



DEVELOPING MANILA'S MARITIME TRANSPORT GATEWAY





Outline



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- Section 2. [MANILA NORTH HARBOR MODERNIZATION AND MASTER DEVELOPMENT PROGRAM](#)
- Section 3. [ROAD INFRASTRUCTURE](#)
- Section 4. [GOVERNMENT INITIATIVES TO ENHANCE THE MOVEMENT OF GOODS THROUGH PHILIPPINE PORTS](#)
 - *R.A.10668 – “An Act Allowing Foreign Vessels to Transport and Co-load Foreign Cargoes for Domestic Transshipment and for other Purposes”**
 - *R.A10667 – “Philippine Competition Act”**
- Section 5. [OPPORTUNITIES FOR GOVERNMENT AND PRIVATE SECTORS](#)



Overview of Manila Ports





- **52.5 Hectare Port Facility**
- **5,200 meters of quay**
- **2M TEU current yard capacity**
- **4,000 Vessel Calls per year**
- **1.1M TEU in 2015**
- **1.7M MT of Breakbulk in 2015**
- **1.2M Passengers in 2015**



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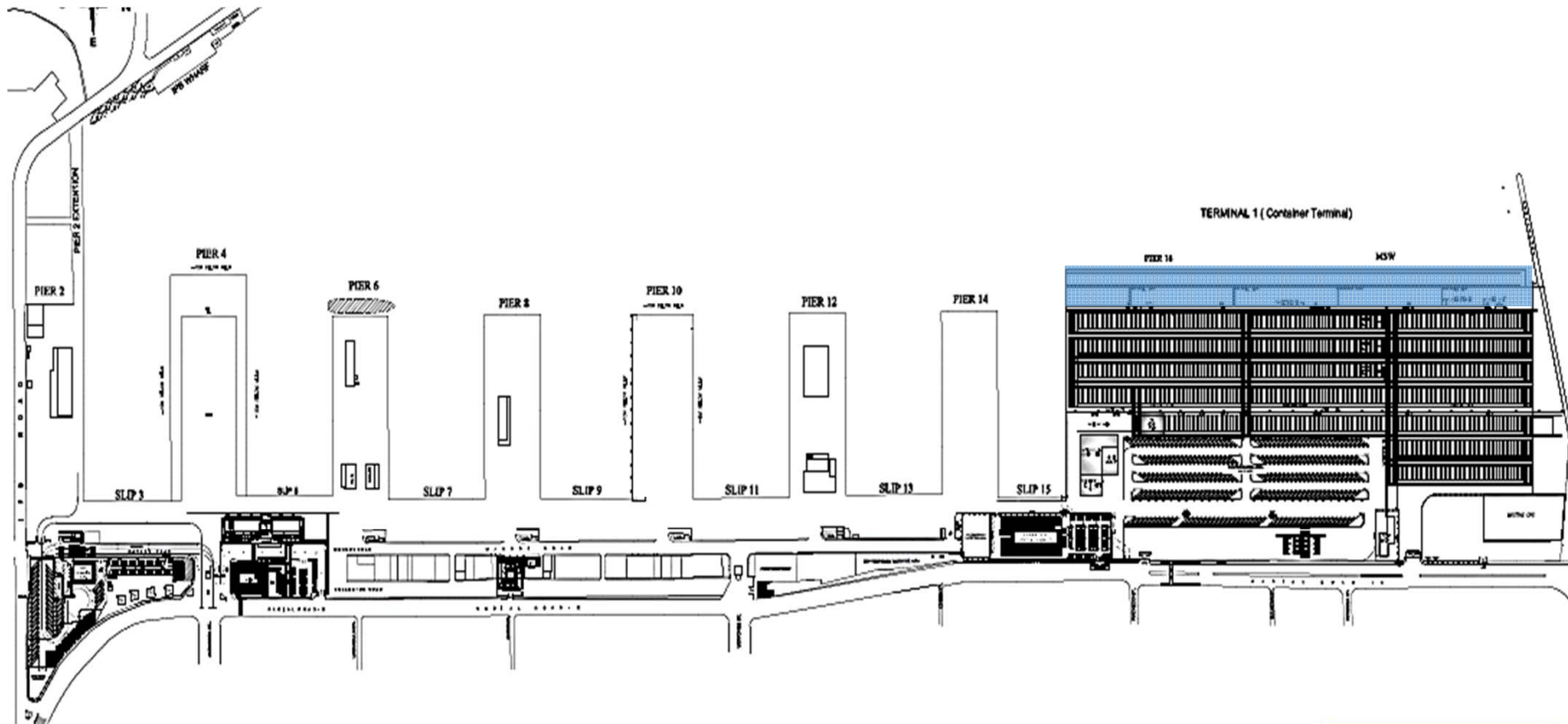
MANILA NORTH HARBOR MODERNIZATION AND MASTER DEVELOPMENT PROGRAM



Retrofitting Works and Installation of Crane Rails (MSW/Pier 16)



