

11TH PHILIPPINE PORTS AND SHIPPING 2022



SUBIC BAY FREEPORT: A MULTIMODAL LOGISTICS HUB

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23 JUNE 2022

OUTLINE

I. PORT FACILITIES

II. AIRPORT

III. PROPOSED SUBIC-CLARK
RAILWAY PROJECT



SUBIC BAY
METROPOLITAN AUTHORITY



SUBIC BAY FREEPORT ZONE: A MULTIMODAL LOGISTICS HUB



Spain discovered Subic Bay's natural deep harbor and soon built a naval fortress.

1898

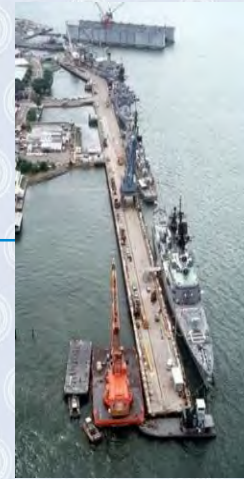
After the Spanish-American war, US Forces took control of the Spanish naval facility.



Subic during WWII

1951

The famous "Seabees" started construction of the Naval Base Station.



1800

1800s

Spanish Naval Station



The Spanish Gate was the main entrance from the harbor to the inner Spanish Naval Station.



1909

The US Navy selected Subic Bay as a repair and supply depot.



1942

The Japanese occupied Subic.



1947

The RP-US Military Bases Agreement



1992

Turnover of Subic to the Phil. after the Senate rejected the extension of the Treaty and Mount Pinatubo erupted.



