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LINER SHIPPING ROUTE STUDY

FINAL REPORT

VOLUME VIII

MBOANGA & SULU ARCHIPELAGO SHIPPING SERVICES

EVALUATION REPORT

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FOREWORD

The Liner Shipping Route Study (LSRS) and the MARINA and SHIPPERCON STUDY (MARSH Study) were conducted, during 1993-1994, under the Philippine Sea Transport Consultancy (PSTC). The Final Report of the LSRS comprises 14 volumes and the Final Report of the MARSH Study comprises 5 volumes.

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TABLE OF CONTENTS

	<u>Page Number</u>
INTRODUCTION & SUMMARY OF FINDINGS	1
Introduction	1
Summary of Findings	3
Cargo Services	3
Passenger Services	5
ZAMBOANGA & SULU ARCHIPELAGO LINER SHIPPING & FERRY SERVICES	9
Introduction	9
Shipping Operators, Routes & Vessels	9
Route Capacity Analysis	17
CARGO SERVICES EVALUATION	29
Introduction	29
Ports & Cargo Traffic	29
Capacity and Standards of Cargo Service	36
Charges for Cargo Services	41
PASSENGER SERVICES EVALUATION	45
Introduction	45
Passenger Traffic	45
Passenger Service Standards	57
Passenger Fares	67
FACTORS AFFECTING SERVICE ADEQUACY	69
Introduction	69
Government Regulation and Control of the Zamboanga-Sulu Archipelago Shipping Industry	70
Port Development and Operations	72
Basilan Island Road Development	73
Peace and order	74

6. APPROACH TO IMPROVING SERVICE ADEQUACY	75
Introduction	75
MARINA Actions for Shipping Service Improvement	75
Development of the Zamboanga MRO	75
RORO Vessel Operations	76
Franchising New Services	79
PPA Actions for Port Service Improvement	79
Rationalized Use of Port Facilities	79
Vessel Departure Clearance	80
PCG Actions for Shipping Service Improvement	81

Annex A

Results of the LSRS Zamboanga & Sulu Archipelago
Cargo Surveys

Annex B

Zamboanga & Sulu Archipelago Passenger Survey Results

Annex C

Zamboanga Peninsula & Sulu Archipelago
Economy and Trade

1. INTRODUCTION & SUMMARY OF FINDINGS

Introduction

The terms of reference (TOR) for the Liner Shipping Route Study (LSRS) specify, as one objective of the study, that the LSRS shall "survey and review the adequacy of existing liner shipping services, including ferry services, in the Philippines, and ... identify priorities for new franchises and franchise amendments to provide expanded services, new types of services, and better standards of service". The workscope section of the TOR states that, "The LSRS must identify, from shipping operators reports on operations, from SHIPPERCON records, and from extensive field interviews with users of cargo and passenger liner services, the standards of services being performed on each liner shipping route, including especially the availability of appropriate services, convenience of schedule, service reliability, passenger care and comfort standards, and safety considerations...". The TOR go on to state that, "current low service standards, as well as high load factors, annually or seasonally, are to be criteria by which the LSRS will identify needs for increasing service frequency, including just seasonal frequency increases, and for approving new route franchises".

The TOR also identify the limits of LSRS responsibility regarding shipping service evaluation stating that, "It is not expected that the LSRS will recommend precise adjustments to service schedules, but merely will indicate where, and the approximate extent to which, service schedule flexibility should be incorporated in existing and new route franchises, and to indicate, approximately, the new route franchises that should be approved during the cargo rate deregulation period, i.e., 1993-1996", and further that, "It will subsequently be the responsibility of MARINA to invite applications for new or expanded services, and then to evaluate applications received...".

To carry out the shipping service evaluation portion of the LSRS workscope, the LSRS divided the areas to be surveyed into six groups:

- Northern Islands. The areas surveyed include the islands of Mindoro, Marinduque, Romblon, Tablas, Sibuyan, Masbate, and Catanduanes, and survey ports include the principal ports of these islands, as well as the Luzon ports of Manila, Batangas, Lucena (Dalahican), Tabaco, and Legaspi.
- Eastern Visayas. This survey area is Region VIII of the Philippines, and ports where LSRS surveys were conducted included Tacloban and Catbalogan.

- **Central & Western Visayas.** This area corresponds to Regions VI and VII. LSRS survey ports included Cebu, Iloilo, San Jose De Buenavista, Dumaguait, New Washington, Culasi, Bacolod, Dumaguete, San Carlos, Tagbilaran, and the ports of Guimaras Island.
- **Northern Mindanao.** This area approximately corresponds to Region X and the northern provinces of Region XII, and includes the survey ports of Cagayan de Oro, Surigao, Nasipit, Iligan, and Ozamis.
- **Southern Mindanao.** This area approximately corresponds to Region XI, the southern provinces of Region XII, and the mainland provinces of the Autonomous Region of Muslim Mindanao (ARMM), and includes the survey ports of Davao, General Santos, and Cotabato/Polloc.
- **Zamboanga & Sulu Archipelago.** This area includes the ARMM offshore provinces of Sulu and Tawi Tawi, Basilan Island, and most of the Zamboanga Peninsula, and ports where LSRS surveys were conducted include Zamboanga, Pagadian and Jolo.

The LSRS prepared a draft shipping service evaluation report on each of the six areas identified above. In this Final Report, however, the Northern Mindanao and Southern Mindanao reports have been combined in Volume VII. The other service evaluation reports are Volumes IV through VI, and Volume VIII.

The shipping services of Palawan Province are discussed in the Final Report's Volume IX, wherein the LSRS focus is mainly on the needs for additional services, rather than on the improvement of existing services.

The port of Manila North Harbor (MNH) is discussed to some extent in most volumes of the Final Report, because of the importance of shipping connections to the MNH for all other areas of the Philippines. The principal discussion of the MNH is included in Volume XII, however, which focuses on the potential role of Batangas Port as a terminus for interisland liner shipping services.

Northern Luzon and the Bicol Peninsula have very limited interisland liner shipping services, in 1994. The LSRS did not conduct any developmental route evaluations for these two large areas of Luzon, but both areas are discussed in Volume III of this Final Report, which provides profiles of the sea trade of various areas and islands of the Philippines.

Each of the five service evaluation reports examines the adequacy of both cargo and passenger liner shipping and ferry services, identifying: routes that are franchised and the extent to

which they are being operated; operators and vessels, with vessel rated or estimated capacities; route capacities for passenger traffic and capacity utilization, including seasonality; shipping service standards and problems; underlying, contributory causes for any identified low service standards and problems; and desirable actions to be taken to better ensure that shipping service standards are satisfactory in the future.

After this brief introduction, each of the shipping service evaluation reports presents its findings and recommendations as the remainder of Chapter 1, and is comprised of five other chapters and two or three annexes. Chapters 2 through 6 of each report present, respectively, available information on services franchised and operated, an evaluation of cargo services, an evaluation of passenger services, the identification of factors affecting service adequacy, and a recommended approach to improving the adequacy of services. Annexes A and B, in each of the five reports, provide detailed cargo and passenger survey information, respectively.

Volume VIII of the LSRS Final Report discusses the shipping services being provided, in 1993-1994, to ports of the Zamboanga Peninsula, Basilan Island and Sulu Archipelago area (ZAMBASULA). Unlike the other four volumes of the LSRS service evaluation subset, Volume VIII includes a third annex which examines the economy and trade of the geographic area being studied.

Summary of Findings

LSRS findings in regard to the liner shipping and ferry services performed to ports of ZAMBASULA are presented in the following paragraphs. Cargo services are first discussed, and then passenger services are discussed. However, much of the cargo being moved by sea in the area is carried in small consignments, essentially as accompanied or unaccompanied baggage. Thus, the standards of passenger services also reflect on the availability and quality of a significant portion of the area's cargo services.

Cargo Services

A large proportion of the cargo being moved in the ZAMBASULA area passes through the port of Zamboanga, so that the adequacy of this port affects the quantity and cost-effectiveness of trade throughout the area. In the truest sense of the term, Zamboanga is the "hub" port for all of ZAMBASULA. In 1993-1994, cargo services at Zamboanga Port were mostly adequate, and shippers of Basilan and the Sulu Archipelago seemed to have few complaints regarding shipping services to and from Zamboanga Port, or regarding the port itself. There were, nevertheless, four problem areas in regard to ZAMBASULA liner shipping and ferry cargo services which need to be

addressed. These four areas are:

- ▶ **Containerized cargo between Zamboanga and Cebu.** In 1993-1994, no container services were being operated between the principal ports of Zamboanga and Cebu. For containerized cargo to be transported between these two ports, it was necessary that the containers be transshipped at Manila North Harbor (MNH), which entailed considerable incremental cost and time, in comparison with the potential cost and time which would be incurred with direct shipment of containers between Zamboanga and Cebu.
- ▶ **Arrastre workers in Sulu Archipelago ports.** Shipping operators accommodating significant amounts of cargo, and particularly heavy cargo, were having to recruit and accommodate cargo-handling labor aboard their vessels in sailing from Zamboanga to ports of the Sulu Archipelago, since the cargo-handling contractors at the Sulu Archipelago ports did not have sufficient labor, and labor that was available was frequently unwilling to handle heavy cargoes. Also, labor at these ports was generally unavailable for work in the evening and nighttime hours. Whereas shipping operators were not inclined to complain to the LSRS about these operating conditions, they did express an interest in converting to the use of RORO vessels, in order to considerably reduce their needs to rely on arrastre labor.
- ▶ **Cargo services at Siasi.** Shipping operators were sometimes bypassing the island and port of Siasi, although they generally did not do this in both directions (between calls at Jolo and Bongao). The operators indicated that they bypassed Siasi on occasions when another vessel was already docked at the principal berth at Siasi Port, and they sometimes also were avoiding the port because of the large numbers of "free passes" that were being issued there, in 1993-1994, by the Philippine Coast Guard (PCG) and others, and which the operators were being required to honor.
- ▶ **Ferry services between Basilan Island and Zamboanga.** The ferry services which were being operated between Basilan and Zamboanga, in 1993-1994, were not designed to accommodate large amounts of breakbulk cargo, and the increasing levels of cargo traffic were being accommodated with some difficulty by the ferries. The greater concern in regard to these ferry services, however, was that the ferries were only serving a portion of their potential hinterland, due to a poor Basilan Island road network, and due, also, to problems of civil disturbance on the island, a lack of security on the

roads, and additional charges incurred at road checkpoints.

Charges for cargo services between Zamboanga and ports of the Sulu Archipelago were high, in 1993-1994, in comparison with MARINA official fork tariffs for cargo, but none of the shippers interviewed by the LSRS complained about service charges. Charges for the accommodation of rice were being kept much lower than other cargo charges.

Passenger Services

The LSRS conducted passenger surveys on the Manila-Zamboanga route, on both ferry routes between Zamboanga and Basilan Island, on three liner shipping routes extending from Zamboanga to ports of the Sulu Archipelago and (in one case) to the island of Cagayan de Tawi Tawi, and on one coastal route. The principal findings of these surveys are presented below.

Zamboanga-Manila Route. The LSRS surveyed the Maynilad and the Superferry III on routes having Zamboanga as an intermediate port-of-call. Of the 80 passengers interviewed who were destined for Zamboanga, large majorities (ranging from 77 to 97 percent) considered all aspects of services to be satisfactory. These aspects included service sufficiency, convenience, reliability, and speed; the cleanliness and comfort of the vessel, and the space to move about; operator staff (afloat and ashore) efficiency and attitude; the perceived attitude of management toward service quality; the operator's space reservation system; the boarding process, and the waiting area before boarding; baggage security; and meals, meal service, and drinking water supply on the vessel.

Zamboanga-Basilan Island Ferry Services. The LSRS interviewed passengers aboard three of the four ferries that were operating between Basilan Island and Zamboanga, in late 1993 and early 1994; two of the ferries were operating two round-trips daily to Isabela, and the third ferry was calling just once each day at the Basilan port of Lamitan. Passengers aboard all three vessels rated service highly in regard to sufficiency, convenience and reliability, and large proportions of the passengers expressed the opinion that services had improved over the past two years. Passengers on two of the vessels were nearly unanimous in approving of the cleanliness and comfort of the vessels, and more than 80 percent of these passengers were satisfied with service speed. The third vessel was considered to be slow by more than half of its passengers, but 83 percent of the vessel's interviewed passengers were satisfied with the vessel's cleanliness and comfort. Passengers aboard all three vessels rated the respective crews highly in regard to their efficiency and their attitude toward the passengers.

Zamboanga-Jolo Liner Services. There were 23 passenger/cargo vessels serving the Zamboanga-Jolo route, in November 1993, but not all of these had posted schedules. The LSRS surveyed six of the vessels, and obtained a sample of 244 passengers who were destined for Jolo. Other passengers aboard three of the vessels were traveling beyond Jolo, i.e., to Siasi, Bongao or Sitangkai. Survey results were quite different among the vessels surveyed, as only two of the vessels, the MV Nafiesa-A and the MV Merlyn, were rated quite highly by their passengers. Despite low grades earned by some of the vessels in regard to several aspects of physical accommodation, however, majorities of passengers on each of the vessels considered services to be at least "fair" in regard to sufficiency, convenience, reliability and speed, and considered the efficiency and attitude of the respective crews of the vessels and operator shore-based staff to be satisfactory.

Jolo-Siasi-Bongao-Sitangkai Liner Services. Several of the liner vessels serving the Zamboanga-Jolo route were continuing onward from Jolo to the ports of Siasi, Bongao and Sitangkai. Three of the vessel surveyed by the LSRS on the Zamboanga-Jolo route continued onward, and the survey obtained samples of 16 passengers destined for Siasi, 42 going to Bongao, and 15 continuing onward to Sitangkai. In addition, the LSRS conducted a survey at Jolo, interviewing another 36 passengers traveling to the island of Tawi Tawi (Bongao Port). Majorities of the passengers in each case rated services as satisfactory in regard to sufficiency, convenience, and reliability, and most passengers also held favorable opinions of operator afloat and ashore staff. Views in regard to standards of physical accommodation were less generally favorable. Most passengers bound for Siasi considered their seating and sleeping areas to be unclean and uncomfortable, and thought that the vessel open areas for passengers were inadequate. Bongao-bound passengers expressed unhappiness only with the state of the toilets and washing facilities and the lack of drinking water, although those boarding a vessel at Jolo were also unhappy with the waiting area before boarding the vessel and with the process of boarding.

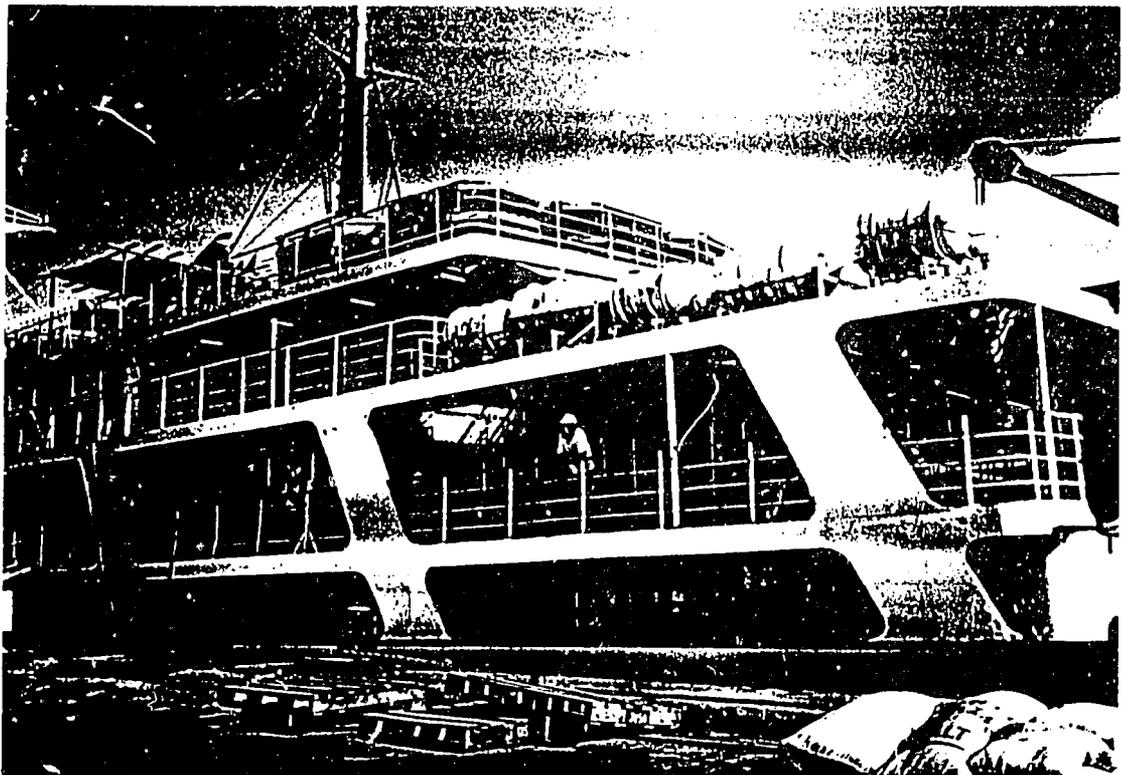
Zamboanga-Cagayan de Tawi Tawi Route. The LSRS surveyed the MV Mocking Bird on this route, obtaining a sample of 50 passengers. Majorities of the passengers (generally ranging between 63 and 73 percent) expressed favorable views in regard to all aspects of services. When the rating of "fair" is included among "favorable" views, the proportion of passengers offering such views rises to 95 percent in regard to service sufficiency and convenience and to 85 percent in regard to schedule adherence.