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BEFORE





CONTINUOUS QUAY LENGTH & SHIP-TO-SHORE CRANES



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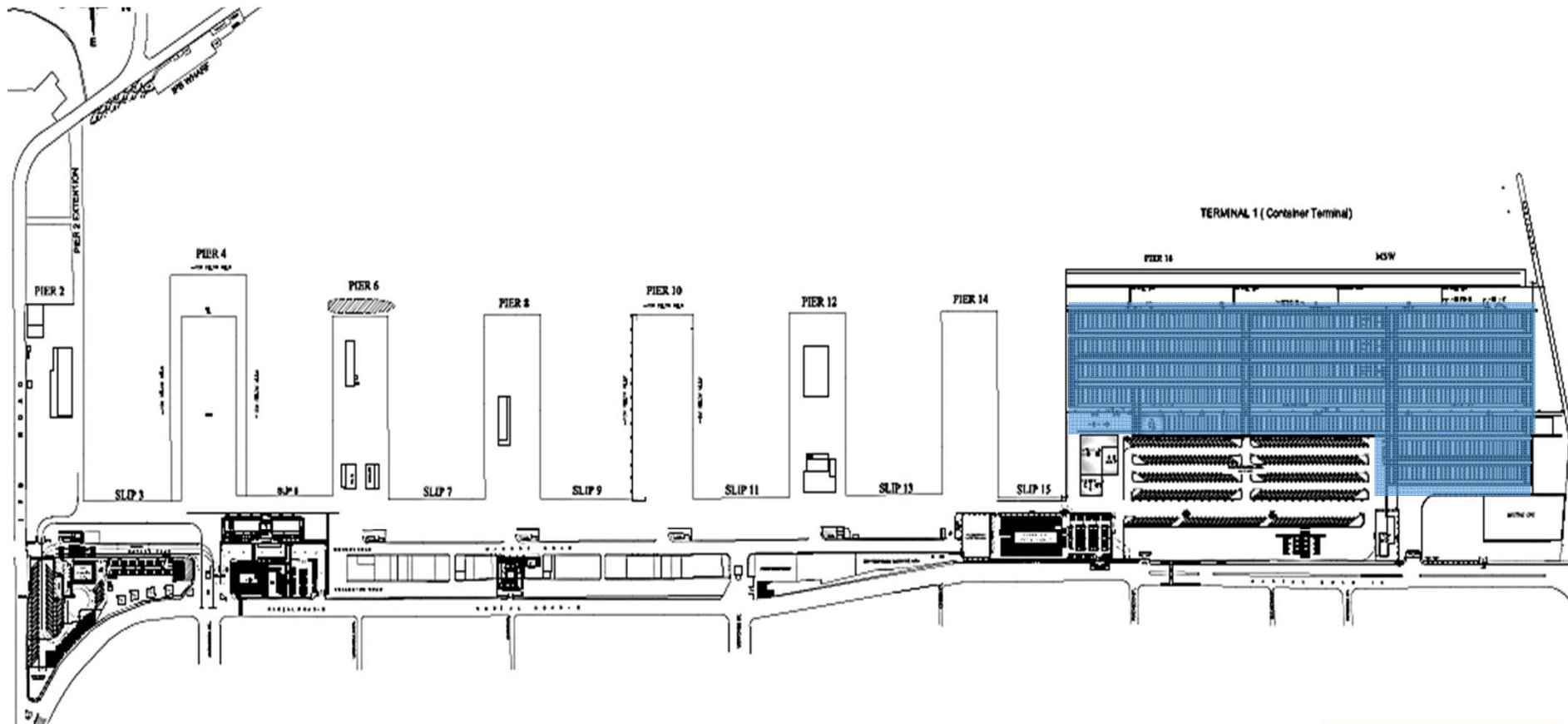