Basic Information

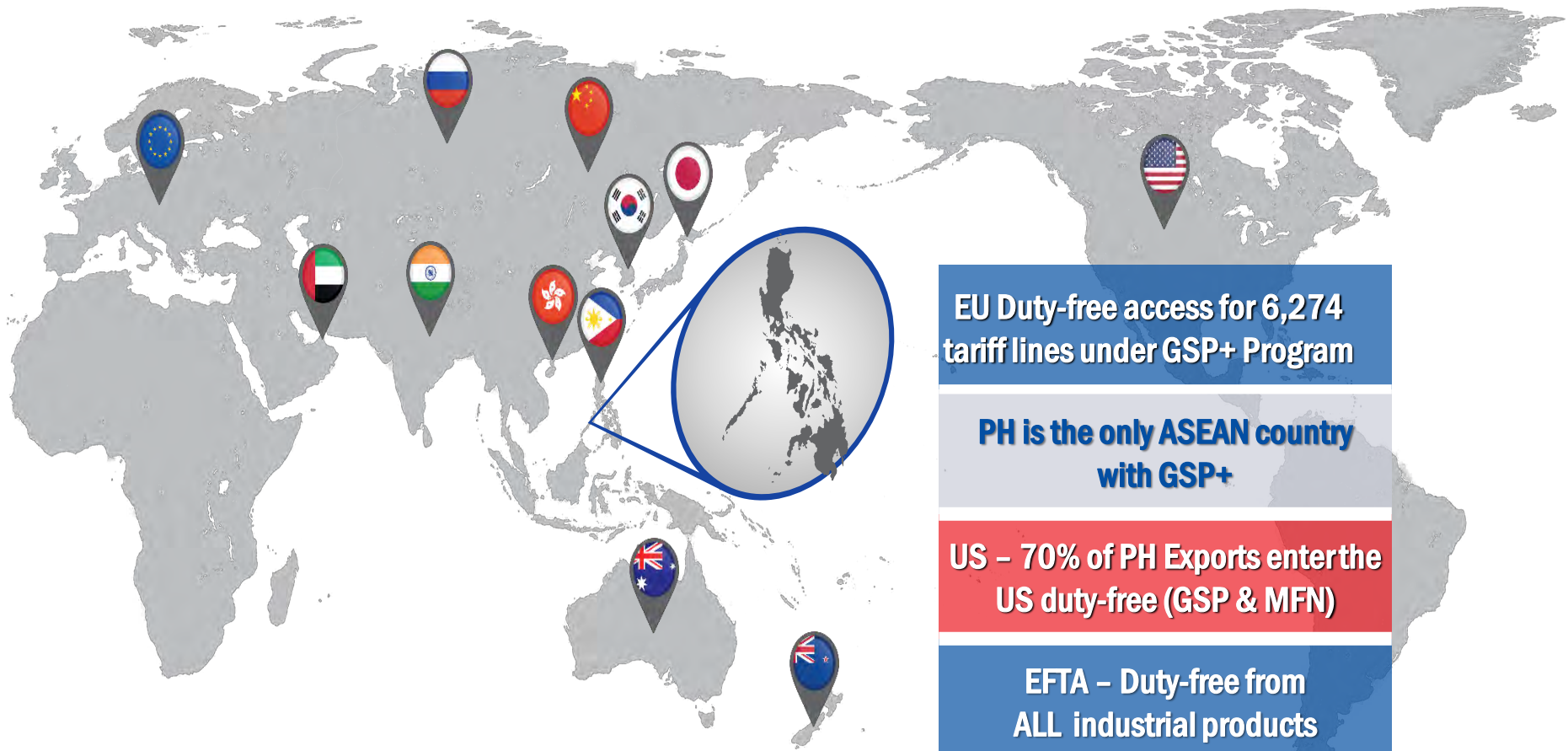
SUBIC BAY METROPOLITAN AUTHORITY

- A Government-Owned and - Controlled Corporation established in 1992 to manage and develop the Subic Bay Freeport, including the Port of Subic , into a self-sustaining industrial, commercial, logistics and tourism center
- One-stop investment promotion, registration and regulatory agency for the entire Subic Bay Freeport Zone
- Key Functions: Investment Promotion, Infrastructure Development, Port Administration, Security and Law Enforcement, Permitting and Licensing

SUBIC BAY FREEPORT AND SPECIAL ECONOMIC ZONE

- A choice investment site of more than 1,300 local and foreign investors with a cumulative committed investment of more than US\$11B and a workforce of 135,690
- Industries: Maritime and Port-Related, Manufacturing, BPO, Tourism and Leisure, Utilities and Renewable Energy
- Fenced Area: 13,600 hectares
- Forested / Open Space: 1,340 hectares
- Total Area: 67,452 hectares

Strategic Access to Key Markets



EU Duty-free access for 6,274 tariff lines under GSP+ Program

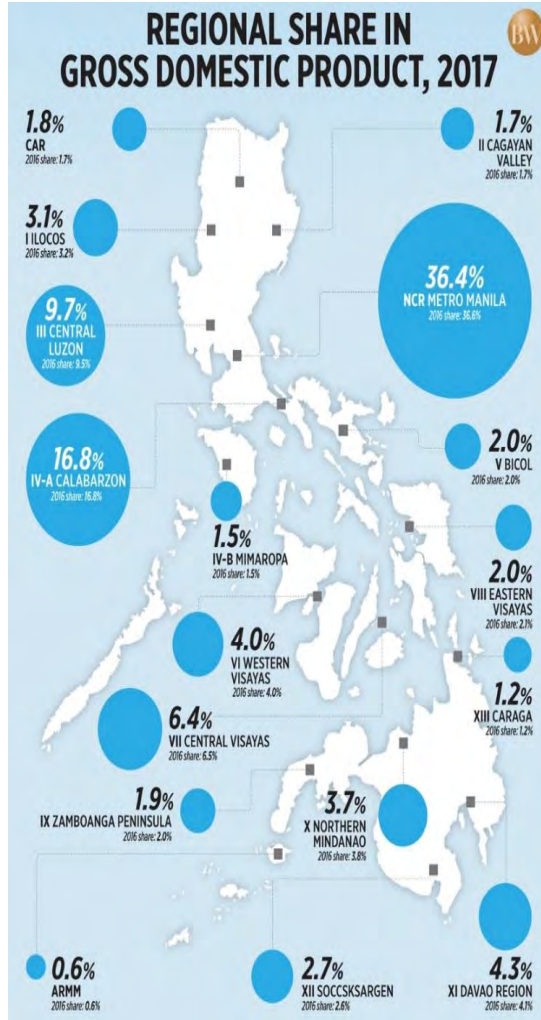