Zamboanga-Pagadian Coastal Services. The LSRS interviewed 113 passengers aboard a coastal vessel. These passengers gave the service relatively low grades, with the exception that they were generally approving of both the ashore and the afloat staff of the shipping line, and the majority of passengers felt that the

operator's adherence to schedule was satisfactory. Otherwise: one-half of the passengers were dissatisfied with service speed; two-thirds of the passengers considered the vessel's facilities to be poorly maintained; more than 70 percent of the passengers judged passenger open areas to be inadequate or unacceptable; more than half of the passengers considered the vessel boarding procedure to be unsatisfactory or chaotic; and 38 percent gave the services a "very poor" rating in regard to sufficiency and convenience.

Third class passenger fares, in 1993-1994, were mostly within the MARINA guidelines for fares on routes having Zamboanga as a port-of-call. Exceptions were the Zamboanga-Cagayan de Tawi Tawi route, where a fare of P350 was being charged, in comparison to the upper end of MARINA's fork tariff for the route, which was P235. The Zamboanga-Basilan ferries also were charging significantly above the upper end of the applicable MARINA fork tariff. Some of the coastal services actually were charging below the lower limit of the applicable MARINA fork tariffs, presumably because of their need to compete with road transport services. (Volume VII of this report describes a discussion with Ozamis shippers, who traveled frequently to Zamboanga, and who indicated that both the sea and land options of traveling between Pagadian and Zamboanga were poor, but were at least cost-competitive.)

PORT OF ZAMBOANGA



2. ZAMBASULA LINER SHIPPING & FERRY SERVICES

Introduction

In this chapter, the LSRS identifies the franchised liner shipping and ferry services to ZAMBASULA ports, as of 1st April, 1994, and the liner shipping and ferry services which were actually being operating to the port of Zamboanga, when the LSRS began its fieldwork there in November 1993. This chapter also discusses route capacity for passenger traffic, and, in so doing, examines the extent to which franchises reflect actual capacity available on a route. MARINA's information on vessels does not usually extend to rated cargo capacities, in terms of container twenty-foot equivalent units (TEUs), RORO vessel passenger cars units (PCUs) or bus equivalent units (BEUs), or breakbulk cargo tonnages. Thus, it is not possible to carry out the same type of route capacity analysis for cargo, as it is for passengers.

Shipping Operators, Routes & Vessels

Table 2.1 indicates the liner shipping and ferry route franchises which authorized services to ZAMBASULA ports, as of April 1994. The table includes those vessels which had Certificates of Public Convenience (CPCs), Provisional Authorities (PAs), or Special Permits (SPs), issued by MARINA, with validity dates extending beyond the end of 1994. The routes shown in the table can usefully be divided into five groups:

- Long-distance liner shipping services between Manila and Southern Mindanao, with Zamboanga as an intermediate port-of-call, and Manila-Zamboanga services.
- Intermediate-distance routes between Zamboanga and the islands of the central Philippines. (In 1994, these were limited to connections to Cebu. However, the Zamboanga-Iloilo connection was included as a link of long-distance routes between Manila and ports of Mindanao.)
- Ferry services between Zamboanga and the island of Basilan.
- Liner shipping services between the Zamboanga Peninsula (Zamboanga and Pagadian ports) and ports of the Sulu Archipelago.
- Coastal services along the west and south coasts of the Zamboanga Peninsula, and extending southward to Cotabato.

TABLE 2.1

ZAMBOANGA PENINSULA AND SULU ARCHIPELAGO FRANCHISED ROUTES, APRIL 1994 *

OPERATOR	VESSEL NAME	GRT	PAX CAP.	SERV. TYPE	FRANCHISED ROUTE	NO. OF ROUND TRIPS/YEAR	VESSEL ANNUAL PASS. CAP./VYG LEG
ABOITIZ SHIPPING CORP.	MV A. SUPERFERRY - III	5,885.99	2,066	PASS/CARGO	MNLA-DMGT-ROAS-EMGT-MNLA-ZBGA-CTBT-ZBGA-MNLA	50	103,300
	MV A. MEGACARRIER - I	7,258.00		CONTAINER	MNLA-DVAO-DGAS-ZBGA-MNLA		
ALAWI, HABIB ADDURAHMAN	MV NAFIESA - A	225.15	270	PASS/CARGO	JOLO-ZBGA-JOLO	58	15,660
ALENTER LINES, INC.	MS ALENTIER - I			PASS/CARGO	DVAO-ZBGA-DGTE-CEBU-PULP-ILOI-MNLA-ILOI-PULP-CEBU-DGTE-ZBGA-DVAO		
ALESON SHIPPING LINES INC	MV NICO BRYAN	244.42		GEN. CARGO	ZBGA-CEBU-ILOI-CEBU-ZBGA		
	MV ALESON - I	721.36		GEN. CARGO	ILOI-CEBU-ZBGA-CEBU-ILOI		
	MV ALESON	322.79		GEN. CARGO	ZBGA-LLOY-CEBU-LLOY-ZBGA		
ALLIAN, JR., NASSAL T.	MV RUTHY	54.51	55	PASS/FERRY	ZBGA-SMLA-BAAN-MAMD-DICO		
BASILAN SHPG. LINES, INC.	MV DOÑA RAMONA	239.64	441	PASS/FERRY	ISAB-ZBGA-ISAB-ZBGA-ISAB	700	308,700
BERDAR, HADJI ZAINAB	ML PARIDA - I			N.D.	CTBT-PGDN-CTBT		
	ML PARIDA - VI			PASS/FERRY	CTBT-PGDN-CTBT		
CHONG, WILLIAM	MV MERLYN	159.37	200	PASS/FERRY	JOLO-ZBGA-JOLO	58	11,600
EVER SHPG. LINES, INC.	MV EVER SWIFT	135.00	244	PASS/FERRY	ZBGA-MLNG-MTBG-MLNG-ZBGA-MLNG-MTBG-MLNG-ZBGA-MLNG-MTBG	116	28,304
	MV EVER TRANSPORT	68.79	87	PASS/FERRY	ZBGA-SNPA-MTBG-SNPA-ZBGA	116	10,092
FIRST AQUA SHIPPING CORP.	MV VICTORIA - I	498.32		PASS/FERRY	CTBT-PGDN-ZBGA-CTBT-KLMS-MLBK-GESA-CTBT-TABI-CTBT-GESA		
GEORGE & PETER LINES, INC	MV GEOPETER	735.33	750	PASS/FERRY	CEBU-DGTE-ZBGA-DGTE-CEBU-DGTE-DPLG-DGTE-CEBU-DGTE-ZBGA-DGTE-CEBU	58	43,500
HADJI ABDULAH RIMNADA	MV AIDA EIGHT			PASS/FERRY	PGDN-CTBT-PGDN		
JULKIPLI, HADJI ABDULMAN	MV SATRAJ - II			PASS/FERRY	SIAS-JOLO-ZBGA-JOLO-ZBGA-JOLO-SIAS		
LIN BOK, ALFONSO, JR.	MV SULTANA TRANSPORT - II	135.88	192	PASS/CARGO	CTBT-ZBGA-CTBT-ZBGA-CTBT-ZBGA-CTBT	175	33,600
	MV SULTANA TRANSPORT	74.00	200	PASS/CARGO	PGDN-CTBT-ZBGA-CTBT-KLMS-LBAK-CTBT-ZBGA-CTBT-PGDN	50	10,000
LORENZO SHIPPING CORP.	MV LORCON MINDANAO	7,507.32		CONTAINER	MNLA-ZBGA-DGAS-DVAO-MNLA		
MAGNOLIA SHIPPING CORP.	MBCA M. GNOLIA FRAGRANCE	231.10	225	PASS/FERRY	ZBGA-IPIL-ZBGA	116	26,100
NEGROS NAVIGATION CO INC	MS DON JULIO	2,381.35	1,000	PASS/CARGO	MNLA-ECID-ILOI-ZBGA-MNLA	58	58,000
	MS DON JULIO	2,381.35	1,000	PASS/CARGO	MNLA-ECID-MNLA-BCID-ILOI-ZBGA-ILOI-BCID-MNLA	50	50,000

(Continued)

ZAMBOANGA PENINSULA AND SULU ARCHIPELAGO FRANCHISED ROUTES, APRIL 1994 *

OPERATOR	VESSEL NAME	GRT	PAX CAP.	SERV. TYPE	FRANCHISED ROUTE	NO. OF ROUND TRIPS/YEAR	VESSEL ANNUAL PASS.CAP./VYG LEG
NORA TRANSPORT, INC.							
	ML NOROLEHAYA	40.58	59	PASS/FERRY	CTBT-KLMS-MLBK-GESA-CTBT-PGDN-ZBGA-CTBT-TABI-CTBT-ZEQA-PGDN	50	2,950
	ML NORAIL - I	97.44	227	PASS/FERRY	CTBT-PGDN-CTBT	350	79,450
	ML NORANNA	92.07	190	PASS/FERRY	CTBT-PGDN-CTBT	350	66,500
	ML NORHAINA	115.43	354	PASS/FERRY	CTBT-PGDN-CTBT	350	123,900
	ML NORORRAHMAN	119.55	185	PASS/FERRY	CTBT-PGDN-KLMS-MBUK-GESA-MBUK-KLMS-PGDN-CTBT	175	32,375
	ML NORA - II	68.02	200	PASS/FERRY	CTBT-PGDN-ZBGA-CTBT-KLMS-MLBK-GESA-CTBT-TABI-CTBT-GESA-MLBK	50	10,000
	ML NOREAMA	56.22	64	PASS/FERRY	CTBT-PGDN-ZBGA-CTBT-KLMS-MLBK-GESA-TABI-GESA-MLBK-KLMS-CTBT	50	3,200
ROBLE SHIPPING, INC.							
	MV MAY JOSEFINE			PASS/CARGO	CEBU-ZBGA-CEBU		
RP TAMULA & SONS SHPG INC							
	MV RUPERTO	156.00	300	PASS/CARGO	CEBU-ZBGA-JOLO-BGAC-STKI-CEBU	50	15,000
SAKALURAN, HADJI AHMAD W.							
	MV RADEN	227.79	220	PASS/FERRY	ZEQA-JOLO-ZBGA		
SALE, HADJI AHMAD							
	ML SASS - A	99.00	120	PASS/FERRY	ZEQA-JOLO-SULU-JOLO-ZBGA	58	6,960
SAMPAGUITA SHIPPING CORP.							
	MV SAMPAGUITA GRANDEUR	412.00	488	PASS/FERRY	PGDN-ZBGA-JOLO-SIAS-BGAC-STKI-BGAC-JOLO-ZBGA-PGDN	50	24,400
	MV SAMPAGUITA LEI	492.17	500	PASS/FERRY	ZEQA-JOLO-SIAS-BGAC-STKI-BGAC-JOLO-ZBGA	87	43,500
	ML GREAT FAME	31.59	89	PASS/CARGO	SCON-SRWI-ZBGA-SRWI-SCON	116	10,324
	MV SAMPAGUITA	248.00	170	PASS/FERRY	ZEQA-SRWI-SCON-SRWI-ZBGA	116	19,720
	ML SAMPAGUITA EXPRESS	112.21	164	PASS/FERRY	ZBGA-SRWI-SCON-SRWI-ZBGA	116	19,024
SEBASTIAN SHIPPING CORP.							
	MV PROGRESS			N.D.	CTBT-ZBGA-ILOI-PULP-ZBGA-CTBT		
SEK SHIPPING CORP.							
	MV ISABEL	34.00		GEN. CARGO	CTBT-PGDN-ZBGA-JOLO-SIAS-BGAC-STKI-BGAC-SIAS-JOLO-ZBGA-PGDN-CTBT		
	MV JQ BAV	236.37		GEN. CARGO	CTBT-PGDN-ZBGA-JOLO-SIAS-BGAC-STKI-BGAC-SIAS-JOLO-ZBGA-PGDN-CTBT		
	MV LADY RUTH	416.18	492	PASS/FERRY	PGDN-ZBGA-JOLO-SIAS-BGAC-STKI-BGAC-JOLO-ZBGA-PGDN	50	24,600
	MV LADY HELEN	987.22	800	PASS/FERRY	ZEQA-JOLO-SIAS-BGAC-STKI-BGAC-SIAS-JOLO-ZBGA-PGDN-ZBGA	50	40,000
	MV DOÑA ISABEL	710.22	390	PASS/FERRY	ZBGA-JOLO-SIAS-BGAC-STKI-ZBGA-PGDN-ZBGA	50	19,500
SULPICIO LINES, INC.							
	MV SULCON - XIV	3,828.54		CONTAINER	MNLA-CEBU-ZBGA-CTBT-CEBU-MNLA		
	MV COTABATO PRINCESS	7,977.00	2,145	PASS/CARGO	MNLA-ESTC-ILOI-ZBGA-CTBT-ZBGA-ILOI-ESTC-MNLA	70	150,150
	MV SULCON	3,505.56		CONTAINER	MNLA-ILOI-CEBU-ZBGA-CTBT-DGAS-MNLA		
	MV PRINCESS OF THE PACIFIC	492.98		PASS/CARGO	MNLA-ILOI-ZBGA-DGAS-ZBGA-ILOI-MNLA		
	MV SULCON - XV	2,933.44		CONTAINER	MNLA-ZBGA-CTBT-DGAS-MNLA		
SY SUAT KIM							
	MV NEW YORK CITY	495.26	493	PASS/FERRY	PGDN-ZBGA-JOLO-SIAS-BGAC-STKI-BGAC-SIAS-JOLO-ZBGA-PGDN	50	24,650
TAN, CRISPIN IO							
	MV MOCKING BIRD	136.44	152	PASS/CARGO	ZEQA-PNGT-CTAW-PNGT-ZBGA	58	8,816
	ML YELLOW BIRD	50.00	60	PASS/FERRY	ZBGA-PNGT-CTAW-PNGT-ZBGA	58	3,480

TABLE 2.1
(Continued)

ZAMBOANGA PENINSULA AND SULU ARCHIPELAGO FRANCHISED ROUTES, APRIL 1994 *

OPERATOR	VESSEL NAME	GRT	PAX CAP.	SERV. TYPE	FRANCHISED ROUTE	NO. OF ROUND TRIPS/YEAR	VESSEL ANNUAL PASS. CAP./VYG LEG
TAN, FELICIANO N.							
	MV ESTRELLA DEL MAR	230.44	540	PASS/FERRY	ZBGA-ISAB-ZBGA	700	378,000
TRANS-ASIA SHPG LINES INC							
	MV ASIA KOREA	1,842.25	1,019	PASS/FERRY	CEBU-ILOI-ZBGA-GESA-ZBGA-ILOI-CEBU	58	59,102
USMAN, HADJI JILKASI J.							
	ML JAY-HAN	51.76		PASS/FERRY	CEBU-ZBGA-JOLO-ZBGA-CEBU		
WILLIAM LINES, INC.							
	MV WILCON - X	3,600.00		CONTAINER	MNLA-ILOI-ZBGA-DVAO-MNLA		
	MV WILCON - VII			N.D.	MNLA-ZBGA-DGTE-MNLA		
	MV WILCON - XI	4,566.84		CONTAINER	MNLA-ZBGA-DVAO-DGAS-MNLA		

* Table does not include services franchised to the northeastern portion of the Zamboanga Peninsula, including those operated to the port of Puluan (Dipolog and Dapitan cities) and to ports of Misamis Occidental. Services to those ports are discussed in Volume VII of this LSRS Final Report.

Reference: Annual domestic Shipping Route Inventory

The long-distance services were all provided by members of the Conference of Interisland Shipowners and Operators (CISO). Six members of CISO are identified in the table as providing these long-distance services:

- **Aboitiz Shipping** was franchised to serve the Manila-Zamboanga-Cotabato route with its Superferry III, and also had one containership franchised to provide Zamboanga with cargo service connections to Manila and Southern Mindanao.
- **Lorenzo Shipping** had a containership that was franchised to provide Zamboanga with cargo service connections to both Manila and Southern Mindanao.
- **Negros Navigation (NENACO)** had a passenger/cargo vessel which was franchised to operate between Manila and Zamboanga, with intermediate calls at Iloilo and Bacolod.
- **Sulpicio Lines** had two passenger/cargo vessels franchised to serve routes between Manila and Southern Mindanao, with intermediate calls at both Zamboanga and Iloilo. Three Sulpicio containerships were also franchised to serve routes between Manila and Southern Mindanao, with Zamboanga as an intermediate port-of-call. One of these containerships also had both Cebu and Iloilo as intermediate ports-of-call, and a second containership called at Cebu, in addition to Zamboanga.
- **Trans-Asia** had a passenger/cargo vessel franchised to serve the Cebu-Iloilo-Zamboanga-General Santos route.
- **William Lines** had no passenger/cargo vessel franchised to call at Zamboanga, but the operator had three containerships franchised to provide Zamboanga with cargo service connections to Manila, and two of these routes extended to ports of Southern Mindanao.