Container Yard



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BEFORE





BEFORE



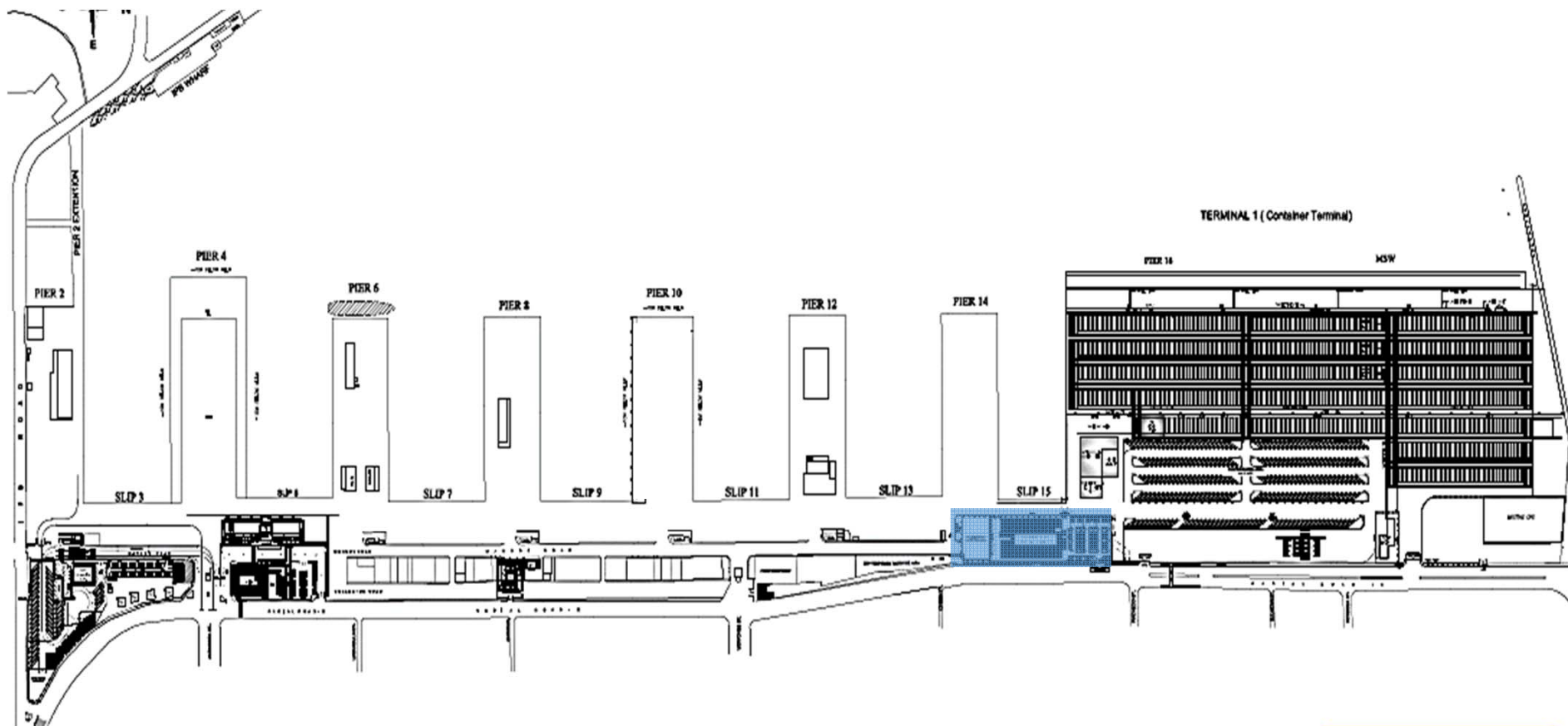


CONTAINER YARD





Operations Center – Terminal 1





OPERATIONS CENTER TERMINAL 1





OPERATIONS CENTER TERMINAL 1



SLBB 101



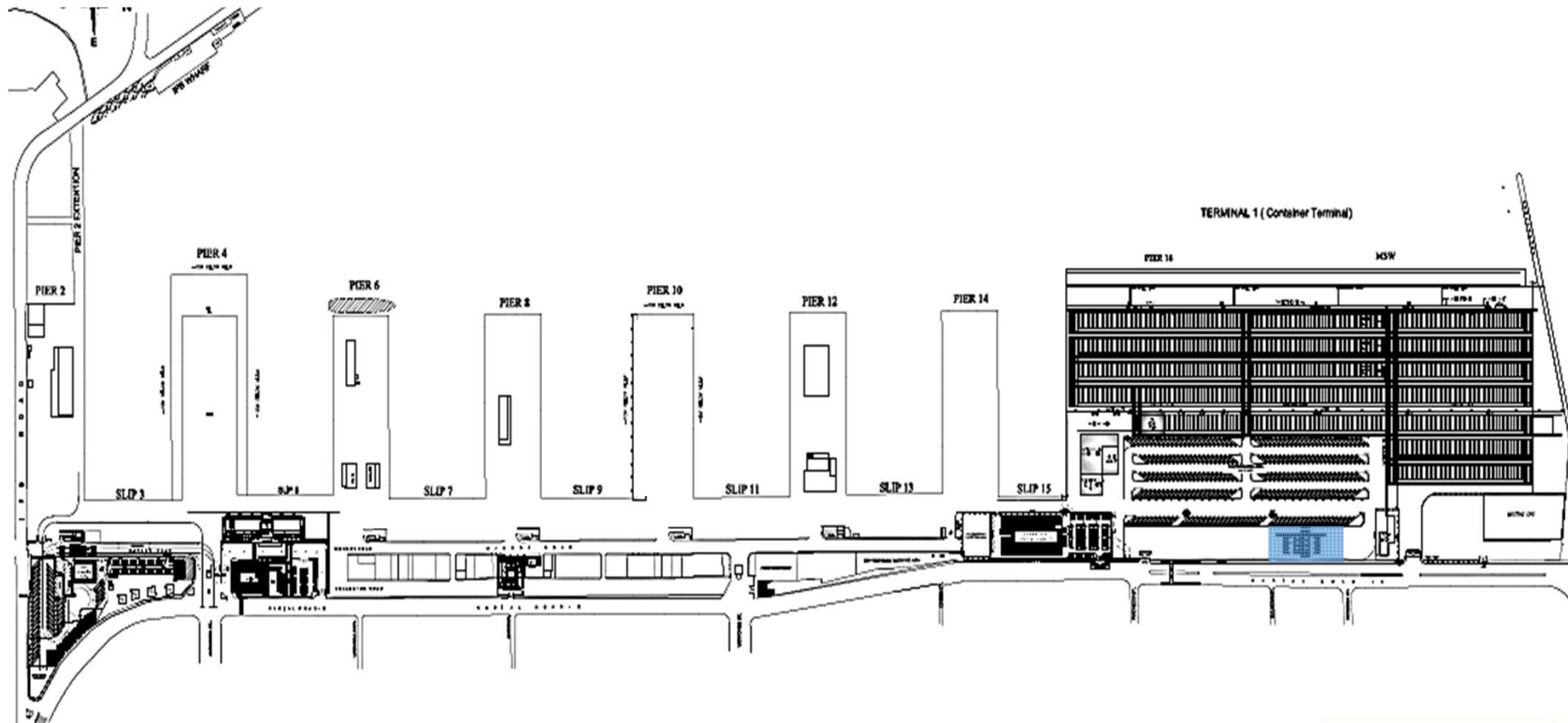
ONE-STOP SHOP PROCESSING

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Weighbridges & Passing Lanes

