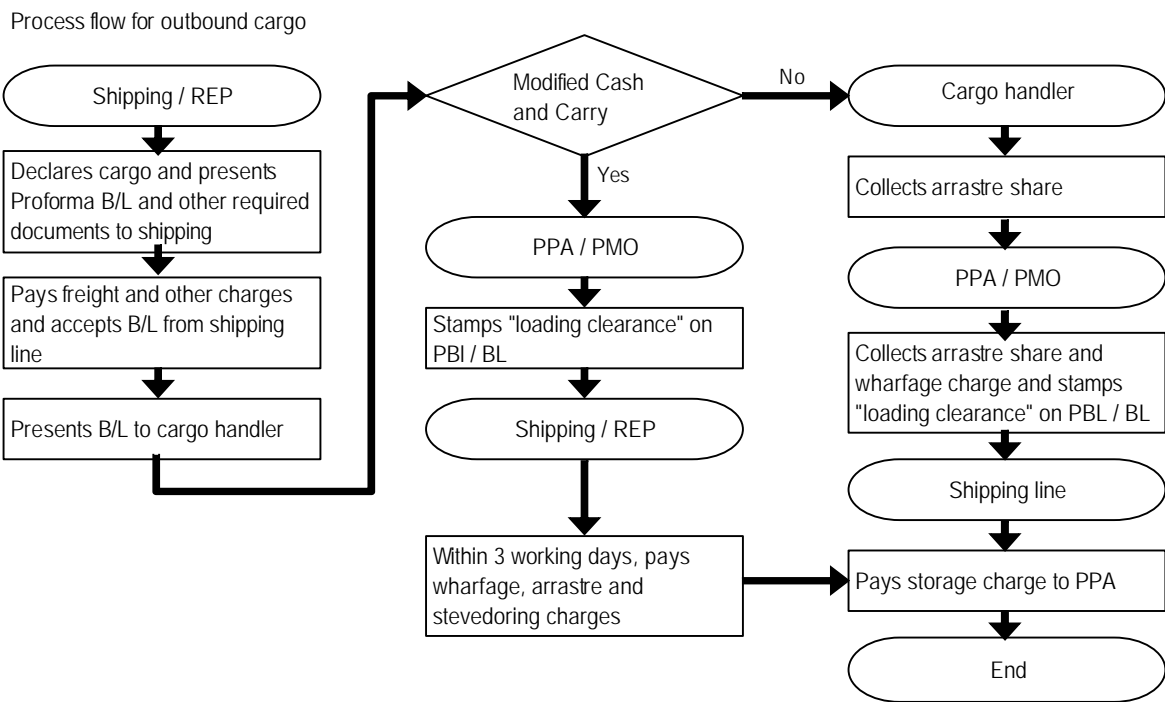
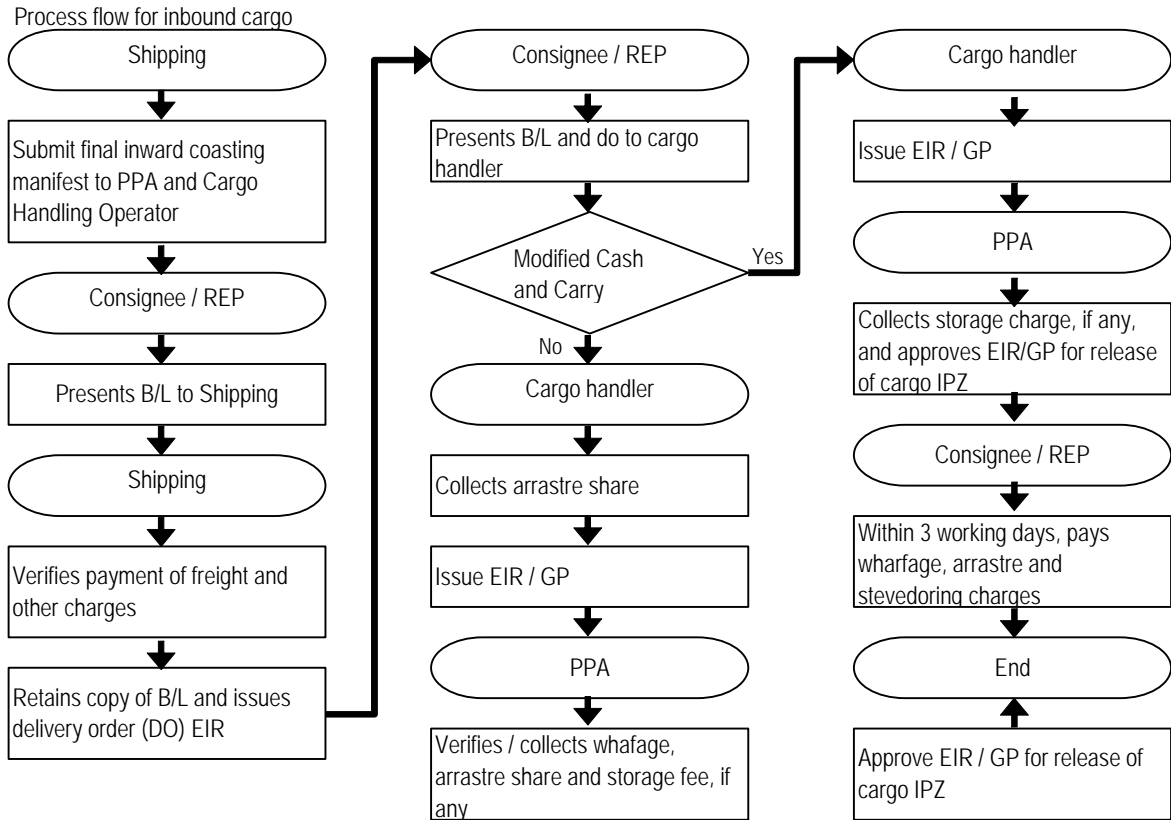
Organization Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	PPA	PPA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team



Source: JICA STUDY TEAM based on the interview from PPA, PPA Admin Order 01-96, Revised Guidelines and Procedures on the Management of Berth Assignments at South Harbor, Port of Manila

Figure A14.4.1 Flow of Port Procedure on Foreign Trade Vessels in PPA Ports



Source: PPA Port Rules and Regulations 2001

Figure A14.4.2 Process Flow for Inbound and Outbound Cargo

## Appendix 14.4.2 CPA Ports

### (1) Port Related Documents Required to Enter in CPA Ports

Required documents are shown in Table A14.4.2 and all documents are submitted by paper-based

Table A14.4.2 Required Documents and Relevant Organizations in CPA Port Procedures

= can be carried out electronically      = paper documents must be submitted

Organization Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	CPA	CPA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

### (2) Current Port Procedures in CPA Ports

All paperwork for foreign ships is done by hand. The shipping procedures in CPA are not yet computerized. Berth allocation procedure is as follows.

#### Berth Allocation Procedure in CPA Ports

- a) Only authorized shipping representatives are allowed to apply for berth/anchorage allocation.
- b) Application for berth / anchorage must be filed at the Harbor Control Center (HCC) from 08:00 to 10:00. Filing of application should be 24 hours before the estimated time of arrival for a regular schedule vessels and 48 hours for tramping vessels.
- c) Berthing meeting shall be strictly held at exactly 10:00 at the HCC office to be attended by:
  - Harbor Master
  - Shipping Representative

- Management Office Manager

- Arrastre Operator

Agenda of the meeting is to discuss the availability of berth/anchorage space and cargo stacking area.

- d) When the assignment of berth/anchorage is agreed by both parties, the Harbor Master signs and approves the berthing applications.
- e) After the approval of berthing application, copies are distributed by Harbor Master creak to all Management Offices for their guidance as to where the berth number of certain vessel is assigned.

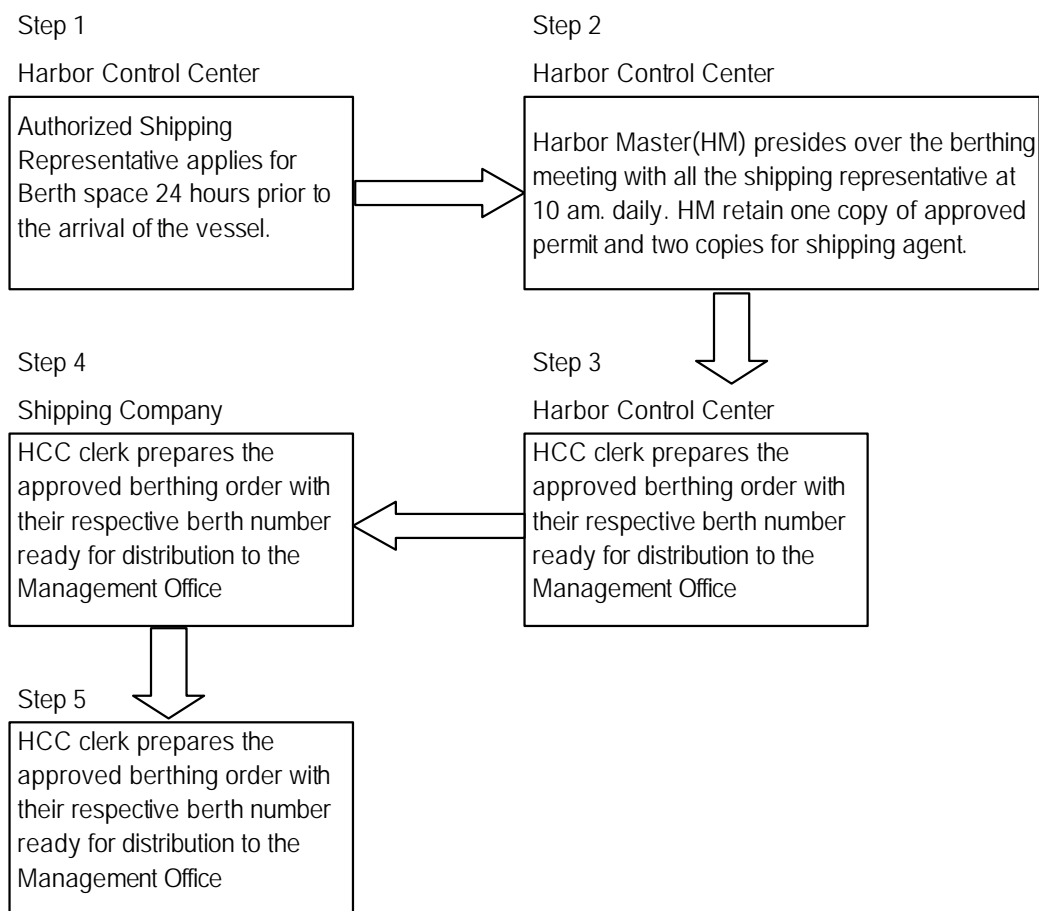


Figure A14.4.3 Berth Allocation Procedure at CPA Ports

#### Entrance and Clearance Procedure

- a) A few minutes after arrival of a vessel alongside the wharf or pier, the ship's master or his duly authorized crew shall submit to the Management Office an Entrance Cargo Manifest for them to provide a proper cargo stacking based on the nature of cargoes submitted.
- b) Upon seeking clearance the duly authorized crew again comes to the Management Office for the appropriate computation of charges against cargoes and the issuance of Port tariffs

- Computation Sheet (PCCS) duly signed by Management Office Officer.
- c) The authorized crew brings the PCCS to the Harbor Control Center office for the appropriate computation of charges against vessels and submits to the cashier for payment of all port tariffs.
  - d) After payment of all port tariffs the Harbor Clearing Officer retains one copy of Entrance and Clearance manifest for HCC file and then clearance is granted.

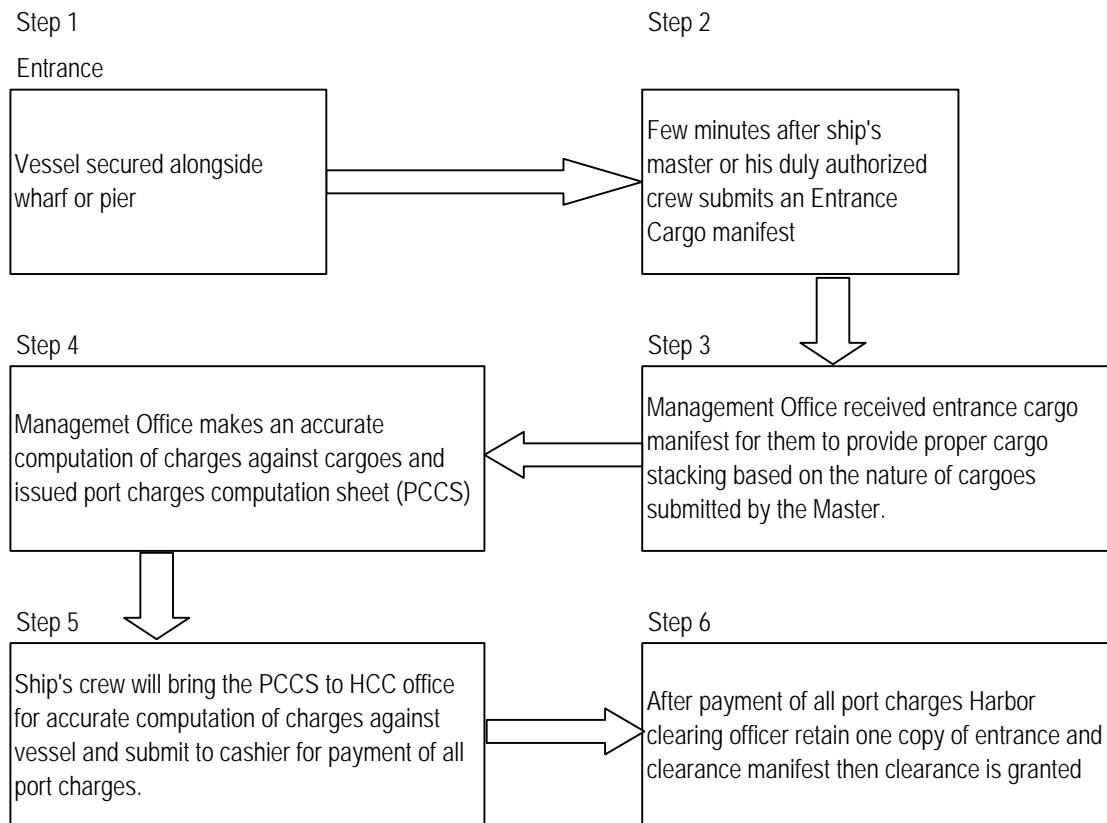


Figure A14.4.4 Entrance and Clearance Procedure at CPA Ports

### Container Operations

#### *Receiving of Outbound Containers:*

- a) Shipping agents request receiving operations of outbound cargoes.
- b) Shipping agents submit all export documents with corresponding loading list.
- c) Data appearing in loading list shall include the following:
  - a. Name of vessel intended for loading their cargoes
  - b. Container specifications: size/weight/destination/container status
  - c. Date and time required
  - d. Cut-off time of receiving container is two (2) hours upon docking of vessel
- d) Shipping agents deliver outbound container at Cebu port.

*Withdrawal of Inbound Containers:*

- a) Consignee / broker pays arrastre charges at operators billing section, proceeds to Monitoring Cargo Control Unit (MCCU) and presents all required documents for checking.
- b) If all documents are found to be in order, MCCU will then issue Delivery Record (DR) and Cargo Release Control (CRC) to consignee / broker who will then proceed to CPA for payment of charges.
- c) CPA signs DR and documents together with CRC are presented to CY supervisor for his signature.
- d) Signed documents are presented to CY checker.
- e) CY checker checks all signatures appearing and if found to be in order he then instructs the operator to load subject container unto the consignee's trailer.
- f) The driver proceeds to custom's wharfinger for signature of DR then to the main gate for final check-up.

*Shipboard Operations:*

- a) Shipping agent sends operator a notice of arrival of their vessel.
- b) At least four (4) hours before docking of vessel, shipping agent has to request operator the required working gang and other complements required for the vessel operation.
- c) The request shall include among others, the exact time and date when the operation will start.
- d) Prior to the start of discharging operations, shipping agent has to submit to operator a stowage plan of inbound cargoes for the operations personnel to prepare a discharging sequence.
- e) Shipping agent has to submit to operator a final loading plan at least two (2) hours before the start of loading operations.
- f) Operator's head checker prepares a daily report of all operations activities occurring on board vessel from the start of operations until completed.
- g) Operator's dock checker also prepares a tally sheet showing therein all containers discharged and loaded.

Methods of Handling of Bulk Operations, Break Bulk Operations, and Dangerous Cargo

*Bulk/Bagged Operations*

- 001 Pre Planning activities before vessels arrival
- 002 Request for ships documents / manifest, cargoes / hatch / stowage plan and others for the purpose of determining the volume of cargo and ships particulars especially ships derrick sea water level.
- 003 Written request for required working gangs.

- 004 Prepare all necessary discharging / loading gears such as pallets, net and rope slings, platforms or other equipment as needed. Ensure that they are in good condition and free of disturbing objects.
- 005 Cargo hooks should not be used during unloading / loading to prevent spillage of products.
- 006 If cargo needs to be palletized and placed in open storage areas it must be covered with tarpaulins with pallets as damaged on flooring high enough from being reached by water.
- 007 During bagging operations, it should be placed in sacks / bags of strong materials to withstand the stress of handling. The opening and bottom portion should be properly stitched / sewn with strong fiber thread.
- 008 Sacks / Bags should be limited to 50 kilos for convenience of piling.
- 009 Bagged Operation cargoes shall be covered by tally sheets and segregated from go order and be checked immediately to determine the loss of containers.
- 010 All are covered by documents in form of tally sheets.

#### *Breakbulk Operations*

- 001 Pre planning activities before vessel arrival.
- 002 Request for ships documents
- 003 Written request for required working gangs
- 004 Inspect / checked must be made upon discharging of cargo by Breakbulk Operations check assigned for any possible damages prior to discharging.
- 005 All discharged cargoes are covered with documents in form tally sheets including breakbulk operations.
- 006 After thorough inspections, discharged cargoes are transported to CFS or at cargo yard to be received by cargo location.
- 007 Discharging of sawn lumber / plywood are crated or bundled and directly loaded to trucks by forklift.
- 008 Loose bundled or uncrated cargoes are stored at area within piers to avoid loss and mixed loading to trucks.

#### *Dangerous Cargo*

- 001 Pre planning activities before vessels arrival.
- 002 Ships documents, stowage plan and others.
- 003 Written request for required working gangs
- 004 Workers discharging dangerous cargo are required to wear/used appropriate Protective and safety devices
- 005 Smoking / loitering is prohibited in the area.
- 006 Fire fighting equipment is always ready for immediate use in case of emergency.
- 007 Dangerous cargo to be discharged at port must be properly classified.



008 Damaged cargo must be isolated immediately.

009 Dangerous cargo shall be discharged first and loaded last.

Documents in Port of Cebu							
Statement of Pilotage Service Rendered							
Date: _____				No: _____			
<hr/>							
Shipping Company		_____					
C/O Ship Agent		_____					
Address		_____					
Vessel		_____ GRT		_____			
Berthing Area/Space:		_____					
Date of Arrival		_____		Date of Dept. _____			
<hr/>							
Type of Service Rendered		Date of Activity		CPA MC 02-98 Presc. Rate		Appl. BSP Ref. Rate	Amount
<hr/>							
Docking Charges							
Chaneling in							
Docking to Port							
						Sub-Total	
<hr/>							
Undocking Charges							
Chaneling Out							
Undocking							
						Sub-Total	
<hr/>							
Special Services							
When Applicable as requested by Vessel Master							
a. Shifting							
b. Ship to Ship Docking / Undocking							
c. Dead Ship Docking / Undocking							
d. Mooring / Unmooring							
e. Untwisting							
f. Other agreed special services							
						Sub-Total	
						T	Total
Prepared by:		Certified Correct:		Countersigned by:			
_____		_____		_____			
Representative		Accountant		Representative			
Cebu Pilots Association		Cebu Pilots Association		Cebu Pilots Association			

Source: CPA

Figure A14.4.5 Application Form in Port of Cebu

**Appendix 14.4.3 ARMM Ports**

(1) Port Related Documents Required to Enter in ARMM Ports

Required documents to enter in ARMM ports are shown in Table A14.4.3

(2) Current Port Procedures in ARMM Ports

All documents for port procedure are done by paper-based. The shipping procedures in ARMM are not yet computerized and entry procedures are the same as at PPA.

**Table A14.4.3 Required Documents and Relevant Organizations in ARMM Port Procedures**

= can be carried out electronically      = paper documents must be submitted

Organization Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	RPMA	RPMA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

**Appendix 14.4.4 SBMA Ports**

(1) Port Related Documents Required to enter in SBMA Ports

Required documents to enter in SBMA port are shown in Table A14.4.4.

(2) Current Port Procedures in SBMA Ports

The entry terms and procedure regulated by SBMA are based on the SBMA Seaport Memorandum Circular 94-001. All vessels entering, berthing and anchoring in the port require the permission of

SBMA. When arriving or departing at the port, the submission of required documents or payment for port tariff is necessary. The terms for entry approval based on the MC 94-001 are as follows;

- a) Possess a certification of classification from an international society such as the American Bureau of Shipping (ABS), Lloyds of London, Bureau Veritas, NK, DNV, etc
- b) Have coverage of protection and indemnity insurance
- c) Carry onboard a shipboard oil pollution emergency plan approved by PCG, that is, all oil tankers of 150 GRT and above and every ship other than an oil tanker of 400 GRT and above
- d) Equipped with oily bilge water separator
- e) Have complied with the waste disposal incinerator equipment requirement

All documents for vessels is paper-based and the vessel procedures in SBMA are not yet computerized. First, the required documents for entry are brought to SBMA by shipping agency. The SBMA implements the pre-entry inspection. Second, all vessels which enter the port area except vessels going to marina (SBYC), must be inspected at fairway area by the shipboard inspection team, with the harbor pilot and Bureau of Quarantine officer, to determine the suitability of the applicant vessel for entry.

Berth allocation is generally conducted on a first come serve basis, the same as PPA and CPA. Berth allocation is considered with the type of cargo and the maximum allowable draft of vessel in a particular berth. Berthing site schedule for vessel is decided by pre-arrival meetings for berth allocation. Shipping agency need to inform their vessel's arrival at SBMA at least 72 hours before Estimated Time of Arrival (ETA) of the vessel. After the pre-arrival meeting in SBMA, berth allocation will be decided. And SBMA published "Guideline on export / import / transport and gate-pass for tax paid cargoes processing" dated 29 July 1996 which changed the documentation and processing clearance for users. These guidelines integrate the documents for Customs, Seaport department, etc.

#### **Appendix 14.4.5 BCDA ports**

##### **1) Port Related Documents Required to Enter in BCDA (JPDC) Ports.**

Required documents to enter in BCDA ports are shown in Table A14.4.5. Entry procedures are the same as at PPA.

##### **2) Current Port Procedures in BCDA Ports**

All documents for vessels are paper-based. The shipping procedures in BCDA (JPDC) are not yet computerized.

**Table A14.4.4 Required Documents and Relevant Organizations in SBMA Port Procedures**

= can be carried out electronically = paper documents must be submitted

Organization \ Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	SBMA	SBMA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

**Table A14.4.5 Required Documents and Relevant Organizations in BCDA Port Procedures**

= can be carried out electronically = paper documents must be submitted

Organization \ Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	BCDA	BCDA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

## Appendix 14.4.6 CEZA ports

### 1) Port Related Documents Required to Enter in BCDA (JPDC) Ports.

Required documents to enter in BCDA ports are shown in Table A14.4.6.

### 2) Current Port Procedures in BCDA Ports

All documents for vessels are paper-based. The shipping procedures in BCDA (JPDC) are not yet computerized. Entry procedures are the same as at PPA.

Table A14.4.6 Required Documents and Relevant Organizations in CEZA Port Procedures

= can be carried out electronically      = paper documents must be submitted

Organization Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	CEZA	CEZA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

## Appendix 14.4.7 PIA ports

### 1) Port Related Documents Required to Enter in PIA Ports.

Required documents to enter in PIA ports are shown in Table A14.4.7.

### 2) Current Port Procedures in PIA Ports

All documents for vessels are paper-based. The shipping procedures in PIA are not yet computerized. Entry procedures are the same as at PPA.

Table A14.4.7 Required Documents and Relevant Organizations in PIA Port Procedures

= can be carried out electronically      = paper documents must be submitted

Organization Documents	Customs	Immigration Bureau	Harbor Master	Port/Harbor Manager	Quarantine Station	Fire Station
	Bureau of Customs (D.of Finance)	Bureau of Immigration (D. of Justice)	PIA	PIA	Bureau of Quarantine (D.of Health)	
Information System						
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility						
Night Entrance to Port						

Source: JICA Study Team

## Appendix 14.4.8 Japanese Ports

### 1) Port Related Documents Required to Enter in Japanese Ports.

Required documents to enter in Japanese ports are shown in Table A14.4.8. Most of all procedures will be computerized in 2004 with the installation of Single Window System and port user will be able to send applications through internet with one procedure.

Table A14.4.8 Required Documents and Relevant Organizations in Japanese Port Procedures

Documents	Organization	Customs	Immigration Bureau	Harbor Master	Port / Harbor Manager	Quarantine Station	Fire Station
		Bureau of Custom Ministry of Finance	Bureau of Immigration Ministry of Justice	Maritime Safety Agency (Japan Coast Guard)	Local Government	Bureau of Quarantine Ministry of Health, Labor and Welfare	Ministry of Public Management, Home Affairs, Posts and Telecommunications
Information System		Sea-NACCS	Crew Landing Permission Assistance System	Port and Harbor EDI			None
Port Entrance Report							
Notification of Port Entry							
Crew Manifest							
Port of Call List							
Cargo Information							
Landing Permission							
Dangerous Goods							
Berth Facility				Notification for usage	Application for usage		
Night entrance to Port							

= can be carried out electronically      = will be carried out electronically from 2004

= paper documents must be submitted

Source: JICA Study Team based on MLIT Japan

## Appendix 14.5 Port EDI System

### Appendix 14.5.1 Computerization of Import and Port and Harbor Procedures in Japan

#### (1) Outline

In recent years, more and more procedures involved in harbor entry and departure are being processed electronically at major overseas ports, including those in other Asian countries.

The Ports and Harbor Bureau of MLIT (Ministry of Land, Infrastructure and Transportation) took the first step toward EDI in Japan in collaboration with eight (8) major ports (Tokyo, Kawasaki, Yokohama, Nagoya, Osaka, Kobe Kitakyushu and Shimonoseki) in 1998.

This entailed simplifying application items and standardizing the forms required for the authorized use of berthing facilities, which had to that point varied by individual port management body.

Introduced in October 1999, the port and harbor EDI system has encouraged port management bodies and port masters to exchange data related to applications, reports and other applications and reports online, as well as by UN/EDIFACT messages.

Although there were only 541 applications/month in the beginning, that figure had risen to 27,310 applications/month as of March 2003.

The documents of Port and Harbor EDI System are fundamentally united between a port management body and harbor master in Japan. Therefore, number of port management bodies (local governments) is 25 units and using in 39 ports and harbor master (Maritime Safety Agency of M.L.I.T) are in 89 ports and using in 97 places on March 2003. The user needs the registration which is registered and using the 564 ship agencies, the 66 stevedoring companies, and the 50 port facility administrators.

Table A14.5.1 Current Conditions of Port EDI System in Japan

	Ports	Target port	Port EDI System
Port Management Body	1,088 ports	128 ports	39ports
Harbor Master	501 ports	86 ports	86 ports ( 97places)
Register			680 offices
Ship agency			564 office
Stevedoring Company			66 offices
port facility administrators			50 offices

Notes: The target ports are the 22 specially designated major ports and the 106 major ports by Port and Harbor Law and the 86 specified ports managed by harbor master by Port Regulation Law.

#### (2) Port and Harbor EDI System

- 1 ) Port and harbor entry and departure applications and reports.



Documents	Port Management Body	Harbor Master
	Local government	Maritime Safety Agency
Entry and departure reports		
Permission to use berthing facilities		
Berthing facilities using reports		
Port of call		
Permission for night port entry		
Application of anchorage roadstead reservation		
Moving reports		
Application of moving permission		
Permission to handle dangerous cargoes		
Permission of dangerous article loading and transportation		

= can be carried out electronically

= paper documents must be submitted

### (3) Port and Harbor Procedures in Other Ports without Port and Harbor EDI System.

The Wakayama Shimotsu port, a specially designated major port near the Kobe port, introduced the port and harbor EDI system since October 1999. This port had existing computer assets, and spent about 3 million yen on EDI software. This system links the port management body and harbor master and data appears on the output screen in each office.

However, since a relatively few number of ships (28,829 in 2001) call Wakayama Shimotsu port, shipping agents, who had to share some of the expense, were opposed. Port-related documentation is now processed manually at this port.

### (4) Marine Safety Administration in Japan

There are a Sea Traffic Safety Law (Law No. 115, July 3, 1972) and Port Regulation Law (Law No. 174, July 15, 1948) besides the Sea Collision Prevention Law (Law No. 62, June 1, 1977) by which a basic sea traffic rule is provided based on an international agreement as a law to secure the safety of the ship in Japan.

#### 1) Sea Traffic Safety Law (Law No. 115, July 3, 1972) in Japan

To achieve the safety of further ship traffic, the Sea Traffic Safety Law is enacted as a special law of the Sea Collision Prevention Law in addition to a basic traffic rule by the Sea Collision Prevention Law in three sea areas (the Tokyo bay where the ship accumulates, the Ise bay, and the Setouchi sea). The sea route of 11 is set in the sea area on which the traffic of the ship such

as the Uraga water service concentrates in three sea areas though the Sea Traffic Safety Law is applied outside the district of Port Regulation Law.

2) Port Regulation Law (Law No. 174, July 15, 1948) in Japan

Port Regulation Law is enacted to achieving the safety of the ship traffic and the order of the inside the port. It is a special law of the Sea Collision Prevention Law. Port Regulation Law restricts making the port where a lot of port of going in and out ships exist an application port, providing a special rule, construction, work, and fishing, etc. 501 ports are managing by the Port Regulation Law in July, 2000. In addition, ports provides as a specific port, anchorage is specified, the restriction of the limitation of the limitation of entering port and operation etc. is installed at nighttime, and the safety of the ship in the inside the port and order are aimed at about the port from which a port from which the ship with a deep water line can go in and out or a foreign ship always goes in and out. 86 Specified Ports are specified and managed by harbor master in Japan on July, 2000. Port Regulation Law is an administrative law by which the safety of the ship traffic and the inside the port are put into order in the inside the port, and the police regulations which orders to the individual like the instruction, the instruction, the limitation, the prohibition or permission, etc. by the content, compels, and has the action by which the original freedom is limited. Moreover, it is united regulations concerning the inside the port traffic with <inside the port traffic> <management> Law it. Therefore, clerical work is requested to be done to the all ships in an impartial standpoint. The business of Maritime Safety Agency installed as the outside bureau of the Ministry of Land Infrastructure and Transport in 1948 is five duties of coordinated cooperation of maintenance of a rescue of the safety securing of the maintenance of the public peace and the sea traffic and the shipwrecks and sea disaster prevention and oceanic environments and domestic and foreign organizations.

3) Marine Safety System

Maritime Safety Agency as the outside bureau of the Ministry of Land Infrastructure and Transport has 11 Regional Maritime Safety Headquarters in Japan. It is a composition by which Maritime Safety Agency generalizes these Headquarters. Number of staffs is as follows.

	Staff ( Total 12,247 people )( March, 2000 )		
Head	1,654 people ( Inc: Maritime Safety Academy and Maritime Safety Training School )		
Local	Subtotal	Sea · Air	Land
	10,593 people	6,199 people	4,394 people

4) Examination Standard and Standard Processing Period of Marine Safety Business

Because it is the one that internationalism and public are widely possessed, the port rule clerical work is united according to the organization in the country.

It is necessary to do to one target. Moreover, it is necessary to consider service to the user enough. Therefore, the installing and the branch office are guided and the examination standard and the standard processing period of permission

The permission number and standard time for permission on Port Regulation Law are as follows.

Division	2000	1999	Standard time for permission	
Limitation or prohibition number of traffic of ship	Number 308	Number 307		
Designation of Anchorage	87,391	89,745		
Permission number concerning inside the port traffic	Sub-Total	315,780	318,551	
	Permission of entering port at night	6,472	5,283	For ten minute-about one hour
	Permission of Shifting Assigned Berth	37,811	37,661	For ten minute -about one hour
	Permission of dangerous article loading and transportation	219,850	223,306	For ten minute- about one hour
	Permission to conduct Port Work, Ship Launchings	19,462	19,692	Within one month
	Permission of the port event	2,872	2,759	Within one month
	Omission permission of Report on Entrance and Departure	11,507	11,271	About 1-2 days
	Permission of bamboo wood cargo	1,236	1,445	
	Permission of raft reservation and operation	9,233	9,926	About one hour
	Other permission	7,337	7,208	
Written report acceptance number for inside the port traffic arrangement	1,220,161	1,186,736	For ten minute- about one hour	
Total	1,623,640	1,595,145		

(5) Port EDI System of Kobe Port Authority

1) Kobe Port Authority EDI System ( Port and Harbor Bureau, Kobe City Government )

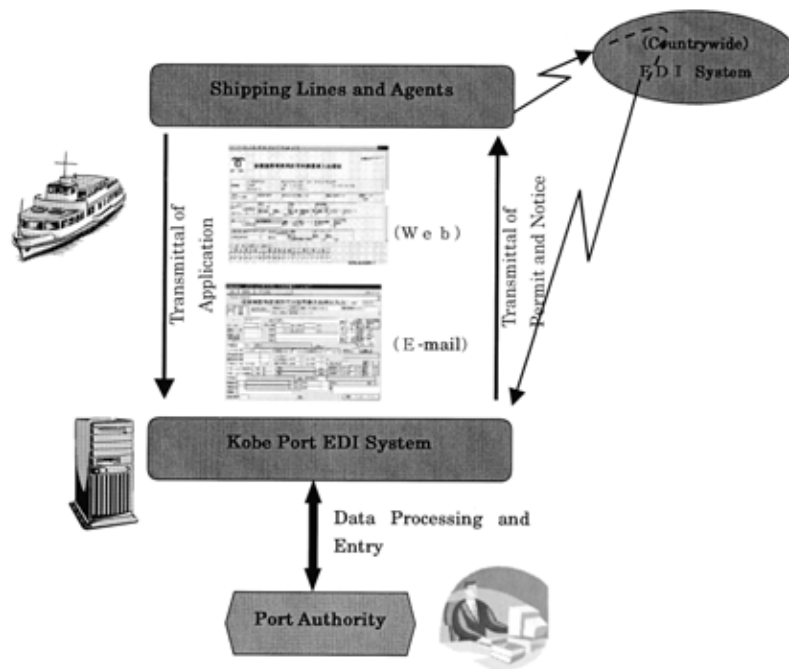
1. Objectives

Great efforts are being made by the port authority to improve the efficiency of port administration and to promote the use of Kobe Port by saving time and labor required for various application procedures to be made by port users, feeding back various data obtained from the application procedures into port services such as collection of charges and dues to be incurred from the management of port facilities.