PH is the only ASEAN country with GSP+

US - 70% of PH Exports enter the US duty-free (GSP & MFN)

EFTA - Duty-free from ALL industrial products

GSP Access to UK, Russia and Canada

Regions with top GDP shares in the PH also have the most number of Economic Zones in the country



TOP 5 REGIONS IN GDP SHARES	2017 GDP SHARE	NUMBER OF OPERATING ECONOMIC ZONES
1. NCR /METRO MANILA	36.4%	165
2. REGION IV-A CALABARZON	16.8%	54
3. REGION III-CENTRAL LUZON	9.7%	21
4. REGION VII – CENTRAL VISAYAS	6.4%	52
5. REGION XI – DAVAO REGION	4.3%	16
Total GDP	73.6% share of Top 5 regions	308 Economic Zones in the Top 5 regions

PH loses ₱3.5B a day due to Metro Manila traffic – JICA

By CNN Philippines Staff

Published Feb 23, 2018 9:31:07 AM

Updated Feb 23, 2018 12:21:00 AM



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13



The Japan International Cooperation Agency (JICA) said the losses may go as high as ₱5.4 billion a day by 2035. (FILE PHOTO)

Metro Manila (CNN Philippines, February 23) — The Philippines is now losing ₱3.5 billion a day due to traffic congestion in Metro Manila, the Japan International Cooperation Agency (JICA) said Thursday.