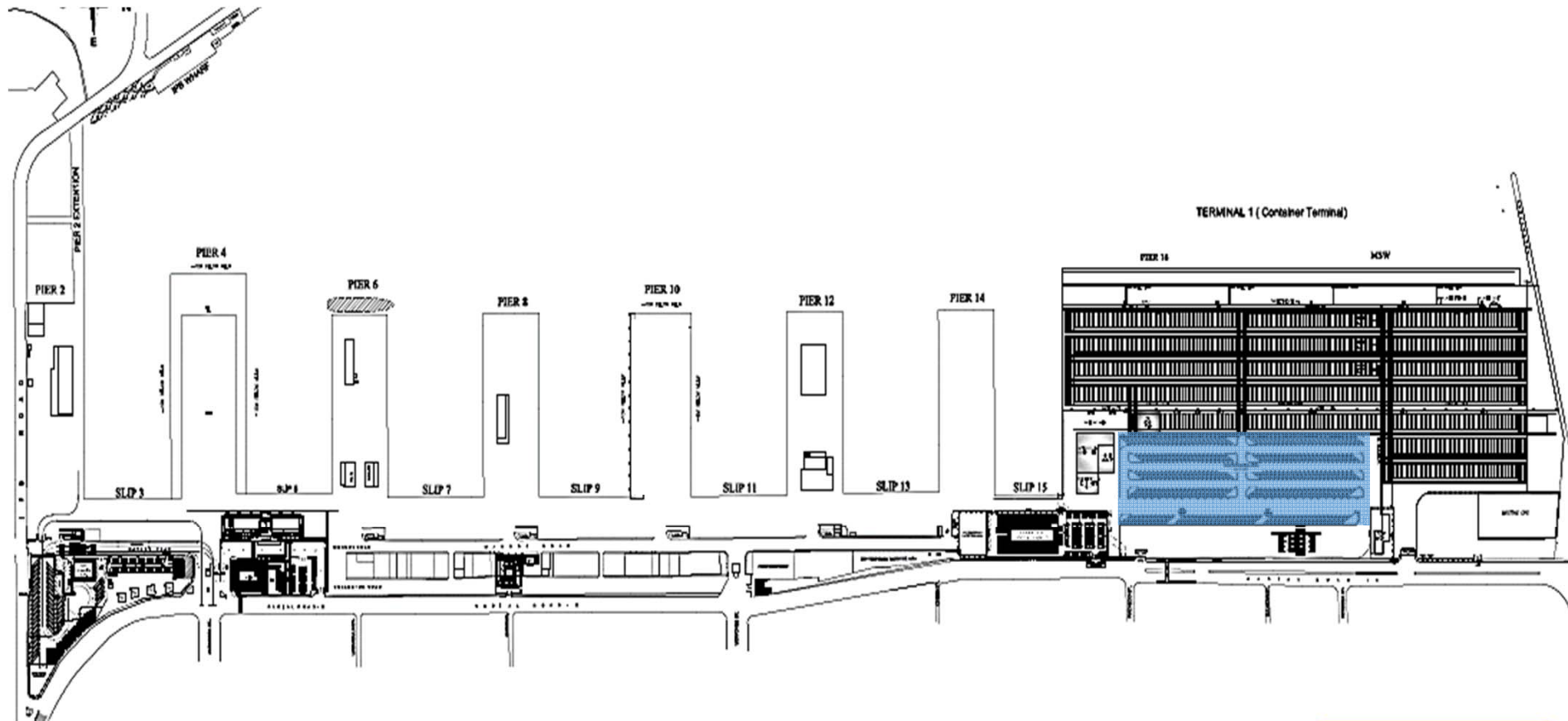


WEIGHBRIDGES





Truck Holding Area



TRUCK HOLDING AREA

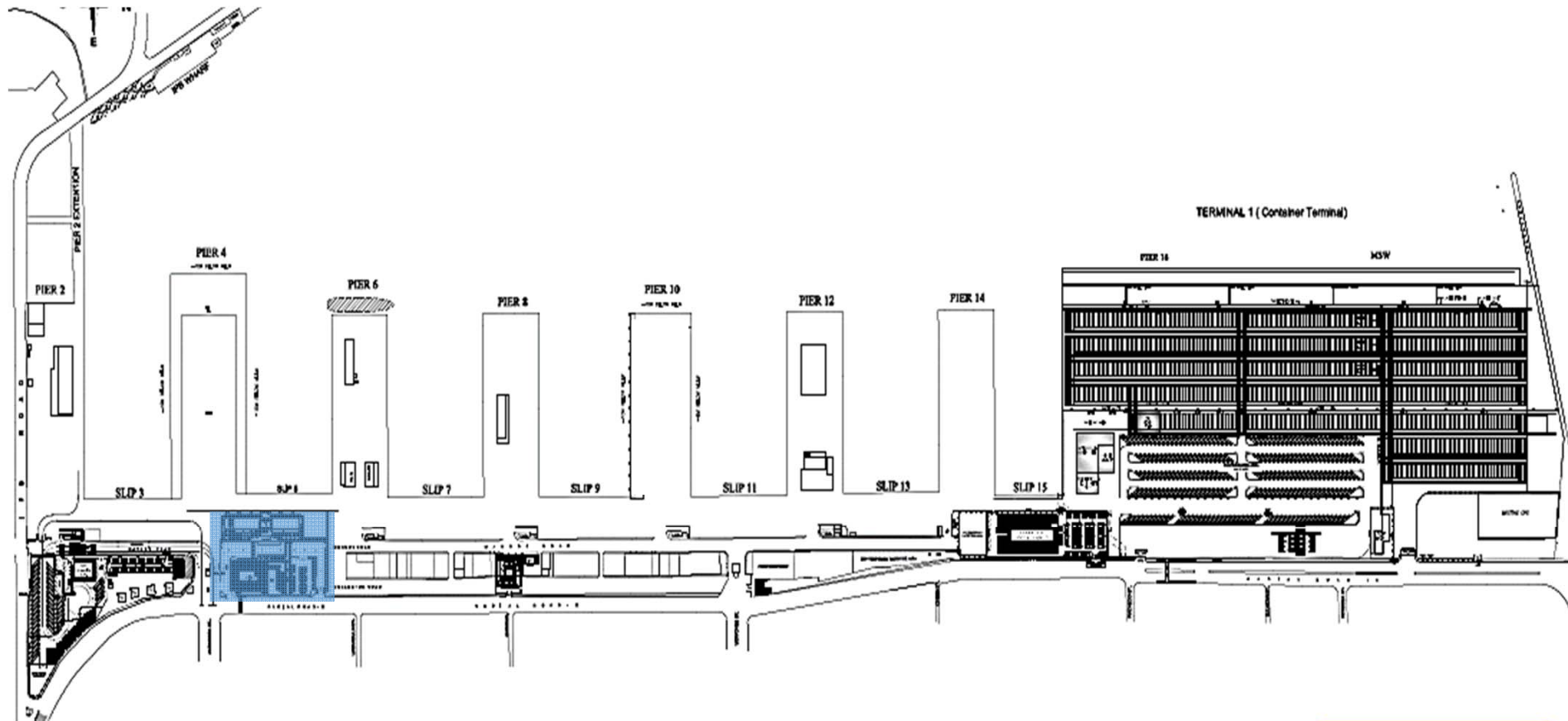