2. Outline of Electronic Data Interchange (EDI) System

1) Electronic Application Subsystem

- Accepting various application procedures required for the use of port facilities in the form of electronic data via the Internet system.
- All application data received via facsimile are scanned and converted into text data to be stored in the computer system.
- All notices regarding to the acceptance of application and permit are returned to appropriate applicators in the form of electronic mail as soon as paper work has been processed.



[Electronic Application Subsystem]

<Characteristics>

- Applications prepared in the form of electronic mail will reduce time required for the preparation of applications as such data can be reused.
- Applicants can check progressing status of application forwarded on the homepage.
- Application acceptance windows of administration office and marine affairs section that had been separated into three different jurisdiction areas have been unified into a single system.

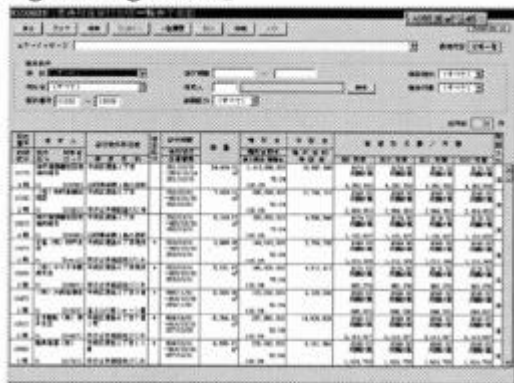
<Applications to be processed>

1. Application for the use of mooring facilities and entrance into port
2. Application for the use of passenger boarding bridge
3. Application for the use of loading facilities
4. Application for the water supply services
5. Application for the general use of cranes (gantry crane and heavy equipment crane)
6. Application for the use of freight handling yard
7. Application for the general use of wharf yard and other port areas
8. Application for the general use of sheds (general sheds and heavy equipment sheds)
9. Application for the general use of outlets for refrigerating containers

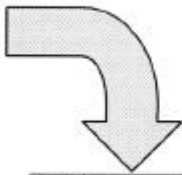
2) Facility Management Subsystem

- Log management of record of leasing port facilities including sheds and wharf yards?
- Schedule management of the use of and green belts. Management of water meters

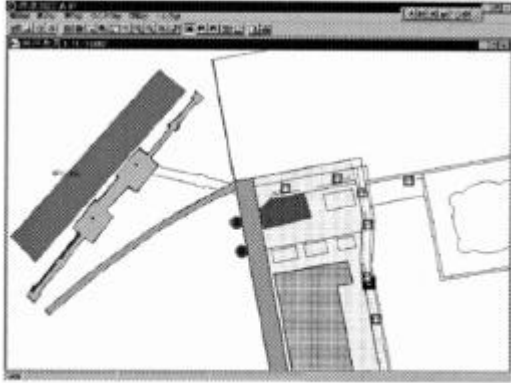
[Log Management]



NO.	DATE	DESCRIPTION	STATUS	REMARKS
1	2010-01-01	...	...	...
2	2010-01-02	...	...	...
3	2010-01-03	...	...	...
4	2010-01-04	...	...	...
5	2010-01-05	...	...	...
6	2010-01-06	...	...	...
7	2010-01-07	...	...	...
8	2010-01-08	...	...	...
9	2010-01-09	...	...	...
10	2010-01-10	...	...	...

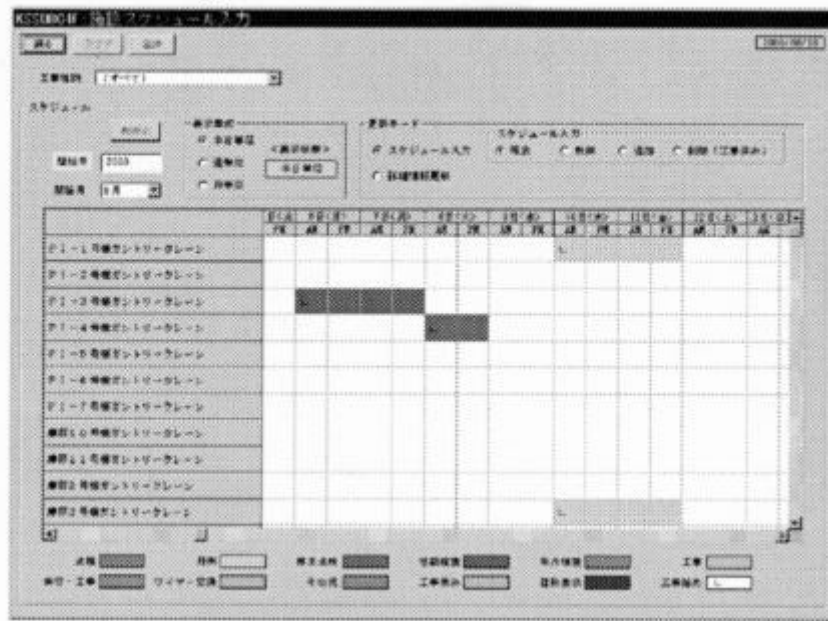


Guide map



[Log Management] [Guide map]

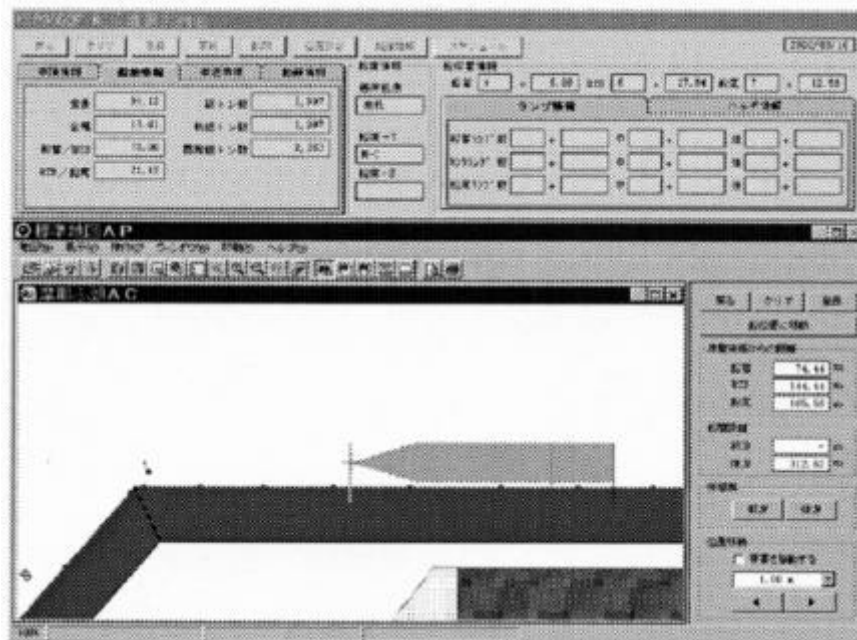
## [Schedule Management of Cranes]



[ Schedule Management of Cranes]

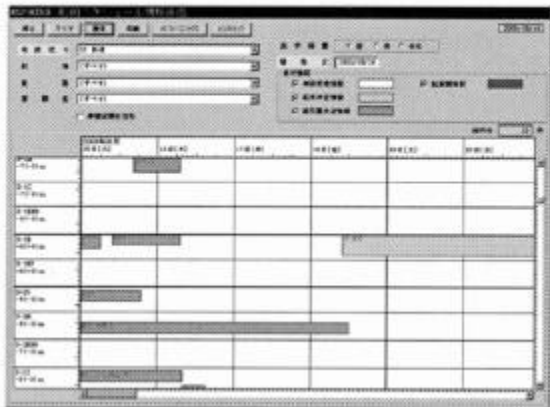
### 3) Ships Management Subsystem

- Determination of the seat and position of ships and management of entrance and departure of ships.
- Preparation and printout of vouchers and ships including schedules.

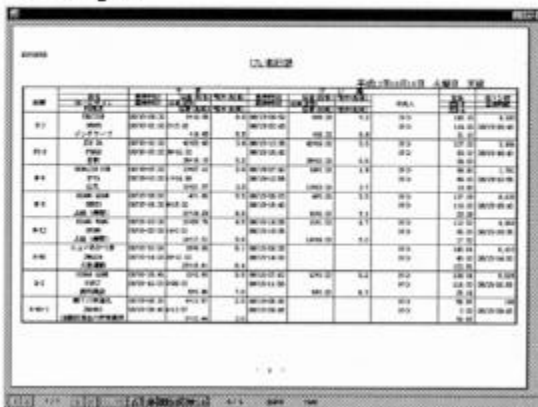


[Determination of the position of ships]

**[Schedule Management of Ships]**



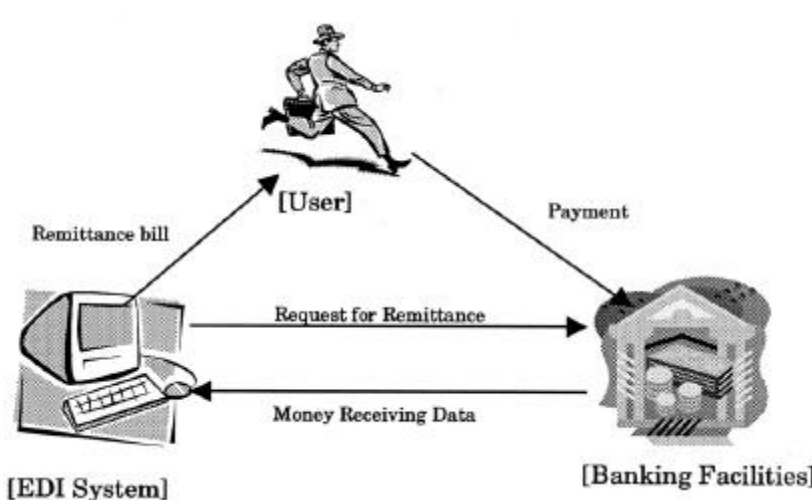
**[Preparation and Printout of Vouchers and Slips]**



[Schedule Management of Ships] [Preparation and Printout of Vouchers and Ships]

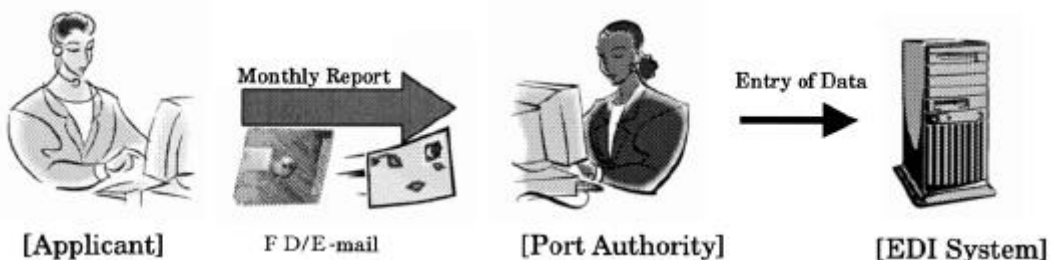
4) Dues and Charges Management Subsystem

- Settlement and collection of various charges to be incurred based on the use of port facilities.
- Issuance of remittance bills
  - Collection of charges by transferring to bank account.



5) Statistics Management Subsystem

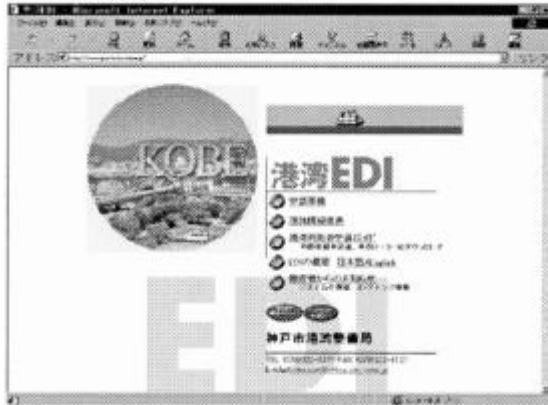
- Processing of designated statistics and other business statistics.
- Preparation of various statistics datasheets including annual and monthly reports.



6) Information providing Subsystem

- Provision of information on the movement of ships using homepage data, including construction news, request for detailed content of bills, and distribution of software of mail application procedure.
- Homepage address (<http://www.port.city.kobe.jp/>)

[Homepage]



[Provision of Movement Data Information]



[Homepage] [Provision of Movement Data Information]

3. System Configuration

1) Business Server

Model	Fujitsu S 7/7000U
OS	Solaris 2.6 Japanese Version
Application	Oracle 8 Enterprise Edition

2) Mail / WWW Server

Model	Fujitsu GP 5000 380
OS	Windows NT Server 4.0
Application	Oracle 8 Enterprise Edition Oracle Net 8 Oracle Web Application Server R 3.0 Send Mail with POP 3

3) Map Server

Model	Fujitsu GP 5000 Model 380
OS	Windows NT Server 4.0



4) Firewall / PROXY Server

Model	Fujitsu GP 700 Model 10
OS	Solaris 2 .6 Japanese Version
Application	FIREWALL 1 V 3 Info PROXY 3

5) FAX – OCR Server

Model	Mitsubishi Electric ME SD 270
OS	HP – UX 10.2

6) Document Management Server

Model	IBM Netfinity 5500 M 10
OS	Windows T Server 4.0
Application	RICOH LIFISA V2

7) Client

Model	Desktop Type	Logitec LPC – P245 MB / N1	46 units
	Notebook Type	NEC VA36D AX	36 units
OS	Windows NT 4.0		

4. Development schedule

- FY 1997 Determination of basic policy for systemization
- FY 1998 Establishment of basic Plan for systemization and selection of system developer.
- FY 1999 Establishment of basic design and programming of the system, and introduction of equipment for development.
- FY 2000 Total test and trial operation of the system.
- Oct 2000 Commencement of system operation.

## **Appendix 14.5.2 Single Window System for Trade and Port Procedures in Japan**

JETRO (Japan External Trade Organization) investigated and reported [The Survey on Actual Conditions Regarding Access to Japan] (Single Window Systems for Trade and Related Procedures) in July 2002. An outline is shown from the report below.

### (1) Progress in Computerization of Import and Port and Harbor Procedures

#### **<Development of a Single-Window System Requires Cooperation between Government Organizations>**

In Japan, a system called NACCS (Nippon Automated Cargo Clearance System) is used for customs clearance. NACCS is linked to automated systems for non-customs procedures including foodstuffs inspections and plant and animal quarantine. NACCS is also linked to the Port and Harbor EDI<sup>3</sup> system. The government has plans to link systems for entry procedures for crew members and a system for applications for import approval for trade controlled items with interlinked NACCS and Port and Harbor EDI systems, and create a single window for import and port and harbor related procedures. However, these systems are specially designed for government procedures and are not linked with the systems used by private sector and trade finance operations. It is hoped that in the future all government and private information systems will be linked and a single window will be created.

In January 2002, the Japanese Government announced its intention to create a single window system for import / export and port and harbor related procedures, and begin use of the system as early as possible in 2003. According to this announcement, each component system will allow necessary data to be exchanged, and by entering the necessary information once in any one of the necessary systems, all the necessary procedures at the related government agencies will be able to be performed.

### (2) Cost and Time Required for Import and Port and Harbor Procedures

#### **<In Japan, the coexistence of manual procedures negates the effects of automation>**

Amongst port entrance procedures in Japan, the major procedures concerning the harbormaster and port authority can be processed electronically using Port and Harbor EDI, as can port entry notification and shipping manifest information for the customs authorities using NACCS. However, procedures still remain that have not yet been computerized, and even using on-line procedures primarily, the time required is reduced only by one third when compared to carrying out all the procedures manually, and the effect of computerization is limited. As a result, many private sector users believe rather than carrying out only some of the procedures on-line, it is more efficient to submit all the documents to the appropriate office as in the past, there has been little growth in the

usage of Port and Harbor EDI.

Document Required to Enter Port in Japan (Major Documents Only)

	Customs	Immigration Bureau	Harbor Master	Port / Harbor Manager	Quarantine Station	Fire Station
	Ministry of Finance	Ministry of Justice	Maritime Safety Agency	Local Government	Ministry of Health, Labor and Welfare	Ministry of Public Management, Home Affairs, Posts and Telecommunications
Information System	Sea-NACCS	Crew Landing Permission Assistance System	Port and Harbor EDI			None
Port Entrance Report						
Notification of Port Entry						
Crew Manifest						
Port of Call List						
Cargo Information						
Landing Permission						
Dangerous Goods						
Berth Facility			Notification for usage	Application for usage		
Night entrance to Port						

= can be carried out electronically      = will be carried out electrically from 2004

= paper documents must be submitted

For procedures for unloading into a container yard, it takes approximately three minutes for container yard operators to transmit the necessary information, whether they perform it manually (telephone or fax) or on-line using NACCS. Before beginning import declarations, customs brokers must confirm that the cargo has been unloaded into a container yard, and previously this confirmation was carried out using the telephone, although recently it has become much easier to obtain this information using NACCS. However, there have been little changes in the time or cost required.

For non-customs procedures, procedures for imports of foodstuffs, plant quarantine, and animal quarantine are all automated. However, based on the purpose of quarantine, actual inspections are carried out for all plant imports, and even for animal quarantine, actual inspections are necessary in most cases. As such, electronic systems are limited to accepting applications for inspections, issuing results of inspections and automatically forwarding inspection certificates to customs. In the case of foodstuffs inspections, based on history of imports, there are cases where a document inspection suffices. However, even in this case, certificates of hygiene, etc. issued by the exporting country must

be submitted to the foodstuffs inspection division of the quarantine station. Further, in the same manner, for both plant and animal quarantine, submission of inspection certificates issued by the exporting country are required. As a result, in the case of non-customs procedures, there is very little difference in terms of cost and required time when using either the computerized system or the manual system.

For customs clearance, almost all declarations of imported cargoes handled via NACCS. The customs broker inputs registration details into NACCS based on information in documents acquired from the cargo owner (importer), and is assigned an inspection category. For goods that are subject to a simplified inspection (category 1) and either not subject to import duties or duties are paid by account transfer or are eligible for payment after receiving import approval, import approval is given immediately, however, original documents must be submitted to customs with three days of approval. For categories 2 and 3, after declaration via NACCS, the necessary documents must be submitted to customs immediately. In either case, it is necessary to submit documents to the customs authorities, and savings in time and cost that should result from computerization are negated.

For loading from a container yard, the carrier collecting the container must first bring a bill of lading (B/L) to the shipping company or its agent and receive a delivery order (D/O) in exchange. Next the carrier shows the delivery order and the import permit at the container yard, and the loading procedures are completed. When the delivery-order-less system is in use, the shipping company inputs information on NACCS to permit delivery of the cargo instead of issuing a delivery order. The import permit from customs is also sent from NACCS. Thus, the carrier need not take any documents to the container yard. This system thus results the usual time and expense required being reduced by about half.

In Japan, amongst the more common procedures required for port entry, there still exist procedures that are not yet computerized, and documents must be submitted to different offices in different locations, and such as the procedures are inefficient and lead to an increase in the required time and costs.

### Cost and Time Required for Import and Port and Harbor Procedures

Procedures	Content	Japan				Singapore	
		Manual		Electronic procedures under Category I		Electronic	
		Cost	Time	Cost	Time	Cost	Time
Port entrance?	Notification to the harbormaster and the port authority Notification of the cargo manifest to customs Notifications for landing approval, quarantine notification	¥ 490	14 hrs	¥ 408	9 hrs 40min	¥ 18	1hr 58min
CY: unloading		¥ 180	3min	¥ 185	3min	¥ 143	5min
Procedures required by government agency other than customs office (Category2)	Foodstuffs inspection, plant quarantine/animal quarantine	¥ 9,800	2hrs20min	¥ 6,420 (¥ 7,820)	1hr 30min (1hr 50min)	Foodstuffs hygiene inspection are the only non-customs procedures, and these are carried out together with customs procedures.	
Customs (Category2)	Gathering of necessary information, creation of application forms, customs application -approval, payment of customs duties and consumption tax, receipt and processing	¥ 14,350	6hrs20min	¥ 3,543 (¥ 8,793)	55min (4hrs 40min)	¥ 1,715	1hr25min
CY: loading	D/O exchange, presentation and check	¥ 1,750	30min	¥ 875	15min	¥ 720	1hr 10min
Total (Category2)		¥ 26,570	23hrs 13min	¥ 11,431 (¥ 18,081)	12hrs23min (16hrs28min)	¥ 2,596	4hrs 38min

### (3) Documents needed for Import and Port and Harbor Procedures

#### <Many Applications and Notifications are Duplicated in the Port Entry Procedures in Japan>

In Japan, when a container ship enters a port, the shipping company or its agent provides documents to the harbormaster or port authority and to the customs, immigration, quarantine, and other authorities. Amongst these procedures, customs procedures are automated with NACCS, and the major procedures involving the harbormaster or port authority are automated with Port and Harbor EDI. However, as can be seen in the case of the “Notification of Port Entry” made to the Harbormaster and port authority, there are Procedures that have the same content but use a different format for customs and the harbormaster (under central government authority) and the port authority (under local government authority), and must be submitted individually to each agency. Further, information cannot be shared between NACCS and Port and Harbor EDI, and this means that users must enter the same information twice.

Documents needed for Port Entrance and Submission Office from 2004

Major documents	Japan	USA	South Korea	Singapore
Port entrance report / Notification of port entry	? Harbormaster ? Port authority	? Department of Transportation ? Port authority	? Regional maritime and fisheries office	? MPA ? PSA
	? Immigration	? Immigration and Naturalization Service (INS)	? Immigration	? Immigration
	? Customs	? Customs	? Customs	
	? Quarantine office	? Department of Agriculture	? Quarantine office	
Cargo manifest	? Customs	? Customs	? Customs	? PSA
			? Regional maritime and fisheries office	
			? Quarantine office	
Crew manifest	? Immigration	? INS	? Immigration	? Immigration
	? Customs	? Customs	? Customs	
	? Quarantine office		? Quarantine office	
Landing permission	? Immigration		? Immigration	? Immigration
		? Customs		(crew members' passports, port entrance permit)

= can be carried out electronically

= Fax or telephone, or submission of paper documents

### **Appendix 14.5.3 Computerization of Import and Port and Harbor Procedures in Singapore**

#### **(1) Progress in Computerization of Import and Port and Harbor Procedures**

In Singapore, the Trade Net system is used for automating customs clearances. Even for trade controlled items and items with non-customs procedures that require government approval, application data is automatically transferred to the government agency in charge, and procedures are extremely simple. As shown by the design concept behind Trade Net which was “one document format”, “one application”, “one interface”, and “one procedure”, the system places great emphasis on convenience for the user and creates a single window that integrates all the procedures from the various government agencies.

Port Net is operated as a system for port and harbor procedures. Port Net is inter-linked with Trade Net, and users may input their data for customs and port and harbor procedures on either Trade Net or Port Net in, and complete all their government procedures. Singapore also has a Trade Finance System for trade finance information.

In Singapore, through coordination of procedures by its government agencies and private sector service providers, a system was designed that prioritizes convenience for the user.

#### **(2) Cost and Time Required for Import and port and Harbor Procedures**

##### **<Singapore Completes Customs Procedures before Ships Enter the Port>**

Port-entrance procedures in Singapore are carried out using the “ Port Net” information system operated by PSA Corporation. When entering port, there is a requirement to submit the necessary basic ship information to the Maritime and Port Authority (MPA), but as Port Net is linked with the MPA's information system, application and notifications to both organizations can be carried out based on information entered into Port Net. However, immigration control procedures for crew members have not, however, been automated. In the findings of this survey, port entrance procedures as a whole took one hour and 58 minutes.

Confirmation of unloading in a container yard, is carried out using Port Net, and takes about five minutes. In Singapore, apart from items subject to trading controls that require onsite inspection, import and customs procedures can be carried out from 14 days before the container ship enters port, and thus the registration of confirmation of unloading into the container year is performed mainly to provide information to the cargo owner and container carries.

Customs clearance procedures and non-customs procedures, are carried out simultaneously on Trade Net, the system operated by the Trade Development Board (TDB). Trade Net and Port Net are connected so that they can share information as needed. A customs broker receives the documents needed for customers from the consignee, inputs the required information into Trade Net, and makes an import declaration. If an inspection related to non-customs procedures is required, that can add 10

minutes to the processing time required for ordinary cargo, but because there is no need physically to submit the documents, it takes about 25 minutes from application to approval; overall, the procedures are completed in about an hour and 25 minutes.

For container yard loading, the customs broker takes the bill of lading and a check for payment of maritime shipping fees to the shipping company or its agent. Since these procedures are not automated, they take time. When they are completed, the shipping company or agent enters the loading instructions for the container in Port Net, and the container yard receives that information via Port Net and releases the container. The carrier contracted with land transport of the container also confirms the loading instructions recorded by the shipping company or agent and can collect the goods without delay.

### (3) Documents Needed for Import and Port and Harbor Procedures

In Singapore, the harbormaster and port authority functions are carried out by the PSA and MPA.. However, these are no cases where users are required to submit the same notifications to both agencies. Further, even in the case of cargo manifests, which must be submitted to customs in Japan, in Singapore by entering the information into Port Net, the customs authority access that data itself and duplicate documents do not need to be submitted. Japan's import and customs procedures are automated, but still require that documents be physically submitted to the various offices.

In Singapore, import declarations are made via Trade Net. The declaration form is a single sheet that includes all the information the various government agencies need. The information registered on Trade Net is automatically sent to the customs authorities, to TDB, and to other government offices. If the cargo includes items subject to trade controls or controls under non-customs related laws, then it is necessary to fax documents to the various government agencies. Singapore handles much transshipment trade and many imports are cargoes for reshipping. Thus, the conceptual basis on which the customs agency operates is different from that in Japan, but the authorities have given great thought to speeding up procedures by drastically simplifying the documents that the various government agencies require.



## **Appendix 14.6 Security Measures for Port Facilities**

### **Appendix 14.6.1 International Convention for the Safety of Life at Sea, 1974 as amended (SOLAS) Chapter XI-2 (abstract)**

#### **Regulation 3: Obligations of Contracting Governments with Respect to Security**

**1** Administrations shall set security levels and ensure the provision of security level information to ships entitled to fly their flag. When changes in security level occur, security-level information shall be updated as the circumstance dictates.

**2** Contracting Governments shall set security levels and ensure the provision of security-level information to port facilities within their territory, and to ships prior to entering a port or whilst in a port within their territory. When changes in security level occur, security-level information shall be updated as the circumstance dictates.

#### **Regulation 10 : Requirements for Port Facilities**

**1** Port facilities shall comply with the relevant requirements of this chapter and part A of the ISPS Code, taking into account the guidance given in part B of the ISPS Code.

**2** Contracting Governments with a port facility or port facilities within their territory, to which this regulation applies, shall ensure that:

**2.1** port facility security assessments are carried out, reviewed and approved in accordance with the provisions of part A of the ISPS Code; and

**2.2** port facility security plans are developed, reviewed, approved and implemented in accordance with the provisions of part A of the ISPS Code.

**3** Contracting Governments shall designate and communicate the measures required to be addressed in a port facility security plan for the various security levels, including when the submission of a Declaration of Security will be required.

#### **Regulation 13 : Communication of Information**

**1** Contracting Governments shall, not later than 1 July 2004, communicate to the Organization and shall make available for the information of Companies and ships:

**1.1** the names and contact details of their national authority or authorities responsible for

ship and port facility security;

- 1.2** the locations within their territory covered by approved port facility security plans;
- 1.3** the names and contact details of those who have been designated to be available at all times to receive and act upon the ship-to-shore security alerts referred to in regulation 6.2.1 ;
- 1.4** the names and contact details of those who have been designated to be available at all times to receive and act upon any communications from Contracting Governments exercising control and compliance measures referred to in regulation 9.3.1; and
- 1.5** the names and contact details of those who have been designated to be available at all times to provide advice or assistance to ships and to whom ships can report any security concerns referred to in regulation 7.2

and thereafter update such information as and when changes relating thereto occur. The Organization shall circulate such particulars to other Contracting Governments for the information of their officers.

**2** Contracting Governments shall, not later than 1 July 2004, communicate to the Organization the names and contact details of any recognized security organizations authorized to act on their behalf together with details of the specific responsibility and conditions of authority delegated to such organizations. Such information shall be updated as and when changes relating thereto occur. The Organization shall circulate such particulars to other Contracting Governments for the information of their officers.

**3** Contracting Governments shall, not later than 1 July 2004, communicate to the Organization a list showing the approved port facility security plans for the port facilities located within their territory together with the location or locations covered by each approved port facility security plan and the corresponding date of approval and thereafter shall further communicate when any of the following changes take place:

- 3.1** changes in the location or locations covered by an approved port facility security plan are to be introduced or have been introduced. In such cases the information to be communicated shall indicate the changes in the location or locations covered by the plan and the date as of which such changes are to be introduced or were implemented;
- 3.2** an approved port facility security plan, previously included in the list submitted to the Organization, is to be withdrawn or has been withdrawn. In such cases, the information to be communicated shall indicate the date on which the withdrawal will

take effect or was implemented. In these cases, the communication shall be made to the Organization as soon as is practically possible; and

**3.3** additions are to be made to the list of approved port facility security plans. In such cases, the information to be communicated shall indicate the location or locations covered by the plan and the date of approval.

**4** Contracting Governments shall, at five year intervals after 1 July 2004, communicate to the Organization a revised and updated list showing all the approved port facility security plans for the port facilities located within their territory together with the location or locations covered by each approved port facility security plan and the corresponding date of approval (and the date of approval of any amendments thereto) which will supersede and replace all information communicated to the Organization, pursuant to paragraph 3 , during the preceding five years .

**5** Contracting Governments shall communicate to the Organization information that an agreement under regulation 11 has been concluded. The information communicated shall include:

**5.1** the names of the Contracting Governments which have concluded the agreement;

**5.2** the port facilities and the fixed routes covered by the agreement;

**5.3** the periodicity of review of the agreement;

**5.4** the date of entry into force of the agreement; and

**5.5** information on any consultations which have taken place with other Contracting Governments

and thereafter shall communicate, as soon as practically possible, to the Organization information when the agreement has been amended or has ended.

**6** Any Contracting Government which allows, under the provisions of regulation 12, any equivalent security arrangements with respect to a ship entitled to fly its flag or with respect to a port facility located within its territory shall communicate to the Organization particulars thereof.

**7** The organization shall make available the information communicated under paragraphs 3 to 6 other Contracting Governments upon request.

## **International Ship and Port Facility Security (ISPS) Code, Part A (Mandatory Requirements)**

### **4 Responsibilities of Contracting Governments**

**4.1** Subject to the provisions of regulation XI-2/3 and XI-2/7, Contracting Governments shall set security levels and provide guidance for protection from security incidents. Higher security levels indicate greater likelihood of occurrence of a security incident. Factors to be considered in setting the appropriate security level include:

- 4.1.1** the degree that the threat information is credible;
- 4.1.2** the degree that the threat information is corroborated;
- 4.1.3** the degree that the threat information is specific or imminent; and
- 4.1.4** the potential consequences of such a security incident.

**4.2** Contracting Governments, when they set security level 3, shall issue, as necessary, appropriate instructions and shall provide security-related information to the ships and port facilities that may be affected.

**4.3** Contracting Governments may delegate to a recognized security organization certain of their security-related duties under chapter XI-2 and this Part of the Code with the exception of:

- 4.3.1** setting of the applicable security level;
- 4.3.2** approving a port facility security assessment and subsequent amendments to an approved assessment;
- 4.3.3** determining the port facilities which will be required to designate a port facility security officer;
- 4.3.4** approving a port facility security plan and subsequent amendments to an approved plan;
- 4.3.5** exercising control and compliance measures pursuant to regulation XI-2/9; and
- 4.3.6** establishing the requirements for a Declaration of Security

**4.4** Contracting Governments shall, to the extent they consider appropriate, test the effectiveness of the ship security plans or the port facility security plans or of amendments to such plans they have approved, or, in the case of ships, of plans which have been approved on their behalf.

### **14 Port Facility Security**

**14.1** A port facility is required to act upon the security levels set by the Contracting Government within whose territory it is located. Security measures and procedures shall be applied at the port facility in such a manner as to cause a minimum of interference with, or delay to, passengers, ship,

ship's personnel and visitors, goods and services.

**14.2** At security level 1, the following activities shall be carried out through appropriate measures in all port facilities taking into account the guidance given in part B of this Code, in order to identify and take preventive measures against security incidents:

- 14.2.1** ensuring the performance of all port facility security duties;
- 14.2.2** controlling access to the port facility;
- 14.2.3** monitoring of the port facility, including anchoring and berthing area(s) ;
- 14.2.4** monitoring restricted areas to ensure that only authorized persons have access;
- 14.2.5** supervising the handling of cargo ;
- 14.2.6** supervising the handling of ship's stores; and
- 14.2.7** ensuring that security communication is readily available.