INFRASTRUCTURE SYNERGY



MOVEMENT OF GOODS DURING PANDEMIC

- The policy on the unhampered flow of cargoes is a nationwide policy that must be strictly followed in all LGUs nationwide, following the directive of President Duterte last 19 March 2020.
- Pursuant EO 112 and the latest Revised Omnibus Guidelines on the implementation of community quarantine in the Philippines, directs the unhampered movement of all types of cargoes by land, air, or sea within and across any form of community quarantine. Workers in the logistics sector, such as cargo, trucking, and port operations shall likewise be allowed to transit across any form of community quarantine, provided that only a maximum of 5 personnel may operate cargo and delivery vehicles by land, with or without load.

THE SUBIC ADVANTAGE:



GLOBAL

CONNECTIVITY



AIRPORT



SEAPORT



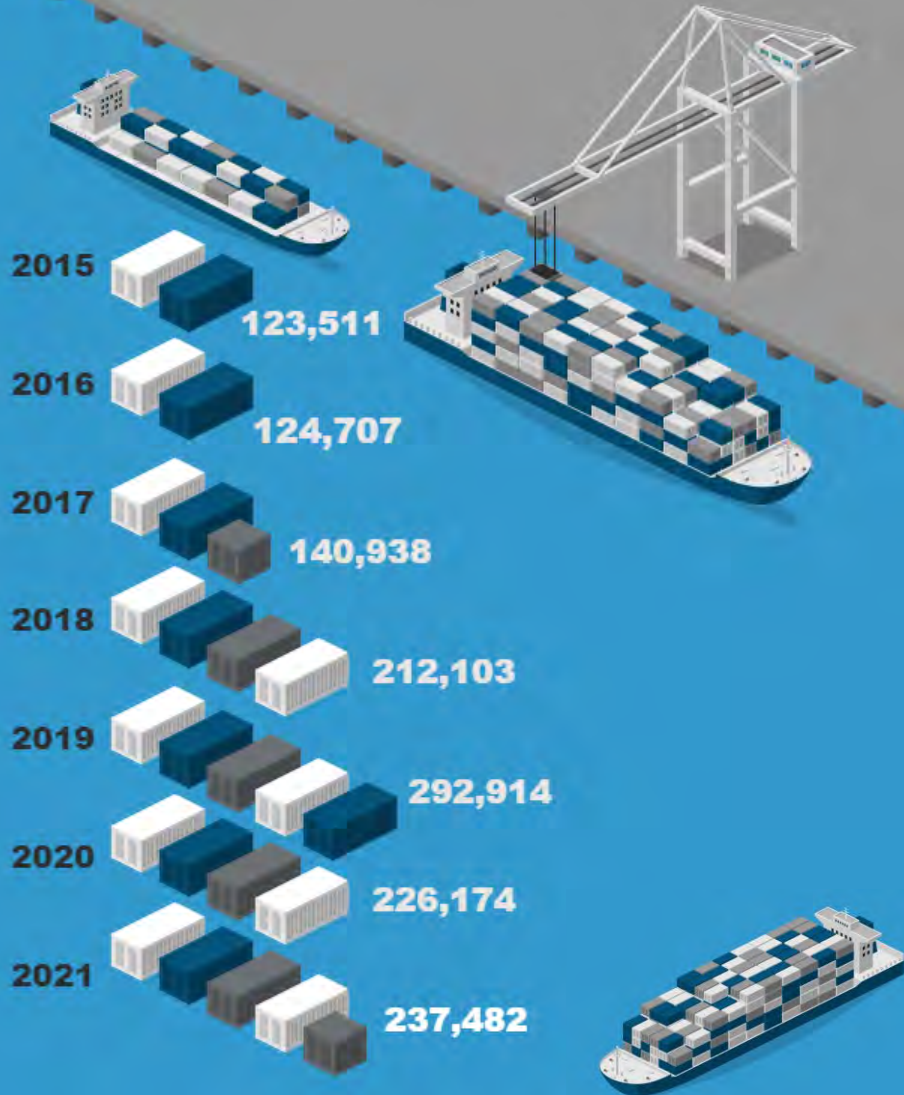
EXPRESSWAYS



SEAPORT KPIs

CONTAINERIZED CARGOES

from 2015 TO 2021 (in TEU)



NON-CONTAINERIZED CARGOES

from 2015 TO 2021
(in METRIC TONS)





Subic Bay Freeport is a complete port with piers and wharves capable of handling all types of ships and cargoes



THE SUBIC ADVANTAGE:

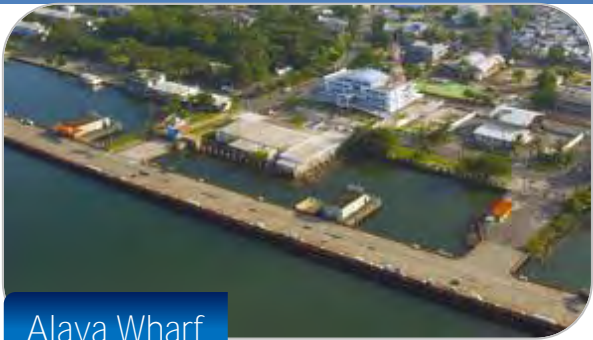


CRUISE SHIP PLAYGROUND





Port Terminals



Alava Wharf



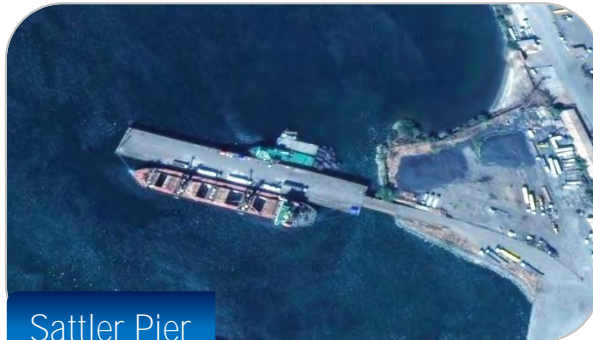
Bravo Wharf



POL Pier



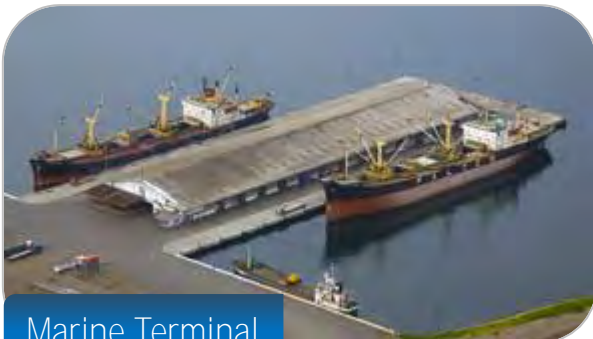
Rivera Wharf



Sattler Pier



Leyte Pier



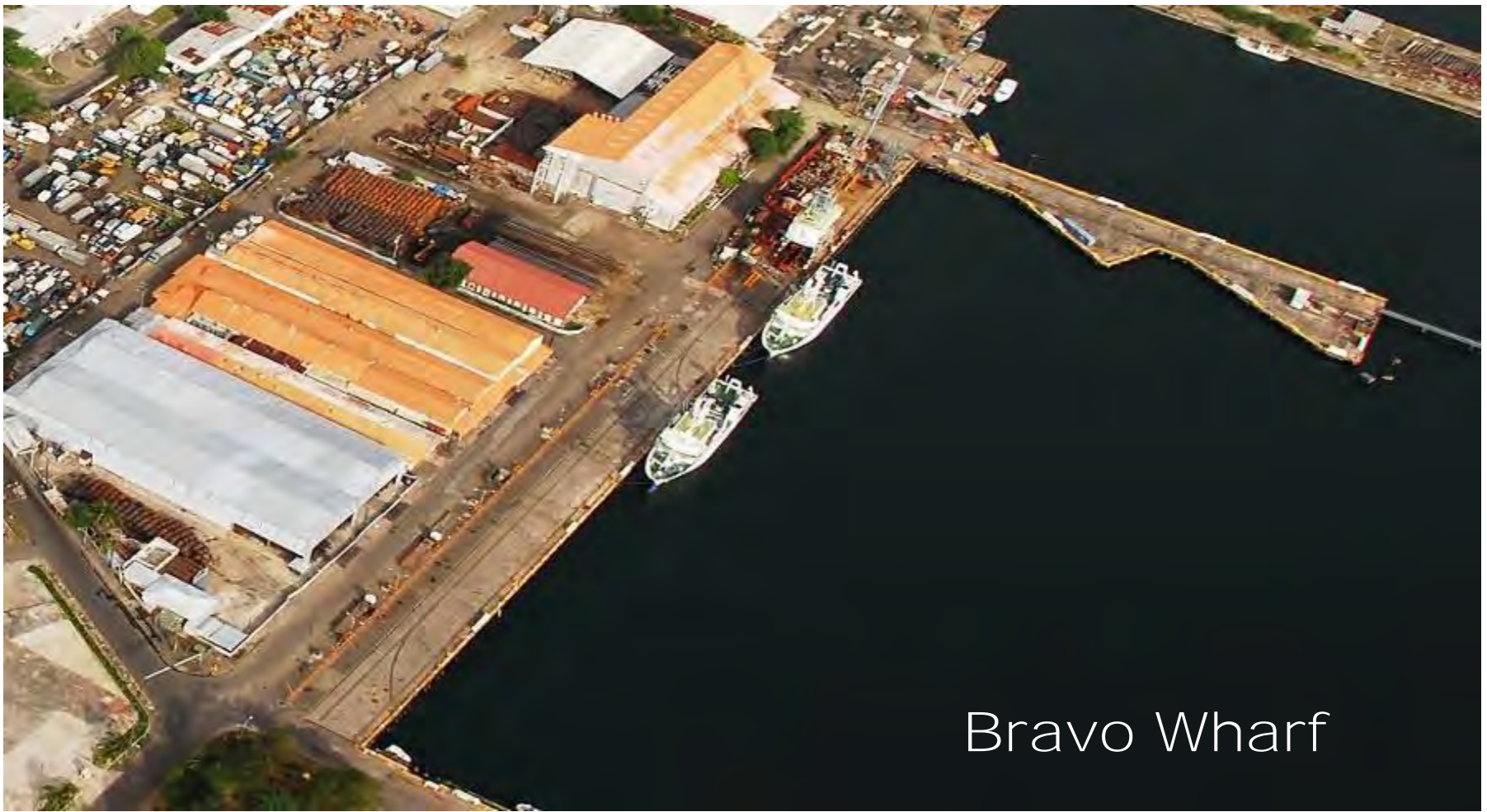
Marine Terminal



Boton Wharf



Nabasan Wharf



Bravo Wharf

	Length	Width	Depth	Used For
BRAVO WHARF(SRF Area) (L.C.-600psf)	411.0m	15.0m	6.0m	Cargo vessels (livestock, heavy equipment or any bulk cargoes), and Tug Boats
Year of last Rehabilitation				1969





Marine Terminal

	Length	Width	Depth	Used For
MARINE TERMINAL (NSD Area) (L.C.-600psf) East and West Berth	240.0m	24.0m	12.0m	General cargo (rice, corn, cement, etc.) RoRo Vessels, cargo ship and tug boat Tanker, Bulk/Break Cargo, Cargo Ships,
West Bulkhead	114.0m	35.0m	5.0m	
East Bulkhead	73.0m	35.0m	5.0m	
Year of last Rehabilitation				2007





Pol Pier

	Length	Width	Depth	Used For
POL PIER (Argonaut Highway) (L.C.- 600psf)	253.0m	23.1m	12.8m	Tanker – Petroleum, Oil and Lubricant
Year of last Rehabilitation				





Leyte Wharf

	Length	Width	Depth	Used For
LEYTE PIER (Cubi Pt.) (L.C.-600psf)	300.0m	32.6m	13.0m	Grains Terminal
Year of last Rehabilitation				2019