Passenger Terminal Complex



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BEFORE

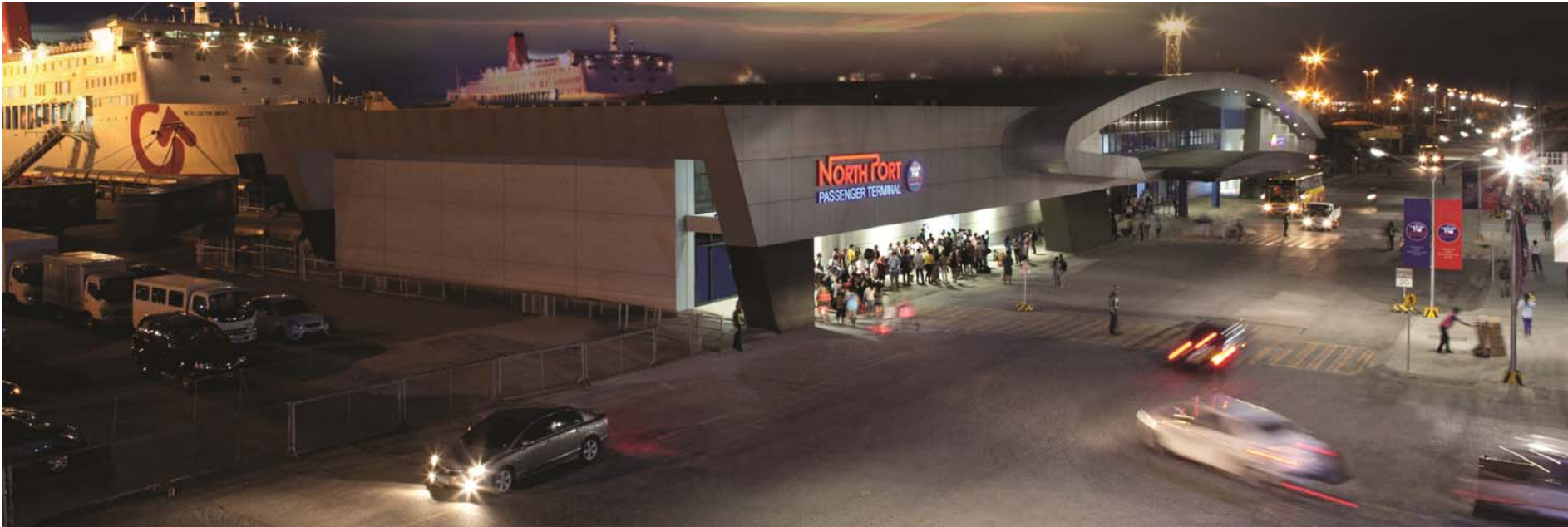




Passenger Terminal Complex