**14.3** At security level 2, additional protective measures, specified in the port facility security plan, shall be implemented for each activity detailed in section 14.2, taking into account the guidance given in part B of this Code.

**14.4** At security level 3 further specific protective measures specified in the port facility security plan, shall be implemented for each activity detailed in section 14.2, taking into account the guidance given in part B of this Code.

**14.4.1** In addition, at security level 3, port facilities are required to respond to and implement any security instructions given by the Contracting Government within whose territory the port facility is located.

**14.5** When a port facility security officer is advised that a ship encounters difficulties in complying with the requirements of chapter XI-2 or this part or in implementing the appropriate measures and procedures as detailed in the ship security plan, and in the case of security level 3 following any security instructions given by the Contracting Government within whose territory the port facility is located, the port facility security officer and the ship security officer shall liaise and co-ordinate appropriate actions.

**14.6** When a port facility security officer is advised that a ship is at a security level which is higher than that of the port facility, the port facility security officer shall report the matter to the competent authority and shall liaise with the ship security officer and co-ordinate appropriate actions, if necessary.

## **15 Port Facility Security Assessment**

**15.1** The port facility security assessment is an essential and integral part of the process of developing and updating the port facility security plan.

**15.2** The port facility security assessment shall be carried out by the Contracting Government within whose territory the port facility is located. A Contracting Government may authorize a recognized security organization to carry out the port facility security assessment of a specific port facility located within its territory.

**15.2.1** When the port facility security assessment has been carried out by a recognized security organization, the security assessment shall be reviewed and approved for compliance with this section by the Contracting Government within whose territory the port facility is located.

**15.3** The persons carrying out the assessment shall have appropriate skills to evaluate the security of the port facility in accordance with this section, taking into account the guidance given in part B of this Code.

**15.4** The port facility security assessments shall periodically be reviewed and updated, taking account of changing threats and/or minor changes in the port facility, and shall always be reviewed and updated when major changes to the port facility take place.

**15.5** The port facility security assessment shall include, at least, the following elements:

**15.5.1** identification and evaluation of important assets and infrastructure it is important to protect;

**15.5.2** identification of possible threats to the assets and infrastructure and the likelihood of their occurrence, in order to establish and prioritize security measures;

**15.5.3** identification, selection and prioritization of countermeasures and procedural changes and their level of effectiveness in reducing vulnerability; and

**15.5.4** identification of weaknesses, including human factors, in the infrastructure, policies and procedures.

**15.6** The Contracting Government may allow a port facility security assessment to cover more than one port facility if the operator, location, operation, equipment, and design of these port facilities are similar. Any Contracting Government which allows such an arrangement shall communicate to the Organization particulars thereof.

**15.7** Upon completion of the port facility security assessment, a report shall be prepared, consisting of a summary of how the assessment was conducted, a description of each vulnerability found during the assessment and a description of countermeasures that could be used to address each vulnerability. The report shall be protected from unauthorized access or disclosure .

## **16 Port Facility Security Plan**

**16.1** A port facility security plan shall be developed and maintained, on the basis of a port facility security assessment for each port facility, adequate for the ship/port interface. The plan shall make provisions for the three security levels, as defined in this Part of the Code.

**16.1.1** Subject to the provisions of section 16.2, a recognized security organization may prepare the port facility security plan of a specific port facility.

**16.2** The port facility security plan shall be approved by the Contracting Government in whose territory the port facility is located.

**16.3** Such a plan shall be developed taking into account the guidance given in part B of this Code and shall be in the working language of the port facility. The plan shall address, at least, the following:

- 16.3.1** measures designed to prevent weapons or any other dangerous substances and devices intended for use against persons, ships or ports, and the carriage of which is not authorized, from being introduced into the port facility or on board a ship;
- 16.3.2** measures designed to prevent unauthorized access to the port facility, to ships moored at the facility, and to restricted areas of the facility;
- 16.3.3** procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the port facility or ship/port interface;
- 16.3.4** procedures for responding to any security instructions the Contracting Government in whose territory the port facility is located may give at security level 3;
- 16.3.5** procedures for evacuation in case of security threats or breaches of security;
- 16.3.6** duties of port facility personnel assigned security responsibilities and of other facility personnel on security aspects;
- 16.3.7** procedures for interfacing with ship security activities;
- 16.3.8** procedures for the periodic review of the plan and updating;
- 16.3.9** procedures for reporting security incidents;
- 16.3.10** identification of the port facility security officer, including 24-hour contact details;
- 16.3.11** measures to ensure the security of the information contained in the plan;
- 16.3.12** measures designed to ensure effective security of cargo and the cargo handling equipment at the port facility;
- 16.3.13** procedures for auditing the port facility security plan;
- 16.3.14** procedures for responding in case the ship security alert system of a ship at the

port facility has been activated; and

- 16.3.15** procedures for facilitating shore leave for ship's personnel or personnel changes, as well as access of visitors to the ship, including representatives of seafarers' welfare and labour organizations .

**16.4** Personnel conducting internal audits of the security activities specified in the plan or evaluating its implementation shall be independent of the activities being audited unless this is impracticable due to the size and the nature of the port facility.

**16.5** The port facility security plan may be combined with, or be part of, the port security plan or any other port emergency plan or plans.

**16.6** The Contracting Government in whose territory the port facility is located shall determine which changes to the port facility security plan shall not be implemented unless the relevant amendments to the plan are approved by them.

**16.7** The plan may be kept in an electronic format. In such a case, it shall be protected by procedures aimed at preventing its unauthorized deletion, destruction or amendment.

**16.8** The plan shall be protected from unauthorized access or disclosure.

**16.9** Contracting Governments may allow a port facility security plan to cover more than one port facility if the operator, location, operation, equipment, and design of these port facilities are similar. Any Contracting Government which allows such an alternative arrangement shall communicate to the Organization particulars thereof.

## **17 Port Facility Security Officer**

**17.1** A port facility security officer shall be designated for each port facility. A person may be designated as the port facility security officer for one or more port facilities.

**17.2** In addition to those specified elsewhere in this Part of the Code, the duties and responsibilities of the port facility security officer shall include, but are not limited to:

- 17.2.1** conducting an initial comprehensive security survey of the port facility, taking into account the relevant port facility security assessment;
- 17.2.2** ensuring the development and maintenance of the port facility security plan;
- 17.2.3** implementing and exercising the port facility security plan;
- 17.2.4** undertaking regular security inspections of the port facility to ensure the continuation of appropriate security measures;



- 17.2.5** recommending and incorporating, as appropriate, modifications to the port facility security plan in order to correct deficiencies and to update the plan to take into account relevant changes to the port facility;
- 17.2.6** enhancing security awareness and vigilance of the port facility personnel;
- 17.2.7** ensuring adequate training has been provided to personnel responsible for the security of the port facility;
- 17.2.8** reporting to the relevant authorities and maintaining records of occurrences which threaten the security of the port facility;
- 17.2.9** co-ordinating implementation of the port facility security plan with the appropriate Company and ship security officer(s);
- 17.2.10** co-ordinating with security services, as appropriate;
- 17.2.11** ensuring that standards for personnel responsible for security of the port facility are met;
- 17.2.12** ensuring that security equipment is properly operated, tested, calibrated and maintained, if any; and
- 17.2.13** assisting ship security officers in confirming the identity of those seeking to board the ship when requested.

**17.3** The port facility security officer shall be given the necessary support to fulfil the duties and responsibilities imposed by chapter XI-2 and this Part of the Code.

## **18 Training, Drills and Exercises on Port Facility Security**

**18.1** The port facility security officer and appropriate port facility security personnel shall have knowledge and have received training, taking into account the guidance given in part B of this Code.

**18.2** Port facility personnel having specific security duties shall understand their duties and responsibilities for port facility security, as described in the port facility security plan, and shall have sufficient knowledge and ability to perform their assigned duties, taking into account the guidance given in part B of this Code.

**18.3** To ensure the effective implementation of the port facility security plan, drills shall be carried out at appropriate intervals, taking into account the types of operation of the port facility, port facility personnel changes, the type of ship the port facility is serving and other relevant circumstances, taking into account guidance given in part B of this Code.

**18.4** The port facility security officer shall ensure the effective co-ordination and implementation of the port facility security plan by participating in exercises at appropriate intervals, taking into account the guidance given in part B of this Code.

## Appendix 14.6.2 Detailed Information on United States CSI and 24-Hour Rule

### (1) Container Security Initiative (CSI)

United States Customs are introducing the Container Security Initiative, which is based on an idea to extend the zone of security outward so that American borders are the last line of defense, not the first. High-risk maritime cargo containers are identified and examined for weapons of mass destruction at foreign ports before they are shipped to the United States. The ports having container trade with United States may come under the influence of CSI.

The Container Security Initiative consists of four core elements. These are:

- (a) establishing security criteria to identify high-risk containers;
- (b) pre-screening containers before they arrive at U.S. ports;
- (c) using technology to pre-screen high-risk containers; and
- (d) developing and using smart and secure containers.

The fundamental objective of the CSI is to first engage at the top 20 foreign ports (\*1) that send highest volumes of container traffic into the United States, as well as the governments in these locations, in a way that will facilitate detection of potential problems at their earliest possible opportunity.

At present, US customs have reached an agreement with all government of 20 ports. The countries which have decided to participate in CIS are Canada, Holland, Germany, Belgium, France, England, Italy, Spain, Singapore, China, Hong Kong, Taiwan, Korea, Japan and Thailand. Besides except the objective countries stated as above, Sweden and Malaysia have committed to participate in CSI as well. In the second stage, the objectives of CSI will be expanded to include Islamic area.

### (2) 24-Hour Advanced Manifest Rule (24 -Hour Rule)

Effective December 2, 2002, US customs notified that shipping companies and/or NVOCCs must submit a cargo declaration 24 hours before export cargo for US is laden aboard the vessel at a foreign port. It is called "24-Hour Advanced Manifest Rule (24 -Hour Rule)" and US customs has started to apply since February 2 2003. Different from CSI, this rule applies to all ports which have export containers to US without exception.

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\*1 Top 20 foreign ports are consist of (1) Hong Kong, China (2) Shanghai, China (3) Singapore, Singapore (4) Kaosihung, Taiwan (5) Rotterdam, Holland (6) Pusan, Korea (7) Bremenhaven, Germany (8) Tokyo, Japan (9) Genova, Italy (10) Yantian, China, (11) Antwerp, Belgium (12) Nagoya, Japan (13) Le Harve, France (14) Hamburg, Germany (15) La Spezia, Italy (16) Felixstowe, England (17) Algeciras, Spain (18) Kobe, Japan (19) Yokohama, Japan (20) Laem Chabang, Thailand

In general, the 24-Hour Rule makes the following points:

- (1) The rule is in effect as of December 2, 2002
- (2) The Foreign Port is the port at which the cargo is loaded to the mother vessel bound for the U.S.
- (3) The scope of this rule includes cargo destined for the U.S. as well as Foreign Remain On Board (FROB) cargo.
- (4) Carriers will have to transmit cargo declarations to US Customs a minimum of 24 hours prior to commencement of loading cargo at the port of load.
- (5) Carriers will establish advance documentation cut off deadlines of 48 to 72 hours of vessel arrival in order to comply with the regulation.
- (6) Customs will notify carriers only for those shipments, which do not have permission to load.
- (7) Carriers who load cargo without submitting documentation 24 hours prior to loading will receive fines and risk extraordinary delays of their vessels.
- (8) Cargo descriptions must be precise. "FAK" or "Machinery" will no longer be accepted by Customs.

In addition to the manifest, following data of all export cargoes to US should be notice to Customs;

- (i) The last foreign port prior to departing for US.
- (ii) The first port where the carrier takes possession of the cargo.
- (iii) The foreign port the cargo is laden on board the vessel.
- (iv) The carrier SCAC code. ( SCAC: Standard Carrier Alpha Code )
- (v) The vessel name, country documentation and official vessel number.
- (vi) The carrier assigned voyage number.
- (vii) The date the vessel is schedule to arrive at the first US port in Customs territory.
- (viii) A precise description or HTS # and weight of cargo. For sealed containers then the shipper's declared description and weight of cargo.
- (ix) The numbers and quantities from the carrier ocean BL. This means the lowest external packaging unit. Container and pallets are not accepted manifest quantities.
- (x) Container numbers and Seal numbers for all seals affixed to the container.
- (xi) Shipper's complete name and address.

## **Appendix 14.7 Port Statistics**

### **Appendix 14.7.1 Related Organization on Statistics in the Philippines**

#### **(1) National Statistics Office (NSO)**

The National Statistics Office (NSO) was first called Bureau of the Census and Statistics (BCS) when Commonwealth Act (C.A.) No. 591 was approved on August 19, 1940. Executive Order No. 314 transferred to the BCS the powers, functions, duties, personnel, appropriations, property and records of other statistical agencies effective January 1, 1941. Among these were the functions of the Division of Labor Statistics of the Department of Labor and of the Section of Vital Statistics of the Bureau of Health, Department of Instruction.

Also transferred to the BCS were positions and employees of the following agencies:

- Division of Statistics of the Department of Agriculture and Commerce;
- Statistical Division of the Bureau of Customs;
- General Civil Registry Division of the National Library;
- Division of Labor Statistics of the Department of Labor; and
- Section of Vital Statistics of the Bureau of Health.

Presidential Decree No. 418 issued on March 20, 1974 reconstituted the BCS into a new agency known as the National Census and Statistics Office (NCSO) under the administrative supervision of the National Economic and Development Authority (NEDA).

In 1987, by virtue of Executive Order No. 121 entitled "Reorganizing and Strengthening the Philippine Statistical System and for Other Purposes," the NCSO was renamed National Statistics Office (NSO) and was placed under the Office of the President.

Executive Order No. 149 dated December 28, 1993 was issued by the Office of the President entitled "Streamlining of the Office of the President." By virtue of this order, the NSO was placed again under the administrative supervision of the NEDA for effective policy and program coordination and integration.

#### **(2) National Statistical Coordination Board (NSCB)**

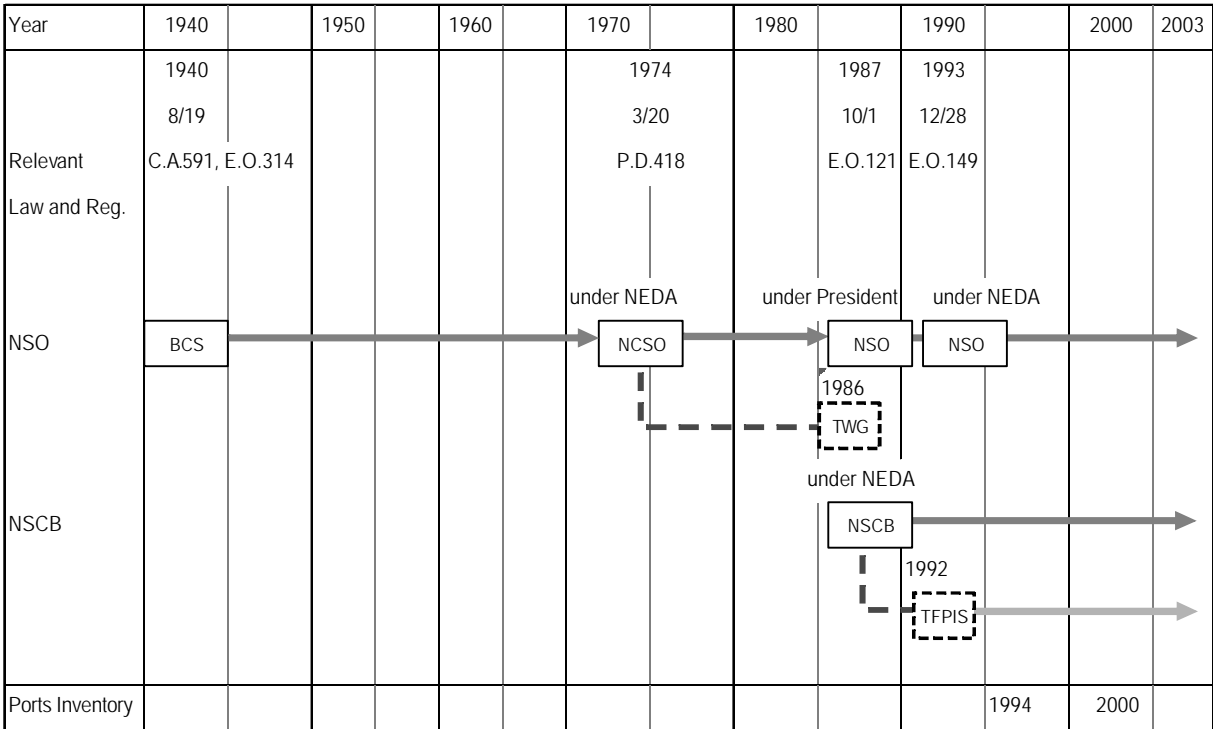
The National Statistical Coordination Board (NSCB) was created under Executive Order No. 121 issued on January 30, 1987 as the highest policy-making and coordinating agency on statistical matters in the Philippines. The NSCB is composed of the following organizations shown in Table A14.7.1. The major goal of the NSCB is to promote the independence, objectivity, integrity, relevance and responsiveness of the Philippine Statistical System (PSS). The details are described in a latter section.

Foremost among the objectives of the NSCB is to develop an orderly PSS capable of providing

timely, accurate, relevant, and useful data for the government and the public for planning and decision-making. The powers and functions of the NSCB as defined under Section 5 of Executive Order No. 121, which was issued on January 30, 1987, are as follows:

- Promote and maintain an efficient statistical system in the government;
- Formulate policies on all matters relating to government statistical operations;
- Recommend executive and legislative measures to enhance the development and efficiency of the system, including the internal structure of statistical agencies;
- Establish appropriate mechanism for statistical coordination at the regional, provincial and city levels;
- Approve the Philippine Statistical Development Program;
- Allocate statistical responsibilities among government agencies by designating the statistics to be collected by them, including their periodicity and content;
- Review budgetary proposals involving statistical operations and submit an integrated budget for the Philippine Statistical System (PSS) to the Department of Budget and Management (DBM);
- Review and clear, prior to release, all funds for statistical operations;
- Develop, prescribe and maintain appropriate framework for the improvement of statistical coordination; and Prescribe uniform standards and classification systems in government statistics.

The NSCB does not engage directly in any basic data collection activity, and the Executive Order further provides that the decisions of the NSCB on statistical matters shall be final and executory.



Source: JICA Study Team based on the NSCB website

Figure A14.7.1 Relationship between NSO and NSCB and Relevant Information

Table A14.7.1 Members of NSCB

Chairman:	Director General, National Economic Development Authority and Secretary of Socioeconomic Planning
Vice Chairman:	Undersecretary Department of Budget and Management
Members:	<p>Undersecretaries of the:</p> <ul style="list-style-type: none"> <li>Department of Agrarian Reform (DAR)</li> <li>Department of Agriculture (DA)</li> <li>Department of Education, Culture and Sports (DECS)</li> <li>Department of Energy (DOE)</li> <li>Department of Environment and Natural Resources (DENR)</li> <li>Department of Finance (DOF)</li> <li>Department of Foreign Affairs (DFA)</li> <li>Department of Health (DOH)</li> <li>Department of the Interior and Local Government (DILG)</li> <li>Department of Justice (DOJ)</li> <li>Department of Labor and Employment (DOLE)</li> <li>Department of National Defense (DND)</li> <li>Department of Public Works and Highways (DPWH)</li> <li>Department of Science and Technology (DOST)</li> <li>Department of Social Welfare and Development (DSWD)</li> <li>Department of Tourism (DOT)</li> <li>Department of Trade and Industry (DTI)</li> <li>Department of Transportation and Communications (DOTC)</li> <li>Deputy Governor, Bangko Sentral ng Pilipinas (BSP)</li> <li>Secretary General, National Statistical Coordination Board (NSCB)</li> <li>Administrator, National Statistics Office (NSO)</li> <li>Executive Director, Statistical Research and Training Center (SRTC)</li> <li>Governor or City Mayor nominated by the League of Governors and City Mayors</li> <li>Private sector representative: Philippine Chamber of Commerce and Industry (PCCI)</li> </ul>

Source: NSCB

### (3) Philippine Statistical System (PSS)

The PSS is the government-wide system of providing statistical information and services to the public. The present system as defined in Executive Order No.121 consists of the statistical organizations at all administrative levels, the personnel therein and the national statistical program. These organizations can be divided into four functions such as "policy-making and coordinating body", "Data Producer", "Data Suppliers / Respondents", and "Training, Education and Research

Institutions ". Port authorities are considered as Data Supplier. Details of these four functions are described in the following.

## **Appendix 14.7.2 Detail Functions of Philippine Statistical System (PSS)**

### (1) Policy-Making and Coordination Body

#### *National Statistical Coordinating Board (NSCB)*

NSCB formulates policies, delineates responsibilities, sets priorities and standards on statistics and administers the one-stop statistical information center. It also maintains multi-sectoral frameworks / indicator systems to keep track of the economy and the socio-economic status of the people such as the Philippine System of National Accounts and Poverty Statistics. It provides links and fora for coordination between and among these key players. It also serves as the statistical clearing house and liaison for international statistical matters.

### (2) Data Producers

#### *National Statistics Office (NSO )*

NSO produces general-purpose statistics. The NSO generates data on population, housing, agriculture, fisheries, business, industry, prices and households through periodic censuses and sample surveys. It also processes and compiles administrative-based transportation statistics on domestic and foreign trade, business permits and vital statistics from the civil registration system.

#### *Bureau of Agricultural Statistics (BAS)*

BAS produces agricultural statistics. The BAS generates statistics on crop production, prices of agricultural commodities, volume and value of livestock traded, farm income and expenditure, farming systems, agricultural finance, through sample surveys.

#### *Bureau of Labor and Employment Statistics (BLES)*

BLES produces labor statistics. The BLES generates establishment-based labor data, such as labor turnover, labor practices, organizations, occupational injuries and illnesses and wage rates.

### (3) Data Providers / Respondents

Collection of data is done either through sample surveys, censuses or reporting forms. Respondents can be individuals, households, business establishments/enterprises, government or non-government institutions. The extent and quality of data supplied by the respondents critically affect the quality of statistics produced by the data producers. To strengthen the relationship with the respondents, the data producers conduct dialogues and communication programs to advocate support to data

collection activities.

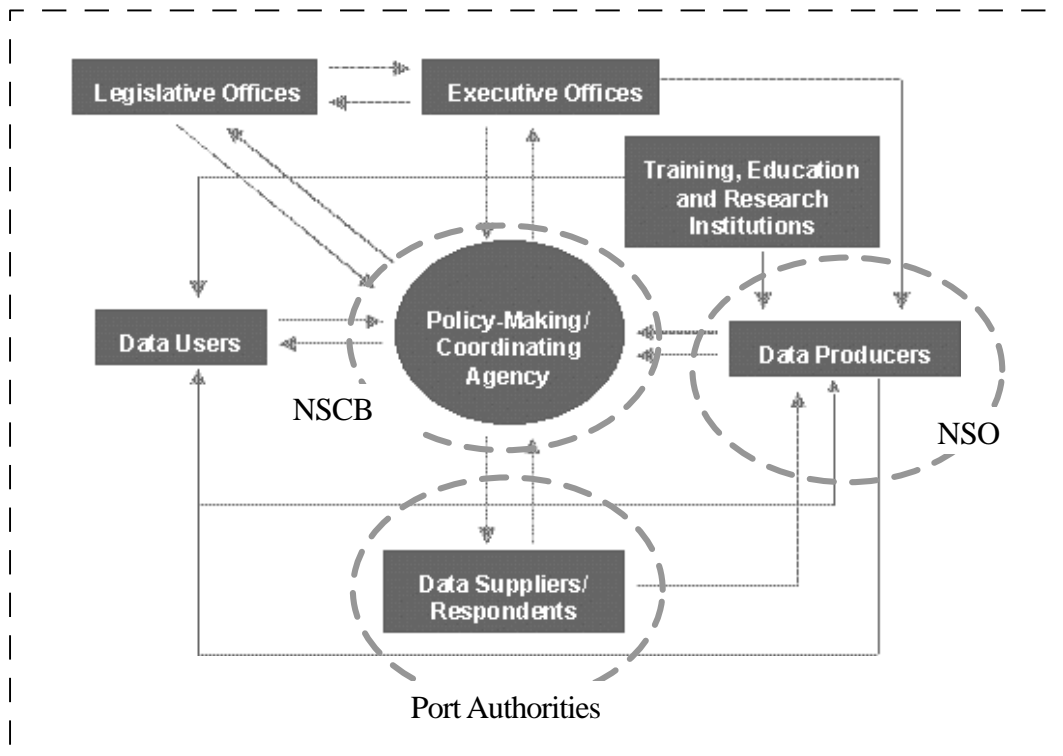
(4) Statistical Training, Education and Research Institutions

*Statistical Research and Training Center (SRTC)*

SRTC conducts short-term courses in statistics and related fields and researches to enhance existing methodologies, concepts and systems used in statistical operations as a training and research arm of the PSS.

*Academe*

On human resource supply, the PSS relies on the academe offering statistics courses such as the University of the Philippines' School of Statistics and Institute of Statistics, and the Polytechnic University of the Philippines. The academe also participates in the conduct of statistical research.



Source: NSCB

Figure A14.7.2 Structure of Philippine Statistical System

**Appendix 14.7.3 Concept and Methodology of Ports Inventory Statistics**

(1) Concept of Ports Inventory Statistics

The Inventory covers all ports catering to water-borne commerce. A port is defined as a place where



ships may anchor or tie up for the purpose of shelter, repair, loading or discharge of cargo, or for other such activities connected with water-borne commerce, and including all the land and water areas and the structures, equipment and facilities related to these functions.

The Inventory is prepared by region, and by province. The ports in a particular province are enumerated alphabetically with the location, classification and status cited.

#### *Location*

Name of the municipality where the port is situated is listed. If the barangay location is known, the name of the barangay is cited.

#### *Classification of Ports Inventory*

Prior to the inventory, the various agencies concerned adopted their own schemes of classification. For instance, the PPA classified its ports into: "base ports", "terminal ports", and "other government ports". On the other hand, The PFDA adopted the classification such as "municipal fishing", "commercial fishing", and "multipurpose fishing".

For purposes of the inventory and for consistency in classification, ports were classified according to general purpose, regardless of the agency-in-charge. The following categories were adopted:

#### Commercial Private

Ports which are owned and operated by private entities, constructed primarily to serve the needs of the owners.

#### Commercial Public

Ports which are owned and operated by the government, constructed primarily to serve the needs of the general public, and which generally cater to vessels of more than 30 tonnage.

#### Fishing

Ports which are owned and operated by the government or private entities, constructed primarily to serve the fishing industry, either within the area, or may be regional in scope, serving as the main collection and distribution center for fish.

#### Feeder

Ports which are owned and operated by the government, constructed primarily to provide linkages among neighboring small islands and nearby urban centers. This port generally caters to small passenger and fishing boats.

A commercial public port which is also used for fishing purposes, is listed only once in the inventory as a commercial public port. A feeder port which is also used for fishing purposes is

classified as a fishing port.

### *Status*

Ports are classified as to whether operational or non-operational. Operational ports are those which are still being used. Non-operational ports are ports which although existing are not utilized

## (2) Methodology of Ports Inventory Statistics

The Task Force gathered all existing individual listings (as of 1991) of ports by concerned agencies, i.e., DPWH, PFDA, PPA, DOTC-PMO-Ports and BC. Using computer database software, these individual lists were consolidated, and then disaggregated by region and by province. Regional listings were then sent to the corresponding Regional Offices of the DPWH for validation and all of listed ports were sought in the follow-up of the validated lists with assistance of the NSCB Regional Units in the various regions. Updated lists of the various agencies as of 1994 were also used in further validating and updating the consolidated list. The TF also relied on actual knowledge of the place by the TF members during the validation stage. Succeeding updates on the 1994 Inventory of Ports (1996, 1997, 1998 and 1999) which contain additional ports only during the year were prepared thru the submissions made by member agencies of TFPIS. These annual updates were consolidated to come up with an initial master list of ports as of 1999.

The initial master list includes additional ports from 1995 to 1999 aside from those identified in the 1994 Inventory of Ports. Validation was afterwards carried out with respect to location, classification and status of all ports to come up with 2000 Quinquennial Inventory of Ports. The existence, classification and status of each port were verified through ocular inspections made by the DPWH. Non existent ports were identified and deleted from the master list and the actual condition or status of the ports were reflected as to whether operational and non-operational. The results of the ocular inspections were also further discussed and matched with the central office list and later approved by the members of the Task Force in its meeting on July 19, 2000. NSCB released "2000 Quinquennial Inventory of Ports" in December 2002. The number of existing ports in the Philippines is shown in Table A14.7.2, as of December 2001.

**Appendix 14.7.4 Detailed Data on Ports Inventory Statistics**

**Table A 14.7.2 Number of Ports by Classification and Status, by Region (As of Dec 1999)**

Region	Classification						Status								
	Total	Fishing	Feeder	Commercial		Total	Operational			Non-Operational					
				Private	Public		Fishing	Feeder	C.Private	C.Public	Total	Fishing	Feeder	C.Private	C.Public
Total in the Philippines	1,592	462	224	539	367	1,459	421	215	480	343	133	41	9	59	24
NCR National Capital Region	71	3	-	64	4	66	3	-	59	4	5	-	-	5	-
1 Ilocos Region	45	19	6	9	11	40	17	6	7	10	5	2	-	2	1
2 Cagayan Valley	40	24	7	4	5	35	22	7	1	5	5	2	-	3	-
3 Central Luzon	60	18	4	28	10	51	16	4	23	8	9	2	-	5	2
4 Southern Tagalog	278	81	61	60	76	250	72	60	50	68	28	9	1	10	8
5 Bicol Region	119	61	7	20	31	109	58	6	14	31	10	3	1	6	-
6 Western Visayas	152	49	11	68	24	152	49	11	68	24	-	-	-	-	-
7 Central Visayas	180	44	20	73	43	162	38	19	65	40	18	6	1	8	3
8 Eastern Visayas	150	40	26	43	41	136	35	23	42	36	14	5	3	1	5
9 Western Mindanao	84	21	5	22	36	81	21	5	20	35	3	-	-	2	1
10 Northern Mindanao	68	21	2	27	18	63	16	2	27	18	5	5	-	-	-
11 Southern Mindanao	105	18	6	61	20	97	17	6	55	19	8	1	-	6	1
12 Central Mindanao	40	10	-	22	8	38	8	-	22	8	2	2	-	-	-
13 Caraga	153	35	56	32	30	132	31	53	21	27	21	4	3	11	3
ARMM	47	18	13	6	10	47	18	13	6	10	-	-	-	-	-

Source: NSCB 2000 Inventory of Ports, an output of the Task Force on Ports Inventory composed of the PPA, PFDA, DOTC PMO-Ports Project, DPWH, NSO and NSCB.

\*ARMM = Autonomous Region in Muslim Mindana

**REPUBLIC OF THE PHILIPPINES**  
NATIONAL STATISTICAL COORDINATION BOARD  
Makati City, 2000

# **2000 QUINQUENNIAL INVENTORY OF PORTS**

(As of December 1999)

In Cooperation with

Philippine Ports Authority (PPA)  
Department of Public Works and Highways (DPWH)  
Philippine Fisheries Development Authority (PFDA)  
Department of Transportation and Communications/Project Management Office  
For Ports Project (DOTC/PMO Ports)  
National Statistics Office (NSO)

This Publication entitled **2000 Quinquennial Inventory of Ports** was compiled and consolidated by the Economic Sectors B Division of the Statistical Programs and Resource Management Office (SPRMO) of the National Statistical Coordination Board (NSCB).

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- The Countryside in Figures (as of October 1999)
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- Inventory of Airports (as of July 2000)
- Gross Regional Domestic Product, 1997-1999
- Regional Social and Economic Trends (RSET), 1998
  - Region I (RSET 1)
  - Region V (RSET 5)
  - Region VI (RSET 6)
  - Region VIII (RSET 8)
  - Region IX (RSET 9)
  - Region XII (RSET 12)
- Food Balance Sheet of the Philippines: 1996-1998
- Asian Regional Section, International Conference on Statistical Computing, 1998
- Philippine Poverty Statistics, 1997
- Gross Regional Domestic Expenditure, 1994-1996
- Input-Output Accounts, 1994
- Sixth National Convention on Statistics: 1996
- Statistical Report on Children and Women, 1992
- Women and Men in the Philippines, 1999 Statistical Handbook
- Directory of Selected Statistical Terms
- Manual on the Preparation of Statistical Project Proposals
- Philippine Standard Commodity Classification, Rev.2 1993
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- Definition of Terms and Concepts Used in the RSET
- Registry of Top Foreign Direct Investment Enterprises in the Philippines

## SERVICES

- Coordination of inter-agency concerns
- Coordination of subnational statistical systems
- Statistical survey review and clearance system
- Development of statistical standards
- Designation of statistics
- Data requests
- Technical services
- Advocacy for statistical awareness
- One-Stop Statistical Information Service
- On line statistical service thru the Internet ([www.nscb.gov.ph](http://www.nscb.gov.ph))

## FOREWORD

In a country consisting of about 7,100 islands, port infrastructure provides a vital link that facilitates inter-island travel and trade. Hence, there is a need for a consolidated list of all ports existing in the country to guide businessmen as well as domestic travellers in the archipelago. This need was first identified in the 1986 Report of the Special Committee to Review the Philippine Statistical System. In 1992, the National Statistical Coordination Board (NSCB), created the Task Force on Ports Inventory Statistics (TFPIS) through NSCB Memorandum Order No. 1, series of 1992. The primary objectives of the Task Force were a) to reconcile the lists of ports used by various agencies; b) to come up with a single inventory of ports existing in the country; and c) to devise an appropriate arrangement for updating said inventory.