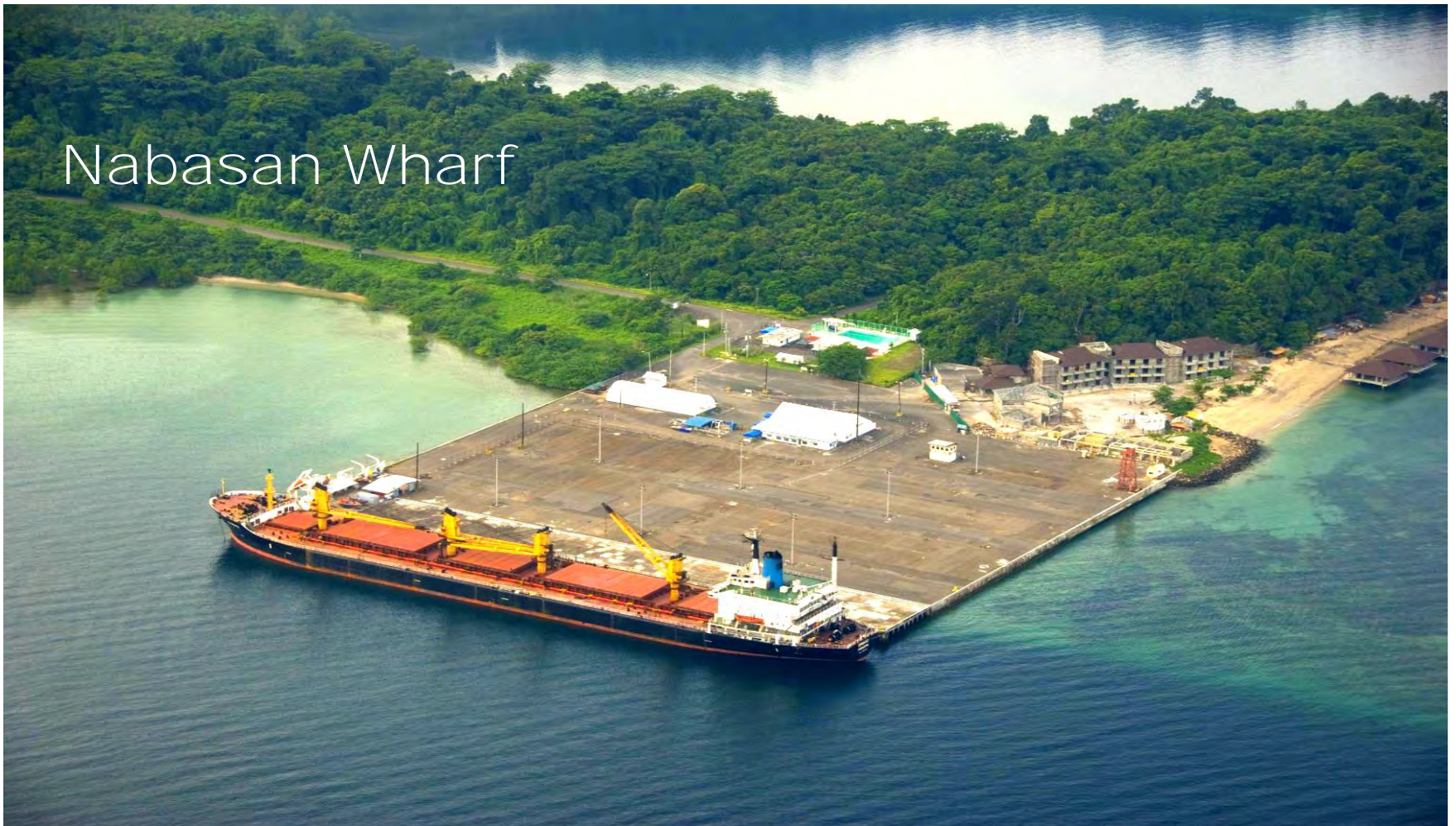


Boton Wharf

	Length	Width	Depth	Used For
BOTON WHARF (L.C.-400psf)	648.3m	35 m	10.2 & 5m	Berthing for transshipment vessels, fishing boats and bulk cargoes like fertilizers and POL
Year of last Rehabilitation				2007



Nabasan Wharf



	Length	Width	Depth	Used For
NABASAN WHARF (NavMag) (L.C.-600psf)	180.0m	250.0m	14.0m	Maritime Training Facility (IDESS)
Year of last Rehabilitation				2007





Alava Wharf

	Length	Width	Depth	Used For
ALAVA WHARF (Waterfront Road)				Cruise Ships, foreign/domestic naval vessels and submarines, passenger ships, ferry boats
Original (L.C.-400psf)	520.0m	18.0m	12.0m	
Extension	181.0m	18.0m	12.0m	
Year of last Rehabilitation				1970



Rivera Wharf



	Length	Width	Depth	Used For
RIVERA WHARF(SRF Area)				Ferry boats, Philippine naval ship, and landing of small crafts General cargo (lumber, heavy lifts, live stocks, etc.) and Naval ships Cable ship, Cargo ship Lay-up ships
West (L.C.-300psf)	149.7m	18.0m	6.0m	
South (L.C.-400psf)	126.6m	18.0m	9.0m	
East (L.C.-400psf)	335.3m	18.0m	9.0m	
North (L.C.-400psf)	294.4m	18.0m	5.0m	
Year of last Rehabilitation				1958



Shipping Lines



SBITC handles 9 weekly services from 12 major carriers.

Over 13 co-loaders further expand the terminal's capability and reach.

Major Carriers



Co-Loaders



GLOBAL CONNECTIVITY



No. of Flights : 3 times a week

Origin

Abu Dhabi	Dammam
Bahrain	Dubai
Doha	Riyadh
Palau	Macau
Diego Garcia	



MRO AND TECH STOP



VISITING FORCES AGREEMENT (VFA) RELATED EXERCISES





**REDEVELOPMENT PLANS for
SUBIC BAY INTERNATIONAL AIRPORT**

Maximum Passenger Handling
Capacity Per Annum

31 Million



Passenger Handled in 2019

48.1 Million

SBIA Capacity

6M Passengers per annum

Population of Central Luzon Region III: 12.42 M

- Envisioned to be the premier General Aviation Hub in Asia for Corporate Business Jets.
- Strategically positioned at the center of Asia Pacific's business hubs for cost effectiveness, quick aircraft turnarounds and fast transit time.
- Ready to use infrastructure for immediate operations together with available highly experienced and educated workforce.
- General Aviation/Corporate Business Jet Transit Parking.

The DOTr restricted corporate jet and air taxi landings and takeoffs at NAIA to two cycles per day from 7 in the evening to 12 noon instead of seven to eight cycles per day.



LOGISTICS AIRPORT (DISTRIBUTION AND SORTING FACILITY)



CURRENT AIRPORT CAPACITY



CURRENT AIRPORT CAPACITY



	Annual Capacity	
Runway (Landing & Take-Off)	40,000	Aircraft
Apron (Parking Fee) 24 Parking Slots per Hour	144,000 - Hour	Aircraft Parking
Passenger (Terminal Fee)	6,000,000	Passenger
Hangar/Building (Lease)	109,885	Sq.m.