None of the long-distance passenger/cargo vessels franchised to call at Zamboanga had the port of Cebu as an intermediate port-of-call. Trans-Asia was franchised to serve the Cebu-Zamboanga connection, as part of the operator's longer route between Cebu and General Santos, but the LSRS was apprised during fieldwork that services on this route had been discontinued by the operator in 1993. As shown in Table 2.1, several smaller vessels were also franchised to provide services between Zamboanga and Cebu, operating over shorter routes. These included passenger/cargo vessels of Alenter Lines, Aleson Shipping, George & Peter Lines, Roble Shipping, RP Tamula & Sons Shipping, and Hadji Jilkasi Usman. Reportedly, the vessels being employed by these operators for shipping services between Zamboanga and Cebu were not appropriate for the accommodation of containers, so that there were no

containerized cargo services being regularly operated between Zamboanga and Cebu during at least portions of 1993 and 1994.

Several of the shipping operators that serve routes between the Zamboanga Peninsula and ports of the Sulu Archipelago have formed the Southwestern Mindanao Shipowners Association (SMSA). Principal operators of these liner shipping services are Sampaguita Shipping and SKT Shipping, and there were eight other operators, in April 1994, franchised to serve the Jolo-Zamboanga link, each with one or two vessels.

In most parts of the Philippine archipelago, coastal shipping services have largely been replaced by road transport services, but coastal shipping services continue to be of importance along both coasts of the Zamboanga Peninsula, and for transport connections between the Peninsula and Southern Mindanao. Several ZAMBASULA shipping operators were only franchised, in April 1994, to perform coastal services, including Ever Shipping Lines, Alfonso Lim Bok Shipping, Magnolia Shipping, Nora Transport, First Aqua Shipping, Nassal Allian Shipping, and Hadji Abdulah Rinnada Shipping. Sampaguita Shipping was also franchised to serve two coastal routes.

Table 2.2 indicates the regularly scheduled shipping services which were being provided, in November 1993, at the port of Zamboanga. Comparisons with the Table 2.1 route franchises, for each of the five groups of services identified above, are as follows:

- ▶ Long-distance services were being provided on a regular basis by four passenger/cargo vessels, in 1993, including two which were no longer franchised for the route in April 1994. None of these vessels were providing a service connection to Cebu, but Zamboanga had twice-a-week service to Iloilo, as well as four services per week (two of them direct) to Manila. Containerships and general cargo vessels serving long-distance routes, with Zamboanga as an intermediate port-of-call, were apparently not calling at Zamboanga Port on fixed schedules in November 1993. (NENACO initiated services to Zamboanga, in January 1994, thereby providing another Iloilo and Manila connection, with an intermediate call, also, at Bacolod.)
- ▶ Intermediate-distance voyages, connecting the port of Zamboanga to the islands of the central Philippines, were limited, in November 1993, to three voyages per week to the port of Cebu. One of the three vessels providing these services, the MV Dona Alma of Alma Shipping, was damaged in a December 1993 typhoon, and the operator was no longer franchised to serve the route in April 1994. As shown in Table 2.1, however, several other operators

Table 2.2

Vessels Regularly Calling at the Port of Zamboanga, 1993 *

VESSELS	TYPE	GRT	PASS. CAP.	OPERATOR	SERVICE SCHEDULE			
					ETA	FROM	ETD	TO
Local Routes								
Perfery III	P/C	8,603	2,066	Abokitz Shipping	Sun 0200 - M 0600	Manila - Cotabato	Sun 0700 - M 0400	Cotabato - Manila
Labato Princess	P/C	7,977	2,145	Sulpicio Lines	M 0900 - W 0300	Iloilo - Polloc	M 2000 - W 1800	Polloc - Iloilo
Yndia	P/C	6,896	2,511	William Lines	Tue 1200 - Sat 0600	Davao - Manila	Tue 1600 - Sat 1200	Manila - Davao
Philippine Princess	P/C	4,718	1,914	Sulpicio Lines	Thu 0700 - Sat 0800	Iloilo - Gen. Santos	Thu 1900 - Sat 2000	Gen. Santos - Iloilo
Other Routes								
Rich	P/C	694	565	George & Peter	W 0400	Dumaguete / Dipolog	Thu 1800	Dumaguete / Dipolog
Alma **	P/C	648	395	Alma Shipping	W 0500	Jolo	W 2200	Cebu
Y Hela	P/C	987	620	SKT Shipping	Thu 0500	Liloay / Sindangan	Sat 0600	Liloay / Sindangan
Inter-Ferries								
Arara	Ferry	374	620	Basilan Lines	2 round-trips /day between Zamboanga and Isabela			
Alma del Mar	Ferry	230	540	F. Tan Shipping	2 round-trips /day between Zamboanga and Isabela			
Alma Razona	Ferry	240	441	Basilan Lines	1 round-trip every day between Zamboanga and Lantian			
Julio	Ferry	239	465	Basilan Lines	1 round-trip every day between Zamboanga and Lantian			
Inland Routes								
Alma Treasure	P/C	296	405	KST Navigation	Sun 0300 - F 0300	Pagadian - Jolo	Sun 1900 - F 1900	Jolo - Pagadian
Alma Blossom	P/C	242	288	Sempaguita Ship.	F 0400	Jolo	Sun 1900	Jolo
Alma Grandeur	P/C	412	488	Sempaguita Ship.	R 1800	Jolo	M 2000	Jolo
Alma Lel	P/C	497	502	Sempaguita Ship.	M 0600	Jolo	Thu 1900	Jolo
Alma Isabel I	P/C	421	526	SKT Shipping	M 0600 - W 0600	Jolo - Pagadian	M 1800 - W 1400	Pagadian - Jolo
Alma Isabel II	P/C	421	393	SKT Shipping	Thu 0500 - Sat 0500	Jolo - Pagadian	Thu 1800 - Sat 1900	Pagadian - Jolo
Alma Ruth ***	P/C	416	492	SKT Shipping	M 0600	Pagadian	Tue 1900	Jolo
Alma Grandiflora	P/C	300	400	Magnolia Shipping	W 0500	Jolo	F 1900	Jolo
Alma	P/C	297	348	AS Shipping	W 0500	Jolo	Sat 2200	Jolo
Island Routes								
Alma	P/C	82	125	Magnolia Shipping	M,W,F 0500	Alicia / Subanipa	M,W,F 2000	Subanipa / Alicia
Queen Ensha	P/C	249	450	Ever Lines	Sun, W, F 0600	Margos / Malangas	M,W,F 1900	Malangas / Margos
Transport	P/C	69	87	Ever Lines	M,W,F 0500	Alicia / Subanipa	M,W,F 2000	Subanipa / Alicia
Alma	P/C	81	98	Magnolia Shipping	M,W,F 0500	Sugasa / Talusan	M,W,F 2100	Talusan / Sugasa
Alma V	P/C	248	170	Sempaguita Ship.	M,Thu 0100	Siocon / Sirawai	M,F 2000	Sirawai / Siocon
Alma Express	P/C	112	164	Sempaguita Ship.	Tue, F 0200	Siocon / Sirawai	W, Sat 2000	Sirawai / Siocon
Alma Fragrance	P/C	231	225	Magnolia Shipping	M,W,F 0600	Ipi	M,W,F 1900	Ipi

The LSRS did not learn the schedules of several other vessels that call at Zamboanga, the majority of which are known to be passenger/cargo vessels, and operate on the Zamboanga-Jolo route. Thirteen vessels operating this route without known service schedules had a combined 2210 GRT and a combined rated passenger capacity of 2178; all were wooden-hulled vessels. The other vessels for which schedules are not known were three that served the Zamboanga-Cagayan de Tawi-Tawi route, and the Osimar, Sultana Transport and Sultana Transport II which served coastal routes.

The return schedule of the Dona Alma (from Cebu to Zamboanga, and then on to Jolo) is not known to the LSRS, except that the vessel was leaving Cebu at 2100 on Saturdays. The LSRS understands that the Dona Alma was damaged during a December 1993 typhoon, and it was no longer franchised to serve the route in April 1994.

The schedule of the return voyage (from Jolo to Pagadian, via Zamboanga) is not known to the LSRS.

MARINA Regional Office at Zamboanga

had "rushed to fill the void" left by Alma Shipping. (The deregulation of the shipping sector appears to have shortened the time required to "fill a void", both because operators are looking for opportunities to expand their operations into new market areas, since they recognize this as now being possible, and because MARINA is also recognizing and responding to market needs, by quickly reviewing applications and awarding franchises.)

- ▶ The ferry services between Basilan and Zamboanga were being performed regularly (once or twice a day per vessel) by a total of four vessels, in November 1993, rather than two vessels only, as identified in Table 2.1. (The LSRS understands that the operator performing ferry services with two "tramp" vessels, and one franchised ferry, in November 1993, had applied to MARINA for the appropriate franchises. However, these vessels were not yet franchised as of 1st April, 1994.)
- ▶ As noted in a footnote to Table 2.2, there were several passenger/cargo vessels serving the Zamboanga-Jolo route, in November 1993, which did not have known service schedules. The total number of passenger/cargo vessels actually operating the direct route was 23, including the Dona Alma, which served the Zamboanga-Cebu leg, as well as Zamboanga-Jolo. Four of the other vessels serving the Zamboanga-Jolo connection, in November 1993, extended their services to Pagadian, thus providing a Zamboanga-Pagadian coastal connection, as well as providing Jolo with connections to two ports on the south coast of the Zamboanga Peninsula. Several of the other vessels providing the direct service connection between Jolo and Zamboanga were operating routes that continue southward from Jolo, to the ports of Siasi, Bongao (Sanga Sanga Island, Tawi Tawi Province), and Sitangkai.
- ▶ Coastal vessels were arriving at Zamboanga in the early morning and departing in the evening, so that it was possible for the passengers to stay the entire day in Zamboanga, without needing to stay overnight. Services along the south coast of the peninsula were on Monday, Wednesday and Friday, with five vessels departing Zamboanga for various south coast destinations between 1900 and 2100 hours on those days. The west coast of the peninsula was being served by two coastal vessels, each operating two round-trips per week. A footnote to Table 2.2 indicates that the Zamboanga-Cotabato route was regularly being served by two vessels, although the schedule of services could not be learned by the LSRS.

Route Capacity Analysis

All four of the large passenger/cargo vessels that were performing services on Manila-Southern Mindanao routes, in November 1993, with intermediate calls at Zamboanga in both directions, were making one round-trip per week. The combined passenger capacity of these vessels was slightly more than 8,600 passengers, or about 430,000 passengers per direction per year. This capacity was adequate for the route, as the combined passenger volumes generated by the Southern Mindanao ports of Davao and General Santos were only around 100,000 passengers per direction per annum. The operator performing services with two of the four vessels indicated to the LSRS, however, that before the second vessel was added to the route, there was some problem with fully accommodating the passenger traffic at Zamboanga.

The only passenger/cargo vessel providing direct service between Zamboanga and Cebu, in November 1993, i.e., the Dona Alma, was damaged during a typhoon the following month. The other two vessels serving the Cebu-Zamboanga connection, with intermediate calls at ports on the north coast of the Zamboanga Peninsula, had a combined passenger capacity of 1,185 passengers per direction per week, or nearly 60,000 passengers per direction over a year. Although direct passenger services between Zamboanga and Cebu had been temporarily discontinued due to the damage sustained by the Dona Alma, the 1992 passenger traffic accommodated by the Dona Alma was equivalent to only 20 percent of the annual capacity continuing to be offered by the vessels with intermediate calls, and it is likely that most or all of the Zamboanga-Cebu passenger demand was continuing to be accommodated even prior to the 1994 increase in the number of vessels serving the route.

Shippers at Zamboanga, however, indicated to the LSRS, in February 1994, that cargo capacity between Zamboanga and Cebu was not adequate for their needs; in fact, this was apparently the case even while the Dona Alma was operating. Neither that vessel nor the other vessels which were providing cargo services between Cebu and Zamboanga, in 1993 and early 1994, were of the requisite size and design for the satisfactory accommodation of containers, which was the preferred mode of shipment of the Zamboanga shippers. (See Volume VI discussion of the cargo security problem at Cebu Port, which causes shippers to strongly prefer that any of their cargo being sent to Cebu be containerized.)

The six ferry round-trips each day between Zamboanga and Basilan Island, in November 1993, were providing a combined daily capacity for more than 3,200 passengers per direction. That is equivalent to more than 1,150,000 passengers per direction per year. Combined annual passenger traffic at the two Basilan ferry ports averaged 360,000 per direction per year, during 1988-1993, and was higher in 1988, than in any subsequent year. Thus,

capacity for passengers on the two ferry routes is ample. The ferries are not designed to carry much cargo, however, and a liner cargo vessel is, accordingly, also serving the route.

The combined passenger capacity of 22 passenger/cargo vessels (excluding the Dona Alma) serving the Zamboanga-Jolo link is around 6,000. The vessels with known schedules operate one round-trip per week, and, if this is approximately the case for the other vessels, as well, then annual capacity per direction is around 300,000 passengers. In 1992, about 6,000 passengers per month traveled in each direction between Zamboanga and Jolo, roughly equivalent to the estimated weekly passenger capacity of the route, so that capacity appears to be ample for passenger accommodation.

Table 2.3 indicates the cargo traffic reported to MARINA for the year 1992 by operators serving one or more ports of the Zamboanga Peninsula. Table 2.4 presents cargo traffic information for the ports of the Sulu Archipelago. These tables are being presented in this chapter primarily to give an indication of the reliability of services over the period of a year, and, therefore, of the extent to which service franchises and schedules can be used as a basis for computing the annual capacity available on a route. The tables are also of interest for the indications they convey of the levels of cargo traffic on various routes. Significant points that can be made on the basis of the Table 2.3 and Table 2.4 data are:

- ▶ Table 2.3 indicates that the Dona Alma was carrying large volumes of cargo between Zamboanga and Cebu whenever the vessel was in operation. The vessel is only 648 GRT, however, and it is not possible that it could have accommodated more than 157,000 metric tons of cargo in just nine months of 1992 (equivalent to approximately 2,000 tons per direction per voyage). The point to be made here is that the vessel was out of commission for the final three months of the year, which meant that capacity on the route was significantly reduced for the whole of that quarter. A Trans-Asia vessel, which operated between Cebu and Zamboanga over a period of four months, helped to meet demand through the month of October, but then also discontinued services. The Georich of George and Peter Lines, and the Nico Bryan of Aleson Shipping, operated their routes between Cebu and Zamboanga throughout the year.
- ▶ The two principal Sulpicio passenger/cargo vessels serving Zamboanga, in 1992-1993, i.e., the Cotabato Princess and the Philippine Princess, each performed services for nine months in 1992. (The July and October traffic information for the Cotabato Princess on the Manila-Zamboanga link probably represents cargo weight in kilograms, but is left in Table 2.3, as reported to MARINA.)

TABLE 2.3
ZAMBOANGA PENINSULA SEA TRANSPORT CARGO TRAFFIC, 1992
(FREIGHT TONS)

OPERATOR VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVERAGE MONTH
ESON SHPG. LINES, INC.														
ALESON - I														
CEBU ZBGA	234												234	2
DVAO ZBGA			385							509			893	4
ILOI ZBGA								157	383				540	2
ZBGA CEBU	244				110								353	1
ZBGA MNLA					277			235					512	2
ALEXANDER														
MNLA ZBGA				191			215						406	2
NICO BRYAN														
CEBU ZBGA	69	448	331	286	378	321	367	393	308	375	318	307	3,901	3
ZBGA CEBU	91	421	338	350	388	304	338	404	276	384	310	314	3,918	3
MA SHIPPING LINES, INC.														
DONA ALMA														
CEBU ZBGA	6,968	8,217	8,589	7,081	7,160	9,450	8,695	19,506	9,913				85,579	9.5
ZBGA CEBU	3,852	7,941	7,017	5,646	6,299	7,108	8,477	17,091	8,507				71,938	7.9
ER SHPG. LINES, INC.														
EVER QUEEN EMILIA														
MARG ZBGA	24	25	11	12	8	10	29	9	9	10	11	11	167	
MLNG ZBGA	38	81	46	49	36	42	73	38	39	41	50	46	598	
ZBGA MARG	31	40	26	69	50	31	40	28	29	27	0	30	401	
ZBGA MLNG	72	75	49	75	60	44	73	42	42	42	43	41	656	
EVER SWEET														
MARG ZBGA	10	11	10	13	10	8	12	11	14	15	10	17	142	
SNPA ZBGA	69	71	56	86	62	44	57	93	56	62	53	56	764	
ZBGA MARG	7	8	5	12	6	5	6	7	6	11	7	7	85	
ZBGA SNPA	35	60	41	51	49	39	52	41	50	52	39	37	544	
EVER TRANSPORT - I														
BCLD ZBGA				450									450	4.5
CTBT ZBGA		450											450	4.5
ILOI ZBGA					500		500						1,000	50
EVER TRANSPORT - II														
CEBU ZBGA			720										720	7.2
DVAO ZBGA							500						500	5.0
EVER TRANSPORT - III														
ZBGA MNLA						650							650	6.5
ERGE & PETER LINES, INC														
DON VICTORIANO														
CEBU DPLG	2,236	1,349	828	753	1,086	3,663	216			1,068	1,023	1,224	13,446	1.34
CEBU ZBGA	339	189	481	169	1,050	749				186	887	604	4,654	5.1
DGTE DPLG	149	589	164	12	336	66	63			126	108	104	1,717	1.7
DGTE ZBGA	5	4	23		21	97				19	73	8	250	3
DPLG CEBU	624	1,499	599	346	494	418	77			320	163	240	4,782	4.7
DPLG DGTE	1	268	32	81	124	421				131	286	15	1,359	1.5
DPLG ZBGA					33					9	5		47	1
ZBGA CEBU	133	11	795	685	755	560				83	1,110	821	4,955	5.5
ZBGA DGTE	30	10	40	303	95	214				32	72	53	849	9
ZBGA DPLG		10	18	7	221					6	2	11	275	3
ZBGA LRNA						5							5	
DUMAGUETE FERRY														
CEBU DPLG	349	111	158	62	115	49	152	28	35				1,059	1.1
DGTE DPLG	25	1	30	137	50	53	12	65	55				428	4
DPLG CEBU	34	68	35	52	62	89	277	43	7				667	7
DPLG DGTE	289	48	69	149	40	136	30	93	61				915	10
DPLG LRNA			11										11	1
DPLG TGBL							29						29	2
LAZI DPLG				2									2	
GEORICH														
CEBU DPLG	695	350	412	594	276	355	260	739	550	393	370	279	5,273	43
CEBU ZBGA	873	1,166	722	501	379	554	600	554	593	428	857	354	7,581	63
DGTE DPLG	7	8	18	83	21	249	90	63	123	1	30	71	788	6
DGTE ZBGA	50	3	10	12	9	216	25	11	24	8	308	8	684	5
DPLG CEBU	174	132	96	164	130	150	129	238	293	626	169	83	2,384	19
DPLG DGTE	2	18	159	39	61	3	147	45	68	30	102	15	689	5
DPLG ZBGA	4	5	9	2	4	99		2	94		21	24	264	2