This inventory entitled 2000 Quinquennial Inventory of Ports prepared by the TFPIS, covers all existing ports in the country catering to water borne commerce, listed alphabetically with their corresponding location, classification and status which are further disaggregated by region, province and municipality. This is the second comprehensive inventory on ports done by the NSCB-based TFPIS; the first was conducted in 1994. Ports inventory statistics serve as a vital input in formulating development programs to enhance not only the trade sector but also the transport sector. Information on the regional patterns of production and consumption of commodities between ports provides a basis for programming the transport network and regional industrial development programs of the government.

This inventory is a result of the wholehearted support and cooperation extended by the Philippine Ports Authority (PPA), the Philippine Fisheries Development Authority (PFDA), the Department of Public Works and Highways (DPWH), the Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO for Ports), and the National Statistics Office (NSO). The NSCB is deeply indebted to the Task Force members who have given their time and untiring support in the preparation of the inventory. Special thanks are extended to the DPWH regional offices for conducting ocular inspection of the ports and active participation in the validation process. Finally, we wish to thank the heads of agencies concerned, for their full support in the various stages of work and for their concern in the successful completion of the inventory.

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## HIGHLIGHTS

As of December 1999, the total number of seaports in the country reached 1,592 as compared with the 1994 level of 1,312, increasing at an annual growth rate of 3.9 percent (Table 1). Out of the total existing ports in the country, 539 ports or 57.0 percent were commercial ports, 462 ports or 29.0 percent were fishing ports while 224 or 14.0 percent were feeder ports. The country has more private commercial ports than public commercial ports. There were at least 2 private commercial ports for every public commercial port in the country.

Status-wise, about 1,459 or 92.0 percent of the total number of ports in 1999 were operational while only 133 or 8.0 percent were non-operational. Out of the total number of operational ports, 33 percent (480) were commercial private ports, 29 percent (421) were fishing ports, 24 percent (343) were commercial public ports and 15 percent (215) were feeder ports. Total operational ports in the country increased by 3.5 percent per annum from 1994 to 1999. Based on the field validation conducted by DPWH, the feeder ports posted the highest average annual growth rate at 5.8 percent followed by the commercial private ports at 5.2 percent and the commercial public ports at 2.8 percent. Meanwhile, the fishing ports recorded the smallest growth rate at 1.2 percent per annum between 1994 to 1999 as more fishing ports have been converted into commercial private or public ports.

Based on the latest inventory, six regions passed the 100-point mark with Region IV leading the pack with the most number of operational ports at 250 ports (Table 2). Region IV also posted the most number of operational commercial public, fishing, and feeder ports in the country at 250 ports. Next in rank were Region VII (162 ports), Region VI (152 ports), Region VIII (136 ports), Region XIII (132 ports) and Region V (109 ports). All ports located in Regions VI and ARMM are operational. On the other hand, there were no feeder ports found in Regions I and XII at the time of the count.

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**Table 1. DISTRIBUTION OF PORTS, BY CLASSIFICATION AND BY STATUS  
1994 and 1999**

	1994	1999	Percent to Total	Average Annual Growth Rate
<b>TOTAL</b>	<b>1,312</b>	<b>1,592</b>	<b>100.0</b>	<b>3.9</b>
Fishing	427	462	29.0	1.6
Feeder	168	224	14.1	5.9
Commercial, Private	408	539	33.9	5.7
Commercial, Public	309	367	23.1	3.5
<b>Operational</b>	<b>1,230</b>	<b>1,459</b>	<b>91.6</b>	<b>3.5</b>
Fishing	397	421	26.4	1.2
Feeder	162	215	13.5	5.8
Commercial, Private	372	480	30.2	5.2
Commercial, Public	299	343	21.5	2.8
<b>Non-Operational</b>	<b>82</b>	<b>133</b>	<b>8.4</b>	<b>10.1</b>
Fishing	30	41	2.6	6.4
Feeder	6	9	0.6	8.4
Commercial, Private	36	59	3.7	10.4
Commercial, Public	10	24	1.5	19.1

Source: DPWH, DOTC-PMO Ports, PPA, and PFDA

**Table 2. DISTRIBUTION OF OPERATIONAL PORTS BY REGION AND BY CLASSIFICATION**  
1999

	Fishing	Feeder	Commercial		Total	Percent to Total (%)
			Private	Public		
<b>TOTAL</b>	<b>421</b>	<b>215</b>	<b>480</b>	<b>343</b>	<b>1,459</b>	<b>100.0</b>
NCR	3	0	59	4	66	4.5
Region I	17	6	7	10	40	2.7
Region II	22	7	1	5	35	2.4
Region III	16	4	23	8	51	3.5
Region IV	72	60	50	68	250	17.1
Region V	58	6	14	31	109	7.5
Region VI	49	11	68	24	152	10.4
Region VII	38	19	65	40	162	11.1
Region VIII	35	23	42	36	136	9.3
Region IX	21	5	20	35	81	5.6
Region X	16	2	27	18	63	4.3
Region XI	17	6	55	19	97	6.6
Region XII	8	0	22	8	38	2.6
Region XIII	31	53	21	27	132	9.0
ARMM	18	13	6	10	47	3.2

Source: DPWH, DOTC-PMO Ports, PPA and PFDA

**Table 3a. Distribution of Ports by Region, by Classification and by Status**  
As of December 1999

Region	Total	Classification				Status	
		Fishing	Feeder	Commercial		Operational	Non-Operational
				Private	Public		
<b>TOTAL</b>	<b>1,592</b>	<b>462</b>	<b>224</b>	<b>539</b>	<b>367</b>	<b>1,459</b>	<b>133</b>
NCR	71	3		64	4	66	5
Region I	45	19	6	9	11	40	5
Region II	40	24	7	4	5	35	5
Region III	60	18	4	28	10	51	9
Region IV	278	81	61	60	76	250	28
Region V	119	61	7	20	31	109	10
Region VI	152	49	11	68	24	152	0
Region VII	180	44	20	73	43	162	18
Region VIII	150	40	26	43	41	136	14
Region IX	84	21	5	22	36	81	3
Region X	68	21	2	27	18	63	5
Region XI	105	18	6	61	20	97	8
Region XII	40	10	0	22	8	38	2
Region XIII	153	35	56	32	30	132	21
ARMM	47	18	13	6	10	47	0

Source of Basic Data: Philippine Ports Authority (PPA), Philippine Fisheries Development Authority (PFDA), Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO Ports) and the Department of Public Works and Highways (DPWH)



**Table 3b. Distribution of Ports by Region and by Province  
As of December 1999**

Region	Province	Number of Ports
<b>TOTAL</b>	<b>PHILIPPINES</b>	<b>1,592</b>
NCR	<i>Total</i>	<b>71</b>
I - Ilocos Region	<i>Total</i>	<b>45</b>
	Ilocos Sur	13
	Ilocos Norte	3
	La Union	14
	Pangasinan	15
II - Cagayan Valley	<i>Total</i>	<b>40</b>
	Batanes	4
	Cagayan	28
	Isabela	8
III - Central Luzon	<i>Total</i>	<b>60</b>
	Bataan	37
	Bulacan	9
	Zambales	14
IV - Southern Tagalog	<i>Total</i>	<b>278</b>
	Aurora	3
	Batangas	48
	Cavite	6
	Laguna	10

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Region	Province	Number of Ports
	Marinduque	23
	Occidental Mindoro	8
	Oriental Mindoro	21
	Palawan	60
	Quezon	46
	Rizal	36
	Romblon	17
V - Bicol Region	<i>Total</i>	<b>119</b>
	Albay	29
	Camarines Norte	14
	Camarines Sur	30
	Catanduanes	12
	Masbate	21
	Sorsogon	13
VI - Western Visayas	<i>Total</i>	<b>152</b>
	Aklan	12
	Antique	4
	Capiz	11
	Guimaras	14
	Iloilo	31
	Negros Occidental	80
VII - Central Visayas	<i>Total</i>	<b>180</b>
	Bohol	44
	Cebu	104
	Negros Oriental	25
	Siquijor	7

Table 3c. Number of Additional Ports by Region, by Classification and by Status  
1999

Region	Total	Classification				Status	
		Fishing	Feeder	Commercial		Operational	Non-Operational
				Private	Public		
<b>TOTAL</b>	<b>105</b>	<b>32</b>	<b>21</b>	<b>33</b>	<b>19</b>	<b>97</b>	<b>8</b>
NCR	4			4		4	
Region I	1	1				1	
Region II	7	5	1		1	7	
Region III	8	5	2		1	8	
Region IV	18	4	4	4	6	15	3
Region V	3			2	1	3	
Region VI	0						
Region VII	28	6	7	14	1	24	4
Region VIII	11	6	2		3	11	
Region IX	9	2	4		3	9	
Region X	0						
Region XI	16	3	1	9	3	15	1

Source of Basic Data: Philippine Ports Authority (PPA), Philippine Fisheries Development Authority (PFDA), Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO Ports) and the Department of Public Works and Highways (DPWH)

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Region	Province	Number of Ports
VIII - Eastern Visayas	<b>Total</b>	<b>150</b>
	Biliran	9
	Leyte	48
	Southern Leyte	16
	Eastern Samar	21
	Northern Samar	26
	Samar (Western Samar)	30
IX - Western Mindanao	<b>Total</b>	<b>84</b>
	Basilan	13
	Zamboanga del Norte	18
	Zamboanga del Sur	53
X - Northern Mindanao	<b>Total</b>	<b>68</b>
	Camiguin	4
	Misamis Occidental	15
	Misamis Oriental	49
XI - Southern Mindanao	<b>Total</b>	<b>105</b>
	Compostela Valley	1
	South Cotabato	38
	Davao del Norte	11
	Davao Oriental	18
	Davao del Sur	28
	Sarangani	9

Region	Province	Number of Ports
XII - Central Mindanao	<b>Total</b>	<b>40</b>
	Cotobato City	9
	Lanao del Norte	19
	Marawi	4
	Sultan Kudarat	8
XIII - Caraga	<b>Total</b>	<b>153</b>
	Agusan del Norte	35
	Agusan del Sur	4
	Surigao del Norte	95
	Surigao del Sur	19
ARMM	<b>Total</b>	<b>47</b>
	Lanao del Sur	5
	Maguindanao	13
	Sulu	20
	Tawi-Tawi	9

Source of Basic Data: Philippine Ports Authority (PPA), Philippine Fisheries Development Authority (PFDA), Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO Ports) and the Department of Public Works and Highways (DPWH)

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Table 4. Number of Non-Existent Ports by Region, by Classification and by Status  
As of December 31, 1999

Region	Total	Classification				Status	
		Fishing	Feeder	Commercial		Operational	Non-Operational
				Private	Public		
<b>TOTAL</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>0</b>
Region I							
Region II							
Region III	2	1			1	2	
Region IV	1	1				1	
Region V	1			1		1	
Region VII	3	2			1	3	
Region IX	1			1		1	
Region XI	1			1		1	

Source of Basic Data: Philippine Ports Authority (PPA), Philippine Fisheries Development Authority (PFDA), Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO Ports) and the Department of Public Works and Highways (DPWH)

# **List of Ports by Region and by Province As of December 1999**

## **Summary of Tables**

Region: NATIONAL CAPITAL REGION (NCR)

No.	Port	Location	Classification	Status
1	A Chan Sugar Corporation	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
2	Allied Brown Chemicals, Inc.	Manila (Sta. Ana - Pasig River)	Commercial, Private	Operational
3	Anscor Transport Terminal	Manila (Paco - Pasig River)	Commercial, Private	Operational
4	Armco/Marsteel Company	Taguig - Pasig River	Commercial, Private	Operational
5	Asian Chemical, Inc.	Mandaluyong City - Pasig River	Commercial, Private	Operational
6	Atlantic Gulf & Pacific Company	Manila (Sta. Ana - Pasig River)	Commercial, Private	Operational
7	Bataan Shipyard & Engineering Co.	Manila (EIS Port Area)	Commercial, Private	Operational
8	Caltex (Philippines), Inc.	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
9	Central Vegetable Oil Company	Manila (Paco - Pasig River)	Commercial, Private	Operational
10	Chemical Industries of the Phils.	Pasig City (Kalawaan - Pasig River)	Commercial, Private	Operational
11	CIA Gral de Tabaros de Filipinas	Manila (Paco - Pasig River)	Commercial, Private	Operational
12	Commodity Transport Corporation	Mandaluyong City (Hulo - Pasig River)	Commercial, Private	Operational
13	Delta Milling Industries, Inc.	Quezon City (Libis - Marikina River)	Commercial, Private	Operational
14	Exxon Chemicals Phils.	Mandaluyong City - Pasig River)	Commercial, Private	Operational
15	Farmix Fertilizer Corporation	Manila (Sta. Ana, Punta- Pasig River)	Commercial, Private	Operational
16	Filipinas (KAO) Inc.	Quezon City (Libis - Marikina River)	Commercial, Private	Operational
17	General Milling Corporation	Pasig City (Ugong - Pasig River )	Commercial, Private	Operational
18	Harbour Center Port Terminal/R-II Builders	Manila (Port Area, North Harbor)	Commercial, Private	Operational
19	Imperial Vegetable Oil Co., Inc.	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
20	Industries Development Corporation	Pasig City - Marikina River	Commercial, Private	Operational
21	International Chemical Inc.	Pasig City -Pasig River	Commercial, Private	Operational
22	International Towage & Transport Corp.	Manila (Sta. Ana - Pasig River)	Commercial, Private	Operational
23	Island Cement Corporation	Pasig City (Rosario - Pasig River)	Commercial, Private	Non-Operational
24	Liberty Flour Mills, Inc.	Mandaluyong City - Pasig River	Commercial, Private	Operational
25	Mabuhay Brokerage Corporation	Manila (Sta. Ana - Pasig River)	Commercial, Private	Non-Operational
26	Malabon Fish Landing	Malabon	Fishing	Operational
27	Manila Gas Corporation	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
28	Manila Inter'l Container Terminal	Manila (Port Area-North Harbor)	Commercial, Public	Operational
29	Manila Jumbo Palace Inc.	CCP Complex, Pasay City	Commercial, Private	Operational
30	Manila North Harbor	Manila (Port Area -North Harbor)	Commercial, Public	Operational
31	Manila South Harbor	Manila (Port Area-South Harbor)	Commercial, Public	Operational
32	Manila Yacht Club	Manila (Roxas Blvd.)	Commercial, Private	Operational
33	Morning Star Milling Corporation	Pasig City (Ugong - Pasig River)	Commercial, Private	Operational

Region: NATIONAL CAPITAL REGION (NCR)

No.	Port	Location	Classification	Status
34	National Slipways Corporation	Manila (Sta. Mesa - Pasig River)	Commercial, Private	Operational
35	National Steel Corporation	Pasig City (Kalawaan)	Commercial, Private	Operational
36	National Trucking Forwarding Corp.	Manila (Sta. Mesa - Pasig River)	Commercial, Private	Operational
37	Navotas Fishing Complex	Navotas	Fishing	Operational
38	Noah's Ark Sugar Refining Company	Mandaluyong City - Pasig River	Commercial, Private	Operational
39	Pacific Enamels & Glass Mfg. Corp.	San Juan - Pasig River	Commercial, Private	Operational
40	Paranaque Fishing Wharf	Parañaque City (Coastal Road)	Fishing	Operational
41	Pasig River	Manila - Pasig River	Commercial, Public	Operational
42	Petron Corporation	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
43	Phil. Blooming Mills	Pasig City - Pasig River	Commercial, Private	Non-Operational
44	Phil. Freeport Corp.	Harbor Center	Commercial, Private	Operational
45	Phil. Petroleum Corporation	Muntinlupa (Sucat)	Commercial, Private	Operational
46	Phil. Refining Corporation	Manila (Paco - Pasig River)	Commercial, Private	Operational
47	Phil. Superfeed Corp.	Navotas	Commercial, Private	Operational
48	Phil. Tourism Authority	Pasay City (CCP Complex)	Commercial, Private	Operational
49	Phimco Industries, Inc.	Mandaluyong City - Pasig River	Commercial, Private	Operational
50	Pilipinas Cement Corporation	Pasig City- Pasig River	Commercial, Private	Non-operational
51	Pilipinas Shell Petroleum Corp.	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
52	Planters Products Inc.	Manila (Pandacan - Pasig River)	Commercial, Private	Operational
53	Republic Asahi Glass Corporation	Pasig City (Pinagbuhatan)	Commercial, Private	Operational
54	Republic Flour Mills	Pasig City - Pasig River	Commercial, Private	Operational
55	Resins Incorporated	Pasig City (Ugong)	Commercial, Private	Operational
56	Romus Trading Co., Inc.	Pasig River	Commercial, Private	Operational
57	Royal Oil Products	Makati City - Pasig River	Commercial, Private	Operational
58	Ruby Industrial Corporation	Mandaluyong City - Pasig River	Commercial, Private	Operational
59	Sea Oil Corporation	Mandaluyong City - Pasig River	Commercial, Private	Operational
60	Simon Enterprise Inc.	Manila (Paco - Pasig City)	Commercial, Private	Operational
61	Tacoma Integrated Port Service	Manila (Port Area -South Harbor)	Commercial, Private	Operational
62	Tantuco Industrial Corporation	Mandaluyong City - Pasig River	Commercial, Private	Operational
63	TKC Marketing	Pasig City (Bambang - Pasig River)	Commercial, Private	Operational
64	Union Ajinomoto, Inc.	Pasig City (Ugong - Pasig River)	Commercial, Private	Operational
65	Union Glass & Container Corporation	Pasig City (Ugong - Pasig River)	Commercial, Private	Operational
66	Universal Robina Corporation	Pasig City -Pasig River	Commercial, Private	Operational

Region: NATIONAL CAPITAL REGION (NCR)

No.	Port	Location	Classification	Status
67	Victorias Milling Corporation	Makati City - Pasig River	Commercial, Private	Operational
68	Vulcan Chemicals Corporation	Mandaluyong City - Pasig River	Commercial, Private	Non-operational
69	Wellington Flour Mills	Pasig City (Pineda- Pasig River)	Commercial, Private	Operational
70	Wise and Company Inc.	Mandaluyong City - Pasig River	Commercial, Private	Operational
71	Yu Yek Manufacturing Corporation	Mandaluyong City (Namayan - Pasig River)	Commercial, Private	Operational

Region: REGION 1  
Province: ILOCOS SUR

No.	Port	Location	Classification	Status
1	Alangan	Magsingal (Alangan)	Fishing	Non-Operational
2	Apatot	San Esteban	Feeder	Operational
3	Candon	Candon	Feeder	Operational
4	Pandan	Caoayan (Pandan)	Fishing	Operational
5	Puerta Real	Sto. Domingo (Puerta Real)	Commercial, Public	Non-Operational
6	Sabangan	Sabangan	Fishing	Operational
7	Salomague	Cabugao (Salomague)	Commercial, Public	Operational
8	Salot-Salot	San Juan (Salot-Salot)	Fishing	Operational
9	San Esteban	San Esteban	Commercial, Public	Operational
10	Santiago	Santiago	Fishing	Non-Operational
11	Sta. Maria	Sta. Maria	Feeder	Operational
12	Sto. Domingo	Sto. Domingo	Feeder	Operational
13	Sulvec	Narvacan (Sulvec)	Commercial, Public	Operational

Region: REGION 1  
 Province: ILOCOS NORTE

No.	Port	Location	Classification	Status
1	Currimao	Currimao	Commercial, Public	Operational
2	Pagudpud	Pagudpud	Commercial, Public	Operational
3	Pasuquin	Pasuquin	Commercial, Public	Operational

Region: REGION 1  
 Province: LA UNION

No.	Port	Location	Classification	Status
1	Bacnotan Cement Corporation	Bacnotan (Brgy. Quirino)	Commercial, Private	Operational
2	Bacnotan Consolidated Industries	San Fernando City	Commercial, Private	Operational
3	Bauang	Bauang	Fishing	Operational
4	Bauang Private Power Corp.	Bauang	Commercial, Private	Operational
5	Caltex (Philippines), Inc.	San Fernando City	Commercial, Private	Non-Operational
6	Damortis Satellite	Sto. Tomas (Damortis)	Fishing	Operational
7	National Coal Authority	San Fernando City	Commercial, Private	Non-Operational
8	Philex Mining Corp.	San Fernando (Poro)	Commercial, Private	Operational
9	Pillipinas Shell Petroleum Corp.	San Fernando City (Poro)	Commercial, Private	Operational
10	PNOG Coal Pier	San Fernando City	Commercial, Private	Operational
11	Poro Wharf	San Fernando City (Poro)	Fishing	Operational
12	San Fernando	San Fernando City	Commercial, Public	Operational
13	Shell LPG Depot/Cargoline	Rosario (Rabon)	Commercial, Private	Operational
14	Sto. Tomas	Sto. Tomas (Damortis)	Commercial, Public	Operational

Region: REGION 1  
 Province: PANGASINAN

No.	Port	Location	Classification	Status
1	Alaminos	Alaminos (Lucap)	Fishing	Operational
2	Anda	Anda	Fishing	Operational
3	Baguioen	Sual (Baguioen)	Feeder	Operational
4	Binabalian	Bolinao (Binabalian)	Fishing	Operational
5	Bolinao	Bolinao	Fishing	Operational
6	Bolinao	Bolinao	Commercial, Public	Operational
7	Burgos	Burgos (Ilio-Ilio)	Feeder	Operational
8	Dagupan	Dagupan City	Fishing	Operational
9	Dewey Wharf	Bolinao (Dewey)	Fishing	Operational
10	Goyoden	Bolinao (Goyoden)	Fishing	Operational
11	Lucero Wharf	Bolinao (Lucero)	Fishing	Operational
12	Pilar Wharf	Bolinao (Pilar)	Fishing	Operational
13	Salud Wharf	Bolinao (Salud)	Fishing	Operational
14	Sual Fishing Port Complex	Sual	Fishing	Operational
15	Sual	Sual	Commercial, Public	Operational

Region: REGION 2  
 Province: BATANES

No.	Port	Location	Classification	Status
1	Basco	Basco	Commercial, Public	Operational
2	Mahatao	Mahatao (Hanib)	Fishing	Operational
3	Sabtang	Sabtang	Feeder	Operational
4	San Vicente	Sabtang	Feeder	Operational



Region: REGION 2  
Province: CAGAYAN

No.	Port	Location	Classification	Status
1	Amunitan	Gonzaga (Amunitan)	Fishing	Operational
2	Aparri	Aparri	Commercial, Public	Operational
3	Aparri	Aparri	Fishing	Operational
4	Ballesteros	Ballesteros	Feeder	Operational
5	Balangan	Gonzaga (Batangan)	Fishing	Operational
6	Buguey	Buguey	Fishing	Operational
7	Calayan	Calayan	Fishing	Operational
8	Casambalangan	Sta. Ana (Casambalangan)	Fishing	Operational
9	Catotoran	Catotoran	Fishing	Operational
10	Centro	Centro Claveria	Fishing	Operational
11	Gonzaga (Minanga)	Gonzaga (Minanga)	Fishing	Operational
12	Jetty	Aparri	Commercial, Public	Operational
13	Minanga	Buguey (Minanga Este)	Fishing	Operational
14	Minanga	Claveria	Feeder	Operational
15	Palawig	Sta. Ana (Palawig)	Fishing	Operational
16	Pamplona	Pamplona	Feeder	Operational
17	Pilipinas Shell Petroleum Corp.	Aparri	Commercial, Private	Operational
18	Port Irene	Sta. Ana (Casambalangan)	Commercial, Public	Operational
19	Punta	Aparri (Punta)	Fishing	Operational
20	San Vicente	Sta. Ana (San Vicente)	Commercial, Public	Operational
21	Sanchez Mira	Sanchez Mira	Feeder	Operational
22	Sanja	Aparri (Sanja)	Feeder	Operational
23	Simpatuyo	Sta. Teresita (Simpatuyo)	Fishing	Operational
24	Sta. Ana	Sta. Ana (San Vicente)	Fishing	Operational
25	Sta. Teresita	Sta. Teresita	Fishing	Operational
26	Sugar Island Timber	Calayan	Commercial, Private	Non-Operational
27	Tanggap Industries Inc.	Claveria	Commercial, Private	Non-Operational
28	Tanggap	Claveria	Fishing	Operational

Region: REGION 2  
Province: ISABELA

No.	Port	Location	Classification	Status
1	Culasi	Palanan (Culasi)	Fishing	Operational
2	Didangle	Palanan (Didangle)	Fishing	Operational
3	Dinapique	Dinapique	Fishing	Non-Operational
4	Divilacan	Divilacan (Bicobian)	Fishing	Operational
5	Divilacan	Divilacan (Poblacion)	Fishing	Non-Operational
6	Maconacon	Maconacon (Fely)	Commercial, Private	Non-Operational
7	Palanan	Palanan	Fishing	Operational
8	Sabang	Palanan (Sabang)	Fishing	Operational

Region: REGION 3  
Province: BATAAN

No.	Port	Location	Classification	Status
1	7-R Port Services	Mariveles	Commercial, Private	Non-Operational
2	Abucay	Abucay	Fishing	Operational
3	Alas-asin	Mariveles (Alas-asin)	Commercial, Public	Operational
4	Aplaya	Mariveles	Fishing	Non-Operational
5	Bagac	Bagac	Fishing	Non-Operational
6	Bataan Malt Terminal	Mariveles	Commercial, Private	Operational
7	Bataan Marina (inside BEPZ)	Mariveles	Commercial, Private	Operational
8	Bataan Nuclear Power Plant	Morong	Commercial, Private	Operational
9	Bataan Shipyard & Eng'g. Co. Inc.	Mariveles	Commercial, Private	Operational
10	Bataan Storage Corporation	Mariveles (Lucanin)	Commercial, Private	Operational
11	BEPZ	Mariveles	Commercial, Private	Operational
12	Cabcaben	Mariveles (Cabcaben)	Commercial, Public	Operational
13	Capinpin (Putting Buhangin)	Orion	Commercial, Public	Operational
14	Hyatt Terminal Corp.	Mariveles	Commercial, Private	Operational
15	Lamao	Limay (Lamao)	Commercial, Public	Operational
16	Limay	Limay	Fishing	Operational
17	Limay (Freeport)	Limay	Commercial, Public	Non-Operational
18	Lusungan	Orion (Lusungan)	Fishing	Operational
19	Mariveles	Mariveles (Poblacion)	Commercial, Public	Operational
20	Mariveles	Mariveles	Fishing	Operational
21	Mariveles Grain Terminal	Mariveles	Commercial, Private	Operational
22	Mariveles Shipyard Corporation	Mariveles	Commercial, Private	Non-Operational
23	Morong	Morong	Commercial, Private	Operational
24	Morong Port	Morong	Fishing	Operational
25	National Power Corporation	Morong	Commercial, Private	Operational
26	Oflink International	Morong	Commercial, Private	Operational
27	Orani	Orani	Fishing	Operational
28	Petron Bataan Refinery	Limay	Commercial, Private	Operational
29	Pilar	Pilar	Feeder	Operational
30	Planters Products	Limay	Commercial, Private	Operational

Province: BATAAN

No.	Port	Location	Classification	Status
31	PNOC Petrochemicals Dev. Corporation	Mariveles (Limay)	Commercial, Private	Operational
32	Puerto Rivas	Balanga (Puerto Rivas)	Fishing	Operational
33	Sabang	Morong	Feeder	Operational
34	Samal	Samal	Fishing	Operational
35	Sisiman Lilimbon Loading	Mariveles	Commercial, Private	Operational
36	SMC Integ. Bulk Handling Terminal	Mariveles	Commercial, Private	Operational
37	Talaga	Mariveles	Commercial, Private	Non-Operational

**Region: REGION 3**  
**Province: BULACAN**

No.	Port	Location	Classification	Status
1	Bocau	Bocau (Poblacion)	Fishing	Operational
2	Bulacan	Talipitip	Fishing	Operational
3	Hagonoy	Hagonoy (Sto. Niño)	Fishing	Operational
4	Hagonoy	Hagonoy (Sta. Ana)	Fishing	Operational
5	Hagonoy	Hagonoy ( San Pascual)	Fishing	Operational
6	Malolos	Malolos (Atlag)	Feeder	Operational
7	Malolos	Panasahan	Fishing	Operational
8	Obando	Obando (Paliwas)	Fishing	Operational
9	Paombong	Paombong (San Jose)	Feeder	Operational

**Region: REGION 3**  
**Province: ZAMBALES**

No.	Port	Location	Classification	Status
1	Acoje Mining Corporation	Sta. Cruz	Commercial, Private	Operational
2	Benguet Corporation	Masinloc (Baloganon)	Commercial, Private	Operational
3	Benguet Corporation	Subic (Matain)	Commercial, Private	Operational
4	Masinloc	Masinloc	Commercial, Public	Operational
5	Orbit Philippine Consolidated Mines	Palauig	Commercial, Private	Non-Operational
6	Oyon	Masinloc	Commercial, Private	Operational
7	Petron Corporation	Masinloc	Commercial, Private	Operational
8	Phil. Shipyard & Engineering, Inc.	Subic	Commercial, Private	Operational
9	Santos	Masinloc	Commercial, Private	Operational
10	Subic Bay Metro. Authority (SBMA)	Subic	Commercial, Public	Operational
11	Subic	Subic	Commercial, Public	Operational
12	Subic	Subic	Fishing	Operational
13	Sta. Cruz	Sta. Cruz (Bolitoc)	Commercial, Public	Non-Operational
14	Titan Minerals	Masinloc	Commercial, Private	Non-Operational

Region: REGION 4  
Province: AURORA

No.	Port	Location	Classification	Status
1	Baler	Baler	Feeder	Operational
2	Casiguran	Casiguran	Feeder	Operational
3	Dingalan	Dingalan	Feeder	Non-Operational

Region: REGION 4  
Province: BATANGAS

No.	Port	Location	Classification	Status
1	AG & P Cable and Wires Limited	Bauan (San Roque)	Commercial, Private	Operational
2	AG & P Marine & Fabrication Yard	Bauan	Commercial, Private	Operational
3	AG & P Pole Creosoting Plant	Bauan (Sta. Maria)	Commercial, Private	Operational
4	Agoncillo	Agoncillo	Fishing	Operational
5	Alsons Cement Corporation	Calaca (San Rafael)	Commercial, Private	Operational
6	Ambulong	Tanauan (Ambulong)	Fishing	Operational
7	Anilao	Mabini (Anilao)	Commercial, Public	Operational
8	Anilao	Mabini (Anilao)	Fishing	Operational
9	Atlantic Gulf & Pacific Co.	Bauan	Commercial, Private	Operational
10	Bacnotan Steel Corp.	Calaca (Salong)	Commercial, Private	Operational
11	Balayan	Balayan	Fishing	Operational
12	Balayan	Balayan	Commercial, Public	Operational
13	Balete	Balete (Poblacion)	Fishing	Operational
14	Batangas	Batangas City (Sta. Clara)	Fishing	Operational
15	Batangas	Batangas City	Commercial, Public	Operational
16	Batangas Bay Terminal Inc.	Bauan (Bolo)	Commercial, Private	Operational
17	Batangas Power Plant	Batangas City (Pinamucan)	Commercial, Private	Operational
18	Bauan	Bauan	Commercial, Public	Operational
19	Bauan	Bauan (Aplaya)	Fishing	Operational
20	Cable & Wireless (Marine) L/d.	Bauan (San Andres)	Commercial, Private	Operational
21	Calatagan	Calatagan	Commercial, Public	Operational
22	Caltex (Philippines), Inc.	San Pascual	Commercial, Private	Operational
23	Chemical Philippines (LMG)	Batangas City (Pinamucan)	Commercial, Private	Operational
24	Engineering Equipment, Inc.	Bauan (San Pedro)	Commercial, Private	Operational
25	Farnix Corp.	Mabini (Calamias)	Commercial, Private	Operational
26	First Gas Power Corp.	Batangas City (Sta. Rita-Aplaya)	Commercial, Private	Operational
27	General Milling Corporation	Batangas City (Tabangao)	Commercial Private	Operational
28	Himmel Industries, Inc.	Batangas City (Pinamucan)	Commercial, Private	Operational
29	Keppel Philippine Shipyard, Inc.	Bauan (Bolo)	Commercial, Private	Operational
30	Lemery	Lemery	Fishing	Operational

Province: BATANGAS

No.	Port	Location	Classification	Status
31	Lobo	Lobo	Feeder	Operational
32	Mainaga	Mabini (Mainaga)	Commercial, Public	Operational
33	Nasugbu	Nasugbu (Wawa)	Commercial, Public	Operational
34	National Power Corporation	Calaca	Commercial, Private	Operational
35	Pacific Flour Mills, Inc.	Batangas City (Tabangao)	Commercial, Private	Operational
36	Pilipinas Shell Petroleum Corp.	Batangas City (Tabangao)	Commercial, Private	Operational
37	PNOC Coal Corp.	Bauan (San Miguel)	Commercial, Private	Operational
38	PNOC Dockyard & Engineering Corp.	Bauan (Bolo)	Commercial, Private	Operational
39	PNOC-Coal	Bauan (Bolo)	Commercial, Private	Operational
40	PNOC-Energy Supply Base	Mabini (Mainaga)	Commercial, Private	Operational
41	PNOC-Shipping & Transport Corp.	San Pascual (Danglayan)	Commercial, Private	Operational
42	Purefoods Corporation	Mabini (Bulacan)	Commercial, Private	Operational
43	San Nicolas	San Nicolas (Poblacion)	Feeder	Operational
44	Suntrak Corporation	Mabini (Brgy. Mainaga)	Commercial, Private	Operational
45	Talisay	Talisay (Poblacion)	Fishing	Operational
46	Tingloy	Tingloy (Marikaban)	Feeder	Operational
47	United Coconut Chem. Inc.	Bauan (New Danglayan)	Commercial, Private	Operational
48	Walan	Lipa City (Halang)	Fishing	Non-Operational