	Potential Revenue	
	Amount (US\$)	%
Runway (Landing & Take-Off)	40,000,000	53.84%
Apron (Parking Fee) 24 Parking Slots per Hour	2,300,000	3.10%
Passenger (Terminal Fee)	25,200,000	33.92%
Hangar/Building (Lease)	2,800,743	3.77%
Fuel (Royalty Fee)	4,000,000	5.38%
TOTAL (US\$)	74,300,743	100.00%

EXPANSION PLAN



PROPOSED SUBIC – CLARK CARGO RAILWAY PROJECT BY DOTR AND BCDA

SUBIC-CLARK CARGO RAILWAY PROJECT



The Subic - Clark Railway Project (SCRCP)

ABOUT

- Approximately **71** kms. long
- **30 - 50 meters** wide
- **Zambales, Bataan, Pampanga**
- **Subic Bay Freeport Zone to Clark Freeport Zone**

OBJECTIVES

- To **support** the current **industrial activities** and **potential demand** for **freight** and **passenger** services along the Subic-Clark Corridor.
- To **realize** one of the components of the **PNR Luzon System Development Framework**.
- To **provide** needed **infrastructure** for **Metro Luzon Urban Beltway**,
- To **support decongestion** of traffic in Metro Manila, especially port traffic at Manila Port.
- **Bring down the cost** of freight service
- **Less traffic** congestion
- **Jobs**
- Appreciation of **land valuation**
- Attract **investors**
- **Logistics Hub**
- **Tourism**
- **Ease of Travel**
- **Interoperability**

Luzon Railway System

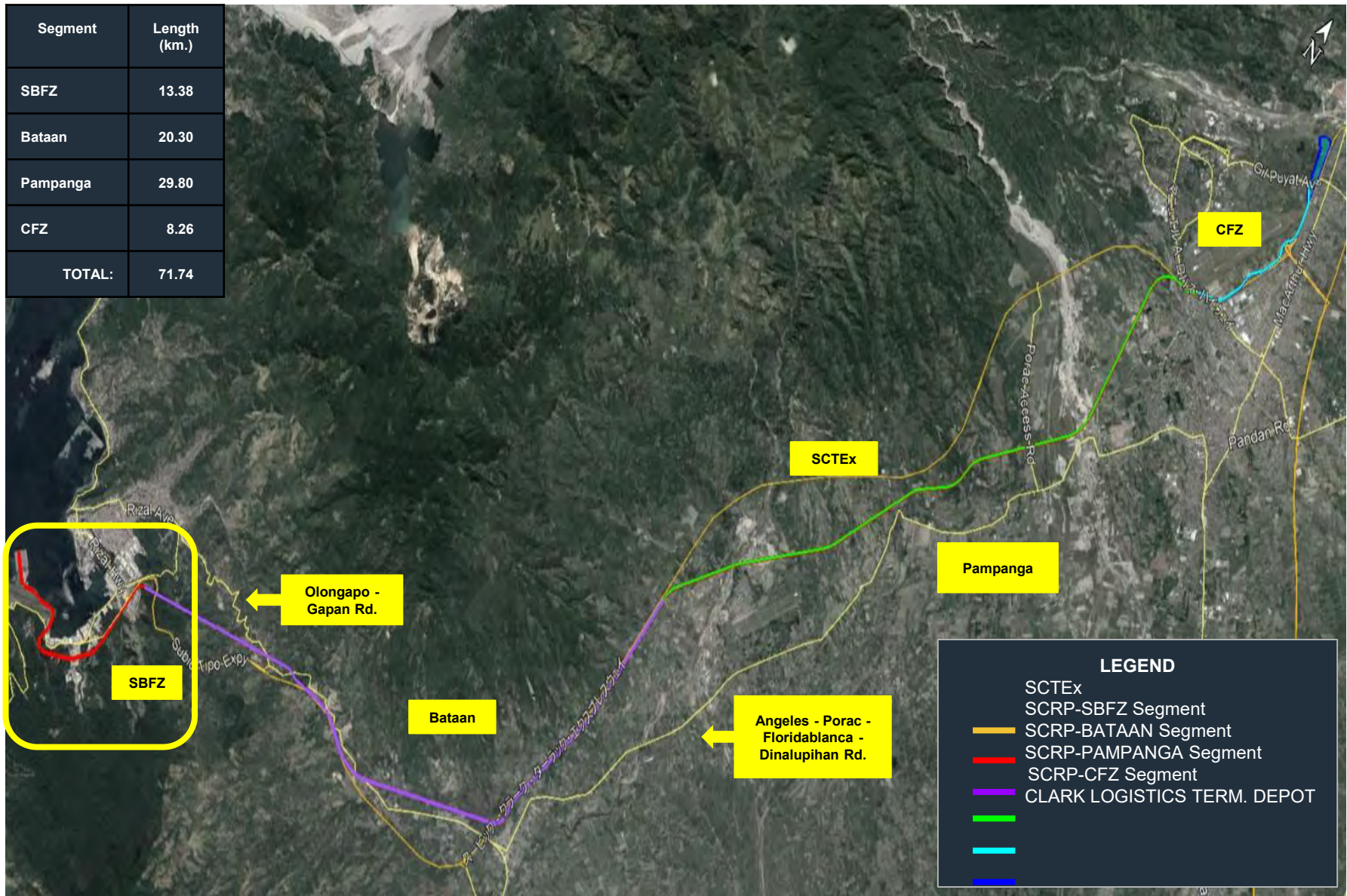


Line		Alignment	Length (km)
PNR North	PNR North Commuter 1 (aka NSCR Phase 1)	Tutuban-Malolos	38
	PNR North Commuter 2 (aka CMRP)	Malolos-CRK-NCC	69
	PNR North Long Haul	NCC-Tarlac-San Fernando	159
		Tarlac-San Jose-Tuguegarao	309
	Subic-Clark Railway	PSB-CRK-NCC	80
PNR South	PNR South Commuter (aka NSCR Phase 2)	Tutuban-Los Baños	72
	PNR South Long Haul	Los Baños-Legazpi	406
		Legazpi-Matnog	117
		Los Baños-Batangas	58