TABLE 2.3
ZAMBOANGA PENINSULA SEA TRANSPORT CARGO TRAFFIC, 1992
(FREIGHT TONS)
(Continued)

OPERATOR VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVE. MONTHLY
ZBGA CEBU	621	398	450	554	405	488	248	467	356	175	671	85	4,918	41
ZBGA DGTE	247	242	286	219	265	263	144	421	372	190	342	98	3,089	25
ZBGA DPLG	227	40	93	133	95	167	108	77	161	105	158	24	1,418	11
PULAWAN FERRY														
CEBU DPLG	395	498	776	781	758	769	161	880	736	522	352	335	6,963	58
DGTE DPLG	389	92	181	274	254	3	126	55	242	179	324	257	2,376	19
DPLG CEBU	133	173	381	279	382	298	122	509	260	269	253	229	3,288	27
DPLG DGTE	35	299	137	122	238	94	85	448	368	303	157	106	2,392	19
DPLG TGBL	67	9	94	51		30					48	23	329	4
TGBL DPLG										6			6	
ERALDOY, RAMON														
G. JOSE JR.														
ZBGA ILOI		15			15	15	15		15	15			90	1
HOLY FAMILY - II														
ZBGA ILOI		20	20		20	20			20				100	2
D. PHILIP L.														
VOYAGER														
BCLD ZBGA	310												310	31
ZBGA BCLD	385												385	38
ZBGA CTBT											440		440	44
M BOK, ALFONSO, JR.														
SULTANA TRANSPORT														
CTBT PGDN	115	30	129	78	128	36	105	87	110	60			877	8
CTBT ZBGA	955	308	1,071	466	1,002	394	889	683	786	1,099	326		7,978	72
PGDN CTBT	90	75	136	73	97	43	95	130	71	76			885	8
ZBGA CTBT	756	504	1,005	557	1,167	354	951	1,042	772	870	389		8,366	76
SULTANA TRANSPORT - II														
CTBT ZBGA	1,167	1,961	1,225	1,681	528	2,001	1,468	1,735	463	1,128	1,307	1,367	16,032	1,330
ZBGA CTBT	1,120	1,454	1,161	1,577	395	1,556	1,152	1,273	401	1,128	1,164	1,162	13,541	1,120
RENZO SHIPPING CORP.														
BRONCO														
MNLA ZBGA						2,945					1,339		4,285	2,140
CAGAYAN DE ORO EXPRESS														
MNLA ZBGA		1,012						4,613			3,095		8,720	2,900
ZBGA MNLA		572						661		427	284		1,944	480
DOÑA ANITA														
MNLA ZBGA	834												834	834
GAZELLE														
MNLA ZBGA					1,199				1,671				2,869	1,430
LORCON - XI														
MNLA ZBGA	913							4,426				2,007	7,346	2,449
ZBGA MNLA	52												52	52
LORCON LUZON														
MNLA ZBGA	3,602	3,170		5,816									12,588	4,196
ZBGA MNLA	1,533	494		1,764									3,791	1,264
LORCON MINDANAO														
MNLA ZBGA		4,001	9,429	3,337							1,810	1,864	20,441	4,088
ZBGA MNLA		912	542	723	1,122	897				60	112		4,367	624
ST. PETER														
MNLA ZBGA					1,463				6,935	3,662		4,093	16,152	4,038
ZBGA MNLA								804	776	1,634		527	3,741	935
TPAGUITA SHIPPING CORP.														
GREAT FAITH														
ZBGA CEBU			523										523	523
SAMPAGUITA - V														
SCON ZBGA	95	31		162	86	65	97	93	81	99	91	86	988	90
SAM ZBGA SCON	121	37		85	91	65	98	97	91	101	101	91	978	89
SIOL ZBGA	59	115	148	156	178	135	176	99	139	85			1,347	122
ZBGA SIOL	67	123	196	240	226	159	226	148	218	118		87	1,808	164
SHIPPING CORP.														
DOÑA ISABEL														
PGDN ZBGA	99	193	159	397	326	355	387	330	343	337	316	290	3,532	294
ZBGA PGDN	102	38											140	70
DOÑA ISABEL - II														
PGDN ZBGA	342	384	240	227	338	258	249	261	225	239	215	217	3,196	266

TABLE 2.3
ZAMBOANGA PENINSULA SEA TRANSPORT CARGO TRAFFIC, 1992
(FREIGHT TONS)
(Continued)

TRAFIC VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVE. MONTHLY
ZBGA PGDN	266	359	186	186	278	204	212	218	202	200	184	202	2,697	2
Q BAV - IV														
DVAO ZBGA			120			215	136	121	456	457	0	229	1,733	2
ADY HELEN														
CEBU ZBGA	88	71	105	120	102	71	65		70	99	67	106	963	
ZBGA CEBU	82	63	107	116	75	54	58		72	117	63	111	919	
ZBGA LLOY	306	268	331	414	308	184	290		305	385	330	414	3,537	3
ADY RUTH														
PGDN ZBGA	296	184	310	137	100	236	279	277	229	282	356	204	2,891	2
ZBGA PGDN	117	117	104	80	53	98	130	173	109	152	285	80	1,499	1
PICIO LINES, INC.														
OTABATO PRINCESS														
CEBU ZBGA							27						27	
CTBT ZBGA	1,992	1,997	290	517	84	43	203			250		280	5,657	6
ESTC ZBGA	2	218	1	1			1						223	
ILOI ZBGA	5,545	7,006	3,914	2,177	2,389	610	1,947			877		231	24,696	2,74
MNLA ZBGA	8,573	3,497	27,235	7,178	5,962	3,850	858,047			1,038,658		234	1,953,233	217,0
ZBGA CTBT	4,407	4,196	1,681	1,034	2,484	274	159			503		45	14,783	1,64
ZBGA ESTC	48	38	32	60	14	15	72			26		0	305	
ZBGA ILOI	1,565	1,375	832	896	436	671	922			218		176	7,090	78
ZBGA MNLA	14,151	13,387	7,935	8,517	3,778	8,836	7,004			2,922		1,175	67,707	7,52
POLOG PRINCESS														
CDOR DPLG	136	122				27	124						410	10
CTBT ZBGA					55	33	1	263	220				572	11
DGAS ZBGA		413	621			135			300	358			1,827	36
DGTE DPLG	180	23				1	9						213	5
DPLG CDOR	52	30				3	6						91	2
DPLG DGTE	304	222				16	43						385	14
DPLG MNLA	435	331				177	650						1,613	40
ESTC ZBGA										1			1	
ILOI ZBGA		5	4			331	72	260	157	169			998	14
MNLA DPLG	450	291				328	393						1,462	36
MNLA ZBGA		495	529		66	192	58	2,100	928	821			5,189	64
OZMS DPLG		4											4	
ZBGA CTBT					47	35	34	351	147				615	12
ZBGA DGAS		132	231			105			836	319			1,623	32
ZBGA ESTC								1	1				2	
ZBGA ILOI		1	43		7	21	165	452	292	123			1,104	13
ZBGA MNLA		507	603		697	1,040	139	1,767	970	386			6,109	76
LAWAN PRINCESS														
CDOR DPLG		1	115	143	168	101	132	54	180	529			1,423	15
DGTE DPLG		1	3	29	1	30		2	22				88	1
DPLG CDOR		9	50	40	7	12	4	16	39	9			185	2
DPLG DGTE		15	129	217	147	163	98	172	146	227			1,314	14
DPLG MNLA		66	178	214	135	113	157	341	287	271			1,761	19
DPLG OZMS		1			1				1				3	
MNLA DPLG		175	598	576	546	393	384	689	844	1,579			5,784	64
MNLA ZBGA		361											361	36
OZMS DPLG		9	8	4	2	2		1	6	30			62	
ZBGA DGAS		324											324	32
ILIPPINE PRINCESS														
DGAS ZBGA	2,469		1,910	1,282	1,207	915	712	744	1,720			492	11,451	1,27
ILOI ZBGA	2,035		677	1,990	2,299	1,528	1,620	1,043	530			232	11,954	1,32
MNLA ZBGA	4,237		3,311	3,550	3,864	3,718	4,471	4,813	1,802			417	30,183	3,35
ZBGA DGAS	1,352		965	1,567	1,134	1,069	1,132	1,370	1,485			236	10,310	1,14
ZBGA ILOI	453		533	386	199	361	894	854	115			6	3,801	42
ZBGA MNLA	6,093		4,914	5,354	5,412	4,239	4,901	6,525	3,547			1,603	42,588	4,73
LCON - II														
ILOI ZBGA				151	242	2,800							3,193	1,06
MNLA ZBGA	853	7,330	7,707	4,070	1,475	1,377	1,640	3,426				910	28,788	3,19
ZBGA CTBT					27			18					45	23
ZBGA MNLA	452	1,955	3,350	781	330	988	159	683				193	8,891	988
LCON - V														
DPLG DGTE			119	280									399	200
DPLG MNLA			276	269	595	964							2,104	526

TABLE 2.3
ZAMBOANGA PENINSULA SEA TRANSPORT CARGO TRAFFIC, 1992
(FREIGHT TONS)
(Continued)

OPERATOR	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVERAGE MONTH
VESSEL & ROUTE														
MNLA DPLG			1,020	974	762	397							3,153	7
MNLA ZBGA									3,208				3,208	3.2
ZBGA MNLA									2,214				2,214	2.2
SULCON - VIII														
DPLG MNLA	346	254				398	852	386		247		132	2,615	3
MNLA DPLG	762	1,019				606	1,842	1,884		528		703	7,344	1.0
SULPICIO CONTAINER - III														
DPLG ILIG									18				18	
DPLG MNLA									457				457	4
MNLA DPLG									715				715	7
SULPICIO CONTAINER - IV														
CEBU ZBGA				20									20	
DGAS ZBGA			83										83	
DPLG DGTE					293								293	2
DPLG MNLA				410	961								1,371	6
ILOI ZBGA					332			527					859	4
MNLA DPLG				321	589								910	4
MNLA ZBGA	2,098				1,213	3,383	3,494	2,230	2,703				15,121	2.5
ZBGA DGAS														
ZBGA MNLA	1,062	1,118	1,206	786	1,578	715	1,920	840					9,225	1.1
SULPICIO CONTAINER - XV														
ILOI ZBGA					804								804	8
MNLA ZBGA					1,128								1,128	1.1
ZBGA MNLA					1,332								1,332	1.3
TRANS-ASIA SHPC LINES INC														
ASIA KOREA														
CEBU ZBGA							180	651	792	359			1,982	4
GESA ZBGA							7	28	558	128			721	1
ILOI ZBGA							696	2,102	2,855	990			6,643	1.6
ZBGA CEBU							303	741	1,134	426			2,604	6
ZBGA GESA							19	166	310	100			595	1
ZBGA ILOI								519	207	41			767	2
WILLIAM LINES, INC.														
MAYNILAD														
DVAO ZBGA												3,592	3,592	3.5
MNLA ZBGA											2,683	9,952	12,635	6.3
ZBGA DVAO											998	4,730	5,727	2.8
ZBGA MNLA												4,690	4,690	4.6
MISAMIS OCCIDENTAL														
CEBU DPLG	21	25	25	26									96	2
DPLG CEBU	397	322	358	588								98	1,752	3
DPLG ILIG	4	196	74	4									301	6
DPLG MNLA	2,233	2,331	2,892	1,512							1,350	1,388	11,705	1.9
ILIG DPLG	290	228	166	226		164					32		1,106	1.8
MNLA DPLG	1,753	2,193	2,856								2,229	1,666	10,698	2.1
WILCON - X														
ILOI ZBGA	1,152	183	1,845	896	1,094	2,197	740	1,358	1,128	2,916	2,218	731	16,457	1.3
MNLA ZBGA	6,429	11,235	3,208	1,774	1,969	2,879	3,517	3,820	3,694	3,489	4,168	3,189	49,391	4.1
ZBGA DVAO	501	3,319	1,608	757	478	975	586	298	539	994	1,162	763	12,178	1.0
ZBGA MNLA	3,832	6,221	3,005	3,406	2,399	1,043		1,749	3,284	1,128	2,017	591	28,673	2.6
WILCON - XI														
ILOI ZBGA		1,007	770	254	2,107		1,457	682	1,393			783	8,454	1.0
MNLA ZBGA			2,581	3,933	5,168	9,574	4,138	4,257	7,744	8,006	5,501	5,863	56,765	5.6
ZBGA DVAO		1,292	693	185	3,214	1,821	1,263	292	1,576	2,574	832	855	14,595	1.3
ZBGA MNLA			1,633	761	593	4,312	1,081	1,363	2,374	2,775	1,681	1,000	17,593	1.7
ZAMBOANGA														
DGAS ZBGA	122	337	107	250	412	508	1,541	614	923	1,465	542		6,822	6
DVAO ZBGA	3,012	1,440	1,384	3,655	3,036	3,692		796	1,909	2,860	3,903	4,682	30,372	2.7
MNLA ZBGA	7,141	5,115	7,957	5,919	4,794	4,538	7,426	6,202	6,968	7,746	4,763	1,004	69,572	5.7
ZBGA DGAS		1,579		34	4	24							1,641	4
ZBGA DVAO	5,477	1,312	2,007	5,805	3,685	3,841	4,338	4,339	4,733	5,010	3,590	5,003	49,340	4.1
ZBGA MNLA	6,115	3,521	1,926	5,622	4,643	4,434	4,959	4,703	4,824	5,345	3,882	318	50,293	4.1

Source: 1992 Annual Reports submitted by shipping operators to MARINA

TABLE 2.4
SULU ARCHIPELAGO TRAFFIC ACCOMODATED BY LINER AND FERRY VESSELS, 1992
(FREIGHT TONS)

OPERATOR VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVE. MONTHLY
MA SHIPPING LINES, INC.														
DOÑA ALMA														
JOLO ZBGA	2,635	3,117	2,890	2,045	2,316	3,188	2,730	7,391	4,227				30,539	3,393
ZBGA JOLO	1,728	2,443	2,306	2,210	2,127	2,767	2,533	7,250	3,385				26,749	2,229
ENON SHIPG. LINES, INC.														
ALESON - I														
BSLN QESA							141						141	141
SILAN SHIPG. LINES, INC.														
LEONORA														
ISBL ZBGA	1,398	1,331		1,135		1,556	1,792	1,414	1,786	403		423	11,241	1,249
DOÑA RAMONA														
ISBL ZBGA												1,011	1,011	1,011
LMTN ZBGA	1,910	973	797			451	1,936	2,188	799	1,497	49	445	11,045	1,104
DAKILA														
ISBL ZBGA	1,166	1,970	1,253	1,544	1,490	1,083	1,518	1,100	1,309	1,224		2,887	16,544	1,504
LMTN ZBGA														
DON JULIO														
ISBL LMTN										1,078	493	1,338	2,911	970
LMTN ZBGA												813	813	813
ZBGA LMTN	652	816	1,850	2,152			544	439	1,698	408			8,558	1,070
ORG, WILLIAM														
MERLYN														
JOLO ZBGA		229	166	326	190	280	135	156	135	292			1,819	202
ZBGA JOLO		244	195	288	183	224	153	173	100	210			1,770	197
O, ANIEL T.														
SEA GULL														
JOLO PNGT	3	3	4		4	4	4		4	3	3		31	3
PNGT JOLO	2	3	2		2	3	2		3	3	3		22	2
RHHPG. LINES, INC.														
EVER TRANSPORT - I														
ILOI BSLN			500						500				1,000	500
EVER TRANSPORT - II														
CEBU JOLO			720										720	720
GOOTHONG LINES, INC.														
OUR LADY OF HOPE														
MNLA ISBL									297				297	297
PHILIP L.														
VIKINGS														
ILOI BSLN				210									210	210
OIL TANKERS, INC.														
CALAGUAN														
BANO BSLN				266									266	266
BSLN AMN						597							597	597
DGAS BSLN						647							647	647
PI ABDULMAN JULIPLI														
SATRA J II														
ZBGA JOLO	330	315	324	360	366	390	345	375			377	380	3,562	356
PTLI, ARSHID B.														
JOURNEY ZBGA JOLO	290	282	265	278	280	295	305	345		191	286	278	3,095	281
NOLIA SHIPPING CORP.														
MAGNOLA CRANEIFLOR														
BGAO JOLO	28	16	16	22	27	20	27	20	22	24	15	14	250	21
BGAO SIAS	16	25	15	26	26	24	27	22	26	20	20	24	269	22
BGAO STKI	16	10	10	10	5	14	10	10	3	3		5	96	9
BGAO ZBGA	53	22	30	34	47	34	46	31	31	45	40	34	447	37
JOLO BGAO	27	16	15	22	27	21	26	21	21	25	17	19	257	21
JOLO SIAS	26	16	16	21	26	21	23	21	21	24	18	19	251	21
JOLO STKI	28	16	16	22	27	21	26	21	21	25	18	18	259	22
JOLO ZBGA	32	16	15	22	28	23	34	26	27	39	30	26	316	26
SIAS BGAO	22	11	17	22	28	16	26	22	22	20	20	19	243	20
SIAS JOLO	15	24	16	26	26	22	24	19	23	14		15	224	20
SIAS STKI	23	6	5	21	26	16	26	21	21	20	13	19	216	18
SIAS ZBGA	33	16	16	22	29	22	28	22	22	28	27	19	284	24