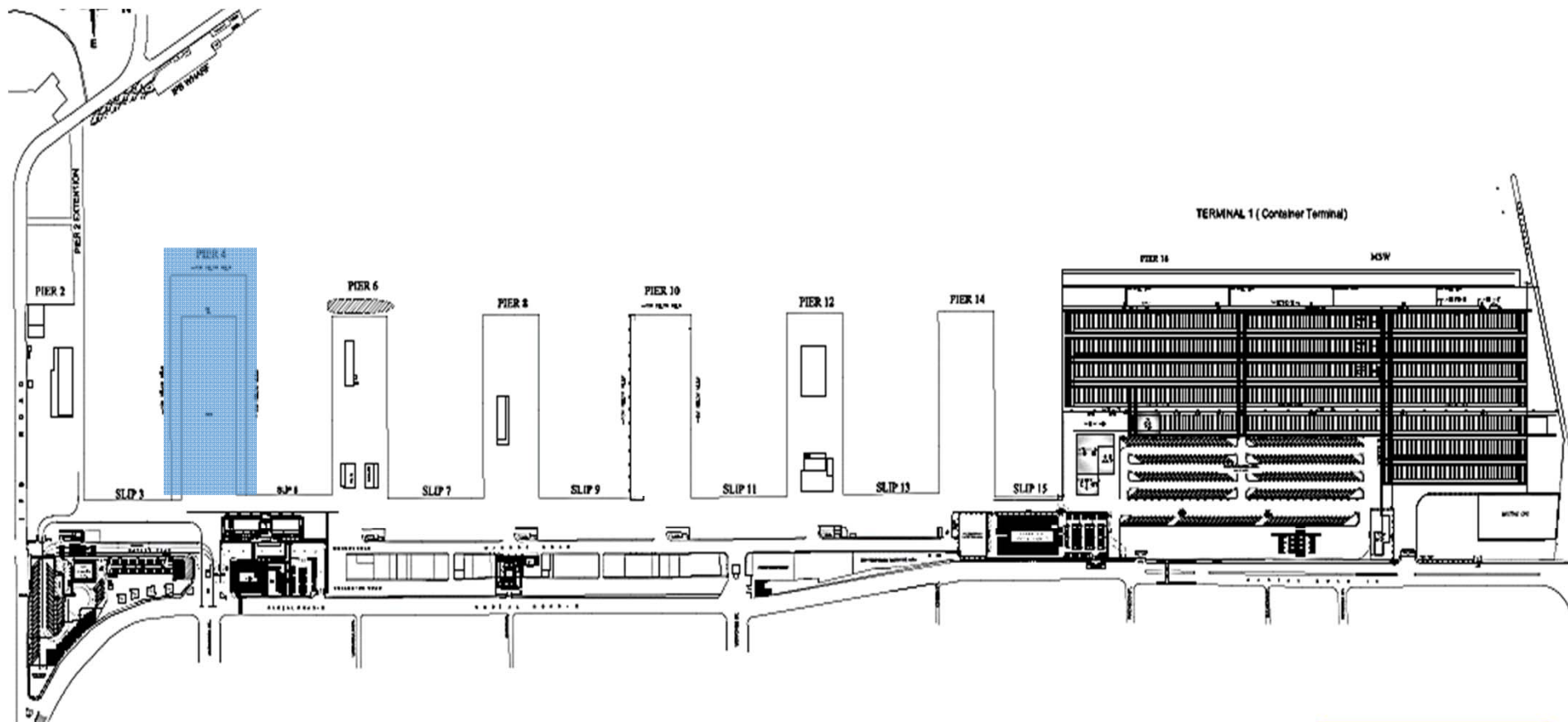


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Pier 4 Bulkhead and Rehabilitation of Pavement