Region: REGION 4

Province: CAVITE

No.	Port	Location	Classification	Status
1	Binakayan	Kawit (Binakayan)	Fishing	Operational
2	Corregidor	Gen. Trias (Corregidor)	Commercial, Public	Non-Operational
3	Julugan	Tanza (Julugan)	Fishing	Operational
4	Latoria	Naic (Latoria)	Fishing	Non-Operational
5	Petron Corporation	Rosario	Commercial, Private	Operational
6	Rosario	Rosario	Fishing	Operational

Region: REGION 4  
Province: LAGUNA

No.	Port	Location	Classification	Status
1	Bay	Bay (San Antonio)	Fishing	Non-Operational
2	Bayog	Los Banos (Bayog)	Fishing	Operational
3	Biñan	Biñan (Malahan)	Fishing	Operational
4	Cabuyao	Cabuyao (Mamatid)	Fishing	Operational
5	Cuyab	San Pedro (Cuyab)	Fishing	Non-Operational
6	Los Baños	Los Baños	Fishing	Operational
7	Marinig	Cabuyao (Marinig)	Fishing	Operational
8	Sta. Cruz	Sta. Cruz (Santísima Cruz)	Fishing	Operational
9	Sta. Cruz	Sta. Cruz (San Pablo Norte)	Fishing	Operational
10	Victoria	Victoria	Fishing	Non-Operational

Region: REGION 4  
Province: MARINDUQUE

No.	Port	Location	Classification	Status
1	Alobo	Sta. Cruz (Alobo)	Feeder	Operational
2	Balanacan	Mogpog (Balanacan)	Commercial, Public	Operational
3	Balogo	Sta. Cruz (Balogo)	Commercial, Public	Operational
4	Bitik	Sta. Cruz	Commercial, Public	Operational
5	Boac	Boac (Cawit)	Fishing	Operational
6	Boac	Boac (Buliasnin)	Fishing	Operational
7	Buenavista	Buenavista (Daykitin)	Fishing	Operational
8	Buyabod	Sta. Cruz (Buyabod)	Fishing	Operational
9	Calansan	Sta. Cruz	Feeder	Operational
10	Caltex (Philippines), Inc.	Sta. Cruz	Commercial, Private	Non-Operational
11	Consolidated Mines, Inc.	Mogpog (Sayao)	Commercial, Private	Non-Operational
12	Dili	Gasán	Feeder	Operational
13	Gasán	Gasán	Commercial, Public	Operational
14	Cawit	Boac (Cawit)	Commercial, Public	Operational
15	Daykitin	Buenavista (Daykitin)	Fishing	Operational
16	Laylay	Boac (Laylay)	Commercial, Public	Operational
17	Maniwaya	Sta. Cruz (Maniwaya)	Commercial, Public	Non-Operational
18	Marcopper Mining Corporation	Sta. Cruz (Balogo)	Commercial, Private	Operational
19	Mongpong	Sta. Cruz (Mongpong)	Feeder	Operational
20	Polo	Sta. Cruz (Polo)	Feeder	Operational
21	Sta. Cruz	Sta. Cruz	Commercial, Public	Operational
22	Suha	Torrijos (Suha)	Fishing	Operational
23	Torrijos	Torrijos (Manlangga)	Fishing	Operational

Region: REGION 4  
Province: OCCIDENTAL MINDORO

No.	Port	Location	Classification	Status
1	Looc	Looc	Fishing	Operational
2	Mamburao	Mamburao	Commercial, Public	Operational
3	Mamburao	Mamburao	Fishing	Operational
4	Matabang	Abra de Ilog	Fishing	Operational
5	Sablayan	Sablayan (Old Poblacion)	Commercial, Public	Operational
6	San Jose	San Jose (Caminawit)	Commercial, Public	Operational
7	Tayamaan	Mamburao (Tayamaan)	Fishing	Operational
8	Tilik	Lubang (Tilik)	Fishing	Operational

Region: REGION 4  
Province: ORIENTAL MINDORO

No.	Port	Location	Classification	Status
1	Balatero	Puerto Galera (Balatero)	Commercial, Public	Operational
2	Bansud	Bansud	Feeder	Operational
3	Bongabong	Bongabong	Commercial, Public	Non-Operational
4	Bulalacao	Bulalacao	Feeder	Operational
5	Calapan	Calapan City (San Antonio)	Commercial, Public	Operational
6	Calero	Calapan City (Calero)	Commercial, Public	Operational
7	Caltex (Philippines), Inc.	Calapan City	Commercial, Private	Non-Operational
8	Canubing	Calapan City (Canubing)	Feeder	Operational
9	Dangay	Roxas (Dangay)	Fishing	Operational
10	Lazareto	Calapan (Lazareto)	Commercial, Public	Non-Operational
11	Mansalay	Mansalay	Fishing	Operational
12	Minolo	Puerto Galera	Feeder	Operational
13	Muelle	Puerto Galera	Feeder	Operational
14	Petron Corporation	Calapan	Commercial, Private	Non-Operational
15	Pilipinas Shell Petroleum Corp.	Calapan (Lazareto)	Commercial, Private	Operational
16	Pinamalayan	Pinamalayan (Pili)	Commercial, Public	Operational
17	Roxas	Roxas	Feeder	Operational
18	San Teodoro	San Teodoro	Feeder	Operational
19	Tawagan	Calapan City (Tawagan)	Feeder	Operational
20	Tiguihan	Pola (Tiguihan)	Feeder	Operational
21	Wawa	Calapan City (Wawa)	Feeder	Operational

Region: REGION 4  
Province: PALAWAN

No.	Port	Location	Classification	Status
1	Abordo	Abordo (San Miguel)	Commercial, Public	Operational
2	Aborlan	Aborlan (San Juan)	Commercial, Public	Operational
3	Agricultural Investors, Inc.	Balahac (Bugbuk)	Commercial, Private	Operational
4	Agutaya	Agutaya	Commercial, Public	Operational
5	Araceli	Araceli	Commercial, Public	Operational
6	Bahile	Puerto Princesa (Bahile)	Commercial, Public	Operational
7	Balabac	Balabac	Commercial, Public	Operational
8	Bancalaan	Balahac (Bancalaan)	Commercial, Public	Operational
9	Brooke's Point	Brooke's Point	Commercial, Public	Operational
10	Busuanga	Busuanga (Salvacion)	Commercial, Public	Operational
11	Cagayancillo	Cagayancillo	Commercial, Public	Operational
12	Calawag	Taytay (Calawag)	Fishing	Operational
13	Caltex (Philippines), Inc.	Puerto Princesa	Commercial, Private	Non-operational
14	Concepcion	Busuanga (Concepcion)	Commercial, Public	Operational
15	Coron	Coron	Commercial, Public	Operational
16	Coron	Coron (Tagumpay)	Commercial, Public	Operational
17	Culion	Culion	Fishing	Operational
18	Cuyo	Cuyo	Commercial, Public	Operational
19	Dumaran	Dumaran	Commercial, Public	Operational
20	El Nido	El Nido	Fishing	Operational
21	El Nido (Formerly Bacuit Port)	El Nido	Commercial, Public	Operational
22	Emilod	Magsaysay (Emilod)	Commercial, Public	Operational
23	Isugod	Quezon (Isugod)	Fishing	Operational
24	Liberty	Puerto Princesa	Fishing	Operational
25	Liminangcong	Taytay (Liminangcong)	Commercial, Public	Operational
26	Linapacan	Linapacan	Fishing	Non-Operational
27	Macarascas	Puerto Princesa (Macarascas)	Commercial, Public	Operational
28	Magsaysay Port	Magsaysay (Rizal)	Commercial, Public	Operational
29	Mangsee Port	Balahac (Mangsee)	Commercial, Public	Operational
30	Matahimik	Puerto Princesa (Matahimik)	Commercial, Public	Operational

Province: PALAWAN

No.	Port	Location	Classification	Status
31	Narra	Narra (Panacan)	Commercial, Public	Operational
32	Nationwide Princess Timber Co.	Puerto Princesa (Macarascas)	Commercial, Private	Operational
33	Nin Bay Mining Company	Roxas (San Nicolas)	Commercial, Private	Operational
34	Oreshoot Mining Corporation	Roxas (San Nicolas)	Commercial, Private	Operational
35	Pagdanan Timber Products	San Vicente (Port Barton)	Commercial, Private	Operational
36	Pantalan Bato	Pantalan Bato	Fishing	Operational
37	Petron Berthing	Puerto Princesa City	Commercial, Private	Operational
38	Philippine Chrome	Narra (Teresa)	Commercial, Private	Non-operational
39	Puerto Princesa	Puerto Princesa City	Commercial, Public	Operational
40	Quezon	Quezon (Isugod)	Commercial, Public	Operational
41	Quezon	Quezon	Commercial, Public	Operational
42	RGC Mining and Mineral Corp.	Roxas (Malcampo)	Commercial, Private	Operational
43	Rio Tuba Nickel Mining Company	Bataraza (Rio Tuba)	Commercial, Private	Operational
44	Rizal	Rizal	Fishing	Operational
45	Roxas	Roxas	Commercial, Public	Operational
46	San Miguel	Roxas (San Miguel)	Commercial, Public	Operational
47	San Miguel Corporation	Puerto Princesa City (San Miguel)	Commercial, Private	Operational
48	San Vicente	San Vicente	Commercial, Public	Operational
49	Santa Teresita	Dumaran (Sta. Teresita)	Commercial, Public	Operational
50	Sibaltan	El Nido (Sibaltan)	Commercial, Public	Non-operational
51	Slaughterhouse	Puerto Princesa City	Fishing	Operational
52	T. Tan Paredes	Narra (Panacan)	Commercial, Private	Operational
53	Tagbita Silica Industries, Inc.	Rizal	Commercial, Private	Operational
54	Tara	Coron (Tara)	Fishing	Operational
55	Taytay	Taytay (Poblacion)	Commercial, Public	Operational
56	Tumarbong	Roxas (Tumarbong)	Commercial, Public	Operational
57	Vulcan Industrial & Mining Corp.	Roxas	Commercial, Private	Non-operational
58	West Linapacan Oil Fields	Linapacan	Commercial, Private	Operational
59	Western Palawan Timber	Quezon	Commercial, Private	Non-operational
60	Yulo King Ranch	Busuanga	Commercial, Private	Operational



Region: REGION 4  
Province: QUEZON

No.	Port	Location	Classification	Status
1	Alabat	Alabat	Feeder	Operational
2	Atimonan	Atimonan (Zone 4)	Fishing	Operational
3	Atimonan	Tariada	Feeder	Operational
4	Babon Wharf	Panukulan	Feeder	Operational
5	Baclaran	Calauag	Feeder	Operational
6	Buenavista	Buenavista	Fishing	Operational
7	Burdeos	Burdeos (San Rafael)	Commercial, Public	Operational
8	Calauag	Calauag	Fishing	Operational
9	Calauag Municipal	Calauag	Fishing	Operational
10	Catanauan	Catanauan (Brgy. 7)	Fishing	Operational
11	Catanauan	San Antonio (Pala)	Commercial, Public	Non-Operational
12	Coco Chemicals Philippines	Atimonan (Caridad)	Commercial, Private	Non-Operational
13	Cotta	Lucena City (Cotta)	Commercial, Public	Operational
14	Dalahican	Lucena City (Dalahican)	Commercial, Public	Non-Operational
15	Dalahican Fishing Complex	Lucena City (Dalahican)	Fishing	Operational
16	Gen. Luna	Gen. Luna	Fishing	Operational
17	Guinayangan	Guinayangan	Fishing	Non-Operational
18	Guisguis	Sariaya (Guisguis)	Commercial, Public	Operational
19	Gumaca	Gumaca	Fishing	Operational
20	Hondagua	Lopez (Hondagua)	Commercial, Public	Operational
21	Infanta	Infanta (Dalahican)	Fishing	Operational
22	Juanito Tan	Lucena City (Cotta)	Commercial, Private	Operational
23	Matandang Sabang	Catanauan (Matandang Sabang)	Fishing	Operational
24	Mauban	Mauban	Fishing	Operational
25	Mulanay	Mulanay (Brgy. Botaniog)	Commercial, Private	Non-Operational
26	Pacific Flour Mills	Lopez (Hondagua)	Commercial, Private	Operational
27	Pacific Timber Corporation	Gumaca (Inaclagan)	Commercial, Private	Operational
28	Padre Burgos	P. Burgos	Fishing	Operational
29	Pagbilao	Pagbilao	Commercial, Public	Operational
30	Panukulan	Panulukan	Commercial, Public	Operational

Province: QUEZON

No.	Port	Location	Classification	Status
31	Perez	Perez	Fishing	Operational
32	Philippine Flour Mills	Lopez	Commercial, Private	Operational
33	Pitogo	Pitogo	Fishing	Operational
34	Plaridel	Plaridel	Commercial, Public	Operational
35	Polillo	Polillo	Commercial, Public	Operational
36	Quezon (Burdeos)	Quezon	Fishing	Operational
37	Real	Real	Commercial, Public	Operational
38	Real	Real (Ungos)	Fishing	Operational
39	Sabang	Burdeos (Sabang)	Commercial, Public	Operational
40	San Andres	San Andres	Commercial, Public	Operational
41	San Francisco	San Francisco	Fishing	Operational
42	San Narciso (Sabit)	San Narciso (Sabit)	Fishing	Operational
43	Siain	Buenavista (Siain)	Commercial, Public	Operational
44	Tagkawayan	Tagkawayan	Commercial, Public	Operational
45	Talao-Talao	Lucena City (Talao-Talao)	Commercial, Public	Non-Operational
46	Unisan	Unisan	Fishing	Operational

Region: REGION 4  
Province: RIZAL

No.	Port	Location	Classification	Status
1	Angono	Angono	Fishing	Operational
2	Bangad	Binangonan (Bangad)	Fishing	Operational
3	Ranglad	Taytay	Fishing	Operational
4	Binangonan	Binangonan	Fishing	Operational
5	Binitagan	Binangonan (Binitagan)	Feeder	Operational
6	Bombong	Binangonan (Bombong)	Feeder	Operational
7	Boor	Cardona (Boor)	Feeder	Operational
8	Cardona	Cardona (Looc)	Feeder	Operational
9	Cardona	Cardona (Brgy. Looc)	Fishing	Operational
10	Ginoong Sanay	Binangonan (Ginoong Sanay)	Fishing	Operational
11	Gulod	Binangonan (Gulod)	Feeder	Operational
12	Habagatan	Binangonan (Habagatan)	Feeder	Operational
13	Ithan	Binangonan (Ithan)	Feeder	Operational
14	Jala Jala	Jala Jala	Feeder	Operational
15	Kalinawan	Binangonan (Kalinawan)	Feeder	Operational
16	Kalubakan	Binangonan	Feeder	Operational
17	Kasile	Binangonan (Kasile)	Feeder	Operational
18	Kaytome	Binangonan (Kaytome)	Feeder	Operational
19	Kinaboogan	Binangonan (Kinaboogan)	Feeder	Operational
20	Kinagatan	Binangonan (Kinagatan)	Feeder	Operational
21	Lambac	Cardona (Lambac)	Feeder	Operational
22	Malakaban	Binangonan (Malakaban)	Feeder	Operational
23	Malanggam	Cardona (Malanggam-Calubacan)	Feeder	Operational
24	Navotas	Cardona (Navotas)	Feeder	Operational
25	Phil. Petroleum Corporation	Piililla-Laguna de Bay	Commercial, Private	Operational
26	Piililla	Piililla	Feeder	Operational
27	Pinagdilawan	Binangonan (Pinagdilawan)	Feeder	Operational
28	Pipindan	Binangonan (Pipindan)	Feeder	Operational
29	Quisao	Piililla (Quisao)	Feeder	Operational
30	Sapang	Binangonan (Sapang)	Feeder	Operational

Province: RIZAL

No.	Port	Location	Classification	Status
31	Shell Philippines Petroleum Corp.	Piililla	Commercial, Private	Operational
32	Subay	Cardona (Subay)	Feeder	Operational
33	Tabon	Binangonan (Tabon)	Feeder	Operational
34	Talim	Binangonan	Fishing	Operational
35	Tanay	Tanay	Fishing	Operational
36	Tuna	Cardona (Tuna)	Feeder	Operational

Region: REGION 4  
Province: ROMBLON

No.	Port	Location	Classification	Status
1	Alcantara	Alcantara	Feeder	Operational
2	Azarga	Azarga (San Fernando)	Feeder	Operational
3	Banton	Banton	Feeder	Operational
4	Cajidiocan	Cajidiocan	Feeder	Operational
5	Calatrava	Calatrava	Fishing	Non-operational
6	Concepcion	Concepcion	Feeder	Operational
7	Corcuera	Corcuera	Feeder	Operational
8	Ferrol	Ferrol (Agnonoc)	Fishing	Non-operational
9	Looc	Looc	Fishing	Operational
10	Magdiwang	Ambulong (Magdiwang)	Feeder	Operational
11	Poctoy	Odiongan (Poctoy)	Commercial, Public	Operational
12	Romblon	Romblon	Commercial, Public	Operational
13	Said	San Jose (Said)	Feeder	Operational
14	San Jose	San Jose	Feeder	Operational
15	San Agustin	San Agustin	Feeder	Operational
16	San Andres	San Andres	Fishing	Operational
17	Sta. Fe	Sta. Fe	Fishing	Operational

Region: REGION 5  
Province: ALBAY

No.	Port	Location	Classification	Status
1	Asian Cogeneration Res. Inc.	Rapu-Rapu (Batan)	Commercial, Private	Operational
2	Bacacay	Bacacay	Fishing	Operational
3	Batan	Rapu-Rapu (Batan)	Fishing	Operational
4	Baybay	Tiwi (Baybay)	Fishing	Operational
5	Bicol Coal Development Company	Rapu-Rapu (Batan)	Commercial, Private	Operational
6	Caracaran	Rapu-Rapu (Caracaran)	Fishing	Operational
7	Carbex Inc.	Rapu-Rapu (Batan)	Commercial, Private	Operational
8	Co Say Coco Prod. Inc.	Legaspi City	Commercial, Private	Operational
9	Dap-Dap	Rapu-Rapu (Dap-dap)	Fishing	Operational
10	Fatima	Tabaco (Fatima)	Fishing	Operational
11	Galicia	Rapu-Rapu (Galicia)	Fishing	Operational
12	Globe Coco Products Mfg., Corp.	Sto. Domingo	Commercial, Private	Operational
13	Legaspi	Legaspi City	Commercial, Public	Operational
14	Legaspi Oil Co., Inc.	Legaspi City (Arimbay)	Commercial, Private	Operational
15	Libon	Libon	Fishing	Operational
16	Mallipot	Mallipot	Fishing	Operational
17	Manito	Manito	Fishing	Operational
18	Pantao	Libon (Pantao)	Commercial, Public	Operational
19	Pilipinas Shell Petroleum Corp.*	Legaspi City (San Roque)	Commercial, Private	Operational
20	Pio Duran	Pio Duran	Fishing	Operational
21	Project Managers Inc.	Rapu-Rapu (Batan)	Commercial, Private	Operational
22	Rapu-Rapu	Rapu-Rapu	Fishing	Operational
23	San Ramon	Rapu-Rapu (San Ramon)	Fishing	Operational
24	San Roque	Tabaco (San Roque)	Fishing	Operational
25	Sogod	Sogod	Feeder	Operational
26	Sto. Domingo	Sto. Domingo	Feeder	Operational
27	Tabaco	Tabaco	Commercial, Public	Operational
28	Villahermosa	Rapu-Rapu (Villahermosa)	Fishing	Operational
29	Visita	Tabaco (Visita)	Fishing	Operational

\*Also used by Petron and Caltex.

**Region: REGION 5**  
**Province: CAMARINES NORTE**

No.	Port	Location	Classification	Status
1	Bagasbas	Daet (Bagasbas)	Fishing	Operational
2	Caltex (Philippines), Inc.	Jose Panganiban	Commercial, Private	Non-Operational
3	Capalonga	Capalonga (Poblacion)	Fishing	Operational
4	Jose Panganiban	Jose Panganiban	Commercial, Public	Operational
5	Mangcamagong	Basud (Mangcamagong)	Fishing	Operational
6	Mercedes	Mercedes	Fishing	Operational
7	Napilihan	Vinzons (Napilihan)	Fishing	Operational
8	Paracale	Paracale (Poblacion)	Fishing	Operational
9	Petron Corporation	Jose Panganiban (Larap)	Commercial, Private	Non-Operational
10	Philippine Iron Mines Inc.	Jose Panganiban	Commercial, Private	Non-Operational
11	Philippine Smelter Corporation	Jose Panganiban (Larap)	Commercial, Private	Non-Operational
12	Polungguiguit	Sta. Elena (Polungguiguit)	Fishing	Operational
13	San Jose	Talisay (San Jose)	Fishing	Operational
14	Vinzons	Vinzons (Poblacion)	Fishing	Operational

**Region: REGION 5**  
**Province: CAMARINES SUR**

No.	Port	Location	Classification	Status
1	Balatan	Balatan	Fishing	Operational
2	BESCOM Commodities Corp.	Pasacao	Commercial, Private	Operational
3	Bescom Commodities Corporation	Pasacao	Commercial, Private	Operational
4	Bongalon	Sagnay (Bongalon)	Fishing	Operational
5	Buhi	Buhi	Fishing	Operational
6	Cabusao	Cabusao	Fishing	Operational
7	Camaligan	Camaligan	Commercial, Public	Operational
8	Camaligan Fishing Complex	Camaligan	Fishing	Operational
9	Camangui	Camangui	Commercial, Public	Operational
10	Caramoan	Caramoan	Fishing	Operational
11	Fundado	Canaman	Feeder	Operational
12	Guijalo	Caramoan (Guijalo)	Commercial, Public	Operational
13	Lagonoy	Lagonoy (Loho)	Fishing	Operational
14	Mercedes	Mercedes	Feeder	Operational
15	Mercedes	Brgy. 5 Poblacion	Fishing	Operational
16	Nato	Sagnay	Commercial, Public	Operational
17	NFH Fishing Enterprises	Camangui	Commercial, Private	Operational
18	Pasacao	Pasacao	Commercial, Public	Operational
19	Philippine Shell Petroleum Corp.	Pasacao	Commercial, Private	Operational
20	Presentacion	Presentacion	Fishing	Operational
21	Ragay	Ragay	Fishing	Operational
22	Sabang	Naga City (Sabang)	Fishing	Operational
23	Sabang	Naga City (Sabang)	Commercial, Public	Operational
24	Sagnay	Sagnay	Fishing	Operational
25	San Jose	San Jose	Commercial, Public	Operational
26	San Sebastian	Lagonoy (San Sebastian)	Commercial, Public	Operational
27	Siruma	Siruma	Commercial, Public	Operational
28	Tabuco	Naga City (Tabuco)	Commercial, Public	Operational
29	Tinambac	Tinambac	Fishing	Operational
30	Total Bulk Corporation	Pasacao	Commercial, Private	Operational

Region: REGION 5  
Province: CATANDUANES

No.	Port	Location	Classification	Status
1	Bagamanoc	Bagamanoc	Fishing	Non-Operational
2	Baras	Baras	Fishing	Non-Operational
3	Cabugao	Bato (Cabugao)	Commercial, Public	Operational
4	Caramoran	Caramoran (Bocon)	Fishing	Operational
5	Cobo	Pandan (Cobo)	Fishing	Operational
6	Codon	San Andres (Codon)	Fishing	Operational
7	Gigmoto	Gigmoto	Fishing	Non-Operational
8	Pandan	Pandan	Fishing	Operational
9	Panganiban	Panganiban	Feeder	Non-Operational
10	San Andres	San Andres (Cabcab)	Commercial, Public	Operational
11	Virac	Virac	Feeder	Operational
12	Virac	Virac	Commercial, Public	Operational

Region: REGION 5  
Province: MASBATE

No.	Port	Location	Classification	Status
1	Aroroy	Aroroy (Poblacion)	Commercial, Public	Operational
2	Atlas Consolidated Mining & Dev. Corp.	Aroroy	Commercial, Private	Non-Operational
3	Bagupantao	Bagupantao	Commercial, Public	Operational
4	Balud	Balud (Pulanduta)	Fishing	Operational
5	Batuhan	Masbate (Batuhan)	Fishing	Operational
6	Bolo	Masbate (Bolo)	Fishing	Operational
7	Cataingan	Cataingan	Commercial, Public	Operational
8	Cawayan	Cawayan	Commercial, Public	Operational
9	Claveria	Claveria	Commercial, Public	Operational
10	Dimasalang	Dimasalang	Commercial, Public	Operational
11	Dimasalang	Dimasalang	Fishing	Operational
12	Legaspi Oil Company	Masbate	Commercial, Private	Non-Operational
13	Mandaon	Mandaon	Fishing	Operational
14	Masbate	Masbate	Commercial, Public	Operational
15	Milagros	Milagros	Fishing	Operational
16	Pilipinas Shell Petroleum Corp.	Masbate	Commercial, Private	Operational
17	Pio V. Corpuz	Pio V. Corpuz	Fishing	Operational
18	San Fernando	San Fernando	Feeder	Operational
19	San Jacinto	San Jacinto	Fishing	Operational
20	San Pascual	San Pascual	Commercial, Public	Operational
21	Ticao	San Jacinto (Ticao)	Commercial, Public	Operational

Region: REGION 5  
Province: SORSOGON

No.	Port	Location	Classification	Status
1	Bacon	Bacon	Commercial, Public	Operational
2	Bulan	Bulan	Commercial, Public	Operational
3	Bulan	Bulan	Fishing	Operational
4	Casiguran	Casiguran	Fishing	Operational
5	Castilla	Brgy. Poblacion	Fishing	Operational
6	Castilla	Brgy. Macalaya	Fishing	Operational
7	Gubat	Gubat	Fishing	Operational
8	Macalaya	Castilla (Macalaya)	Fishing	Operational
9	Magallanes	Magallanes (Poblacion)	Fishing	Operational
10	Matnog	Matnog	Commercial, Public	Operational
11	Pilar	Pilar	Fishing	Operational
12	Sorsogon	Sorsogon	Commercial, Public	Operational
13	Sta. Magdalena	Sta. Magdalena	Commercial, Public	Operational

Region: REGION 6  
Province: AKLAN

No.	Port	Location	Classification	Status
1	Batan	Batan (Poblacion)	Commercial, Public	Operational
2	Batan Port	Batan	Fishing	Operational
3	Buruanga	Buruanga (Poblacion)	Fishing	Operational
4	Colongcolong	Ibajay (Colongcolong)	Fishing	Operational
5	Dumaguít	New Washington (Dumaguít)	Commercial, Public	Operational
6	Malay	Malay	Feeder	Operational
7	Navitas	Numancia (Navitas)	Fishing	Operational
8	New Washington	New Washington (Poblacion)	Commercial, Public	Operational
9	New Washington	New Washington	Fishing	Operational
10	Numancia	Numancia	Commercial, Public	Operational
11	San Miguel Corporation	Numancia	Commercial, Private	Operational
12	San Viray	Malay (San Viray)	Commercial, Public	Operational

Region: REGION 6  
 Province: ANTIQUE

No.	Port	Location	Classification	Status
1	Caluya	Caluya (Poblacion)	Feeder	Operational
2	Pandan	Pandan	Feeder	Operational
3	San Jose	San Jose	Commercial, Public	Operational
4	Semirara Coal Corporation	Caluya (Semirara)	Commercial, Private	Operational

Region: REGION 6  
 Province: CAPIZ

No.	Port	Location	Classification	Status
1	Antonio R. Ong	Roxas City	Commercial, Private	Operational
2	Banica	Roxas City (Banica)	Fishing	Operational
3	Caltex (Philippines), Inc.	Roxas City (Culasi)	Commercial, Private	Operational
4	Central Azucarrera del Pilar	Roxas City	Commercial, Private	Operational
5	Culasi	Roxas City (Culasi)	Commercial, Public	Operational
6	Ivisan	Ivisan (Basiao)	Fishing	Operational
7	Libas	Roxas City (Libas)	Fishing	Operational
8	Petron Corporation	Roxas City	Commercial, Private	Operational
9	Punta Tabuc	Roxas City (Punta Tabuc)	Commercial, Public	Operational
10	San Miguel Corporation	Roxas City (Libas)	Commercial, Private	Operational
11	Shell Depot	Roxas City (Culasi)	Commercial, Private	Operational

Region: REGION 6  
Province: GUIMARAS

No.	Port	Location	Classification	Status
1	Buenavista	Buenavista (Sto. Rosario)	Commercial, Public	Operational
2	Cabalagnan	Nueva Valencia (Cabalagnan)	Fishing	Operational
3	Dagsa-an	Buenavista (Dagsa-an)	Commercial, Private	Operational
4	Guimaras	Poblacion	Commercial, Public	Operational
5	Guimaras Bulk Sugar Terminal	Jordan	Commercial, Private	Operational
6	Island Integrated Offshore Services	Buenavista (Dagsaan)	Commercial, Private	Operational
7	Jordan	Jordan (Hoskyn)	Feeder	Operational
8	Nueva Valencia	Nueva Valencia	Fishing	Operational
9	Puyo	Nueva Valencia (Puyo)	Fishing	Operational
10	Rizal	Jordan (Rizal)	Fishing	Operational
11	Sebaste	Jordan (Sebaste)	Fishing	Operational
12	Suclaran	Buenavista (Suclaran)	Fishing	Operational
13	Tacay	Buenavista (Tacay)	Feeder	Operational
14	Zaldivar	Buenavista (Zaldivar)	Feeder	Operational

Region: REGION 6  
Province: ILOILO

No.	Port	Location	Classification	Status
1	Ayala Molasses Corporation	Iloilo City	Commercial, Private	Operational
2	Banate	Banate	Fishing	Operational
3	Barotac Viejo	Barotac Viejo	Fishing	Operational
4	Caltex (Philippines), Inc.	Iloilo City	Commercial, Private	Operational
5	Carles	Carles	Fishing	Operational
6	Concepcion	Concepcion	Commercial, Public	Operational
7	Concepcion	Concepcion (Poblacion)	Fishing	Operational
8	Culasi	Ajuy (Culasi)	Fishing	Operational
9	Dumangas	Dumangas	Commercial, Public	Operational
10	Estancia	Estancia	Commercial, Public	Operational
11	Estancia Wharf	Estancia	Fishing	Operational
12	F.F. Cruz	Iloilo City	Commercial, Private	Operational
13	Guimbal	Guimbal	Fishing	Operational
14	Guintas	Barotac Nuevo (Guintas)	Fishing	Operational
15	Ilicon Corp.	Iloilo City (Lapuz)	Commercial, Private	Operational
16	Iloilo	Iloilo City	Commercial, Public	Operational
17	Iloilo Dock & Engineering Pier	Iloilo City (Lapuz)	Commercial, Private	Operational
18	Iloilo Fishing Port Complex	Iloilo City (Tanza-Esperanza)	Fishing	Operational
19	Leganes	Leganes (Bigke)	Fishing	Operational
20	Oton	Oton (Cabananan)	Fishing	Operational
21	Pantalan Nabaye	Ajuy (Pantalan Nabaye)	Fishing	Operational
22	Petron Corporation	Iloilo City	Commercial, Private	Operational
23	Pilipinas Shell Petroleum Corp.	Iloilo City	Commercial, Private	Operational
24	Pryce Gases, Inc.	Ajuy (Bo. Barrido)	Commercial, Private	Operational
25	R.J.L. Martinez Slipways	Iloilo City (Lapuz)	Commercial, Private	Operational
26	San Dionisio	San Dionisio	Fishing	Operational
27	Sian	Iloilo City (Loboc-Lapuz)	Commercial, Private	Operational
28	Sta. Rita	Anilao (Sta. Rita)	Fishing	Operational
29	Tigbauan	Tigbauan (Buyu-an)	Fishing	Operational
30	Total Bulk Corporation	Iloilo City	Commercial, Private	Operational
31	Victoria's Milling Corporation	Ajuy (Bay-ang)	Commercial, Private	Operational



Region: REGION 6  
Province: NEGROS OCCIDENTAL

No.	Port	Location	Classification	Status
1	ABA	Bacolod City	Commercial, Private	Operational
2	Adass	Victorias City	Commercial, Private	Operational
3	Aidaisa Sugar Central	Silay City (Guinhalaran)	Commercial, Private	Operational
4	Alexander Tan	Escalante	Commercial, Private	Operational
5	Ang Dulungkaan	Victorias City	Commercial, Private	Operational
6	Bacolod	Victorias City(Daan Banwa)	Commercial, Public	Operational
7	Banago	Bacolod City (Banago)	Commercial, Private	Operational
8	Banago	Bacolod City (Banago)	Fishing	Operational
9	Barcelona	Escalante	Feeder	Operational
10	Barcelona	Escalante	Commercial, Private	Operational
11	Barcelona Port Services Corporation	Escalante	Commercial, Private	Operational
12	Biscom	Hinigaran	Commercial, Private	Operational
13	BREDCO	Bacolod City	Commercial, Private	Operational
14	Bulkhem Corp(Bagging Term.)	Bacolod City (Sum-ag)	Commercial, Private	Operational
15	Buluangan	San Carlos City (Buluangan)	Fishing	Operational
16	Cadiz	Cadiz City	Commercial, Public	Operational
17	Calatrava	Calatrava	Commercial, Public	Operational
18	Calatrava	Calatrava	Fishing	Operational
19	Caltex (Phils.) Inc.	Bacolod City	Commercial, Private	Operational
20	Canmoros	Binalbagan (Canmoros)	Fishing	Operational
21	Cauayan	Cauayan (Bulata)	Fishing	Operational
22	Cifra	Himamaylan	Commercial, Private	Operational
23	Daan Banwa	Victorias City(Daan Banwa)	Feeder	Operational
24	Danao	Escalante	Commercial, Public	Operational
25	Destileria de Bago	Bago City	Commercial, Private	Operational
26	Dolorosa	Himamaylan	Commercial, Private	Operational
27	E. B. Magalona	E.B. Magalona	Feeder	Operational
28	Ermita	Calatrava (Refugio)	Fishing	Operational
29	Far East Molasses Company	Pulupandan	Commercial, Private	Operational
30	Fisherman's Wharf	Hinigaran	Commercial, Private	Operational