TABLE 2.4
SULU ARCHIPELAGO TRAFFIC ACCOMMODATED BY LINER AND FERRY VESSELS, 1992
(FREIGHT TONS)
(Continued)

OPERATOR VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	A/T MONTHLY
STKI BGAO	27	15	10	5		5		4		5		5	75	
STKI JOLO	26	16	16	21	27	21	27	21	21	29	1	19	263	2
STKI SIAS	11	10	10	21	21	21	27	21	21	24	19	19	224	1
STKI ZBGA	63	22	32	37	49	33	49	40	33	41	41	37	474	4
ZBGA BGAO	49	29	28	37	47	39	45	37	38	48	40	40	477	4
ZBGA JOLO	42	25	23	28	34	28	30	28	30	38	30	28	375	3
ZBGA SIAS	42	25	24	30	39	33	43	35	32	42	33	34	412	3
ZBGA STKI	18	30	23	38	48	37	47	38	39	48	38	38	472	3
MNC CHARTERING CO., INC.														
ALESONI														
BSLN ROAS							809						809	80
CONSOLACION														
BSLN ROAS										899			899	89
MINTRADE III														
DVAO BSLN											2,080		2,080	1,040
ST. JOSEPH														
BSLN ROAS						840							840	84
SAMPAGUITA SHIPPING CORP.														
SAMPAGUITA BLOSSOM														
BGAO JOLO	22		31	17	8		12	25	19	26	17	33	210	21
BGAO STKI	8		8	7	5		8	12	10	8	8	10	83	8
BGAO ZBGA	75		93	81	38		56	74	76	73	56	61	683	68
JOLO BGAO	15		17	14	7		12	16	14	15	19	13	141	14
JOLO SIAS	12		21	16	9		12	15	15	16	27	15	158	16
JOLO STKI	14		12	13	6		7	16	14	14	19	13	128	13
JOLO ZBGA	23		33	22	10		14	27	22	24	24	22	221	22
SIAS BGAO	10		12	10	4		5	11	13	10	11	11	97	10
SIAS STKI	9		9	10	5		10	10	9	8	8	9	88	9
STKI BGAO	10		13	11	6		12	15	11	12	14	12	115	12
STKI JOLO	15		15	13	8		11	15	15	14	15	13	134	13
STKI ZBGA	81		106	85	42		62	86	78	83	80	85	788	79
ZBGA BGAO	86		104	85	39		55	78	84	84	104	82	801	80
ZBGA JOLO	34		53	41	26		31	38	36	37	45	37	376	38
ZBGA SIAS	41		45	40	22		41	46	42	51	50	38	416	42
ZBGA STKI	77		92	72	36		58	73	75	72	96	78	729	73
SAMPAGUITA LEI														
BGAO JOLO					8	42	16	33	24	33	24	28	209	26
BGAO STKI					10	51	18	26	28	37	29	26	223	28
BGAO ZBGA					62	48	19	60	24	34	16	28	292	36
JOLO BGAO					36	47	12	39	27	35	25	26	246	31
JOLO SIAS					16	44	13	39	21	31	22	21	207	26
JOLO STKI					25	72	25	42	41	60	49	41	354	44
JOLO ZBGA					19	37	15	47	20	23	21	20	202	25
SIAS BGAO					15	44	17	27	26	36	26	21	211	26
SIAS STKI					13	42	12	24	19	24	23	30	185	23
STKI BGAO					10	77	26	40	41	51	46	47	337	42
STKI JOLO					13	68	20	34	42	48	51	49	322	40
STKI ZBGA					61	95	31	52	47	59	46	61	451	56
ZBGA BGAO					69	105	22	70	55	62	55	56	494	62
ZBGA JOLO					60	133	40	65	73	86	71	69	597	75
ZBGA SIAS					37	129	30	58	68	84	64	65	534	67
ZBGA STKI					42	126	27	58	68	87	64	58	530	66
SAMPAGUITA GRANDEUR														
BGAO JOLO	49	61	78	42	36	23	4			11	38	49	392	39
BGAO STKI	31	35	29	20	24	20	2			3	11	20	193	19
BGAO ZBGA	89	107	139	58	56	94	20			57	69	60	749	75
JOLO BGAO	20	32	24	22	27	29	2			8	18	16	198	20
JOLO SIAS	37	21	41	22	24	19	3			8	16	13	203	20
JOLO STKI	24	29	21	16	17	21	3			10	18	16	175	17
JOLO ZBGA	67	80	88	43	38	68	14			30	59	51	537	54
SIAS BGAO	15	17	14	19	12	16	3			10	14	10	130	13
SIAS STKI	12	13	23	17	7	15	3			11	18	10	128	13
STKI BGAO	17	38	33	23	17	21	1			5	9	16	180	18

TABLE 2.4
SULU ARCHIPELAGO TRAFFIC ACCOMODATED BY LINER AND FERRY VESSELS, 1992
(FREIGHT TONS)
(Continued)

OPERATOR VESSEL & ROUTE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL TOTAL	AVI MONI
STKI JOLO	50	26	59	37	42	24	3			7	28	33	307	
STKI ZBGA	98	102	123	56	60	91	22			62	89	58	759	
ZBGA BGAO	66	81	106	58	57	98	21			54	89	52	679	
ZBGA JOLO	38	36	76	37	32	62	13			43	66	59	523	
ZBGA SIAS	34	40	50	34	32	55	16			45	63	35	403	
ZBGA STKI	31	66	80	37	53	89	19			58	81	34	569	
KT SHIPPING CORP.														
DOÑA ISABEL														
BGAO JOLO	36	47	185	145	64	105	72	105	127	103	34	16	1,039	
BGAO ZBGA	37												37	
JOLO BGAO	22	71	18	74	72	123	183	118	218	156	68	65	1,187	
JOLO PGDN		10	297	323	234	161	301	188	210	192	180	154	2,250	
JOLO STKI		31											31	
JOLO ZBGA	33	60	220	214	240	249	315	323	222	241	140	139	2,399	
PGDN JOLO			60										60	
ZBGA BGAO	17	112		136									285	
ZBGA JOLO	50	115	190	291	222	299	422	286	248	274	186	243	2,829	
ZBGA SIAS	51	111	174	249	182	279	363	194	180	240	193	190	2,407	
ZBGA STKI	40	139	181	280	181	228	325	260	200	236	125	149	2,345	
DOÑA ISABEL - II														
BGAO JOLO	109	170	62	117	151	116	124	103	79	118	144	116	1,411	
JOLO BGAO	93	168	81	104	178	91	104	100	90	118	139	123	1,410	
JOLO ZBGA	206	241	93	177	237	167	165	196	148	174	217	168	2,191	
ZBGA BGAO	289	401	143	259	339	296	295	243	276	308	300	274	3,424	
ZBGA JOLO	296	345	128	235	332	303	304	330	263	346	313	264	3,458	
JQ DAV - II														
CEBU BSLN								33					33	
CEBU STKI			38	172	64	95	192	222	202	214	149	112	1,461	
STKI CEBU			125	325	158	288	499	494	410	484	279	262	3,324	
ZBGA STKI			25					25					50	
JQ BAY - IV														
DVAO BSLN					189								189	
ZBGA BGAO				161	180								341	
ZBGA JOLO								210					210	
LADY RUTH														
BGAO JOLO	35	54	75	45	32	60	68	59	85	81	165	46	807	
BGAO PGDN	38												38	
BGAO ZBGA	71												71	
JOLO BGAO	92	54	77	51	34	48	78	72	92	78	164	95	935	
JOLO ZBGA	88	81	181	42	46	84	142	132	230	147	326	136	1,636	
ZBGA BGAO	303	263	293	130	104	223	238	322	307	275	420	207	3,087	
ZBGA JOLO	279	210	330	121	89	222	361	306	312	289	425	235	3,179	
DJI AHMAD W. SAKALURAN														
RIZMA														
BGAO SIAS	101	74	74	59	30	73	33	61	139	80	103	138	963	
BGAO STKI	63	92	93	81	81	79	78	79	87	102	86	101	1,022	
JOLO BGAO			80										80	
JOLO SIAS	60	58		61	60	79	70	74	121	132	130	120	965	
JOLO ZBGA	45	21	114	48	49	100	130	131	227	70	128	171	1,232	
SIAS BGAO	48	71		73	40	91	42	58	60	80	101	147	810	
SIAS JOLO	70	56	70	61	74	80	70	80	88	96	91	141	977	
STKI BGAO	70	81	80	84	42	70	42	37	78	103	91	99	877	
ZBGA JOLO	150	80	121	90	64	120	65	74	136	141	162	187	1,390	
DJI AHMAD SALI														
SASS - A														
ZBGA JOLO	125	130	128	110	120	114	130	112	126		70	135	1,300	
TASS - A														
ZBGA JOLO	180	140	150	160	145	180	165	165	145	140			1,570	157
DJI JULION SALAHUDDIN														
SAS - J														
ZBGA JOLO	276	281	285	300	295	298	210	272	215	291	284		3,006	273

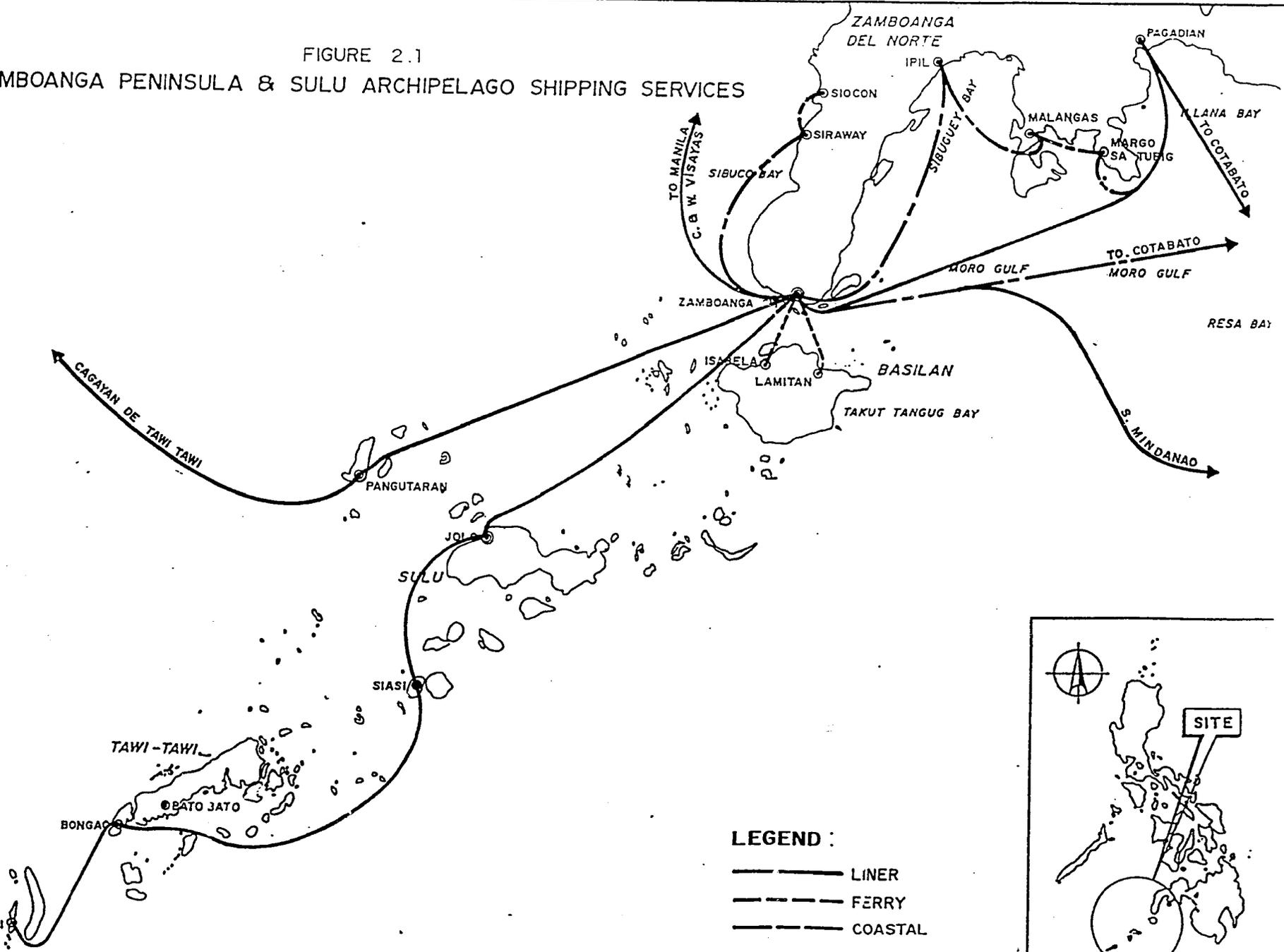
Source : 1992 Annual Report submitted by shipping operators to MARINA

25

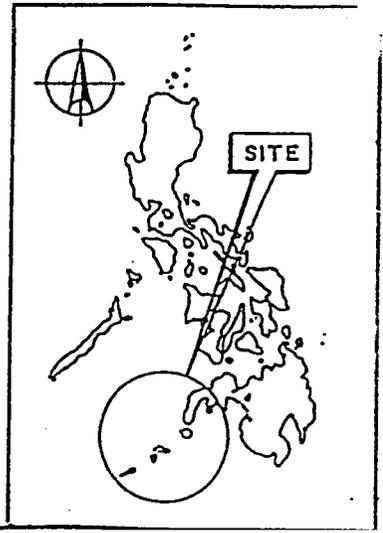
- ▶ William Lines provided very regular services, over the entire year, with a passenger/cargo vessel, the MV Zamboanga, and with two containerships. Late in the year, the company assigned the Maynilad to the Manila-Zamboanga-Davao route, and that vessel continued to serve the route during 1993. William Lines also was providing regular shipping services at Zamboanga, during 1992, with two of the company's containerships; these two vessels accommodated more than 150,000 tons of cargo in two directions between Zamboanga and Manila in that year.
- ▶ The Sultana Transport and Sultana Transport II served the Zamboanga-Cotabato coastal route throughout the year, accommodating nearly 46,000 freight tons of cargo over the year. Traffic was fairly even in two directions.
- ▶ The three SKT Shipping vessels which were performing regularly scheduled services, in November 1993, each operated throughout the previous year. The highest cargo volumes registered by this operator were from Zamboanga to Bongao, with each of two SKT vessels accommodating more than 3,000 tons of cargo on this link in 1992.
- ▶ Sampaguita Shipping vessels were operating their routes fairly regularly throughout the year, with the Sampaguita V serving the Zamboanga Peninsula west coast throughout the year, and both the Sampaguita Blossom and the Sampaguita Grandeur operating for ten months of the year. The Sampaguita Lei operated in every month after it initiated operations in May 1992.
- ▶ The Rizma of AS Shipping operated throughout the year. A minor but interesting detail of its operation is that it avoided the port (and island) of Siasi in the southward direction during the month of March; shippers and passengers informed the LSRS that shipping operators sometimes bypass this port, and the operators admit to doing it, indicating that bypassing the port is done mainly to avoid taking on non-paying passengers (see discussions in Chapter 5 and Annex A).

Figure 2.1 shows the ZAMBASULA area and the principal shipping services which were being performed to ports of the area in 1993-1994.