BEFORE



PIER 4





Authorized Customs Facility



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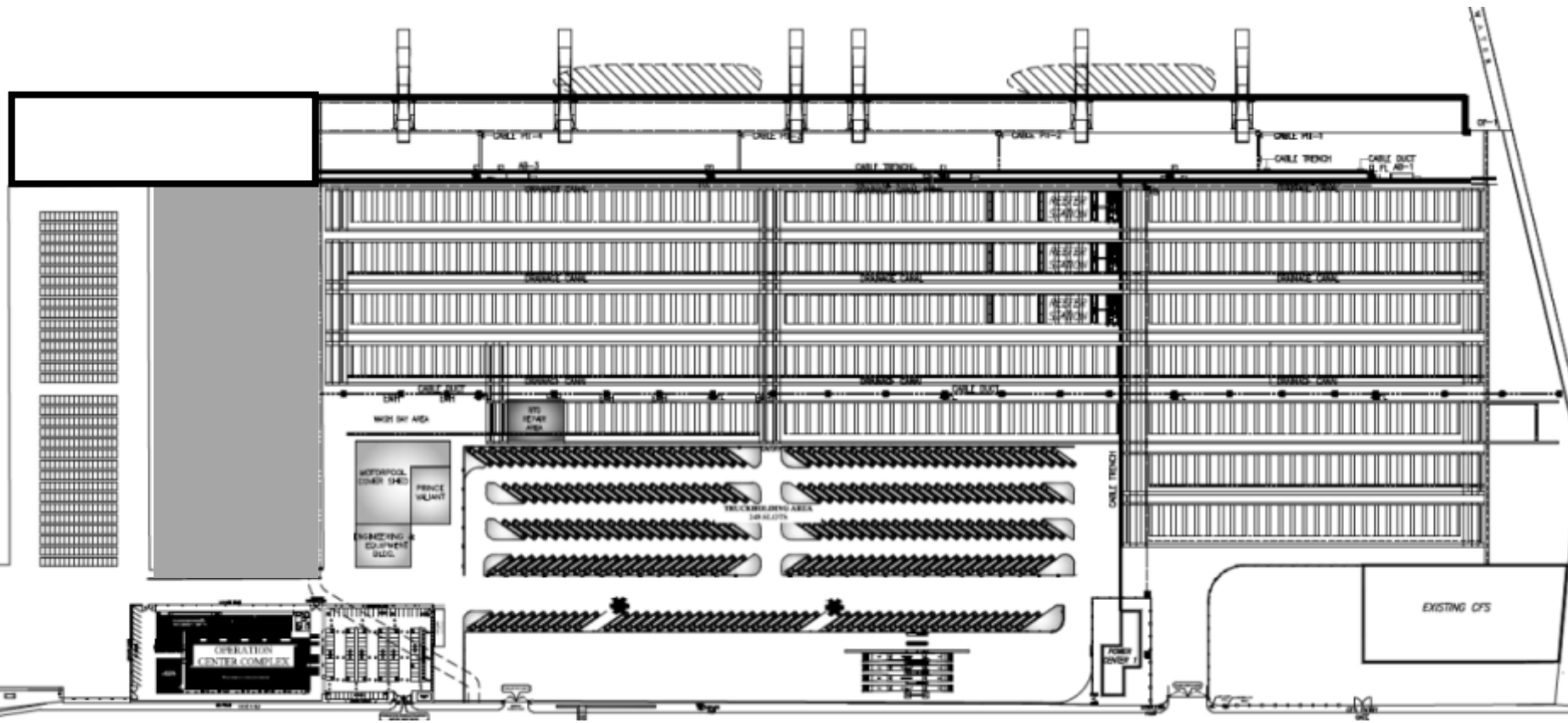