Province: NEGROS OCCIDENTAL

No.	Port	Location	Classification	Status
31	Francisco Yap	Escalante	Commercial, Private	Operational
32	GD Fishing Corp.	Bacolod City (Banago)	Commercial, Private	Operational
33	Guinhalaran	Silay City (Guinhalaran)	Fishing	Operational
34	Hawaiian Philippines	Silay City	Commercial, Private	Operational
35	Himamaylan	Himamaylan	Fishing	Operational
36	Hinigaran	Hinigaran (Tagda)	Fishing	Operational
37	Ilco	Sipalay	Feeder	Operational
38	Inayawan	Cauayan (Inayawan)	Fishing	Operational
39	Insular Lumber Company	Hinoba-an	Commercial, Private	Operational
40	La Carlota Sugar Central	Pontevedra	Commercial, Private	Operational
41	Lopez Sugar Central	Sagay	Commercial, Private	Operational
42	Manapla Port	Manapla	Commercial, Private	Operational
43	Manta-angan	E.B. Magalona (Manta-angan)	Fishing	Operational
44	Maranon Private Wharf	Escalante	Commercial, Private	Operational
45	Maricalum	Sipalay (Maricalum)	Fishing	Operational
46	Maricalum Mining Corporation	Cauayan (Bulata)	Commercial, Private	Operational
47	Maricalum Mining Corporation	Sipalay (Maricalum)	Commercial, Private	Operational
48	Negros Navigation Co.	Bacolod City (Banago)	Commercial, Private	Operational
49	Old Sagay	Sagay (Old Sagay)	Fishing	Operational
50	Petron Port Facility	Bacolod City	Commercial, Private	Operational
51	Phil. Bulk Corporation	Pulupandan	Commercial, Public	Operational
52	Pilipinas Shell Petroleum Corp.	Bacolod City	Commercial, Private	Operational
53	Pontevedra	Pontevedra	Fishing	Operational
54	Pulupandan	Pulupandan	Commercial, Public	Operational
55	Punta Mesa	Manapla (Punta Mesa)	Fishing	Operational
56	Racahe Private Wharf	Bacolod City	Commercial, Private	Operational
57	Romeo Uy	Escalante	Commercial, Private	Operational
58	Sagay Central, Inc.	Sagay	Commercial, Private	Operational
59	San Carlos	San Carlos City	Commercial Public	Operational
60	San Carlos Milling Co.,Inc.	San Carlos City	Commercial, Private	Operational

Province: NEGROS OCCIDENTAL

No.	Port	Location	Classification	Status
61	San Enrique	San Enrique	Fishing	Operational
62	San Miguel Corporation	Cadiz City	Commercial, Private	Operational
63	San Miguel Corporation	Himamaylan	Commercial, Private	Operational
64	San Miguel Corporation	Bacolod City (Sum-ag)	Commercial, Private	Operational
65	Silay	Silay City	Commercial, Public	Operational
66	Sipalay	Sipalay	Fishing	Operational
67	Southern Negros Dev. Corp.	Himamaylan	Commercial, Private	Operational
68	Sta. Clara Port Complex	Bacolod City	Commercial, Private	Operational
69	Sto. Nino Private Port	Bacolod City	Commercial, Private	Operational
70	Sum-ag Port Terminal	Bacolod City (Sum-ag)	Commercial, Private	Operational
71	Toboso	Toboso	Fishing	Operational
72	Toboso Ocean Terminal Service	Toboso	Commercial, Private	Operational
73	Total Bulk Corporation	Pulupandan	Commercial, Private	Operational
74	Tuburan	E.B. Magalona (Tuburan)	Commercial, Public	Operational
75	Valladolid	Valladolid	Fishing	Operational
76	Victorias Milling Company	Victorias City	Commercial, Private	Operational
77	Victorias Municipal Wharf	Victorias City	Commercial, Public	Operational
78	Visayan Trading Corp.	Pulupandan	Commercial, Private	Operational
79	Vito Sagay	Sagay (Vito)	Feeder	Operational
80	Vito-Sagay	Sagay (Vito)	Fishing	Operational

Region: REGION 7  
Province: BOHOL

No.	Port	Location	Classification	Status
1	Aguining	Pres. Carlos Garcia(Aguining)	Fishing	Operational
2	Albuquerque	Albuquerque (Poblacion)	Fishing	Operational
3	Anda	Anda	Feeder	Operational
4	Baclayon	Baclayon	Fishing	Operational
5	Balamban Concrete Aggregates	Talibon	Commercial, Private	Operational
6	Baybayon	Mabini (Baybayon)	Fishing	Operational
7	Baybayon Port	Baybayon, Mabini	Fishing	Operational
8	Bien Unido	Bien Unido	Commercial, Public	Operational
9	Buenavista	Buenavista (Asinan)	Fishing	Operational
10	Canmanico	Valencia (Brgy. Canmanico)	Feeder	Operational
11	Catagbacan	Loon (Catagbacan)	Commercial, Public	Operational
12	Clarin	Clarin	Commercial, Public	Operational
13	Cogtong	Candijay (Cogtong)	Fishing	Operational
14	Cortes	Cortes	Commercial, Public	Operational
15	Dimiao	Dimiao	Feeder	Operational
16	Guindulman	Guindulman	Fishing	Operational
17	Hingotanan	Hingotanan	Fishing	Operational
18	Inabanga	Inabanga	Fishing	Operational
19	Jagna	Jagna	Commercial, Public	Operational
20	Jagna	Jagna (Brgy. Bunga Mar)	Fishing	Operational
21	Jagna	Jagna (Poblacion)	Fishing	Non-Operational
22	Jetafe	Jetafe	Commercial, Public	Operational
23	Lila	Lila (Poblacion)	Fishing	Operational
24	Loay	Loay	Commercial, Public	Operational
25	Madua Sur	Duero (Brgy. Madua Sur)	Fishing	Non-Operational
26	Manga	Tagbilaran City (Manga)	Commercial, Public	Operational
27	Maribojoc	Maribojoc (Poblacion)	Commercial, Public	Operational
28	Mocpoc	Loon (Mocpoc)	Fishing	Operational
29	Napo	Loon (Napo)	Fishing	Operational
30	Petron Corporation	Tagbilaran City	Commercial Private	Operational

Province: BOHOL

No.	Port	Location	Classification	Status
31	Philippine Sinter Corporation	Garcia Hernandez	Commercial Private	Operational
32	Pilipinas Shell Petroleum Corp.	Tagbilaran City	Commercial Private	Operational
33	Pitogo	Pitogo (President Garcia)	Feeder	Operational
34	Popoo	Pres. Carlos Garcia (Popoo)	Fishing	Operational
35	Suba	Anda (Brgy. Suba)	Feeder	Operational
36	Tagbilaran	Tagbilaran City	Commercial, Public	Operational
37	Tagbilaran	Tagbilaran City	Fishing	Operational
38	Talibon	Talibon	Commercial, Public	Operational
39	Tan Trade Corporation	Tagbilaran City	Commercial, Private	Operational
40	Tapal	Ubay (Tapal)	Feeder	Operational
41	Tubigon	Tubigon	Commercial, Public	Operational
42	Tugas	Pres. Carlos Garcia (Tugas)	Fishing	Operational
43	Ubay	Ubay	Commercial, Public	Operational
44	Valencia	Valencia (Canmanico)	Feeder	Operational

Region: REGION 7

Province: CEBU

No.	Port	Location	Classification	Status
1	ABC	Santander	Commercial, Private	Operational
2	Abucay Private Wharf	Bantayan	Commercial, Private	Non-Operational
3	Acoje Mining Company Inc.	Liloan (Catarman)	Commercial, Private	Non-Operational
4	Aliwanay	Balamban (Aliwanay)	Commercial, Private	Operational
5	Apo Cement Corporation	Naga (Tina-an)	Commercial, Private	Operational
6	Argao	Argao	Commercial, Public	Operational
7	Asturias	Asturias	Commercial, Private	Operational
8	Atlas Consolidated Mining & Dev.	Toledo City (Sangi)	Commercial, Private	Operational
9	B & B Forest Development	Consolacion (Tayud)	Commercial, Private	Non-operational
10	Baigad Causeway	Bantayan (Baigad)	Commercial, Private	Operational
11	Balamban	Balamban	Commercial, Public	Operational
12	Bantayan	Bantayan	Commercial, Public	Operational
13	Bantayan	Bantayan	Fishing	Operational
14	Barili	Barili (Japitan)	Feeder	Operational
15	Bisaya Overland Trans	Santander	Commercial, Private	Non-Operational
16	Bogo	Bogo (Polambato)	Fishing	Operational
17	Cabahug Shipyard	Mandaue City	Commercial, Private	Operational
18	Caltex (Philippines), Inc.	Lapu Lapu City	Commercial, Private	Operational
19	Caltex (Philippines), Inc.	Sta. Fe (Talisay)	Commercial, Private	Operational
20	Carcar	Carcar	Feeder	Operational
21	Carmen	Carmen	Commercial, Public	Operational
22	Cebu	Cebu City	Commercial, Public	Operational
23	Cebu Shipyard & Engineering Works	Lapu Lapu City	Commercial, Private	Operational
24	Colorado Shipyard	Mandaue City	Commercial, Private	Operational
25	Cordoba	Cordoba	Fishing	Operational
26	Daanbantayan	Daanbantayan	Commercial, Public	Operational
27	Dalaguete	Dalaguete	Commercial, Public	Operational
28	Danao City	Danao City	Commercial, Public	Operational
29	Danao Pier (North Harbor)	Danao City	Commercial, Private	Operational
30	Dapdap	Lapu lapu (Mactan)	Fishing	Operational

Province: CEBU

No.	Port	Location	Classification	Status
31	Dolomite Mining Corporation	Alcoy	Commercial, Private	Operational
32	Dumanjug	Dumanjug (Tangil)	Feeder	Operational
33	E.C. Ouano Development Corp.	Mandaue City	Commercial, Private	Operational
34	FBM Aboitiz Marine Inc.	Balamban (Arpili)	Commercial, Private	Operational
35	FS Builders and Sales, Inc.	Mandaue (Opao)	Commercial, Private	Operational
36	General Milling Corporation	Lapu-lapu City	Commercial, Private	Operational
37	Grand Cement	San Fernando	Commercial, Private	Operational
38	Hagnaya	San Remigio (Hagnaya)	Commercial, Public	Operational
39	Ingatan	Oslob (Nueva Caceres)	Commercial, Private	Operational
40	Inoburan	Naga (Inoburan)	Fishing	Operational
41	Inter Island Gas Service	Mandaue City (Opao)	Commercial, Private	Non-Operational
42	Japitan Wharf	Barili (Japitan)	Feeder	Operational
43	Kaongkod	Madrifejos (Kaongkod)	Fishing	Operational
44	Kawit Wharf	Medellin	Feeder	Operational
45	Leyte Shipping Corp.	Argao	Commercial, Private	Operational
46	Liloan Slipway	Liloan	Commercial, Private	Operational
47	Lo-oc	Mandaue City (Looc)	Commercial, Public	Operational
48	Lu Do and Lu Yin Corporation	Cebu City	Commercial, Private	Operational
49	Luvimin Coal Mining Corporation	Argao (Taloot)	Commercial, Private	Operational
50	Luvimin Coal Mining Corporation	Naga	Commercial, Private	Operational
51	Maayo Shipping Lines	Oslob (Tan-auan)	Commercial, Private	Operational
52	Mahayahay	Daanbantayan	Fishing	Operational
53	Malabuyoc	Malabuyoc	Feeder	Non-Operational
54	Mandaue	Mandaue City	Commercial, Public	Non-Operational
55	Mandaue Shipyard	Mandaue City	Commercial, Private	Operational
56	Mandaue Timber Corporation	Mandaue City	Commercial, Private	Non-Operational
57	Marigondon	Lapu-lapu (Marigondon)	Fishing	Operational
58	Medellin Sugar Milling	Medellin (Kawit)	Commercial, Private	Operational
59	Michael Slipway	Mandaue City	Commercial, Private	Operational
60	Milagrosa Shipyard	Consolacion (Tayud)	Commercial, Private	Non-operational

Province: CEBU

No.	Port	Location	Classification	Status
61	Mingdanilla	Mingdanilla	Fishing	Operational
62	Moalboal	Moalboal	Fishing	Operational
63	Municipal Causeway	Balamban (Pondol)	Commercial, Private	Non-Operational
64	Nailon	Bogo (Nailon)	Fishing	Operational
65	National Power Corporation	Naga (Colon)	Commercial, Private	Operational
66	New Waterfront Fishing Corp.	Mandaue City	Commercial, Private	Operational
67	Opao	Mandaue City (Opao)	Commercial, Private	Operational
68	Opon	Lapu-lapu City	Commercial, Public	Operational
69	Petron Corporation	Mandaue City	Commercial, Private	Operational
70	Petrophil Corporation	Mandaue City	Commercial, Private	Operational
71	Pilar	Pilar (Poblacion)	Fishing	Operational
72	Pilipinas Shell Petroleum Corp.	Lapu-lapu City (Mactan)	Commercial, Private	Operational
73	PKS Shipyard	Mandaue City	Commercial, Private	Operational
74	Polambato	Bogo (Polambato)	Commercial, Public	Operational
75	Poro	Poro	Feeder	Operational
76	Prime White Cement	Asturias (Tubigagmanok)	Commercial, Private	Operational
77	Remedios A. Escario	Bantayan (Baigad)	Fishing	Operational
78	Republic Drydock	Danao City	Commercial, Private	Operational
79	Republic Glass Corporation	Badian (Lambug)	Commercial, Private	Operational
80	Roden Const. Dev. Corp.	Asturias (Tubigagmanok)	Commercial, Private	Operational
81	Ronda	Ronda	Feeder	Operational
82	Samboan	Samboan (San Agustin)	Commercial, Public	Non-Operational
83	San Fernando	San Fernando	Feeder	Operational
84	San Francisco	San Francisco	Fishing	Operational
85	San Miguel Corporation	Mandaue City	Commercial, Private	Operational
86	Sandoval Shipyard	Mandaue City	Commercial, Private	Operational
87	Santiago Shipyard	Mandaue City	Commercial, Private	Operational
88	Sibonga	Sibonga	Commercial, Public	Operational
89	Sogod	Sogod	Feeder	Operational
90	South Poblacion	Naga	Commercial, Public	Non-Operational

Province: CEBU

No.	Port	Location	Classification	Status
91	Sta. Fe	Sta. Fe (Poblacion)	Commercial, Public	Operational
92	Sta. Rosa	Lapu lapu (Sta. Rosa)	Fishing	Operational
93	Tabogon	Tabogon (Poblacion)	Fishing	Operational
94	Tabuelan	Tabuelan	Commercial, Public	Operational
95	Talavera	Toledo City (Talavera)	Commercial, Public	Operational
96	Tapilon	Daanbantayan (Tapilon)	Fishing	Operational
97	Ting Guan Corporation	Mandaue City	Commercial, Private	Operational
98	Toledo Wharf	Toledo City (Poblacion)	Commercial, Public	Operational
99	Total Bulk Corporation	Mandaue City (Opao)	Commercial, Private	Operational
100	Trigon Shipyard	San Fernando	Commercial, Private	Operational
101	Tsuneishi	Balamban (Buanoy)	Commercial, Private	Operational
102	Tuburan	Tuburan (Brgy. 4)	Commercial, Public	Operational
103	Tudela	Tudela	Feeder	Operational
104	Yrasport Drydocks Company	Mandaue City (Opao)	Commercial, Private	Operational

Region: REGION 7

Province: NEGROS ORIENTAL

No.	Port	Location	Classification	Status
1	Amlan	Amlan	Commercial, Public	Operational
2	Apo	Dauin (Apo Island)	Fishing	Non-operational
3	Bais	Bais City (Capiñahan)	Fishing	Operational
4	Basay	Basay	Fishing	Operational
5	Basay	Purok 3, Poblacion	Fishing	Non-operational
6	Basay Milling Corp.	Basay	Commercial, Private	Operational
7	Bayawan	Bayawan (Poblacion)	Commercial, Public	Operational
8	Calindagan	Dumaguete City (Calindagan)	Fishing	Non-operational
9	Caltex (Philippines), Inc.	Amlan	Commercial, Private	Operational
10	Central Azucarera de Bais	Tanjay (Luca)	Commercial, Private	Operational
11	Dumaguete	Dumaguete City	Commercial, Public	Operational
12	Dumaguete Coconut Mills	Bacong (San Miguel)	Commercial, Private	Operational
13	Dyno Wesfarmers Phils., Inc.	Bacong (Buntis)	Commercial, Private	Operational
14	Guihulngan	Guihulngan	Commercial, Public	Operational
15	Hermilio Teves Company	Sta. Catalina (Poblacion)	Commercial, Private	Operational
16	Jilocon	San Jose (Jilocon)	Fishing	Non-Operational
17	Maayo Shipping Corporation	San Jose (Tampi)	Commercial, Private	Operational
18	Montenegro	Bais City	Commercial, Private	Operational
19	Phil. American Timber Company	Ayungon (Lodgoran)	Commercial, Private	Operational
20	Pryce Gases, Inc.	Ayungon	Commercial, Private	Operational
21	Siaton	Siaton (Poblacion)	Feeder	Operational
22	South Negros Enterprises	Bayawan (Poblacion)	Commercial, Private	Operational
23	Tandayag	Amlan	Commercial, Public	Operational
24	Universal Robina Sugar Mill Corp.	Manjuyod (Campuyo)	Commercial, Private	Operational
25	Zamboanguita	Zamboanguita	Feeder	Operational

\*Also used by Shell Company and Petron Corporation.

Region: REGION 7  
 Province: SIKUIJOR

No.	Port	Location	Classification	Status
1	Larena	Larena	Commercial, Public	Operational
2	Lazi	Lazi	Commercial, Public	Operational
3	Lazi Bay Resources Development, Inc	Lazi	Commercial, Private	Operational
4	Maria	Maria	Commercial, Public	Operational
5	Siquijor	Siquijor	Commercial, Public	Operational
6	Solangon	San Juan (Solangon)	Fishing	Operational
7	Tambisan	San Juan (Tambisan)	Fishing	Operational

Region: REGION 8  
 Province: BILIRAN

No.	Port	Location	Classification	Status
1	Biliran	Biliran	Feeder	Operational
2	Cabucgayan	Cabucgayan	Commercial, Public	Operational
3	Cabucgayan	Cabucgayan	Feeder	Operational
4	Caibiran	Caibiran (Manlabang)	Feeder	Operational
5	Culaba Port	Culaba	Commercial, Public	Operational
6	Kawayan	Kawayan	Commercial, Public	Operational
7	Maripipi	Maripipi Island	Feeder	Operational
8	Naval	Naval	Commercial, Public	Operational
9	New Leyte Edible Oil	Caibiran (Panlabong)	Commercial, Private	Operational

Region: REGION 8  
Province: EASTERN SAMAR

No.	Port	Location	Classification	Status
1	Arteche	Arteche	Feeder	Operational
2	Borongan	Borongan	Commercial, Public	Operational
3	Caltex (Phils.) Inc.	Borongan	Commercial, Private	Operational
4	Can-avid	Can-avid	Feeder	Operational
5	Dapdap Riverlanding	Dolores (Dapdap)	Fishing	Operational
6	Dolores	Dolores	Feeder	Operational
7	General McArthur	Gen. MacArthur	Fishing	Operational
8	Giporlos	Giporlos	Feeder	Operational
9	Guiuan	Guiuan	Commercial, Public	Operational
10	Japitan	Dolores	Feeder	Operational
11	Lawaan	Lawaan	Commercial, Public	Non-operational
12	Llorente	Llorente	Commercial, Public	Operational
13	Marinduque Mining & Industrial Corp.	Sulat	Commercial, Private	Operational
14	Maslog Riverlanding	Maslog	Fishing	Operational
15	Mercedes	Mercedes	Fishing	Operational
16	Oras	Oras	Commercial, Public	Operational
17	Rio Chico Mining Corporation	Llorente	Commercial, Private	Operational
18	San Julian	San Julian	Feeder	Non-operational
19	San Policarpo	San Policarpo	Feeder	Operational
20	Sulat Riverlanding	Sulat	Fishing	Operational
21	Ty Sam Guan	Borongan	Commercial, Private	Operational

Region: REGION 8  
Province: LEYTE

No.	Port	Location	Classification	Status
1	Albuera	Albuera	Fishing	Operational
2	Artan Enterprises	Isabel	Commercial, Private	Operational
3	Babatngon	Babatngon	Commercial, Public	Operational
4	Bantique	Isabel (Bantique)	Commercial, Public	Operational
5	Bato	Bato	Commercial, Public	Operational
6	Baybay	Baybay	Commercial, Public	Operational
7	Biophil	Ormoc City	Commercial, Private	Non-Operational
8	Caltex (Philippines), Inc.	Tacloban City	Commercial, Private	Operational
9	Caltex (Philippines), Inc.	Ormoc City	Commercial, Private	Operational
10	Caltex (Philippines), Inc.	Merida	Commercial, Private	Operational
11	Caltex (Philippines), Inc.	Isabel	Commercial, Private	Operational
12	Calubian	Calubian (Villalon)	Commercial, Public	Non-operational
13	Carigara	Carigara	Fishing	Operational
14	Carigara	Brgy. Poblacion	Fishing	Non-operational
15	Diit	Tacloban City (Diit)	Fishing	Non-operational
16	Dulag	Dulag (San Miguel)	Fishing	Non-operational
17	Filmag (Phils.)	Merida	Commercial, Private	Operational
18	First Deltona Comm'l Sales	Hindang	Commercial, Private	Operational
19	GGC Enterprises	Ormoc City (Punta)	Commercial, Private	Operational
20	Hilongos	Hilongos	Commercial, Public	Operational
21	Hindang	Hindang (Poblacion)	Commercial, Public	Non-Operational
22	Inopacan	Inopacan (Tinago)	Fishing	Operational
23	Isabel	Isabel	Fishing	Operational
24	JBC Arrastre Service	Hindang	Commercial, Private	Operational
25	Leyte	Leyte (Poblacion)	Fishing	Operational
26	Merida	Merida (Poblacion)	Fishing	Operational
27	National Investment Dev. Corp.	Tanauan	Commercial, Private	Operational
28	New Leyte Edible Oil	Tanauan	Commercial, Private	Operational
29	Ormoc	Ormoc City	Commercial, Public	Operational
30	Ormoc Sugar Company Inc.	Ormoc City (Ipil)	Commercial, Private	Operational

Province: LEYTE

No.	Port	Location	Classification	Status
31	Paglaum Samahang Nayon	Hindang	Commercial, Private	Operational
32	Palompon	Palompon	Commercial, Public	Operational
33	Petron Corporation	Palompon	Commercial, Private	Operational
34	Petron Corporation	Tacloban (San Jose)	Commercial, Private	Operational
35	Petron Corporation	Ormoc City (Palompon)	Commercial, Private	Operational
36	Phil. Associated Smelting Corp.	Isabel	Commercial, Private	Operational
37	Phil. Phosphate Fertilizer Corp.	Isabel	Commercial, Private	Operational
38	Pilipinas Shell Petroleum Corp.	Tacloban City	Commercial, Private	Operational
39	Pinamopoan	Capoocan (Pinamopoan)	Fishing	Operational
40	Pingag	Isabel	Commercial, Private	Operational
41	Pingag	Isabel	Commercial, Public	Operational
42	San Isidro	San Isidro	Feeder	Operational
43	San Juan	San Juan	Feeder	Operational
44	San Vicente	Hindang (San Vicente)	Commercial, Private	Operational
45	Tabango	Tabango (Poblacion)	Fishing	Operational
46	Tacloban	Tacloban City	Commercial, Public	Operational
47	Tanauan	Tanauan	Fishing	Non-operational
48	Villara	Villaba (Silad)	Feeder	Non-Operational

Region: REGION 8

Province: NORTHERN SAMAR

No.	Port	Location	Classification	Status
1	Allen	Allen	Commercial, Public	Non-Operational
2	Allen Port and Harbor	Allen	Commercial, Private	Operational
3	Balicuatro Wharfage & Terminal Corp.	Allen (Looc)	Commercial, Private	Operational
4	Biri	Biri	Feeder	Non-Operational
5	Bobon	Bobon	Commercial, Public	Non-Operational
6	Caltex (Phils.), Inc.	San Isidro	Commercial, Private	Operational
7	Caltex (Phils.), Inc.	Cataman	Commercial, Private	Operational
8	Catubig	Catubig	Feeder	Operational
9	Gamay	Gamay	Fishing	Operational
10	J. Dalena & Sons	Gamay	Commercial, Private	Operational
11	Laoang Wharf	Laoang	Feeder	Operational
12	Lapinig	Lapinig	Fishing	Operational
13	Lavezares	Lavezares	Fishing	Operational
14	Looc Bay Timber Industries	San Isidro	Commercial, Private	Operational
15	Mansueto Gatupe	Laoang	Commercial, Private	Operational
16	Mapno	Palapag (Mapno)	Feeder	Operational
17	Pambujan	Pambujan (Paninirongan)	Commercial, Public	Operational
18	Pambujan	Pambujan	Feeder	Operational
19	Salvacion	San Isidro (Salvacion)	Feeder	Operational
20	San Antonio	San Antonio	Feeder	Operational
21	San Isidro Ferry Terminal	San Isidro	Commercial, Public	Operational
22	San Jose Carangian	San Jose	Commercial, Public	Operational
23	San Vicente	San Vicente	Feeder	Non-Operational
24	Sanvie	San Isidro	Commercial, Private	Operational
25	Victoria	Victoria	Feeder	Operational
26	Zolio Uy Aguilar	Laoang	Commercial, Private	Operational



Region: REGION 8  
Province: SAMAR (WESTERN SAMAR)

No.	Port	Location	Classification	Status
1	Almagro	Almagro (Lunang)	Fishing	Operational
2	Asean Timber & Dev. Corp.	Marabut	Commercial, Private	Operational
3	Bacjao	Almagro (Bacjao)	Fishing	Operational
4	Bagacay Port	Baganay	Feeder	Operational
5	Basey	Basey	Fishing	Operational
6	Basey	Basey	Commercial, Public	Operational
7	Calbayog	Calbayog City	Commercial, Public	Operational
8	Caltex (Philippines), Inc.	Jiabong	Commercial, Private	Operational
9	Catbalogan	Catbalogan	Commercial, Public	Operational
10	Dapdap	Dapdap	Commercial, Public	Operational
11	Daram	Daram (Poblacion)	Fishing	Operational
12	Gandara	Gandara	Feeder	Operational
13	Maguino-o	Calbayog City (Maguino-o)	Commercial, Public	Operational
14	Marabut	Marabut	Commercial, Public	Operational
15	Matuguinao	Matuguinao	Fishing	Operational
16	Matuguinao	Matuguinao	Feeder	Operational
17	Pagsanghan	Pagsanghan	Fishing	Operational
18	Petron	Jiabong	Commercial, Private	Operational
19	Samat Coco Prod. Mfg.	Calbayog City	Commercial, Private	Operational
20	San Jorge Riverlanding	San Jorge	Fishing	Operational
21	San Jose Timber	Wright (San Jose)	Commercial, Private	Operational
22	San Sebastian	San Sebastian	Feeder	Operational
23	Sta. Margarita	Sta. Margarita	Fishing	Operational
24	Sta. Rita	Sta. Rita	Fishing	Operational
25	Sto. Nino	Sto. Nino	Fishing	Operational
26	Tagapul-an	Tagapul-an	Fishing	Operational
27	Tarangnan	Tarangnan	Fishing	Operational
28	Trinidad	Calbayog (Trinidad)	Fishing	Operational
29	Villareal	Villareal	Fishing	Operational
30	Zumarraga	Zumarraga	Fishing	Operational

Region: REGION 8  
Province: SOUTHERN LEYTE

No.	Port	Location	Classification	Status
1	Cabalian	San Juan (Formely Cabalian)	Commercial, Public	Operational
2	Caltex (Phils.) Inc.	Maasin	Commercial, Private	Operational
3	Hinunangan	Hinunangan (Canipa-an)	Fishing	Operational
4	Liloan	Liloan	Commercial, Public	Operational
5	Liloan Ferry Terminal	Liloan	Commercial, Public	Operational
6	Maasin	Maasin	Commercial, Public	Operational
7	Macrohon	Macrohon	Fishing	Operational
8	Malitbog	Malitbog	Commercial, Public	Operational
9	Padre Burgos	Padre Burgos	Fishing	Operational
10	Petron Corp.	Malitbog	Commercial, Private	Operational
11	Pintuyan	Pintuyan	Commercial, Public	Operational
12	San Francisco	San Francisco	Fishing	Operational
13	San Juan	San Juan	Commercial, Public	Operational
14	San Ricardo	San Ricardo (Benit)	Commercial, Public	Operational
15	Sugod	Sugod (Poblacion)	Fishing	Operational
16	St. Bernard	St. Bernard	Commercial, Public	Operational

Region: REGION 9  
Province: BASILAN

No.	Port	Location	Classification	Status
1	Basilan	Isabela	Commercial, Public	Operational
2	Caltex (Phils.), Inc.	Isabela	Commercial, Private	Operational
3	Dapitan	Brgy. Bagting	Fishing	Operational
4	Isabela	Isabela (Kaumpurnah)	Fishing	Operational
5	Isabela	Isabela (Tabuk)	Commercial, Public	Operational
6	Lamitan	Lamitan (Kulay Bato)	Commercial, Public	Operational
7	Lantawan	Lantawan (Atong-Atong)	Fishing	Operational
8	Maluso	Maluso (Pathholland)	Commercial, Public	Operational
9	Materling	Tipo-Tipo (Materling)	Fishing	Operational
10	Pilas	Pilas Island	Commercial, Public	Operational
11	Sumisip	Sumisip	Commercial, Public	Operational
12	Tipo-tipo	Tipo-tipo (Banah)	Fishing	Operational
13	Tuburan	Tuburan	Fishing	Operational

Region: REGION 9  
Province: ZAMBOANGA DEL NORTE

No.	Port	Location	Classification	Status
1	Caltex (Philippines), Inc.	Dipolog City	Commercial, Private	Operational
2	Dapitan	Dapitan City (San Vicente)	Commercial, Public	Operational
3	Dapitan	Dapitan City (Brgy. Sagling)	Fishing	Operational
4	Dipolog	Brgy. Barra	Fishing	Operational
5	Dipolog	Dipolog City	Commercial, Public	Operational
6	Katipunan	Katipunan	Commercial, Public	Operational
7	Labason	Labason	Commercial, Public	Operational
8	Liloy	Liloy (Lamao)	Commercial, Public	Operational
9	Mindanao Estates Timber Corporation	Sindangan	Commercial, Private	Operational
10	Nabilid	Pres. Manuel Roxas (Nabilid)	Commercial, Public	Operational
11	Roxas	Pres. Manuel Roxas	Commercial, Public	Operational
12	Sibuco	Sibuco	Commercial, Public	Operational
13	Sindangan	Sindangan (Calalunan)	Commercial, Public	Operational
14	Sindangan	Sindangan (Calatunan)	Fishing	Operational
15	Siocon	Siocon (Santa Maria)	Commercial, Public	Operational
16	Sirawai Plywood Corporation	Sirawai	Commercial, Private	Operational
17	Southern Island Oil Mills Corp.	Pres. Manuel Roxas	Commercial, Private	Operational
18	Sta. Maria	Siocon (Santa Maria)	Commercial, Public	Operational

Region: REGION 9  
Province: ZAMBOANGA DEL SUR

No.	Port	Location	Classification	Status
1	Alicia	Alicia	Commercial, Public	Operational
2	Arena Blanco	Zamboanga City (Arena Blanco)	Commercial, Private	Operational
3	Ayala	Zamboanga City (Ayala)	Commercial, Public	Operational
4	Baluno	Naga (Baluno)	Commercial, Public	Non-Operational
5	Bualan	Kumalarang (Bualan)	Fishing	Operational
6	Buug	Buug (Pamintayan)	Fishing	Operational
7	Caldera	Zamboanga City (Recodo)	Commercial, Public	Operational
8	Caltex (Phils) Inc.	Zamboanga City	Commercial, Private	Operational
9	Caltex (Phils.)Inc.	Tukuran	Commercial, Private	Operational
10	Cawit	Zamboanga City (Cawit)	Commercial, Private	Operational
11	Construction Dev. Corp. of the Phils.	Zamboanga City	Commercial, Public	Operational
12	Culasian	San Pablo(Culasian)	Feeder	Operational
13	Danan	Vicenzo Sagun (Danan)	Feeder	Operational
14	Dimataling	Dimataling (Mahayag)	Fishing	Operational
15	Dumalinao	Dumalinao(Brgy. Pantad)	Fishing	Operational
16	International Copra Export Mfg.	Zamboanga City	Commercial, Private	Operational
17	Ipil	Ipil (Magdaup)	Commercial, Public	Operational
18	Lapuyan	Lapuyan (Pangpang)	Fishing	Operational
19	Liangan	Vincenzo A. Sagun	Fishing	Operational
20	Lintugop	Aurora (Lintugop)	Fishing	Operational
21	Mahayag	Dimatuling (Mahayag)	Feeder	Operational
22	Malangas	Malangas	Commercial, Public	Operational
23	Marcos Village	San Pablo	Feeder	Operational
24	Mar Fishing Company	Zamboanga City (Recodo)	Commercial, Private	Operational
25	Margosatubig	Margosatubig	Commercial, Public	Operational
26	Mobil Oil (Phils.) Inc.	Zamboanga City	Commercial, Private	Non-Operational
27	Naga	Naga	Commercial, Public	Operational
28	New Zambo Universal Enterprise Inc.	Zam. City (Baliwasan)	Commercial, Private	Operational
29	Olutanga	Olutanga	Commercial, Public	Operational
30	Pagadian	Pagadian City	Commercial, Public	Operational