FIGURE 2.1
 ZAMBOANGA PENINSULA & SULU ARCHIPELAGO SHIPPING SERVICES



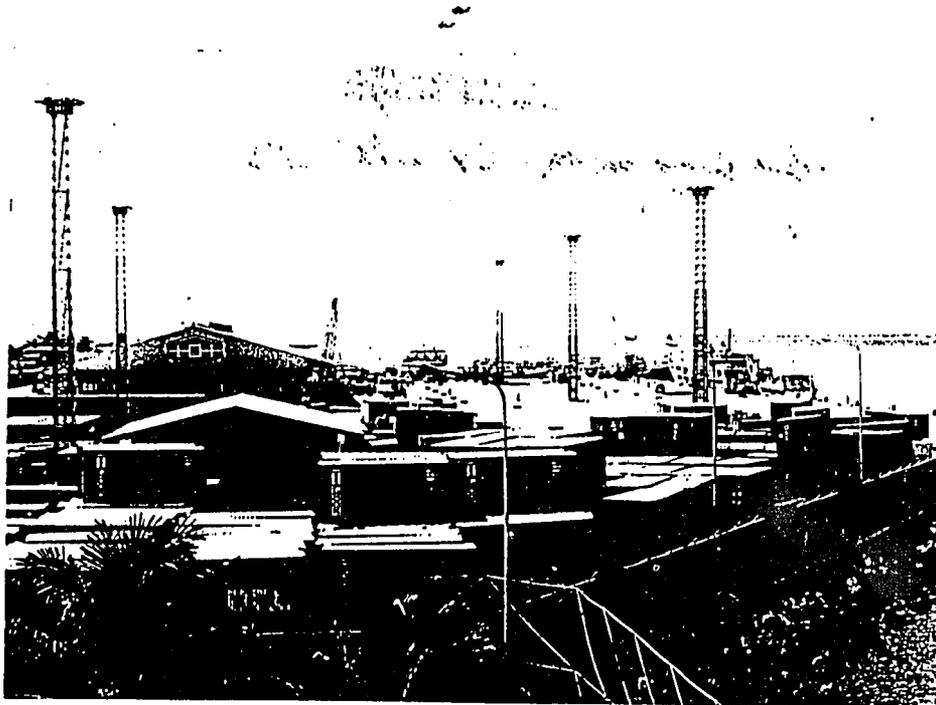
LEGEND :
 ——— LINER
 - - - - - FERRY
 ····· COASTAL



PORT OF ZAMBOANGA



*Conventional cargo/passenger working on
inside of T-hand pier.*



*New quay berth, container yard and
container freight station.*

3. CARGO SERVICES EVALUATION

Introduction

This chapter discusses the liner shipping cargo services that were being provided to the port of Zamboanga and other ZAMBASULA ports, in November 1993 and February 1994. The objective of the discussion is to identify the extent to which the services being provided were sufficient in terms of the extent and appropriateness of available cargo capacity and the frequency of service, and were satisfactory in terms of service reliability and the avoidance of cargo value losses.

The following section discusses the cargo traffic at Zamboanga Port and at ports of the Sulu Archipelago. Subsequent sections of the chapter discuss cargo service sufficiency and standards, and charges for cargo services. Annex A of this report volume presents the detailed findings of LSRS shipper and shipping operator surveys at Zamboanga, Pagadian and Jolo.

Ports & Cargo Traffic

Table 3.1 indicates the cargo traffic at Zamboanga Port, over the 1990-1992 period. As the table shows, cargo volumes declined sharply at the port from 1990 to 1991, and then further declined by a smaller extent from 1991 to 1992. Despite the overall cargo traffic decline, containerized cargo volumes grew in both 1991 and 1992 from the preceding year, albeit by relatively small amounts. In each year of the three-year period, inbound cargo volumes were much higher than the levels of cargo outflows, although the difference in flow levels in two directions diminished during the period; whereas inflows exceeded outflows by more than 210,000 tons in 1990, the next year inflows were only about 170,000 tons greater than outflows, and, in 1992, the difference in flow levels in two directions dropped to less than 130,000 tons. Containerized outflows, in fact, accounted for the entire growth of containerized cargo traffic, as inflows of containerized cargo declined from 121,000 tons in 1990, to 106,000 tons in 1992.

Table 3.2 indicates the seasonality of Zamboanga cargo traffic in the single year, 1992. A traffic peak occurred in November-December, when the seasonality index averaged 128, i.e., traffic was about 28 percent above the average cargo throughput rate for the year.

Table 3.3 indicates the 1992 Zamboanga Port cargo flows by route, according to the daily record of traffic kept by the Philippine Ports Authority (PPA). Points worthy of note from this

TABLE 3.1

ZAMBOANGA PORT
CARGO TRAFFIC, 1990-1992
(In Metric Tons)

	ZAMBOANGA		
	1990	1991	1992
Total Cargo Throughput	730,605	621,056	584,243
Domestic	649,479	605,372	566,648
Foreign	60,502	15,219	14,605
Domestic	649,479	605,372	566,648
Inbound	431,593	387,189	347,629
Breakbulk	310,382	278,119	241,328
Containerized	121,211	109,070	106,301
Outbound	217,886	218,183	219,019
Breakbulk	179,414	158,964	155,609
Containerized	38,472	59,219	63,410
Foreign	60,502	15,219	14,605
Import	34,694	1,197	3,354
Breakbulk	34,694	1,197	3,085
Containerized			269
Export	25,808	14,022	11,251
Breakbulk	25,808	14,022	7,452
Containerized			3,799
Transit Cargo	20,624	465	2,990
Domestic	20,624	465	2,990
Total (Breakbulk, Bulk & Containerized)	709,981	620,591	581,253
Breakbulk	550,298	452,302	407,474
Containerized	159,683	168,289	173,779

Source: Philippine Ports Authority

TABLE 3.2

ZAMBOANGA PORT CARGO TRAFFIC BY MONTH, 1992

(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE
TOTAL CARGO THROUGHPUT	36,916	46,614	39,581	47,534	46,932	42,576	56,352	51,138	46,912	45,342	57,656	66,690	584,243	48,587
DOMESTIC	36,512	45,273	37,751	46,267	45,634	41,809	53,568	50,381	44,900	45,342	54,724	64,487	566,648	47,221
Inbound	22,928	31,206	25,744	29,829	26,277	21,515	31,205	29,794	27,201	27,432	33,664	40,834	347,629	28,969
Breakbulk	15,228	24,222	19,801	20,136	18,833	21,515	20,764	20,565	18,413	17,766	20,561	23,524	241,328	20,111
Containerized	7,700	6,984	5,943	9,693	7,444		10,441	9,229	8,788	9,666	13,103	17,310	106,301	8,858
Outbound	13,584	14,067	12,007	16,438	19,357	20,294	22,363	20,587	17,699	17,910	21,060	23,653	219,019	18,252
Breakbulk	9,685	10,432	8,360	12,144	14,937	14,394	13,203	13,601	13,493	12,490	16,713	16,157	155,609	12,967
Containerized	3,899	3,635	3,647	4,294	4,420	5,900	9,160	6,986	4,206	5,420	4,347	7,496	63,410	5,284
FOREIGN	404	1,341	1,830	1,267	1,026		2,017		1,585		2,932	2,203	14,605	1,217
Import			1,500						1,585		88	181	3,354	280
Breakbulk			1,500						1,585				3,085	257
Bulk														
Export	404	1,341	330	1,267	1,026		2,017				88	181	269	22
Breakbulk	404	1,341	330	1,267	1,026		2,017				2,844	2,022	11,251	938
Containerized							2,017				826	241	7,452	621
TRANSIT CARGO											2,018	1,781	3,799	317
DOMESTIC					272	767	767	757	427				2,990	249
TOTAL (Breakbulk, Bulk & Cont.)	36,916	46,614	39,581	47,534	46,660	41,809	55,585	50,381	46,485	45,342	57,656	66,690	581,253	48,438
Breakbulk	25,317	35,995	29,991	33,547	34,796	35,909	35,984	34,166	33,491	30,256	38,100	39,922	407,474	33,956
Bulk														
Containerized	11,599	10,619	9,590	13,987	11,864	5,900	19,601	16,215	12,994	15,086	88	181	269	22
Seasonality Index	76	96	82	98	96	86	115	104	96	94	119	138		

Source: Philippine Port Authority

table are:

- ▶ Zamboanga's trade with Cebu was relatively limited in 1992. Two-way cargo volumes on the Cebu-Zamboanga route totaled to around 20,500 only, and other shipments to Cebu amounted to only about 8,000 tons. This level of trade was equivalent to significantly less than 10 percent of the level of trade between Cebu and Cagayan de Oro in the same year.
- ▶ A large portion of the cargo traffic at Zamboanga was being accommodated by liner vessels plying the long-distance routes between Manila and the ports of Southern Mindanao. In 1992, vessels serving the routes connecting Manila to the ports of Davao, General Santos, and Cotabato/Polloc, with intermediate calls at Zamboanga, transported to Zamboanga approximately 99,500 tons in the southward direction and 30,000 tons moving northward from Southern Mindanao. Shipments accommodated by these same services in the outward direction from Zamboanga amounted to approximately 40,700 tons moving southward to Southern Mindanao ports and slightly more than 28,000 tons moving in the northward direction. Total inflows were 129,500 tons and outflows totalled 68,700 tons. The two-way flows were nearly 200,000 tons, and represented more than one-third of Zamboanga's total domestic cargo amounting to 567,000 tons.
- ▶ Regular cargo services were not being provided, during the first six months of 1992, on the Zamboanga-Manila route, and cargo volumes accommodated were accordingly quite low, at under 2,600 freight tons for the half year. From July through the end of the year, however, cargo services were regularly provided on the route, and tonnages soared to 21,900 tons, to reach an annual total of 24,500 freight tons.
- ▶ Cargo traffic on the Jolo-Zamboanga route (including those routes extending southward from Jolo, i.e., to Siasi, Bongao and/or Sitangkai) totaled more than 64,000 freight tons in 1992. With an estimated 900 vessel round-trips to accommodate this cargo traffic (i.e., 18 vessels averaging 50 round-trips per annum), the average cargo load between Zamboanga and Jolo was 36 freight tons. The four vessels plying the Jolo-Zamboanga-Pagadian route accommodated another 5,400 freight tons between Jolo and Zamboanga, for an average cargo load of less than 14 freight tons.

Table 3.4 indicates the cargo volumes accommodated at Zamboanga Port and three other ports of the Zamboanga Peninsula in 1993. The cargo throughput at Zamboanga was sharply higher than

TABLE 3.4
ZAMBOANGA PENINSULA PORT
CARGO TRAFFIC, 1993
(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE.
MBOANGA														
Total Cargo Throughput	48,920	55,776	56,672	56,697	62,304	66,779	59,397	70,789	59,603	69,350	67,894	74,151	748,332	62,161
- Domestic Cargo	45,153	53,353	54,910	52,441	56,863	61,826	54,130	54,186	51,262	63,583	64,638	69,321	681,788	56,816
- Inbound	25,684	31,143	39,297	31,372	39,299	40,146	34,481	34,180	30,935	40,730	40,117	39,651	427,135	35,595
- Breakbulk	16,247	17,900	21,690	17,940	21,548	20,188	20,445	18,743	17,076	24,344	21,648	21,684	239,426	19,952
- Containerized	9,437	13,240	17,707	13,432	17,751	19,958	14,036	15,437	13,859	16,386	18,469	17,997	187,709	15,642
- Outbound	19,469	22,210	15,513	21,069	17,564	21,680	19,649	20,006	20,427	22,855	24,541	29,670	254,653	21,221
- Breakbulk	14,327	14,353	10,316	14,481	11,695	12,091	14,025	11,882	15,182	12,030	13,481	16,324	160,187	13,349
- Containerized	5,142	7,857	5,197	6,588	5,869	9,589	5,624	8,124	5,245	10,825	11,060	13,346	94,466	7,872
- Foreign Cargo	3,235	2,423	1,762	4,256	5,441	4,953	5,267	5,320	8,241	5,765	2,593	4,187	53,443	4,454
- Inbound	116	549	127	379	467	595	2,896	1,956	5,500	926	572	837	14,920	1,243
- Breakbulk													14	1
- Bulk							2,790	1,744	5,500				10,034	836
- Containerized	116	549	127	379	467	595	106	212		926	572	823	4,872	406
- Outbound	3,119	1,874	1,635	3,877	4,974	4,358	2,371	3,364	2,741	4,839	2,021	3,350	38,523	3,210
- Breakbulk	1,941			1,591		353		860		1,618			6,363	530
- Containerized	1,178	1,874	1,635	2,286	4,974	4,005	2,371	2,504	2,741	3,221	2,021	3,350	32,160	2,680
- Transit Cargo	532							11,283			643	643	13,101	1,092
- Domestic	532							11,283			643	643	13,101	1,092
- (Breakbulk, Bulk, & Containerized)	48,398	55,776	56,672	56,697	62,304	66,779	59,397	59,506	59,603	69,350	67,251	73,508	735,231	61,269
- Breakbulk	32,515	32,256	32,006	34,012	33,243	32,632	34,470	31,485	32,258	37,992	35,129	37,992	405,990	33,833
- Bulk							2,790	1,744	5,500				10,034	836
- Containerized	15,873	23,320	24,666	22,685	29,061	34,147	22,137	26,277	21,845	31,358	32,122	35,516	319,207	26,601
- Reliability Index	78	89	91	91	100	107	95	114	96	111	109	119		
SADIAN														
Total Cargo	3,702	4,092	3,997	5,792	5,469	3,095	2,909	4,612	3,913	4,223	5,182	3,262	52,268	4,346
- Inbound (breakbulk)	1,599	1,948	2,112	2,827	2,679	2,562	734	2,221	1,941	2,352	2,860	1,405	25,234	2,103
- Outbound (breakbulk)	2,103	2,144	1,885	2,965	2,796	2,533	2,175	2,391	1,992	1,871	2,322	1,857	27,034	2,253
- Reliability Index	85	94	92	113	118	117	67	106	90	97	118	78		
SAUAN (DAPITAN)														
Total Cargo	8,728	13,016	11,132	14,376	14,331	13,379	12,697	13,956	13,298	13,826	12,613	14,788	156,160	13,013
- Inbound	3,601	6,676	7,382	8,871	9,213	8,659	6,208	9,010	8,587	10,602	9,302	11,079	103,990	8,783
- Breakbulk	4,604	6,271	5,646	6,704	6,780	6,287	6,117	6,601	6,728	8,158	6,620	7,763	78,279	6,523
- Containerized	1,197	2,405	1,736	2,167	2,433	2,372	2,091	2,409	1,859	2,444	2,682	3,316	27,111	2,259
- Outbound	2,927	4,340	3,750	5,505	5,138	4,720	4,489	4,946	4,711	3,224	3,311	3,709	50,770	4,231
- Breakbulk	1,676	2,485	2,324	3,672	2,982	2,738	1,700	2,570	3,186	1,921	1,555	2,177	29,186	2,432
- Containerized	1,251	1,855	1,226	1,833	2,156	1,982	2,789	2,376	1,525	1,303	1,756	1,532	21,584	1,799
- (Breakbulk & Containerized)	8,728	13,016	11,132	14,376	14,331	13,379	12,697	13,956	13,298	13,826	12,613	14,788	156,160	13,013
- Breakbulk	6,280	8,756	8,170	10,376	9,762	9,025	7,817	9,171	9,914	10,079	8,175	9,940	107,465	8,955
- Containerized	2,448	4,260	2,962	4,000	4,589	4,354	4,880	4,785	3,384	3,747	4,438	4,848	48,695	4,058
- Reliability Index	87	100	86	110	116	103	98	107	102	106	97	114		
SANGAS														
Total Cargo	878	863	1,147	1,678	1,525	1,197	1,017	742	2,188	2,895	2,338	2,021	18,489	1,341
- Inbound (breakbulk)	132	150	128	319	165	284	241	126	442	564	159	313	3,023	252
- Outbound (breakbulk)	746	713	1,019	1,359	1,360	913	776	616	1,746	2,331	2,179	1,708	15,466	1,289
- Reliability Index	87	84	94	109	99	78	86	88	102	108	102	111		
ND-TOTAL ZAMBOANGA PENINSULA														
Total Cargo Throughput	62,228	73,747	72,948	78,543	83,649	86,450	76,020	90,099	79,022	90,294	88,027	94,222	973,249	81,271
- Domestic Cargo	58,461	71,324	71,186	74,287	78,208	81,497	70,753	71,496	70,781	84,529	84,791	89,392	908,705	75,723
- Inbound	33,216	41,917	49,019	43,389	51,350	51,631	43,664	45,537	41,905	54,248	52,438	52,448	560,782	46,732
- Breakbulk	22,582	26,272	29,576	27,790	31,166	29,321	27,537	27,691	26,187	35,418	31,287	31,133	345,962	28,830
- Containerized	10,634	15,645	19,443	15,599	20,184	22,330	16,127	17,846	15,718	18,830	21,151	21,313	214,820	17,902
- Outbound	25,245	29,407	22,167	30,898	26,858	29,846	27,089	27,959	28,876	30,281	32,353	36,944	347,923	28,994
- Breakbulk	18,852	19,695	15,744	22,477	18,833	18,275	18,676	17,459	22,106	18,153	19,537	22,066	231,873	19,321
- Containerized	6,393	9,712	6,423	8,421	8,025	11,571	8,413	10,500	6,770	12,128	12,816	14,878	116,050	9,671
- Foreign Cargo	3,235	2,423	1,762	4,256	5,441	4,953	5,267	5,320	8,241	5,765	2,593	4,187	53,443	4,454
- Inbound	116	549	127	379	467	595	2,896	1,956	5,500	926	572	837	14,920	1,243
- Breakbulk													14	1
- Bulk							2,790	1,744	5,500				10,034	836
- Containerized	116	549	127	379	467	595	106	212		926	572	823	4,872	406
- Outbound	3,119	1,874	1,635	3,877	4,974	4,358	2,371	3,364	2,741	4,839	2,021	3,350	38,523	3,210
- Breakbulk	1,941			1,591		353		860		1,618			6,363	530
- Containerized	1,178	1,874	1,635	2,286	4,974	4,005	2,371	2,504	2,741	3,221	2,021	3,350	32,160	2,680
- Transit Cargo	532							11,283			643	643	13,101	1,092
- Domestic	532							11,283			643	643	13,101	1,092
- (Breakbulk, Bulk, & Containerized)	61,606	73,747	72,948	78,543	83,649	86,450	76,020	78,816	79,022	90,294	87,384	93,579	962,148	80,179
- Breakbulk	43,375	45,967	45,320	51,858	49,999	47,949	46,213	46,010	48,293	55,189	53,215	58,421	584,213	48,684
- Bulk							2,790	1,744	5,500				10,034	836
- Containerized	18,321	27,780	27,628	26,685	33,650	38,501	27,017	31,062	25,229	35,105	36,560	40,364	367,902	30,659
- Reliability Index	77	91	90	97	103	106	94	111	97	111	108	116		

At Berth Only
: Philippine Ports Authority

the 1992 cargo volume at the port and exceeded even the high traffic level attained in 1990. Containerized cargo reached a level of 319,000 tons in 1993, in contrast to only 174,000 tons in 1992, and an annual average of 167,000 tons during 1990-1992.