Front Wharf Pier 16-14 & Reclamation of Slip 15



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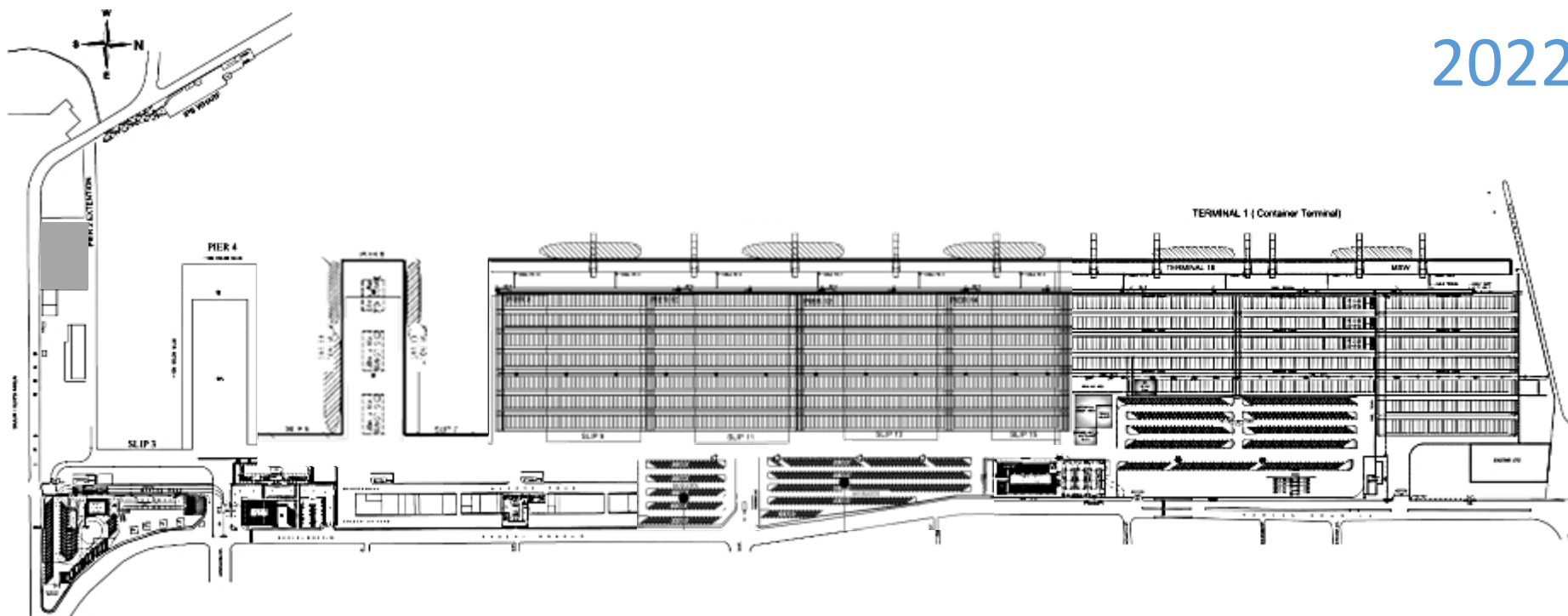




Master Development Plan



2022





Master Development Plan





Road Infrastructure

ROAD INFRASTRUCTURE

- No direct port access road
- Slow movement of goods
- Contributes to port congestion





Minimizing Port Congestion – Appointment Booking System



- Philippine government implemented the Terminal Appointment Booking System (TABS), sourced from “One-Stop”
- TABS enables port stakeholders to select time slots for delivering and withdrawing cargoes.



Elevated Port Access



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- To fully realize the benefits of TABS, Manila North Harbour Port, Inc. (MNHPI) proposed to the Department of Transportation and Communication (DOTC)
- A direct link between the ports in Manila and the elevated highways, which are now under construction.





GOVERNMENT INITIATIVES TO ENHANCE THE MOVEMENT OF GOODS THROUGH PHILIPPINE PORTS



Background



- Laws have been promulgated to enhance the economic growth and foster friendly competition.
- R.A. 10667 - “Philippine Competition Act”
- R.A. 10668 - “An Act Allowing Foreign Vessels To Transport And Co-Load Foreign Cargoes For Domestic Transshipment



R.A. 10668



- Prior to the enactment of R.A. 10668, cabotage or the right to carry cargo or passenger via sea is reserved only for national flag vessels.
- R.A. 10668 was enacted into law on July 21, 2015, which became effective on September 15, 2015.



R.A. 10668 (Sec. 4)



- a) Arriving from a foreign port, shall be allowed to carry a foreign cargo to its Philippine port of final destination, after being cleared at its port of entry;
- b) Arriving from a foreign port, shall be allowed to carry a foreign cargo by another foreign vessel calling at the same port of entry to the Philippine port of final destination of such foreign cargo;
- c) Departing from a Philippine port of origin through another Philippine port to its foreign port of final destination, shall be allowed to carry a foreign cargo intended for export; and
- d) Departing from a Philippine port of origin, shall be allowed to carry a foreign cargo by another foreign vessel through a domestic transshipment port and transferred at such domestic transshipment port to its foreign port of final destination.



R.A. 10667



- Seeks to promote and enhance economic efficiency and healthy competition in the market and will eliminate monopolies/oligopolies whereby consumers, as well as business enterprises are given more control in the choice of goods or service providers.
- Enacted into law on July 21, 2015, which became effective on September 15, 2015. The Philippine Competition Commission issued and promulgated the IRR of R.A. 10667 on May 31, 2016, which took effect on June 18, 2016.



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OPPORTUNITIES FOR GOVERNMENT AND PRIVATE SECTORS



ASEAN Economic Integration



- By building an investment climate that is conducive for business through the reduction of barriers to trade and investment, investors can expedite the movement of goods across borders, which is expected to increase the bulk of imported and exported goods and cargoes in the Philippines.
- Indeed, the objectives of R.A. 10668 and R.A. 10667 would complement the establishment of the ASEAN Economic Community. By lifting the cabotage restrictions and fostering a culture of competition in the shipping industry, it would help facilitate trade and build an investment climate that is conducive for business.





We at MNHPI would like to express our sincere appreciation for the opportunity given to present our development program in the 14TH ASEAN PORTS & SHIPPING 2016