Province: ZAMBOANGA DEL SUR

No.	Port	Location	Classification	Status
31	Pamintayan	Buug	Commercial, Public	Operational
32	Payao	Payao	Commercial, Public	Operational
33	Permex Producer and Exporter	Zamboanga City (Ayala)	Commercial, Private	Operational
34	Petron	Zamboanga City	Commercial, Private	Operational
35	Phil. International Dev. Inc.	Zamboanga City (Baliwasan)	Commercial, Private	Operational
36	Philagro Edible Oils	Zamboanga City (Recodo)	Commercial, Private	Non-Operational
37	Pitogo	Pitogo	Fishing	Operational
38	PNOC Coal/Malangas Coal Company	Malangas (Malinis)	Commercial, Private	Operational
39	Saloagan	Dimatuling (Saloagan)	Fishing	Operational
40	San Miguel Corporation	Zamboanga City	Commercial, Private	Operational
41	San Pablo	San Pablo	Fishing	Operational
42	Sangali	Zamboanga City (Sangali)	Commercial, Public	Operational
43	Sangali Fishing Complex	Zamboanga City (Sangali)	Fishing	Operational
44	Sumpot	Dimatuling (Sumpot)	Feeder	Operational
45	Tabina	Tabina	Commercial, Public	Operational
46	Talusan	Talusan	Commercial, Public	Operational
47	Tarakan	Dinas	Fishing	Operational
48	Timber Exports Inc.	Zamboanga City (Recodo)	Commercial, Private	Operational
49	Timber Exports Inc.	Zamboanga City (Ayala)	Commercial, Private	Operational
50	Tukuran	Tukuran	Commercial, Public	Operational
51	Tungawan	Tungawan (Tigbanwang)	Fishing	Operational
52	Universal Fishing Corp.	Zamboanga City (Ayala)	Commercial, Private	Operational
53	Zamboanga	Zamboanga City	Commercial, Public	Operational

Region: REGION 10  
Province: CAMIGUIN

No.	Port	Location	Classification	Status
1	Balbagon	Mambajao (Balbagon)	Commercial, Public	Operational
2	Benoni Pier	Mahinog (Benoni)	Commercial, Public	Operational
3	Catarman	Catarman (Bonbon)	Fishing	Operational
4	Guinsiliban	Guinsiliban (Poblacion)	Commercial, Public	Operational

Region: REGION 10  
Province: MISAMIS OCCIDENTAL

No.	Port	Location	Classification	Status
1	Baliangao	Baliangao (Punta Miray)	Feeder	Operational
2	Caltex (Phils.), Inc.	Jimenez	Commercial, Private	Operational
3	Caluya	Sapang Dalaga (Caluya)	Fishing	Operational
4	Casul	Sapang Dalaga (Casul)	Fishing	Operational
5	Clarin	Clarin	Fishing	Operational
6	Jimenez	Jimenez (Tabo-o)	Commercial, Public	Operational
7	Jimenez Oil Mills	Jimenez	Commercial, Private	Operational
8	Naburos	Baliangao (Naburos)	Fishing	Operational
9	Oroquieta	Oroquieta City	Commercial, Public	Operational
10	Ozamis	Ozamis City	Commercial, Public	Operational
11	Panaon	Panaon Port (Punta)	Fishing	Operational
12	Plaridel	Plaridel (Looc-Propor)	Commercial, Public	Operational
13	Silanga	Tangub City (Silanga)	Commercial, Public	Operational
14	Sinocon	Sinacaban (Sinocon)	Feeder	Operational
15	Tangub	Tangub City	Fishing	Operational

Region: REGION 10  
Province: MISAMIS ORIENTAL

No.	Port	Location	Classification	Status
1	Aboltiz	Gitagum	Commercial, Private	Operational
2	Agusan Beaching	Cagayan de Oro City (Agusan)	Commercial, Public	Operational
3	Alsons Cement Corporation	Lugait	Commercial, Private	Operational
4	Anakan Lumber Co.	Gingoog City (Anakan)	Commercial, Private	Operational
5	Balingasag	Balingasag (Hermano)	Fishing	Operational
6	Balingoan	Balingoan	Commercial, Public	Operational
7	Balingoan	Balingoan (San Alonzo)	Fishing	Operational
8	Baloy Beaching	Cagayan de Oro City	Commercial, Public	Operational
9	Biga	Lugait (Biga)	Fishing	Non-operational
10	Binuangan	Binuangan	Fishing	Operational
11	Cagayan Corn Products Corp.	Cagayan de Oro City (Tablon)	Commercial, Private	Operational
12	Cagayan de Oro	Cagayan de Oro City (Macabalan)	Commercial, Public	Operational
13	Cagayan de Oro Oil Mills	Cagayan de Oro City (Tablon)	Commercial, Private	Operational
14	Cagayan de Oro Timberland	Cagayan de Oro City (Puntod)	Commercial, Private	Operational
15	Caltex (Phils.), Inc.	Cagayan de Oro (Bugo)	Commercial, Private	Operational
16	Cugman Beaching	Cagayan de Oro (Cugman)	Commercial, Public	Operational
17	Del Monte Philippines	Cagayan de Oro (Bugo)	Commercial, Private	Operational
18	El Salvador	El Salvador (Poblacion)	Fishing	Operational
19	Far East Timber Land	Gingoog City (Lunao)	Commercial, Private	Operational
20	Ferrochrome Philippines	Tagoloan	Commercial, Private	Operational
21	Gimangpang	Initao (Gimangpang)	Fishing	Operational
22	Gimaylan	Libertad (Gimaylan)	Fishing	Non-operational
23	Gingoog	Gingoog City	Commercial, Public	Operational
24	Gracia	Tagoloan (Gracia)	Commercial, Public	Operational
25	Horizon Corporation	Cag. de Oro (Cugman)	Commercial, Private	Operational
26	Jasaan	Jasaan (Jampason)	Fishing	Operational
27	Mamsar	Manticao	Commercial, Private	Operational
28	Manticao	Manticao	Fishing	Operational
29	Manuel Dasmariñas	Manticao	Commercial, Private	Operational
30	Medina	Medina	Commercial, Public	Operational

Province: MISAMIS ORIENTAL

No.	Port	Location	Classification	Status
31	Medina	Medina (Cabug)	Fishing	Operational
32	Molugan	El Salvador (Molugan)	Commercial, Public	Operational
33	Naawan	Naawan (Poblacion)	Fishing	Non-operational
34	National Power Corporation	Jasaan (Aplaya)	Commercial, Private	Operational
35	P.N. Roa	El Salvador (Molugan)	Commercial, Private	Operational
36	Petron Corporation	Tagoloan (Casinglot)	Commercial, Private	Operational
37	Petron Corporation	Tagoloan	Commercial, Private	Operational
38	Philippine Sinter Corporation	Villanueva	Commercial, Private	Operational
39	PICMW Drydock	Jasaan	Commercial, Private	Operational
40	Pilipinas Kao, Inc.	Jasaan (Luz Banzon)	Commercial, Private	Operational
41	Pilipinas Shell Petroleum Corp.	Cagayan de Oro City (Puntod)	Commercial, Private	Operational
42	Pryce Gases, Inc.	Balingasay (Baliwagan)	Commercial, Private	Operational
43	Resins, Inc.	Jasaan	Commercial, Private	Operational
44	Salay	Salay (Poblacion)	Fishing	Non-operational
45	San Jose	Talisayan (San Jose)	Fishing	Operational
46	San Miguel Corporation	Opol (Bonbon)	Commercial, Private	Operational
47	Sumalag	Kinoguitan (Sumalag)	Fishing	Non-operational
48	Tagoloan	Tagoloan	Commercial, Public	Operational
49	UNIMOLCO	Cag. de Oro (Tin-ao)	Commercial, Private	Operational

Region: REGION 11  
 Province: COMPOSTELA VALLEY

No.	Port	Location	Classification	Status
1	Maco	Maco	Fishing	Operational

Region: REGION 11  
 Province: DAVAO DEL NORTE

No.	Port	Location	Classification	Status
1	Babak	Babak	Fishing	Operational
2	Casodeco Ferry Boat Landing	Babak	Commercial, Private	Operational
3	Consolidated Plywood Industries	Panabo	Commercial, Private	Non-Operational
4	Davao Shipyard Corp.	Babak (Caliclic)	Commercial, Private	Non-Operational
5	Hijo Plantations, Inc.	Tagum City(Madaum)	Commercial, Private	Operational
6	Kaputian	Kaputian	Fishing	Operational
7	Limao	Peñaplata	Commercial, Private	Operational
8	Pacific International Terminal	Panabo	Commercial, Private	Operational
9	Penaplata	Samal (Penaplata)	Fishing	Operational
10	Sta. Cruz	Talicut	Fishing	Operational
11	Tagum Agricultural Development	Panabo	Commercial, Private	Operational

Region: REGION 11  
Province: DAVAO DEL SUR

No.	Port	Location	Classification	Status
1	Badiang	Digos (Sinawilan)	Commercial, Public	Operational
2	Caltex (Phils.) Getty 1	Davao City	Commercial, Private	Operational
3	Caltex (Phils.) Getty 2	Davao City	Commercial, Private	Operational
4	Caltex II (formerly Mobil Oil)	Davao City (Pampanga)	Commercial, Private	Operational
5	Davao	Davao City (Sasa)	Commercial, Public	Operational
6	Davao Fishing Complex	Davao City (Toril)	Fishing	Operational
7	Davao Union Cement Corporation	Davao City (Ilang)	Commercial, Private	Operational
8	Dawis	Digos (Dawis)	Commercial, Public	Operational
9	International Copra Export Mfg.	Davao City (Sasa)	Commercial, Private	Operational
10	Jose Abad Santos	Jose Abad Santos	Feeder	Operational
11	Kawil, Sosa	Davao City (Kawil, Sosa)	Feeder	Operational
12	Km. 11, Sasa	Davao City (Km. 11, Sasa)	Feeder	Operational
13	Legaspi Oil Company	Davao City (Sasa)	Commercial, Private	Operational
14	Malalag	Malalag	Commercial, Public	Operational
15	Malita	Malita	Commercial, Public	Operational
16	Mindanao Terminal & Brokerage	Davao City (Ilang)	Commercial, Private	Operational
17	Petron Corporation	Davao City (Sasa)	Commercial, Private	Operational
18	Pilipinas Shell Petroleum Port	Davao City (Sasa)	Commercial, Private	Operational
19	Pryce Gases, Inc.	Sta. Cruz (Brgy. Astorga)	Commercial, Private	Operational
20	SCPI (Sta. Clara Plywood)	Davao City (Daliao)	Commercial, Private	Operational
21	Sta. Ana	Davao City	Commercial, Public	Operational
22	Tagabuli	Sta Cruz (Tagabuli)	Commercial, Private	Operational
23	Terminal Facilities & Service Corp.	Davao City (Ilang)	Commercial, Private	Operational
24	Tubalan	Malita	Feeder	Operational
25	Universal Robina Corporation	Davao City (Sasa)	Commercial, Private	Operational

Region: REGION 11  
Province: DAVAO ORIENTAL

No.	Port	Location	Classification	Status
1	Baganga	Baganga	Feeder	Operational
2	Boston	Boston	Fishing	Operational
3	Buenavista Timber Corp.	Manay (San Ignacio)	Commercial, Private	Non-Operational
4	Caltex (Phils.) Inc.	Baganga	Commercial, Private	Non-Operational
5	Emilia Y. Chua	Cateel	Commercial, Private	Non-Operational
6	Francisco Rabat	Mati	Commercial, Private	Operational
7	Gov. Generoso	Gov. Generoso (Tibanban)	Commercial, Public	Operational
8	International Copra Export (Interco)	Mati (Matian)	Commercial, Private	Operational
9	Lambajon Wharf	Baganga (Lambajon)	Commercial, Private	Operational
10	Lupon	Lupon	Fishing	Operational
11	Medang	Mati	Fishing	Operational
12	Mati	Mati	Commercial, Public	Operational
13	Mati	Mati	Fishing	Operational
14	North Camarines Lumber	Baganga	Commercial, Private	Operational
15	Puntalinao	Banaybanay	Fishing	Operational
16	Sigaboy	Sigaboy	Fishing	Operational
17	Sta. Felomina Wharf	Cateel (Sta. Felomina)	Commercial, Public	Operational
18	Tibanban	Governor Generoso (Tibanban)	Fishing	Operational

Region: REGION 11  
 Province: SARANGANI

No.	Port	Location	Classification	Status
1	Glan	Glan	Fishing	Operational
2	Glan	Glan (Poblacion)	Commercial, Public	Operational
3	Kiamba	Kiamba (Poblacion)	Feeder	Operational
4	Maitum	Maitum	Commercial, Public	Operational
5	Maitum	Kiamba (Old Poblacion)	Commercial, Public	Non-Operational
6	Mindanao Lumber Dev. Corp.	Kiamba (Naluz)	Commercial, Private	Operational
7	Saraisaci	Alabel (Maribulan)	Commercial, Private	Operational
8	Tuka	Kiamba	Commercial, Public	Operational
9	Tuka	Kiamba (Poblacion)	Fishing	Non-Operational

Region: REGION 12  
 Province: COTABATO CITY

No.	Port	Location	Classification	Status
1	Bee Kee Enterprises	Cotabato City	Commercial, Private	Operational
2	CKK Traders Inc.	Cotabato City	Commercial, Private	Operational
3	Cotabato	Cotabato City	Commercial, Public	Operational
4	Kalanganan	Cotabato City (Kalanganan)	Fishing	Operational
5	Mindanao Rice Company	Cotabato City	Commercial, Private	Operational
6	PKS Shipping Company Inc.	Cotabato City (Manday)	Commercial, Private	Operational
7	PKS Shipping Company Inc.	Cotabato City (Matampay)	Commercial, Private	Operational
8	Sunrise Marketing	Cotabato City	Commercial, Private	Operational
9	Teksing Fish	Cotabato City	Fishing	Operational



Region: REGION 12  
 Province: LANA DEL NORTE

No.	Port	Location	Classification	Status
1	Caltex (Philippines), Inc.	Iligan City (Sta. Filomena)	Commercial, Private	Operational
2	Findlay Millers Timber	Kolambugan	Commercial, Private	Operational
3	Grand Export Corporation	Iligan City (Kiwalan)	Commercial, Private	Operational
4	Iligan	Iligan City	Commercial, Public	Operational
5	Iligan Cement Corporation	Iligan City (Kiwalan)	Commercial, Private	Operational
6	Karomatan	Sultan Naga Dimaporo* (Cobongbogan)	Commercial, Public	Operational
7	Kauswagan	Kauswagan	Commercial, Public	Operational
8	Kolambugan	Kolambugan	Commercial, Public	Operational
9	Ma. Cristina Chemical Ind. Inc.	Iligan City (Buru-un)	Commercial, Private	Operational
10	Mindanao Portland Cement	Iligan City (Kiwalan)	Commercial, Private	Operational
11	National Steel Corporation	Iligan City	Commercial, Private	Operational
12	Petron Corporation	Iligan City	Commercial, Private	Operational
13	Philippine National Oil Corp.	Iligan City	Commercial, Private	Operational
14	PHILMICO Foods Corporation	Iligan City (Kiwalan)	Commercial, Private	Operational
15	Pilipinas Shell Petroleum Corp.	Iligan City (Tominobo)	Commercial, Private	Operational
16	SMC Iligan Coconut Industries	Iligan City (Sta. Filomena)	Commercial, Private	Operational
17	Sta. Filomena	Iligan City (Sta. Filomena)	Fishing	Non-operational
18	Tambacan	Iligan City (Tambacan)	Fishing	Non-operational
19	Tubod	Iligan City (Tubod)	Commercial, Public	Operational

Region: REGION 12  
 Province: MARAWI

No.	Port	Location	Classification	Status
1	Calocan	Calocan	Fishing	Operational
2	Marawi	Balitan	Fishing	Operational
3	Toros Wharf	Toros	Fishing	Operational
4	Tuca	Tuca	Fishing	Operational

**REGION 12**

**Province: SULTAN KUDARAT\***

No.	Port	Location	Classification	Status
1	Cotobato Shipping Corporation	Lambayong (Tambak)	Commercial, Private	Operational
2	Kalamansig	Kalamansig	Commercial, Public	Operational
3	Kapatagan	Sen. Ninoy Aquino (Kapatagan)	Fishing	Operational
4	Lutayan	Lutayan (Tamnag)	Fishing	Operational
5	Palimbang	Palimbang	Commercial, Public	Operational
6	Philippine Trade Center	Lambayong (Tambak)	Commercial, Private	Operational
7	Sta. Clara Lumber Co.	Kamamansig (Bantogon)**	Commercial, Private	Operational
8	Western Export Corporation	Lambayong (Tambak)	Commercial, Private	Operational

\*Formerly in Region 11

\*\*Formerly Sta. Clara

**Region: CARAGA**

**Province: SURIGAO DEL NORTE**

No.	Port	Location	Classification	Status
1	Alang-alang	Surigao City (Alang-alang)	Fishing	Operational
2	Albor	Libjo (Albor)	Commercial, Public	Operational
3	Arellano	Libjo (Arellano)	Feeder	Operational
4	Bacuag	Bacuag	Commercial, Public	Operational
5	Bagakay	Dapa (Bagakay)	Fishing	Operational
6	Banban	Tagana-an (Banban)	Feeder	Operational
7	Basilisa	Rizal* (Tagabaca)	Commercial, Public	Operational
8	Buyho	San Jose	Fishing	Operational
9	Cabawa	Dapa (Cabawa)	Feeder	Operational
10	Cabayawan	Dinagat (Cabayawan)	Fishing	Operational
11	Cab-ilan	Dinagat (Cab-ilan)	Fishing	Operational
12	Cabugnaan	Cagdianao (Cabugnaan)	Feeder	Operational
13	Cagdianao	Cagdianao	Commercial, Public	Operational
14	Cambas-ac	Dapa (Cambas-ac)	Fishing	Operational
15	Campaguyok	Cagdianao (Campaguyok)	Feeder	Operational
16	Cangumod	Placer (Cangumod)	Feeder	Operational
17	Cantiasay	Surigao City (Cantiasay)	Fishing	Operational
18	Catadman	Rizal* (Catadman)	Feeder	Operational
19	Caub	Del Carmen (Caub)	Fishing	Operational
20	Cawilan	Tagana-an (Cawilan)	Feeder	Operational
21	Claver	Claver	Commercial, Public	Operational
22	Columbus	Rizal* (Columbus)	Feeder	Operational
23	Consolacion	Dapa (Consolacion)	Fishing	Operational
24	Cortes	Rizal* (Cortes)	Feeder	Operational
25	Dagohoy	Dapa (Dagohoy)	Feeder	Non-operational
26	Dapa	Dapa	Commercial, Public	Operational
27	Del Carmen	Del Carmen	Commercial, Public	Operational
28	Del Pilar	Cagdianao (Del Pilar)	Feeder	Operational
29	Dinagat	Dinagat	Commercial, Public	Operational
30	Don Paulino	Dapa (Don Paulino)	Feeder	Non-operational
31	Dona Helene	Rizal* (Dona Helene)	Feeder	Operational

Province: SURIGAO DEL NORTE

No.	Port	Location	Classification	Status
32	Ellaperal	Placer (Ellaperal)	Feeder	Operational
33	Escolta	Dinagat (Escolta)	Feeder	Operational
34	Esperanza	Loreto (Esperanza)	Feeder	Operational
35	Fabio	Tagana-an (Fabio)	Feeder	Operational
36	General Luna	Gen. Luna (La Januza)	Fishing	Operational
37	Gigaquit	Gigaquit	Feeder	Operational
38	Gomez	Dinagat (Gomez)	Feeder	Operational
39	Hayanggabon	Claver (Hayanggabon)	Commercial, Public	Operational
40	Imelda	Tubajon (Imelda)	Feeder	Operational
41	Ipil	Surigao City (Ipil)	Commercial, Public	Operational
42	Jubang	Dapa (Jubang)	Feeder	Operational
43	Lakandula	Placer (Lakandula)	Feeder	Operational
44	Libjo	Libjo (Magsaysay)	Feeder	Operational
45	Lipata	Surigao City (Lipata)	Commercial, Public	Operational
46	Lisondra	Surigao City (Lisondra)	Fishing	Operational
47	Loreto	Loreto	Commercial, Public	Operational
48	Luna	San Jose (Luna)	Feeder	Operational
49	Magsaysay	Loreto (Magsaysay)	Feeder	Operational
50	Mainit	Mainit	Fishing	Operational
51	Malinao	Tubajon (Malinao)	Feeder	Operational
52	Mauswagon	Dinagat (Mauswagon)	Fishing	Operational
53	Melgar	Rizal* (Melgar)	Feeder	Operational
54	Montserrat	Dapa (Montserrat)	Feeder	Operational
55	Navarro	Rizal* (Navarro)	Feeder	Operational
56	Navarro	Rizal* (Navarro)	Fishing	Operational
57	New Mabuhay	Dinagat (New Mabuhay)	Feeder	Non-operational
58	Nonoc	Surigao City (Nonoc)	Fishing	Operational
59	Nueva Estrella	Cagdianao (Nueva Estrella)	Feeder	Operational
60	Opong	Tagana-an (Opong)	Feeder	Operational
61	Osmena	Libjo (Osmena)	Feeder	Operational
62	Pacific Cement Corporation	Surigao City	Commercial, Private	Operational
63	Pamosaingan	Socorro (Pamosaingan)	Fishing	Operational

Province: SURIGAO DEL NORTE

No.	Port	Location	Classification	Status
64	Panamaon	Loreto (Panamaon)	Feeder	Operational
65	Panatao	Claver (Panatao)	Fishing	Operational
66	Panhutongan	Placer (Panhutongan)	Feeder	Operational
67	Patino	Tagana-an (Patino)	Feeder	Operational
68	Philippine Nickel Company	Surigao City (Nonoc)	Commercial, Private	Operational
69	Pilar	Pilar	Fishing	Operational
70	Placer	Placer	Commercial, Public	Operational
71	Plaridel	Libjo (Plaridel)	Feeder	Operational
72	Puerto Princesa	Rizal* (Puerta Princesa)	Feeder	Operational
73	Quezon	Libjo (Quezon)	Feeder	Operational
74	Roxas	Rizal* (Roxas)	Feeder	Operational
75	Roxas	Dinagat (Roxas)	Feeder	Operational
76	Salog	Socorro (Salog)	Feeder	Operational
77	San Benito	San Benito	Commercial, Public	Operational
78	San Carlos	Dapa (San Carlos)	Feeder	Operational
79	San Jose	San Jose	Commercial, Public	Operational
80	San Juan	San Jose (San Juan)	Feeder	Operational
81	Sani-sani	Placer (Sani-sani)	Feeder	Operational
82	Santa Monica	Sta. Monica	Commercial, Public	Operational
83	Sapao	Sta. Monica	Fishing	Operational
84	Sering	Rizal* (Sering)	Fishing	Operational
85	Socorro	Socorro	Commercial, Public	Operational
86	Sta. Cruz	San Jose (Sta. Cruz)	Feeder	Operational
87	Surigao	Surigao City	Commercial, Public	Operational
88	Taganito	Claver (Taganito)	Commercial, Public	Operational
89	Taganito	Claver (Taganito)	Fishing	Operational
90	Talavera	Tagana-an (Talavera)	Feeder	Operational
91	Tubajon	Tubajon	Commercial, Public	Operational
92	Tubajon	Tubajon	Feeder	Operational
93	White Beach	Dinagat (White Beach)	Feeder	Operational
94	Wilson	San Jose (Wilson)	Feeder	Operational
95	Zaragoza	Surigao City (Zaragoza)	Fishing	Operational

\* Formerly Basilisa.

**Region: CARAGA**  
**Province: SURIGAO DEL SUR**

No.	Port	Location	Classification	Status
1	Adlay	Carrascal (Adlay)	Feeder	Operational
2	Aras-asan	Cagwait (Aras-asan)	Feeder	Operational
3	Aras-asan Timber Company	Cagwait (Aras-asan)	Commercial, Private	Operational
4	Barobo	Barobo	Commercial, Public	Non-Operational
5	Bislig	Bislig	Fishing	Operational
6	Cantilan	Cantilan (Consuelo)	Commercial, Public	Operational
7	Carrascal	Carrascal (Tag-anito)	Commercial, Public	Operational
8	Consuelo	Cantilan (Consuelo)	Fishing	Operational
9	Gonzalo Puyat & Sons	Cantilan	Commercial, Private	Operational
10	Gonzalo Puyat & Sons	Cantilan (General Island)	Commercial, Private	Operational
11	Gonzalo Puyat & Sons	Cantilan	Commercial, Private	Operational
12	Hinatuan	Hinatuan	Commercial, Public	Non-Operational
13	Hinatuan Mining Corporation	Hinatuan	Commercial, Private	Non-Operational
14	Liang	Liang	Commercial, Public	Operational
15	Liang Bay Logging	Liang	Commercial, Private	Operational
16	Lingig	Lingig	Commercial, Public	Operational
17	PICOP	Bislig	Commercial, Private	Operational
18	Talisay	Hinatuan	Fishing	Non-Operational
19	Tandag	Tandag	Commercial, Public	Operational

**Region: ARMM**  
**Province: LANAOS DEL SUR**

No.	Port	Location	Classification	Status
1	Bairan	Bayang (Bairan)	Commercial, Public	Operational
2	Bayang	Bayang	Feeder	Operational
3	Malabang	Malabang	Feeder	Operational
4	Matling Industries	Sultan Gumander	Commercial, Private	Operational
5	Parao	Bayang (Parao)	Commercial, Public	Operational

Region: ARMM  
Province: MAGUINDANAO

No.	Port	Location	Classification	Status
1	Buluan	Buluan (Poblacion)	Fishing	Operational
2	Caltex (Philippines), Inc.	Parang	Commercial, Private	Operational
3	Eversun Dev. Ltd.	Parang (Landasan)	Commercial, Private	Operational
4	Linek	Dinaig (Linek)	Commercial, Public	Operational
5	Litayen	Parang (Bongo Island*)	Fishing	Operational
6	Maslabeng	Buluan (Maslabeng)	Feeder	Operational
7	Mercantile Lu Eia Inc.	Sultan Kudarat (Bulalo)	Commercial, Private	Operational
8	Parang	Parang	Fishing	Operational
9	Polloc	Parang (Polloc)	Commercial, Public	Operational
10	Sarmiento Industries Inc.	Parang	Commercial, Private	Operational
11	Supermarket	Mother Barangay (Poblacion)	Fishing	Operational
12	Tagudtongan	Parang (Tagudtongan)	Fishing	Operational
13	Taviran	Dinaig (Taviran)	Feeder	Operational

Region: ARMM  
Province: SULU

No.	Port	Location	Classification	Status
1	Bangas	Marunggas (Bangas)	Fishing	Operational
2	Bato-bato	Indanan (Bato-bato)	Fishing	Operational
3	BJ Coco Oil Mill	Indanan	Commercial, Private	Operational
4	Capual	Luuk (Capual)	Fishing	Operational
5	Dungon	Tongkil	Fishing	Operational
6	Jolo	Jolo	Commercial, Public	Operational
7	Kalong	Kalong	Feeder	Operational
8	Karungdong	Kalingalan Caluang (Karungdong)	Feeder	Operational
9	Lugus	Lugus	Fishing	Operational
10	Maimbung	Maimbung	Feeder	Operational
11	Pangdan	Kalingalan Caluang (Pangdan-Pangdan)	Feeder	Operational
12	Pangutaran	Pangutaran	Fishing	Operational
13	Parang	Parang	Feeder	Operational
14	Punay	Panglima Estino (Punay)	Feeder	Operational
15	Sapong	Luuk (Sapong)	Feeder	Operational
16	Siasi	Siasi	Commercial, Public	Operational
17	Tabu Manuk	Old Panamao (Tabu Manuk)	Feeder	Operational
18	Tandu-Bato	Luuk (Tandu-Bato)	Feeder	Operational
19	Tapul	Tapul	Fishing	Operational
20	Tongkil	Tongkil	Fishing	Operational

Region: ARMM  
Province: TAWI-TAWI

No.	Port	Location	Classification	Status
1	Basbas	Languyan (Basbas Proper)	Fishing	Operational
2	Bongao	Bongao	Commercial, Public	Operational
3	Chinese	Bongao	Commercial, Public	Operational
4	Lamion	Bongao (Lamion)	Feeder	Operational
5	Languyan	Languyan	Feeder	Operational
6	Sibutu	Sitangkai (Sibutu)	Commercial, Public	Operational
7	Simunul	Simunul	Fishing	Operational
8	Sitangkai	Sitangkai	Commercial, Public	Operational
9	Tandubas	Tandubas	Fishing	Operational

## Technical Notes

### I. INTRODUCTION

A number of government agencies are involved in port planning, regulation and operations. In the past, each of these agencies maintains its own list of ports, which sometimes overlaps with other agency listings. Moreover, agencies depending on their mandates would differ in the classification of ports.

To address the abovementioned issues, a Technical Working Group on Ports Inventory Statistics under the Inter-Agency Committee on Transportation and Communication Statistics was created. The TWG on Ports Inventory Statistics was composed of the then Ministry of Public Works & Highways (MPWH), Ministry of Transportation & Communications (MOTC), Philippine Ports Authority (PPA), Philippine Fisheries Development Authority (PFDA), Bureau of Customs (BC), National Census & Statistics Office (NCSO) and the National Economic and Development Authority (NEDA). A comparative tabulation of ports regulated and maintained by the member agencies was established. This was not validated, however, due to the on-going government reorganization during that period.

Cognizant of the existing issues on the sector, the National Statistical Coordination Board (NSCB) created the Task Force on Ports Inventory Statistics (TFPIS) under NSCB Memorandum Order No. 1, Series of 1992, with the following specific objectives:

1. To study the listings of ports of concerned government agencies and determine discrepancies and duplications;
2. To reconcile the concepts used by these agencies and come up with a standard classification of ports for adoption by all agencies concerned; and
3. To recommend the appropriate organizational arrangements and scheme for the generation of a uniform set of ports data.

The Task Force is composed of the Philippine Ports Authority (PPA), the Department of Public Works & Highways (DPWH), the Department of Transportation and Communications-Project Management Office for Ports Project (DOTC-PMO-Ports), the

Philippine Fisheries Development Authority (PFDA), the National Statistics Office (NSO), and the National Statistical Coordination Board (NSCB).

## II. CONCEPTS AND DEFINITIONS

The Inventory covers all ports catering to water-borne commerce. A port is defined as a place where ships may anchor or tie up for the purpose of shelter, repair, loading or discharge of cargo, or for other such activities connected with water-borne commerce, and including all the land and water areas and the structures, equipment and facilities related to these functions. The Inventory is prepared by region, and by province. The ports in a particular province are enumerated alphabetically with the location, classification and status cited.

- a. Location – the municipality where the port is situated. If the barangay location is known, the name of the barangay is cited and enclosed in parenthesis. However, there are cases when the name of the barangay cited is incomplete. For example, in the municipality of Isabela, province of Basilan, there are three barangays of almost similar names, namely Kaumpurnah 1, Kaumpurnah 2 and Kaumpurnah 3. Based on the validation conducted, only Kaumpurnah was mentioned, without specifying the exact location. In this case, the barangay name Kaumpurnah, although not the exact location, is still reflected and enclosed in parenthesis.
- b. Classification - Prior to the inventory, the various agencies concerned adopted their own schemes of classification. For instance, the PPA classified its ports into: base ports, terminal ports, and other government ports. The PFDA, on the other hand, adopted the following categories: municipal fishing, commercial fishing, and multipurpose fishing.

For purposes of the inventory and for consistency in classification, ports were classified according to general purpose, regardless of the agency-in-charge. The following categories were adopted:

1. Commercial Private - ports which are owned and operated by private entities, constructed primarily to serve the needs of the owners.
2. Commercial Public - ports which are owned and operated by the government, constructed primarily to serve the needs of the general public, and which generally cater to vessels of more than 30 tonnage.
3. Fishing - ports which are owned and operated by the government or private entities, constructed primarily to serve the fishing industry, either within the area, or may be regional in scope, serving as the main collection and distribution center for fish.
4. Feeder - ports which are owned and operated by the government, constructed primarily to provide linkages among neighboring small islands and nearby urban centers. This port generally caters to small passenger and fishing boats.

It is possible that two ports may be located in the same area, even have similar names, but are classified differently. For instance, a port mainly used for fishing may exist side by side with a commercial public port administered by the PPA. In such case, the two ports are listed but classified differently in the inventory. On the other hand, a commercial public port which is also used for fishing purposes, is listed only once in the inventory as a commercial public port. A feeder port which is also used for fishing purposes is classified as a fishing port.

- c. Status - ports are classified as to whether operational or non-operational. Operational ports are those which are still being used. Non-operational ports are ports which although existing are not utilized.

## III. METHODOLOGY

The Task Force gathered all existing individual listings (as of 1991) of ports by concerned agencies, i.e., DPWH, PFDA, PPA, DOTC-PMO-Ports and BC. Using Dbase III, these individual lists were consolidated, and then disaggregated by region and by province. Regional listings were then sent to the corresponding Regional Offices of the DPWH for validation. Assistance of the NSCB Regional Units in the various regions, i.e., Regions I, V, VI, VIII, IX and XII, was sought in the follow-up of the validated sheets. Updated lists of the various agencies as of 1994 were also used in further validating and updating the consolidated list. The TF also relied on actual knowledge of the place by the TF members during the validation stage.

Succeeding updates on the 1994 Inventory of Ports (1996, 1997, 1998 and 1999) which contain additional ports only during the year were prepared thru the submissions made by member agencies of TFPIS. These annual updates were consolidated to come up with an initial master list of ports as of 1999.