Table 3.5 indicates the cargo volumes at six ports of Basilan Island and the Sulu Archipelago, over the three-year period, 1990-1992. Cargo traffic declined at four of these ports from 1990 to 1992, whereas traffic increases were registered at the ports of Bongao and Lamitan. The combined breakbulk cargo inflows of the two ports of Basilan Island rose from 52,000 tons in 1990, to nearly 57,000 tons in 1992, but the breakbulk cargo outflows were falling, over the same period, from 29,400 tons to 20,600 tons only, a decline of 30 percent. Both Jolo and Sitangkai suffered traffic declines in both the inward and outward direction. Only the port of Bongao registered an increase in outward shipments; the traffic peaked in 1991, however, and then declined sharply in 1992, to a level that nevertheless still exceeded the traffic level of two years earlier.

Table 3.6 indicates 1992 cargo traffic by month at these same ports. The LSRS was unable to learn whether services were actually halted at Sitangkai in October 1992, or whether traffic data have just been lost (there are also no passenger traffic data for the port in that month); the eleven-month traffic total agrees with the Table 3.5 annual total, which was obtained from another PPA source. Monthly cargo traffic at Sitangkai varied considerably, even when the possibility of no cargo throughput at all in October is disregarded; cargo volumes in both April and December were two to three times the volumes registered in five other months of the year. None of the other ports exhibited such variation of cargo traffic, although Basilan (Isabela) had one month when cargo traffic was less than three-quarters of the average month, and Bongao had one month that registered traffic that was 40 percent higher than the average month.

Table 3.7 presents 1993 cargo traffic information for the ports of Jolo, Bongao, Siasi and Sitangkai. Traffic volumes at the port of Sitangkai were sharply higher in 1993, despite the lack of traffic data for the months of May and June. This increase derives from the rapid expansion of seawood production in the vicinity of Sitangkai. Cargo throughputs at the ports of Bongao and Siasi declined from 1992 to 1993, and Jolo Port experienced a traffic growth of more than ten percent.

Capacity and Standards of Cargo Services

Zamboanga was served by a number of long-distance liner services between Manila and Southern Mindanao, some of which made intermediate calls at Iloilo, as well as at Zamboanga. The

TABLE 3.5

CARGO TRAFFIC AT SULU ARCHIPELAGO PORTS, 1990-1992

(In Metric Tons)

	JOLO			BONGAO			SIASI			SITANGKAI			BASILAN			LAMITAN		
	1,990	1,991	1,992	1,990	1,991	1,992	1,990	1,991	1,992	1,990	1,991	1,992	1,990	1,991	1,992	1,990	1,991	1,992
Domestic Cargo	101,695	96,550	87,327	27,586	42,934	35,887	24,811	18,830	22,841	22,565	19,828	15,220	153,198	116,781	119,312	13,456	12,571	16,073
Inbound	47,143	43,603	39,759	16,142	23,646	22,383	8,099	7,861	8,348	6,816	5,230	4,308	58,296	55,752	56,838	4,634	7,295	9,623
Breakbulk	47,143	43,603	39,759	16,142	23,646	22,383	8,099	7,861	8,348	6,816	5,230	4,308	47,427	47,293	47,190	4,634	7,295	9,623
Bulk:													10,871	8,459	9,643			
Outbound	54,552	52,947	47,568	11,444	19,288	13,504	16,712	10,969	14,493	15,750	14,598	10,912	94,900	61,029	62,474	8,822	5,276	6,450
Breakbulk	54,552	52,947	47,568	11,444	19,288	13,504	16,712	10,969	14,493	15,750	14,598	10,912	20,570	16,034	14,161	8,822	5,276	6,450
Bulk:													74,330	44,995	48,313			
Total Cargo (Breakbulk & Bulk)	101,695	96,550	87,327	27,586	42,934	35,887	24,811	18,830	22,841	22,565	19,828	15,220	153,198	116,781	119,312	13,456	12,571	16,073
Breakbulk	101,695	96,550	87,327	27,586	42,934	35,887	24,811	18,830	22,841	22,565	19,828	15,220	67,997	63,327	61,351	13,456	12,571	16,073
Bulk:													85,201	53,454	57,961			

Source: Philippine Ports Authority

TABLE 3.6

SULU ARCHIPELAGO PORTS
CARGO TRAFFIC BY MONTH, 1992
(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE
JOLO CARGO														
Domestic	6,774	7,771	6,612	7,731	5,211	5,915	7,517	6,894	9,490	7,410	7,861	8,141	87,327	7,277
Inbound (breakbulk)	3,194	3,456	3,391	4,331	2,023	2,599	3,380	3,426	3,724	2,964	3,519	3,752	39,759	3,313
Outbound (breakbulk)	3,580	4,315	3,221	3,400	3,188	3,316	4,137	3,468	5,766	4,446	4,342	4,389	47,568	3,964
BONGAO CARGO														
Domestic	3,014	3,389	4,279	3,411	2,840	3,284	2,070	2,321	2,581	2,936	2,757	3,005	35,887	2,991
Inbound (breakbulk)	1,951	1,992	3,123	2,271	1,627	2,095	1,322	1,381	1,636	1,397	1,645	1,943	22,383	1,865
Outbound (breakbulk)	1,063	1,397	1,156	1,140	1,213	1,189	748	940	945	1,539	1,112	1,062	13,504	1,125
SIASI CARGO														
Domestic	1,457	2,328	2,308	2,088	2,097	2,026	1,781	1,834	1,946	1,542	1,893	1,541	22,841	1,903
Inbound (breakbulk)	540	920	862	820	766	659	630	611	735	472	713	620	8,348	696
Outbound (breakbulk)	917	1,408	1,446	1,268	1,331	1,367	1,151	1,223	1,211	1,070	1,180	921	14,493	1,208
SITANGKAI CARGO														
Domestic	756	731	1,378	2,130	1,203	973	935	973	1,688		1,872	2,581	15,220	1,268
Inbound (breakbulk)	298	384	297	394	437	281	264	440	356		493	664	4,308	359
Outbound (breakbulk)	458	347	1,081	1,736	766	692	671	533	1,332		1,379	1,917	10,912	909
BASILAN CARGO *														
Domestic Cargo	7,031	10,664	10,710	9,672	11,090	9,883	10,171	10,180	10,836	9,094	10,292	9,480	119,103	9,925
Inbound	3,955	4,508	5,971	5,714	4,293	5,127	4,232	4,645	4,784	4,137	4,952	4,311	56,629	4,719
Breakbulk	3,557	3,245	5,183	4,983	3,897	3,914	2,937	4,046	3,931	2,965	4,012	4,311	46,981	3,915
Bulk	398	1,263	788	731	396	1,213	1,295	599	853	1,172	940		9,648	804
Outbound	3,076	6,156	4,739	3,958	6,797	4,756	5,939	5,535	6,052	4,957	5,340	5,169	62,474	5,206
Breakbulk	1,126	903	1,074	1,358	1,430	1,006	1,539	1,146	1,407	941	842	1,389	14,161	1,180
Bulk	1,950	5,253	3,665	2,600	5,367	3,750	4,400	4,389	4,645	4,016	4,498	3,780	48,313	4,026
LAMITAN CARGO														
Domestic Cargo	919	936	1,828	1,417	1,590	1,300	902	1,420	1,472	1,255	1,631	1,403	16,073	1,339
Inbound (Breakbulk)	520	514	1,091	811	854	792	566	952	847	836	1,024	816	9,623	802
Outbound (Breakbulk)	399	422	737	606	736	508	336	468	625	419	607	587	6,450	538

* Monthly breakdown of cargo is not the same as the Annual total for the year 1992 of Basilan port.

Source: Philippine Ports Authority

TABLE 3.7

SULU ARCHIPELAGO PORT
CARGO TRAFFIC, 1993
(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE
JOLO														
Domestic Cargo	6,650	7,659	7,536	8,678	9,041	8,732	10,124	8,598	8,319	6,526	5,743	8,975	96,534	8,049
Inbound (breakbulk)	3,105	3,051	3,222	4,186	3,974	3,701	4,249	4,037	3,796	3,122	2,512	4,722	43,677	3,640
Outbound (breakbulk)	3,545	4,608	4,314	4,492	5,070	5,031	5,875	4,561	4,523	3,404	3,231	4,253	52,907	4,409
Seasonality Index	83	93	94	108	112	108	126	107	103	81	71	112		
BONGAO														
Domestic Cargo	1,662	2,818	2,644	2,719	3,774	3,323	2,458	3,159	2,357	3,470	2,666	2,762	33,812	2,818
Inbound (breakbulk)	1,098	1,627	1,435	1,346	2,340	2,014	1,645	2,237	1,682	2,934	1,679	2,015	22,052	1,838
Outbound (breakbulk)	564	1,191	1,209	1,373	1,434	1,309	813	922	675	536	987	747	11,760	980
Seasonality Index	59	100	94	96	134	118	87	112	84	123	95	98		
SIASI														
Domestic Cargo	1,061	1,806	1,499	1,397	1,481	1,082	939	1,182	1,009	1,227	1,845	1,185	15,713	1,309
Inbound (breakbulk)	502	561	599	572	569	351	321	494	618	634	889	738	6,848	571
Outbound (breakbulk)	559	1,245	900	825	912	731	618	688	391	593	956	447	8,865	739
Seasonality Index	81	138	114	107	113	83	72	90	77	94	141	90		
SITANGKAI *														
Domestic Cargo	1,429	1,978	3,125	2,965			1,705	1,957	3,307	1,746	2,924	2,116	23,252	2,325
Inbound (breakbulk)	639	465	858	586			460	564	2,272	413	695	873	7,825	783
Outbound (breakbulk)	790	1,513	2,267	2,379			1,245	1,393	1,035	1,333	2,229	1,243	15,427	1,543
Seasonality Index	61	85	134	128			73	84	142	75	126	91		
GRAND-TOTAL SULU ARCHIPELAGO														
Domestic Cargo	10,802	14,261	14,804	15,759	14,299	13,137	15,226	14,896	14,992	12,969	13,178	15,038	169,361	14,113
Inbound (breakbulk)	5,344	5,704	6,114	6,690	6,883	6,066	6,675	7,332	8,368	7,103	5,775	8,348	80,402	6,700
Outbound (breakbulk)	5,458	8,557	8,690	9,069	7,416	7,071	8,551	7,564	6,624	5,866	7,403	6,690	88,959	7,413
Seasonality Index	77	101	103	112	101	93	108	106	106	92	93	107		

* No report submitted for the month of May & June, 1993.

Source: Philippine Ports Authority

available capacity and the frequency of calls appear to have made cargo service connections between Zamboanga and the ports of Manila, Iloilo, Davao, and General Santos satisfactory. The connection which some of these services provided to Cotabato was being supplemented, in 1993-1994, by a coastal operator plying only the Zamboanga-Cotabato route, and was apparently also adequate.

The same was not true for the Zamboanga-Cebu connection, however. A member of the Industrial Group of Zamboanga Inc. (IGZI) indicated that shippers much preferred to ship their goods in containers, but that this option was unavailable on the Zamboanga-Cebu route. The company of this particular member was shipping containers to Manila for transshipment to Cebu, and passing on to the Cebu buyers the extra shipping and cargo-handling costs. Other members of the IGZI reportedly also needed cargo container services to Cebu, but the interviewee did not indicate that other members were actually incurring incremental transshipment costs. Iloilo would be a more logical port of transshipment than Manila, to reach the port of Cebu, except that Iloilo-Cebu services were also quite limited.

Few shippers in the Sulu Archipelago complained about cargo services. From the standpoint of LSRS interviews of these shippers, the Zamboanga shippers and consignees trading with the Sulu Archipelago can be divided into the following groups: (i) many shippers who did not want to be interviewed, since they felt that the LSRS was representing the government; (ii) shippers who were interviewed, but made clear that they would deal with any cargo service problems, should such occur, by taking them up directly with the shipping operators; (iii) shippers who admitted that services could be better and cheaper, but considered any shortcomings phlegmatically, as being just part of the business of trading; and (iv) a relatively small group who would like some action taken to improve services, and were willing to say so. The overall impression of the LSRS was that cargo services within the Sulu Archipelago and connecting archipelago ports to Zamboanga were more-or-less satisfactory, during 1993-1994, in terms of service frequency, shipping capacity, and cargo security, albeit with relatively high charges (see final section of this chapter for a discussion of cargo service rates).

Complaints by shippers were largely limited to the following:

- ▶ Shippers on the island of Siasi complained that shipping operators sometimes bypassed Siasi, although the island and port of Siasi was a scheduled call for many services continuing southward from Jolo. Operators admitted to doing this, but indicated that they did so because of limitations of the port, and to avoid costly corruption there (see Chapter 5 discussion).
- ▶ One shipper complained that an operator serving the

Zamboanga-Jolo route was not accepting consignments of fresh fish. There were, however, many other operators serving this route.

- ▶ Additional general cargo vessel liner service, or RORO ferry service, appeared to be needed on the Basilan-Zamboanga route. The existing ferries were not wholly satisfactory for accommodating the volume of cargo moving between Basilan Island and Zamboanga Port, since all cargo was breakbulk cargo, and the vessels were not designed for the efficient accommodation of cargo. Because of the limited time for the off-loading of cargo at the two Basilan ferry ports, cargo had frequently to be carried for 1.5 round-trips before it was unloaded.

Basilan is not a large island, and two ferry ports (Isabela and Lamitan) might be sufficient for meeting the transport needs between the island and Zamboanga under more normal conditions than prevail during 1993-1994. Some shippers were hesitant to ship through the port of Lamitan because it was 30 minutes removed from the town itself, and security along the connecting road was unsatisfactory. Shippers of the southern portion of Basilan Island preferred to hire pumpboats for shipping to Zamboanga rather than to use the ferry services at Isabela and Lamitan; these shippers indicated to the LSRS that they preferred the pumpboat option over use of the ferries in part because of the bad condition of the roads connecting southern Basilan to the northern portion of the island, but also because of the number of checkpoints along the roads and the payments that had to be made at these checkpoints. The general security situation on the island also tended to make pumpboat-hire for direct shipment from southern Basilan the more attractive shipment option.

Charges for Cargo Services

Shippers in the Sulu Archipelago and at Zamboanga did not make any complaints, during LSRS interviews, in regard to the charges they were paying for liner shipping and ferry services. Mostly small consignments were being accommodated, and some significant portion of liner shipping and coastal service "cargo" was actually passenger accompanied baggage. Charges were expressed in terms of charges per sack, box, basket, bundle, or ice chest for most cargoes, and scrap iron cargo was being charged on a per-kg. basis. December 1993 charges for cargo services between Zamboanga and various ports in the Sulu Archipelago, as well as small ports of the Zamboanga Peninsula, are indicated in Table 3.8. MARINA official fork tariffs for cargo services having Zamboanga as one trip end are shown in Table 3.9.