The Subic - Clark Railway Project Alignment

Segment	Length (km.)
SBFZ	13.38
Bataan	20.30
Pampanga	29.80
CFZ	8.26
TOTAL:	71.74

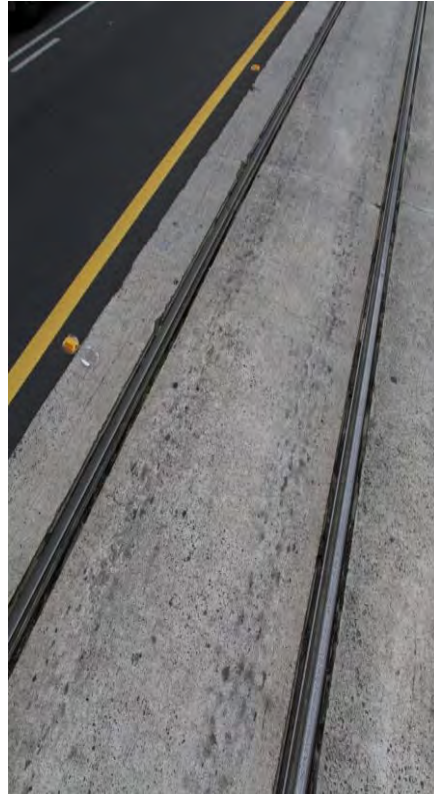


The Subic - Clark Railway Project Configurations



AT-GRADE

Approx. 47 kms



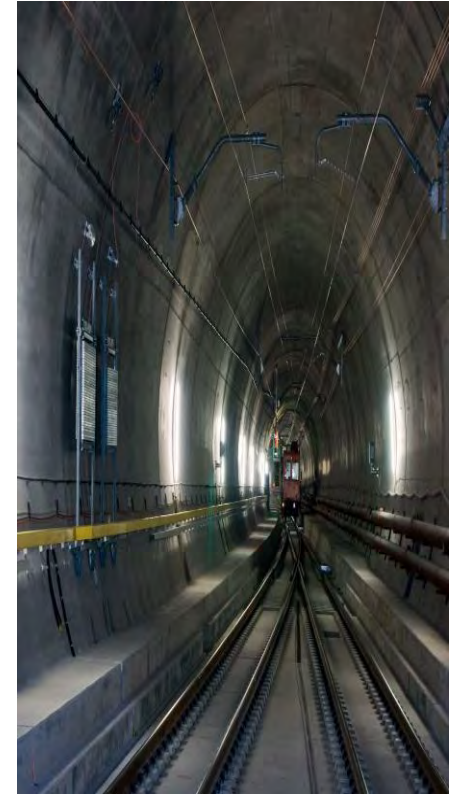
EMBEDDED

Approx. 3 kms



ELEVATED

Approx. 12 kms



TUNNEL

Approx. 9 kms

29.7% of the world's population

28.2% of the global GDP

27.8% of the world's trade

23.6% of global inward FDI

33.5% of global outward FDI

PH's tariff commitment stands at 98.1% on average

Strategic Access to Key Markets

Regional Comprehensive Economic Partnership:

A Seamless Production Network



\$25.84T
RCEP

\$24.37T
US-Mexico-Canada Agreement

\$18.85T
European Economic Area



SUBIC BAY
METROPOLITAN AUTHORITY



SUBIC BAY FREEPORT: A MULTIMODAL LOGISTICS HUB



- 1. Subic Bay Freeport Zone welcomes the shipping industry to consider it for their business expansion.
- 2. With modern container terminal, piers and wharves, we are open to accommodate your logistics and business requirements.
- 3. The port facilities and the Subic Bay International Airport make Subic Bay Freeport unique as the only Freeport and Economic Zone in the country with multimodal logistics infrastructure.
- 4. Other business opportunities are available in manufacturing, airfreight, logistics, shipbuilding, ship repair and other maritime-related industries.



An aerial photograph of a coastal city, likely Zamboanga, Philippines. The city is built on a peninsula and is surrounded by a large bay. In the background, there are mountains and a large dam structure. The sky is blue with some clouds. In the foreground, there is a large green area, possibly a park or a sports field, with a winding path. The overall scene is vibrant and scenic.

THANK YOU!

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