The initial master list include additional ports from 1995 to 1999 aside from those identified in the 1994 Inventory of Ports. Validation was afterwards carried out with respect to location, classification and status of all ports to come up with 2000 Quinquennial Inventory of Ports. The existence, classification and status of each port was verified through ocular inspections made by the Department of Public Works and Highways (DPWH). Non-existent ports were identified and deleted from the master list and the actual condition or status of the ports were reflected as to whether operational and non-operational. The results of the ocular inspections were also further discussed and matched with the central office list and later approved by the members of the Task Force in its meeting on July 19, 2000.

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## Appendix 14.7.5 Port Statistics in Japan

### (1) Outline

Port statistics in Japan are made based on the Statistics Law (March 26, 1947), Enforcement Regulations for Port Statistics (May 31, 1949) and Ministerial Ordinance Specifying Port and Harbor Investigation (October 1, 1947 and amended on March 10, 1951).

Port Statistics Law was established for the purpose of securing liability of statistics, avoiding duplication of statistics, formulating statistics scheme and developing statistics system.

Based on the Ministerial Ordinance, 814 ports are designated as ports to be surveyed. Ports are divided into two categories: Category "A" which includes 172 ports and Category "B" with 642 ports.

There are three port categories:

- a) Specially Designated Major Port: having great importance to the foreign trade
- b) Major Port: having great importance to the national economy
- c) Minor Port: those ports other than Specially Designated Major Port and Major Port

The relation between categories of Statistics Law and Port and Harbor Law is shown in the following table. Target of the ports under the Statistics Law are not extended to all of ports in Japan, and the category of ports in the Statistics Law is frequently reviewed.

Table A14.7.3 Relationship between Statistics Law and Port and Harbor Law  
(As of Feb 2003)

Statistics Law		Port and Harbor Law	
Category	Number of Ports	Category	Number of Ports
Category "A" Port	172	Specially Designated Major Port	22
		Major Port	106
		Minor Port	44
Category "B" Port (excluding remote island ports)	642	Minor Port	844
Total	814	Total	1,016

Source: Survey on Port and Harbour, Designated Statistics on Ports and Harbour

List of Port Authorities in Japan, MLIT Japan

As for the number of calling vessels at ports 43.26% use category "A" ports while 56.75% use category "B" ports. This means that there are many small vessels calling ports in Japan. Passenger

transport volume by vessels at category "A" ports is almost same as that at category "B" ports. Local ports are used as transport bases for local residents. On the other hand, category "A" ports handle the most cargo (92.60% in total cargo and more than 99% of foreign trade cargo).

2) Contents of Port Statistics

At category "A" ports, investigators assigned by a port authority or a prefectural governor make a survey on nine items at the end of every month, following a procedure stipulated by the Minister of Land, Infrastructure and Transport. Port authorities or prefectural governors then submit survey results to MLIT. Ports are examined by MLIT and released by the end of the next year of the survey. In addition, results on three of the nine items (calling vessel, seaborne cargo and railway ferry) are published by the end of the next month after the survey.

At category "B" ports, investigators survey four items at the end of every year. The following procedures are same but monthly reports are not made. The survey tables would be filed by a prefectural governor for two years.

Table A14.7.4 Survey Items and Date of Submission

Category	Monthly Report		Annual Report	
	Survey items	Submission data	Survey items	Submission data
Category "A" Port	1) Calling vessel	By the 10th day of the following month of the survey	1) Calling vessel	By the end of the next year of the survey
	2) Seaborne cargo		2) Passenger Volume	
	3) Railway ferry		3) Seaborne cargo	
	-		4) On deck cargo handling	
	-		5) Basin and Wharf	
	-		6) Warehouse	
	-		7) Storage yard	
	-		8) Railway ferry	
Category "B" Port	-	-	1) Calling vessel	By the end of the next year of the survey
			2) Passenger Volume	
			3) Seaborne cargo	
			4) Railway ferry	

3) Survey Table

Five kinds of survey table in Japan. The intended items and classification to be surveyed on vehicle, calling vessel, passenger and cargo is shown in the following.

a) Vehicles to be Surveyed

Vehicles are classified according to Table A14.7.6.

b) Calling Vessel to be Surveyed

All vessels more than five (5) gross tonnage are surveyed.

c) Cargo to be Surveyed

With the exception of the items (\*) listed below, Cargo which carried between the survey port and other ports is surveyed. The cargo is surveyed when it is handled at the port facilities including timber basin.

- \* Mail matter, baggage and garbage discharged from a vessel
- \* Cargo moved within the port and dredged material in the port
- \* Port construction materials
- \* Cargo carried on a vehicle transported by car carrier

d) Measurement of Cargo

Freight tonnage is used to measure cargo in principle. Large value between the weights calculated by two methods is applied as freight tonnage. Volume of 1.133 cubic meters (40 cubic feet) is regarded as 1 ton and weight of 1,000 kilograms is 1 ton.

The number of vehicles is the total of number buses, trucks, sedans and other vehicles (excluding motorcycle and bicycle) transported by car carrier. Vehicles carried as a commodity are converted to freight ton for every vehicle type.

The cargo in containers or on chassis is classified according to Table 14.7.7 and its weight is recorded by each item. But the weight of a container or chassis itself is not included.

There are three types of containers.

- i) Dry Container  
Common type container used for cargo which does not need cold storage/
- ii) Reefer Container  
Container used for perishable foods which need cold storage.  
(Container equipped with refrigerator is capable of adjusting temperature.)
- iii) Other Container  
Container used for heavy cargo or special cargo such as liquid, grain or powder.  
(Open top container, Tank container, Bulk container, etc.)

#### 4) Cargo Classification Table

Cargo is divided into nine (9) main groups and then sub-divided into 81 commodity items. Cargo carried by railway ferry is only classified by the nine main groups while cargo carried by all other vessels is classified by specific commodity items.

Table A14.7.5 Classification of Vehicles

	Classification	Vehicle length
Bus	King size	over 9m
	Big size	from 7m to 9m
	Standard size	from 5m to 7m
	Small size	less than 5m
Truck	King size	over 9m
	Big size	from 7m to 9m
	Standard size	from 5m to 7m
	Small size	less than 5m
Passenger vehicle	Standard and small size	over 4m
	4 wheel light car	less than 4m
Others	Small truck	less than 4m
	Truck / Trailer	over 12m

Table A14.7.6 Size of Containers

Container length	Classification	TEU
less than 9 feet	8 feet	0.4
from 9 feet to 11 feet	10 feet	0.5
from 11 feet to 20 feet	12 feet	0.6
from 20 feet to 24 feet	20 feet	1.0
from 24 feet to 35 feet	24 feet	1.2
from 35 feet to 40 feet	35 feet	1.75
from 40 feet to 45 feet	40 feet	2.0
over 45 feet	45 feet	2.25

Table A14.7.7 Classification of Cargo Commodity

MAIN GROUP	Commodity Items
(1) AGRICULTURAL PRODUCTS	1. wheat, 2. rice, 3. corn, 4. beans, 5. other cereals, 6. vegetables and fruits, 7. cotton, 8. other agricultural products, 9. wool, 10. other farming products, 11. fishery products
(2) FOREST PRODUCTS	12. material wood, 13. lumber, 14. resin, 15. wooden chip, 16. other forest products, 17. firewood and charcoal
(3) MINERAL PRODUCTS	18. coal, 19. iron ore, 20. metal ore, 21. gravel and sand, 22. rock, 23. crude oil, 24. phosphate rock, 25. limestone, 26. salt, 27. nonmetal ore
(4) METALWORKING AND MACHINE INDUSTRIAL PRODUCTS	28. iron and steel, 29. steel materials, 30. nonferrous metals, 31. metal products, 32. railway vehicle, 33. automobile, 34. other carrying vehicle, 35. two-wheel vehicle, 36. automobile parts, 37. other transport machinery, 38. machinery for industry, 39. electrical machinery, 40. machinery for survey, optics and medicare, 41. business machinery, 42. other machinery
(5) CHEMICAL INDUSTRIAL PRODUCTS	43. earthenware and porcelain, 44. cement, 45. glass products, 46. ceramic products, 47. heavy oil, 48. oil products, 49. LNG, 50. LPG, 51. other oil products, 52. coke, 53. coal products, 54. chemical products, 55. chemical fertilizers, 56. dyestuffs, pa
(6) LIGHT INDUSTRIAL PRODUCTS	57. paper and pulp, 58. yarn and half-finished spinning products, 59. other textile industrial products, 60. sugar, 61. food products, 62. drink, 63. water, 64. cigarette, 65. other food industrial products
(7) MISCELLANEOUS INDUSTRIAL PRODUCTS	66. toys, 67. cloth, bed clothes and shoes, 68. stationary, sports goods and musical instruments, 69. furniture, 70. other daily necessities, 71. rubber products, 72. other wooden products, 73. other industrial products
(8) SPECIAL ITEMS	74. metal scraps, 75. reuse material, 76. animal and vegetable foodstuffs and manure, 77. discarded material, 78. waste soil, 79. transportation containers, 80. mixed lots
(9) UNCLASSIFIABLE GOODS	81. unclassifiable goods

## **Appendix 14.8 Port Promotion**

### **Appendix 14.8.1 Port Promotion Activity in each Port Authorities**

#### (1) PPA

Marketing Division in Commercial Services Department is in charge of promoting and marketing activities in PPA. These promotion activities are classified into the following six (6) types. These promotion activities are implemented only by PPA itself and there is no cooperation with other government agencies except Philippine embassies. Although the PPA board has a diverse make-up and thus has lines of communication with various organizations, more cooperation in promoting not only port activities but also trade and economic activities is needed to support the economic activity in the country.

#### 1) Exhibition in Singapore (Once or twice annually)

PPA holds an exhibition for attracting shipping companies and shippers to PPA ports including investors for PPA itself. These exhibitions are held in Singapore, a center of the economic activities near the Philippines. However, this is the only foreign country in which such activities are conducted.

#### 2) Publications

PPA has published the following six (6) brochures shown in Appendix for promotion / marketing activities. However, with the exception of "Port Rules and Regulations", these brochures are not updated and latest data are not provided. These brochures need to be renewed annually or biannually to provide latest data for attracting more cargoes, shipping companies and investors.

#### 3) Client Servicing

This activity is a kind of customer services, especially complaint procedure. However, this procedure is important to satisfy customers not to lose them.

#### 4) Marketnet (Promotion activity tie-up with Embassies in foreign countries)

To cover the lack of promotional activities in foreign countries, PPA distributes brochures in 2) to Philippines embassies in foreign countries.

#### 5) Audiovisual Presentations

Audiovisual presentations are made mainly for using in each promotion activities described in 1) to 4). These data are mainly provided as a computer data or a printout.

6) Website

PPA has own website and provides information such as latest PPA rules and regulations, topics which are concerned to their ports, and promoting themselves to the existing / future customers. Some of audiovisual materials are also provided through their website.

(2) CPA

Few port marketing activities are conducted at CPA. Hereafter, positive actions of port marketing for shipping companies and their agents should be taken. Port marketing activities are most important to the future development of ports in Cebu Province, especially the New Cebu Port. CPA must play the main role in conducting these activities.

As same as PPA, CPA has own website for their customers and promotion.

(3) LGU

Most of municipalities are promoting their ports but those activities are quite small. Most of municipal port users are residents behind the municipalities. However, a few examples which have big promotion activities can be seen actually. Port of Bogo is promoting Polambato Port to stimulate economic development of this Municipality. City of Surigao is supporting the provincial promotion section and they send some staffs as a member of provincial delegation with other members coming from their province and they visit some developed countries.

(4) RPMA

RPMA has a Regional office in Manila to promote their ports to attract more private companies. And they also prepare some printed materials for promoting their ports.

(5) SBMA

To attract more private companies to the port area / hinterland, SBMA provides brochures / visual presentation documents containing detailed information about SBMA. Promotional activities are undertaken by the "Promotion and Marketing Department of Trade and Tourism Group". This section is also in charge of promoting tourism. They also have a website to promote widely through internet.

(6) Other Agencies (BCDA, CEZA, PIA, Other Private Sectors)

As same as SBMA, most of these organizations / private sectors have their own website and promote widely through internet. And they have marketing section for not only port but also their related economic activities such as promoting economic zones behind their ports. Their brochures /



audiovisual presentation materials are made for promoting whole part of the areas belonging to them either.

#### **Appendix 14.8.2 PPA Port Promotion Material**

(1) Profile of Philippine Ports - Third Edition

Outline of PPA and port statistics and port tariff is provided in this brochure. Outlines of each port under PPA Port System (classified by PPA-PDO (Port District Office)) and other ports outside PPA Port System are also given.

(2) Container Ports of the Philippines 1998

This brochure contains an outline of PPA major ports which handled container cargoes such as Manila-North, Manila-South, MICT, Batangas and Cagayan De Oro. Detail information of these port facilities, port statistics, layout plan and future development plan are also described in this brochure.

(3) Philippine Shipping Guide 2001

This brochure is made especially for shipping lines. Outlines of each PPA Port and details and useful information for vessels' arrival / departure of including port tariff, anchorage, restriction, maximum vessel size, pilotage, tugs, radio/radar, are provided here. Marine charts in each port are also included in this brochure.

(4) Port Rules and Regulations (Annually Issued Brochure)

"Port Rules and Regulations" has been published since 1991 and is issued annually. There are 14 series of this brochure and the oldest data is volume 4 which includes the rules and regulations in 1985. This brochure includes latest PPA port charge, related rules and regulations such as administrative order, memorandum circular, operations memorandum order and memorandum order. Latest contract form for cargo handlers and other port services providers are also inserted in this brochure. The latest one is volume 15, rules and regulations in 2002.

(5) Investing in Private Ports

Questions and answers on investing in port facilities are described in this brochure to attract potential investors.

(6) Leasing of Port Real Estate

Questions and answers on leasing real estate in port zones (including offshore area) are described in this brochure to attract private companies.

## Appendix 15 Privatization

### Appendix 15.1 Republic Act No. 7718 (BOT Law)

#### The Philippine BOT Law

REPUBLIC OF THE PHILIPPINES  
Congress of the Philippines  
Metro Manila

Second Regular Session

Begun and held in Metro Manila, on Monday, the twenty-sixth  
day of July, nineteen hundred and ninety-three

[ REPUBLIC ACT NO. 7718 ]

AN ACT AMENDING CERTAIN SECTIONS OF REPUBLIC ACT NO. 6957, ENTITLED "AN ACT AUTHORIZING THE FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF INFRASTRUCTURE PROJECTS BY THE PRIVATE SECTOR, AND FOR OTHER PURPOSES"

Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:

SEC. 1. Section 1 of Republic Act no. 6957 is hereby amended to read as follows:

"SEC. 1. Declaration of Policy. - It is the declared policy of the State to recognize the indispensable role of the private sector as the main engine for national growth and development and provide the most appropriate incentives to mobilize private resources for the purpose of financing the construction, operation and maintenance of infrastructure and development projects normally financed and undertaken by the Government. Such incentives, aside from financial incentives as provided by law, shall include providing a climate of minimum government regulations and procedures and specific government undertakings in support of the private sector."

SEC. 2. Section 2 of the same Act is hereby amended to read as follows:

"SEC. 2. Definition of Terms. - The following terms used in this Act shall have the meanings stated below:

"(a) Private sector infrastructure or development projects - The general description of infrastructure or development projects normally financed and operated by the public sector but which will now be wholly or partly implemented by the private sector, including but not limited to, power plants, highways, ports, airports, canals, dams, hydropower projects, water supply, irrigation, telecommunications, railroads and railways, transport systems, land reclamation projects, industrial estates or townships, housing, government buildings, tourism projects, markets, slaughterhouses, warehouses, solid waste management, information technology networks and database infrastructure, education and health facilities, sewerage, drainage, dredging, and other infrastructure and development projects as may be authorized by the appropriate agency/LGU pursuant to this Act. Such projects shall be undertaken through contractual arrangements as defined hereunder and such other variations as may be approved by the President of the Philippines.

"For the construction stage of these infrastructure projects, the project proponent may obtain financing from foreign and/or domestic sources and/or engage the services of a foreign and/or Filipino contractor: Provided, That, in case an infrastructure or a development facility's operation requires a public utility franchise, the facility operator must be a Filipino or if a corporation, it must be duly registered with the Securities and Exchange Commission and owned up to at least sixty percent (60%) by Filipinos: Provided, further, That in the case of foreign contractors, Filipino labor shall be employed or hired in the different phases of construction where Filipino skills are available: Provided, finally, That projects which would have difficulty in sourcing funds may be financed partly from direct government appropriations and/or from Official Development Assistance (ODA) of foreign governments or institutions not exceeding fifty percent (50%) of the project cost, and the balance to be provided by the project proponent.

"(b) Build-operate-and-transfer - A contractual arrangement whereby the project proponent undertakes the construction, including financing, of a given infrastructure facility, and the operation maintenance thereof. The project proponent operates the facility over a fixed term during which it is allowed to charge facility users appropriate tolls, fees, rentals, and charges not exceeding those proposed in its bid or as negotiated and incorporated in the contract to enable the project

proponent to recover its investment, and operating and maintenance expenses in the project. The project proponent transfers the facility to the government agency or local government unit concerned at the end of the fixed term which shall not exceed fifty (50) years: Provided, That in case of an infrastructure or development facility whose operation requires a public utility franchise, the proponent must be Filipino or, if a corporation, must be duly registered with the Securities and Exchange Commission and owned up to at least sixty percent (60%) by Filipinos.

"The build-operate-and-transfer shall include a supply-and-operate situation which is a contractual arrangement whereby the supplier of equipment and machinery for a given infrastructure facility, if the interest of the Government so requires, operates the facility providing in the process technology transfer and training to Filipino nationals.

"(c) Build-and-transfer - A contractual arrangement whereby the project proponent undertakes the financing and construction of a given infrastructure or development facility and after its completion turns it over to the government agency or local government unit concerned, which shall pay the proponent on an agreed schedule its total investments expended on the project, plus a reasonable rate of return thereon. This arrangement may be employed in the construction of any infrastructure or development project, including critical facilities which, for security or strategic reasons, must be operated directly by the Government.

"(d) Build-own-and-operate - A contractual arrangement whereby a project proponent is authorized to finance, construct, own, operate and maintain an infrastructure or development facility from which the proponent is allowed to recover its total investment, operating and maintenance costs plus a reasonable return thereon by collecting tolls, fees, rentals or other charges from facility users: Provided, That all such projects, upon recommendation of the Investment Coordination Committee (ICC) of the National Economic and Development Authority (NEDA), shall be approved by the President of the Philippines. Under this project, the proponent which owns the assets of the facility may assign its operation and maintenance to a facility operator.

"(e) Build-lease-and-transfer - A contractual arrangement whereby a project proponent is authorized to finance and construct an infrastructure or development facility and upon its completion turns it over to the government agency or local government unit concerned on a lease arrangement for a fixed period after which ownership of the facility is automatically transferred to the government agency or local government unit concerned.

"(f) Build-transfer-and-operate - A contractual arrangement whereby the public sector contracts out the building of an infrastructure facility to a private entity such that the contractor builds the facility on a turn-key basis, assuming cost overrun, delay and specified performance risks.

"Once the facility is commissioned satisfactorily, title is transferred to the implementing agency/LGU. The private entity, however, operates the facility on behalf of the implementing agency/LGU under an agreement.

"(g) Contract-add-and-operate - A contractual arrangement whereby the project proponent adds to an existing infrastructure facility which it is renting from the government. It operates the expanded project over an agreed franchise period. There may, or may not be, a transfer arrangement in regard to the facility.

"(h) Develop-operate-and-transfer - A contractual arrangement whereby favorable conditions external to a new infrastructure project which is to be built by a private project proponent are integrated into the arrangement by giving that entity the right to develop adjoining property, and thus, enjoy some of the benefits the investment creates such as higher property or rent values.

"(i) Rehabilitate-operate-and-transfer - A contractual arrangement whereby an existing facility is turned over to the private sector to refurbish, operate and maintain for a franchise period, at the expiry of which the legal title to the facility is turned over to the government. The term is also used to describe the purchase of an existing facility from abroad, importing, refurbishing, erecting and consuming it within the host country.

"(j) Rehabilitate-own-and-operate - A contractual arrangement whereby an existing facility is turned over to the private sector to refurbish and operate with no time limitation imposed on ownership. As long as the operator is not in violation of its franchise, it can continue to operate the facility in perpetuity.

"(k) Project proponent - The private sector entity which shall have contractual responsibility for the project and which shall have an adequate financial base to implement said project consisting of equity and firm commitments from reputable financial institutions to provide, upon award, sufficient credit lines to cover the total estimated cost of the project.

"(l) Contractor - Any entity accredited under the Philippine laws which may or may not be the project proponent and which shall undertake the actual construction and/or supply of equipment for the project.

"(m) Facility operator - A company registered with the Securities and Exchange Commission, which may or may not be

the project proponent, and which is responsible for all aspects of operation and maintenance of the infrastructure or development facility, including but not limited to the collection of tolls, fees, rentals or charges from facility users: Provided, That in case the facility requires a public utility franchise, the facility operator shall be Filipino or at least sixty per centum (60%) owned by Filipino.

"(n) Direct government guarantee - An agreement whereby the government or any of its agencies or local government units assume responsibility for the repayment of debt directly incurred by the project proponent in implementing the project in case of a loan default.

"(o) Reasonable rate of return on investments and operating and maintenance cost - The rate of return that reflects the prevailing cost of capital in the domestic and international markets: Provided, That in case of negotiated contracts, such rate of return shall be determined by ICC of NEDA prior to the negotiation and/or call for proposals: Provided, further, That for negotiated contracts for public utility projects which are monopolies, the rate of return on rate base shall be determined by existing laws, which in no case shall exceed twelve per centum (12%).

"(p) Construction - Refers to new construction, rehabilitation, improvement, expansion, alteration and related works and activities including the necessary supply of equipment, materials, labor and services and related items."

SEC. 3. Section 3 of the same Act is hereby amended to read as follows:

"SEC. 3. Private Initiative in Infrastructure. - All government infrastructure agencies, including government-owned and-controlled corporations (GOCC) and local government units (LGUs) are hereby authorized to enter into contract with any duly pre-qualified project proponent for the financing, construction, operation and maintenance of any financially viable infrastructure or development facility through any of the projects authorized in this Act. Said agencies, when entering into such contracts, are enjoined to solicit the expertise of individuals, groups, or corporations in the private sector who have extensive experience in undertaking infrastructure or development projects."

SEC. 4. Section 4 of the same act is hereby amended to read as follows:

"SEC. 4. Priority Projects. - All concerned government agencies, including government-owned and-controlled corporations and local government units, shall include in their development programs those priority projects that may be financed, constructed, operated and maintained by the private sector under the provisions of this Act. It shall be the duty of all concerned government agencies to give wide publicity to all projects eligible for financing under this Act, including publication in national and, where applicable, international newspapers of general circulation once every six (6) months and official notification of project proponents registered with them.

"The list of all such national projects must be part of the development programs of the agencies concerned. The list of projects costing up to Three hundred million pesos (P300,000,000) shall be submitted to ICC of NEDA for its approval and to the NEDA Board for projects costing more than Three hundred million pesos (P300,000,000). The list of projects submitted to ICC of the NEDA Board shall be acted upon within thirty (30) working days.

"The list of local projects to be implemented by the local government units concerned shall be submitted, for confirmation, to the municipal development council for projects costing up to Twenty million pesos; those costing above Twenty up to Fifty million pesos, to the provincial development council; those costing up to Fifty million, to the city development council; above Fifty million up to Two hundred million pesos, to the regional development councils; and those above Two hundred million pesos, to ICC of NEDA.

SEC. 5. A new section is hereby added after Section 4 of the same Act and numbered as Section 4-A, to read as follows:

"SEC. 4-A. Unsolicited Proposals. - Unsolicited proposals for projects may be accepted by any government agency or local government unit on a negotiated basis: Provided, That, all the following conditions are met: (1) such projects involve a new concept or technology and/or are not part of the list of priority projects, (2) no direct government guarantee, subsidy or equity is required, and (3) the government agency or local government unit has invited by publication, for three (3) consecutive weeks, in a newspaper of general circulation, comparative or competitive proposals and no other proposal is received for a period of sixty (60) working days: Provided, further, That in the event another proponent submits a lower price proposal, the original proponent shall have the right to match that price within thirty (30) working days."

SEC. 6. Section 5 of the same Act is hereby amended to read as follows:

"SEC. 5. Public Bidding of Projects. - Upon approval of the projects mentioned in Section 4 of this Act, the head of the infrastructure agency or local government unit concerned shall forthwith cause to be published, once every week for three (3) consecutive weeks, in at least two (2) newspapers of general circulation and in at least one (1) local newspaper which is circulated in the region, province, city or municipality in which the project is to be constructed, a notice inviting all

prospective infrastructure or development project proponents to participate in a competitive public bidding for the projects so approved.

"In the case of a build-operate-and-transfer arrangement, the contract shall be awarded to the bidder who, having satisfied the minimum financial, technical, organizational and legal standards required by this Act, has submitted the lowest bid and most favorable terms for the project, based on the present value of its proposed tolls, fees, rentals and charges over a fixed term for the facility to be constructed, rehabilitated, operated and maintained according to the prescribed minimum design and performance standards, plans and specifications. For this purpose, the winning project proponent shall be automatically granted by the appropriate agency the franchise to operate and maintain the facility, including the collection of tolls, fees, rentals, and charges in accordance with Section 5 hereof.

"In the case of build-and-transfer or build-lease-and-transfer arrangement, the contract shall be awarded to the lowest complying bidder based on the present value of its proposed schedule of amortization payments for the facility to be constructed according to the prescribed minimum design and performance standards, plans, and specifications: Provided, however, That a Filipino contractor who submits an equally advantageous bid with exactly the same price and technical specifications as those of a foreign contractor shall be given preference.

"In all cases, a consortium that participates in a bid must present proof that the members of the consortium have bound themselves jointly and severally to assume responsibility for any project. The withdrawal of any member of the consortium prior to the implementation of the project could be a ground for the cancellation of the contract.

"The public bidding must be conducted under a two-envelope/two-stage system: the first envelope to contain the technical proposal and the second envelope to contain the financial proposal. The procedures for this system shall be outlined in the implementing rules and regulations of this Act.

"A copy of each contract involving a project entered into under this Act shall forthwith be submitted to Congress for its information."

SEC. 7. A new section is hereby added after Section 5 of the same Act and numbered as section 5-A, to read as follows:

"SEC. 5-A. Direct Negotiation of Contracts. - Direct negotiation shall be resorted to when there is only one complying bidder left as defined hereunder:

"(a) If, after advertisement, only one contractor applies for pre-qualification and it meets the pre-qualification requirements, after which it is required to submit a bid/proposal which is subsequently found by the agency/local government unit (LGU) to be complying.

"(b) If, after advertisement, more than one contractor applied for pre-qualification but only one meets the pre-qualification requirements, after which it submits bid/proposal which is found by the agency/LGU to be complying.

"(c) If, after pre-qualification of more than one contractor, only one submits a bid which is found by the agency/LGU to be complying.

"(d) If, after pre-qualification, more than one contractor submit bids but only one is found by the agency/LGU to be complying: Provided, That any of the disqualified prospective bidder may appeal the decision of the implementing agency's/LGU's Pre-qualification Bids and Awards Committee within fifteen (15) working days to the head of the agency, in case of national projects; to the Department of the Interior and Local Government (DILG), in case of local projects from the date the disqualification was made known to the disqualified bidder: Provided, furthermore, That the implementing agency concerned or DILG should act on the appeal within forty-five (45) working days from receipt thereof."

SEC. 8. Section 6 of the same Act is hereby amended to read as follows:

"SEC. 6. Repayment Scheme. - For the financing, construction, operation and maintenance of any infrastructure project undertaken through the Build-Operate-and-Transfer arrangement or any of its variations pursuant to the provisions of this Act, the project proponent shall be repaid by authorizing it to charge and collect reasonable tolls, fees, and rentals for the use of the project facility not exceeding those incorporated in the contract and, where applicable, the proponent may likewise be repaid in the form of a share in the revenue of the project or other non-monetary payments, such as, but not limited to, the grant of a portion or percentage of the reclaimed land, subject to the constitutional requirements with respect to the ownership of land: Provided, That for negotiated contracts, and for projects which have been granted a natural monopoly or where the public has no access to alternative facilities, the appropriate government regulatory bodies, shall approve the tolls, fees, rentals, and charges based on a reasonable rate of return: Provided, further, That the imposition and collection of tolls, fees, rentals, and charges shall be for a fixed term as proposed in the bid and incorporated in the contract but in no case shall this term exceed fifty (50) years: Provided, furthermore, That the tolls, fees, rentals, and charges may be subject to adjustment during the life of the contract, based on a predetermined formula using official price indices and

included in the instructions to bidders and in the contract: Provided, also, That all tolls, fees, rentals, and charges and adjustments thereof shall take into account the reasonableness of said rates to the end-users of private sector-built infrastructure: Provided, finally, That during the lifetime of the franchise, the project proponent shall undertake the necessary maintenance and repair of the facility in accordance with standards prescribed in the bidding documents and in the contract. In the case of a Build-and-Transfer arrangement, the repayment scheme is to be effected through amortization payments by the government agency or local government unit concerned to the project proponent according to the scheme proposed in the bid and incorporated in the contract."

SEC. 9. Section 7 of the same Act is hereby amended to read as follows:

"SEC. 7. Contract Termination. - In the event that a project is revoked, cancelled or terminated by the Government through no fault of the project proponent or by mutual agreement, the Government shall compensate the said project proponent for its actual expenses incurred in the project plus a reasonable rate of return thereon not exceeding that stated in the contract as of the date of such revocation, cancellation or termination: Provided, That the interest of the Government in these instances shall be duly insured with the Government Service Insurance System (GSIS) or any other insurance entity duly accredited by the Office of the Insurance Commissioner: Provided, finally, That the cost of the insurance coverage shall be included in the terms and conditions of the bidding referred to above.

"In the event that the government defaults on certain major obligations in the contract and such failure is not remediable or if remediable shall remain unremedied for an unreasonable length of time, the project proponent/contractor may, by prior notice to the concerned national government agency or local government unit specifying the turn-over date, terminate the contract. The project proponent/contractor shall be reasonably compensated by the Government of equivalent or proportionate contract cost as defined in the contract."

SEC. 10. Section 8 of the same Act is hereby amended to read as follows:

"SEC. 8. Regulatory Boards. - The Toll Regulatory Board which was created by Presidential Decree No. 1112 is hereby attached to the Department of Public Works and Highways with the Secretary of Public Works and Highways as Chairman."

SEC. 11. Section 9 of the same Act is hereby amended to read as follows:

"SEC. 9. Project Supervision. - Every infrastructure project undertaken under the provisions of this Act shall be in accordance with the plans, specifications, standards, and costs approved by the concerned government agency and shall be under the supervision of the said agency or local government unit in the case of local projects."

SEC. 12. A new section to be numbered as Section 10 is hereby added to read as follows:

"SEC. 10. Investment Incentives. - Among other incentives, projects in excess of One billion pesos (P1,000,000,000) shall be entitled to incentives as provided by the Omnibus Investment Code, upon registration with the Board of Investments."

SEC. 13. Section 10 of the same Act is hereby renumbered as Section 11 to read as follows:

"SEC. 11. Implementing Rules and Regulations. - A committee composed of one (1) representative from the Department of Public Works and Highways (DPWH), the Department of Transportation and Communications (DOTC), the Department of Energy (DOE), the Department of Environment and National Resources (DENR), the Department of Agriculture (DA), the Department of Trade and Industry (DTI), the Department of Finance (DOF), the Department of Interior and Local Government (DILG), the National Economic and Development Authority (NEDA), the Coordinating Council of the Philippine Assistance Program (CCPAP), and other concerned government agencies shall, within sixty (60) days from the effectivity of this Act, formulate and prescribe, after public hearing and publication as required by law, the implementing rules and regulations including, among others, the criteria and guidelines for evaluation of bid proposals, list of financial incentives and arrangements that the Government may provide for the project, in order to carry out the provisions of this Act in the most expeditious manner.

"The Chairman of this committee shall be appointed by the President of the Philippines from its members.

"From time to time the Committee may conduct, formulate and prescribe after due public hearing and publication, amendments to the implementing rules and regulations, consistent with the provisions of this Act."

SEC. 14. A new section to be numbered as Section 12 is hereby added to read as follows:

"SEC. 12. Coordination and Monitoring of Projects. - The Coordinating Council of the Philippine Assistance Program (CCPAP) shall be responsible for the coordination and monitoring of projects implemented under this Act.

"Regional development councils and local government units shall periodically submit to CCPAP information on the status of said projects.

"At the end of every calendar year, the CCPAP shall report to the President and to Congress on the progress of all projects implemented under this Act."

SEC. 15. Sections 11, 12 and 13 of the same Act are hereby renumbered as Sections 13, 14 and 15 respectively.

SEC. 16. Repealing Clause. - All laws or parts of any law inconsistent with the provisions of this Act are hereby repealed or modified accordingly.

SEC. 17. Separability Clause. - If any provision of this Act is held invalid, the other provisions not affected thereby shall continue in operation.

SEC. 18. Effectivity Clause. - This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general circulation.

Approved,

**EDGARDO J. ANGARA**

President of the Senate

**JOSE DE VENECIA JR.**

Speaker of the House of Representative

This Act which is a consolidation of House Bill No. 10943 and Senate Bill No. 1586 was finally passed by the House of Representatives and the Senate on April 12, 1994 and April 27, 1994, respectively.

**EDGARDO E. TUMANGAN**

Secretary of the Senate

**ROBERTO P. NAZARENO**

Acting Secretary General

House of Representative

**FIDEL V. RAMOS**

President of the Philippines

Approved: 5 MAY 1994