The MARINA rates are for freight tons, which in the cases of

TABLE 3.8

Actual Freight Rates for Cargo Services at Zamboanga
(as of December, 1993)

Shipment Origin/Destination	Commodity & Unit	Charges (Pesos)	
		Per Unit	Per Metric Ton
Isabela, Basilan	NFA rice in 50 kg sacks	3.26	65.20
	Other rice in 50 kg sack	4.36	87.20
	Corn grits in 50 kg. sack	4.36	87.20
	Fertilizer in 50 kg. sacks	6.51	130.20
	Feeds in 50 kg. sacks	6.51	130.20
	Garlic in 50 kg. sacks	6.51	130.20
	Onions in 50 kg. sacks	5.24	105.80
	Scrap iron, kilogram	0.41	910.00
	Copra in 50 kg. sacks	6.00	120.00
	Vegetables in 40 kg. boxes	3.52	88.00
	Rubber in 50 kg. bundles	5.29	105.80
	Jolo	Rice in 50 kg. sacks	6.60
Seaweed in 50 kg. sacks		12.75	255.00
Copra in 50 kg. sacks		13.80	276.00
Dried fish in 25 kg. sacks		11.25 - 17.30	150 - 692
Abaca in 50 kg. bundles		24.55	591.00
Tomatoes/veg. in 40 kg. boxes/baskets		21.25	531.25
Fish fish in ice chest		114.25	
Siasi	Rice in 50 kg. sacks	6.75	135.00
	Seaweed in 50 kg. sacks	12.95	259.00
	Dried fish in 25 kg. sacks	11.50 - 17.65	460 - 706
	Fresh fish in ice chest	116.65	
	Tomatoes/Veg. in 40 kg. boxes/baskets	21.70	542.50
	Copra in 50 kg. sacks	14.10	282.00
	Abaca in 50 kg. bundles	30.15	603.00
Bongao	Rice in 50 kg. sacks	8.85	177.00
	Copra in 50 kg. sacks	18.40	368.00
	Seaweed in 50 kg. sacks	16.95	339.00
	Dried fish in 25 kg. sacks	15 - 23.05	600 - 922
	Tomatoes/veg. in 40 kg. boxes/baskets	28.35	708.75
	Abaca in 50 kg. bundles	39.40	788.00
	Fresh fish in ice chest	152.50	
Sitangkai	Rice in 50 kg. sacks	9.45	189.00
	Copra in 50 kg. sacks	19.45	389.00
	Seaweed in 50 kg. sacks	18.10	362.00
	Dried fish in 25 kg. sacks	16.05 - 24.68	642 - 987.20
	Tomatoes/veg. in 40 kg. boxes/baskets	30.40	760.00
	Abaca in 50 kg. bundles	42.20	844.00
	Fresh fish in ice chest	188.35	
Sirawai	Rice in 50 kg. sacks	6.65	133.00
	Copra in 50 kg. sacks	17.25	345.00
	Tomatoes/vegetables in 40 kg. baskets	8.85	221.25
	Dried fish in 25 kg. sacks	7.65	306.00
	Fresh fish in ice chest	55.80	
Talusán/Malangas/ Sagasa/Alicia/ Subanipa/Payao	Rice in 50 kg. sacks	5.85	117.00
	Copra/seaweed in 50 kg. sacks	16.90	338.00
	Dried fish in 25 kg. sacks	4.95	198.00
	Tomatoes/vegetables in 40 kg. baskets	6.60	165.00

Table 3.9

SCHEDULE OF ZAMBOANGA ROUTE CARGO SHIPPING RATES

(Effective January 1993)

PORT LINKS		PESOS / FREIGHT TON								
		NM.	CLASS A		CLASS B		CLASS C		BASIC CLASS *	
			Min.	Max	Min.	Max	Min.	Max	Min.	Max
ZAMBOANGA	MANILA	512	326.73	422.81	261.03	337.83	212.59	275.08	188.91	244.49
ZAMBOANGA	CEBU	252	212.41	274.88	169.88	219.85	138.25	178.91	122.89	159.02
ZAMBOANGA	JOLO	85	134.13	173.57	107.32	138.89	87.25	112.91	77.56	100.37
ZAMBOANGA	BASILAN (IS. & LAMIT.)	14	90.30	116.86	72.27	93.53	58.72	75.99	52.19	67.54
ZAMBOANGA	SIASI	121	143.39	185.56	114.73	148.47	93.28	120.71	82.92	107.30
ZAMBOANGA	BONGAO	184	173.24	224.19	138.56	179.31	112.75	145.90	100.22	129.68
ZAMBOANGA	SITANGKAI	216	191.67	248.05	153.30	198.39	124.75	161.44	110.89	143.49
ZAMBOANGA	CAG. DE TAWI TAWI	208	187.07	242.08	149.61	193.62	121.75	157.55	108.22	140.03
ZAMBOANGA	PAGADIAN	120	143.39	185.56	114.73	148.47	93.28	120.71	82.92	107.30
ZAMBOANGA	SIRAWAI	53	114.38	148.01	91.53	118.44	74.39	96.27	66.13	85.57
ZAMBOANGA	SIOCON	63	120.55	156.00	96.46	124.83	78.41	101.47	69.70	90.19
ZAMBOANGA	MALANGAS	157 km.	133.98	173.38	107.20	138.73	87.15	112.78	77.47	100.25
ZAMBOANGA	MARGOS	88	135.98	175.97	108.80	140.81	88.46	114.47	78.63	101.75
ZAMBOANGA	TALUSAN	60	118.70	153.60	94.98	122.92	77.20	99.91	68.63	88.81
ZAMBOANGA	SAGASA	63	120.70	156.19	96.58	124.99	78.51	101.59	69.79	90.31
ZAMBOANGA	ALICIA	74	127.34	164.79	101.89	131.86	82.83	107.19	73.63	111.10
ZAMBOANGA	SUBANIPA	63	120.55	156.00	96.46	124.83	78.41	101.47	69.70	90.19
ZAMBOANGA	PAYAO	119 km.	121.32	156.99	97.07	125.63	78.91	102.12	70.14	90.77
ZAMBOANGA	IPIL	66	122.40	158.40	97.94	126.75	79.61	103.03	70.77	91.58
ZAMBOANGA	LILOY	113	143.39	185.56	114.73	148.47	93.28	120.71	82.92	107.30
ZAMBOANGA	SINDANGAN	127	143.39	185.56	114.73	148.47	93.28	120.71	82.92	107.30

* This commodity class was abolished by MARINA by virtue of Memorandum Circular No. 80, which became effective in December 1993. Rice, corn, corn grits and the fruits and vegetables which comprised the basic class, or more correctly the Class C (Basic) class, were reclassified as Class C commodities.

Source: MARINA (Maritime Industry Authority)

many commodities will be a cubic meter of cargo rather than one metric ton. Nevertheless, it was clear that many of the charges being imposed for cargo services in the ZAMBASULA area tended to be high relative to official rates. The National Food Authority (NFA) always kept the rates it was willing to pay within MARINA official rates (even when the NFA was hiring tramper vessels, for which MARINA rates are not intended to apply). The NFA rate for rice shipped between Isabelala and Zamboanga was within the MARINA fork tariffs for Class C and for "basic" commodities. Other charges for rice shipments were above the MARINA upper limits for Class C, but within about 20 percent.

It was the differentials between the freight charges for rice and for other commodities which appear to have been quite high in 1993-1994. Copra was also a Class C commodity, for example, and was being charged 109 percent higher than rice for movement between Jolo and Zamboanga, and 108 percent higher for shipment from Bongao to Zamboanga. To ship tomatoes or other vegetables (also Class C commodities) from Siasi to Zamboanga, one had to pay 301 percent higher than the rate applicable to rice (i.e., four times). The Sulu Archipelago shipping operators had established their own "dried fish classification system" for the purpose of identifying appropriate rates for cargo services. The upper limit of the dried fish cargo charge range for the Sitangkai-Zamboanga route was, on a metric-ton basis, 422 percent above the charge for shipping a ton of rice between the same two ports. Moving a metric ton of scrap iron from Basilan to Zamboanga would cost the shipper nearly eight times the highest official charge for accommodating any type of cargo between these ports.

The LSRS is recommending in other volumes of this Final Report that MARINA cargo rates be identified by taking into account route-by-route costs, cargo flow imbalances, and commodity mixes, and it may be that the average cargo rates being imposed for cargo services in the Sulu Archipelago are appropriate to the area. Since 1993-1994 rates tended to favor consumption (rice) over production, however, it would be useful to learn if the relatively high charges for shipping copra and vegetables were discouraging their cultivation to any significant extent. In this connection, the LSRS notes that agricultural production was very limited in the province of Tawi Tawi (which is farthest from Zamboanga, and therefore bears the highest shipping costs).

4. PASSENGER SERVICES EVALUATION

Introduction

Chapter 2 of this report volume identifies the liner shipping and ferry services which were franchised to serve the port of the ZAMBASULA area, and identifies, as well, the scheduled services that were actually being performed, in November 1993, to Zamboanga Port. In Chapter 4, the LSRS discusses the volumes of passenger traffic at ZAMBASULA ports, during 1988-1993, and the extent to which the services, which were being performed in November 1993, were sufficient in capacity and frequency and were satisfactory in terms of service standards.

The following section of this chapter presents the passenger traffic records at Zamboanga and the principal Sulu Archipelago ports. Subsequent sections of the chapter present the principal findings of LSRS passenger surveys, which were conducted in November 1993 at the ports of Zamboanga and Jolo, and briefly discuss passenger fares. Annex B of this LSRS Final Report volume presents the detailed findings of the passenger surveys.

Passenger Traffic

Table 4.1 indicates the passenger traffic record of Zamboanga Port, over the five-year period, 1988-1992. As the table shows, passenger traffic declined slightly from 1988 to 1992, reaching a peak in 1991. Traffic was at a relatively high level, with annual totals ranging from 1,208,000 to 1,311,000 passengers.

Passenger traffic seasonality at the port of Zamboanga is shown in Table 4.2. The pattern was roughly the same in each of the four years for which the LSRS was able to obtain monthly traffic information: there was a modest peaking of traffic in the April-June period, and then a more pronounced peak in the month of December.

Table 4.3 looks again at 1992 passenger traffic at the port of Zamboanga, this time by selected route. Data were taken from PPA daily records for the port, but the LSRS was unable to obtain data for the entire year, so that only seven-month totals of traffic are shown in the table; nevertheless, the data indicate the relative importance of routes in regard to passenger traffic volumes. (It is regrettable, however, that route-by-route data could not be obtained for the month of December, to identify those routes which are most responsible for the seasonal peaking

Table 4.1

Passenger Traffic, at Zamboanga Port, 1988 - 1992

	1988	1989	1990	1991	1992	TOTAL	AVE.
ZAMBOANGA	1,222,042	1,298,052	1,265,431	1,311,210	1,207,861	6,304,596	1,260,919
Disembarked	650,279	699,133	655,028	657,109	618,943	3,280,492	656,098
Embarked	571,763	598,919	610,403	654,101	588,918	3,024,104	604,821
<i>Ave. Growth Rate</i>							
Disembarked		7.5	(6.3)	0.3	(5.8)	(4.8)	(1.2)
Embarked		4.7	1.9	7.2	(10.0)	3.0	0.8

Source: Philippine Ports Authority

Table 4.2

Passenger Traffic at Zamboanga Port, 1988 - 1992

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AVE
1988														
Total passengers	93,378	93,756	99,198	106,301	113,247	100,529	90,255	103,699	105,679	107,130	85,335	123,535	1,222,042	101,837
Disembarked	48,650	51,062	50,989	55,381	60,384	55,463	47,133	57,055	55,763	58,011	46,348	64,040	650,279	54,190
Embarked	44,728	42,694	48,209	50,920	52,863	45,066	43,122	46,644	49,916	49,119	38,987	59,495	571,763	47,647
1989 *														
Total passengers													1,298,052	108,171
Disembarked													699,133	58,261
Embarked													598,919	49,910
1990														
Total passengers	82,001	84,770	83,530	111,226	119,034	124,270	103,053	91,100	101,013	113,087	108,664	143,683	1,265,431	105,453
Disembarked	44,185	45,534	47,642	59,498	59,631	62,156	52,043	48,215	51,349	58,232	54,454	72,089	655,028	54,586
Embarked	37,816	39,236	35,888	51,728	59,403	62,114	51,010	42,885	49,664	54,855	54,210	71,594	610,403	50,867
1991														
Total passengers	102,357	109,703	102,625	121,313	115,746	115,116	101,828	98,168	102,162	101,608	105,371	135,213	1,311,210	109,268
Disembarked	55,218	56,033	50,465	60,702	57,089	58,599	48,986	47,357	49,113	52,457	52,744	68,366	657,109	54,759
Embarked	47,139	53,670	52,160	60,611	58,657	56,517	52,842	50,831	53,049	49,151	52,627	66,847	654,101	54,508
1992														
Total passengers	92,540	103,336	94,757	101,859	100,733	104,957	82,747	96,346	94,646	89,548	102,163	144,229	1,207,861	100,655
Disembarked	48,485	53,311	49,143	52,632	53,091	54,379	43,791	49,646	46,959	44,257	50,520	72,729	618,943	51,579
Embarked	44,055	50,025	45,614	49,227	47,642	50,578	38,956	46,700	47,687	45,291	51,643	71,500	588,918	49,077
TOTAL (4 years)														
Total passengers	370,276	391,565	380,110	440,699	448,760	444,872	377,883	389,313	403,500	411,373	401,533	546,660	5,006,544	417,212
Disembarked	196,538	205,940	198,239	228,213	230,195	230,597	191,953	202,253	203,184	212,957	204,066	277,224	2,581,359	215,113
Embarked	173,738	185,625	181,871	212,486	218,565	214,275	185,930	187,060	200,316	198,416	197,467	269,436	2,425,185	202,099
Seasonality Index														
Disembarked	91	96	92	106	107	107	89	94	94	99	95	129		
Embarked	86	92	90	105	108	106	92	93	99	98	98	133		

* No data available on passenger traffic by month on 1989.

Source: Philippine Ports Authority

TABLE 4.3

**PASSENGER TRAFFIC AT ZAMBOANGA (GOVERNMENT) PORT
BY SELECTED ROUTE, JANUARY - JULY, 1992**

PORTS OF CALL		JAN	FEB	MAR	APR	MAY	JUN	JUL	TOTAL	AV
LAST	NEXT									
JOLO, SULU	CEBU									
	Disembarked	978	330	994	1,380	578	810	442	5,512	
	Embarked	208	74	244	616	155	181	145	1,623	
	Seasonality Index									
	Disembarked	124	42	126	175	73	103	56		
	Embarked	90	32	105	266	67	78	63		
CEBU	JOLO, SULU									
	Disembarked	119	242	140	243	171	399		1,314	
	Embarked	126	160	126	200	180	223		1,015	
	Seasonality Index									
	Disembarked	63	129	75	129	91	213		700	
	Embarked	87	110	87	138	124	154			
MANILA	DAVAO									
	Disembarked	2,900	1,900		585	1,050	1,185	950	8,570	1,100
	Embarked	2,397	762		330	802	1,050	895	6,236	800
	Seasonality Index									
	Disembarked	237	155		48	86	97	78		
	Embarked	269	86		37	90	118	100		
DAVAO	MANILA									
	Disembarked	400	680						1,080	1,000
	Embarked	550	509						1,059	1,000
	Seasonality Index									
	Disembarked	259	441						700	
	Embarked	364	336							
MANILA	GEN. SANTOS									
	Disembarked		470				450		920	1,000
	Embarked		200				300		500	500
	Seasonality Index									
	Disembarked		358				342			
	Embarked		280			420				
GEN. SANTOS	MANILA									
	Disembarked	415	700	321	550	1,120	1,225	325	4,656	660
	Embarked	600	1,400	360	1,505	1,238	1,460	75	6,638	940
	Seasonality Index									
	Disembarked	62	105	48	83	168	184	49		
	Embarked	63	148	38	159	131	154	8		
ILOILO	POLLOC									
	Disembarked	1,275	2,129	1,991	1,953	1,983	702		10,033	1,430
	Embarked	420	700	620	1,075	839	427		4,081	580
	Seasonality Index									
	Disembarked	89	149	139	136	138	49			
	Embarked	72	120	106	184	144	73			
POLLOC	ILOILO									
	Disembarked	483	901	803	570	360	1,089	1,151	5,357	760
	Embarked	391	1,631	1,588	1,063	1,739	1,882	75	8,369	1,190
	Seasonality Index									
	Disembarked	63	118	105	74	47	142	150		
	Embarked	33	136	133	89	145	157	6		

TABLE 4.3
(Continued)
PASSENGER TRAFFIC AT ZAMBOANGA (GOVERNMENT) PORT
BY SELECTED ROUTE, JANUARY - JULY, 1992

PORTS OF CALL		JAN	FEB	MAR	APR	MAY	JUN	JUL	TOTAL	AVE.		
LAST	NEXT											
ILOILO	GEN. SANTOS	Disembarked	1,131	855	2,283	2,219	2,496	1,781	309	11,074	1,582	
		Embarked	855	500	675	864	631	405	50	3,980	569	
		Seasonality Index										
		Disembarked	71	54	144	140	158	113	20			
		Embarked	150	88	119	152	111	71	9			
GEN. SANTOS	ILOILO	Disembarked	634	205	637	1,378	993	442	1,058	5,347	764	
		Embarked	379	100	1,651	1,620	1,160	950	593	6,453	922	
		Seasonality Index										
		Disembarked	83	27	83	180	130	58	139			
		Embarked	41	11	179	176	126	103	64			
PAGADIAN	JOLO, SULU	Disembarked	2,044	1,686	2,245	1,427	1,334	2,817	976	12,529	1,790	
		Embarked	2,156	1,449	1,456	996	442	1,316	531	8,346	1,192	
		Seasonality Index										
		Disembarked	114	94	125	80	75	157	55			
		Embarked	181	122	122	84	37	110	45			
JOLO, SULU	PAGADIAN	Disembarked	1,982	1,737	1,579	872	1,577	1,637	1,230	10,614	1,516	
		Embarked	1,591	1,440	1,361	731	1,222	562	843	7,750	1,107	
		Seasonality Index										
		Disembarked	131	115	104	58	104	108	81	700		
		Embarked	144	130	123	66	110	51	76			
JOLO, SULU	JOLO, SULU	Disembarked	4,809	4,356	4,164	6,236	5,792	5,352	3,765	34,474	4,925	
		Embarked	2,385	3,079	2,703	4,194	2,946	3,104	3,109	21,520	3,074	
		Seasonality Index										
		Disembarked	98	88	85	127	118	109	76			
		Embarked	78	100	88	136	96	101	101			

Note : No data for the months of August through December, 1992, were available in February 1994.

Source: Philippine Ports Authority

of traffic in that month.) Points worthy of note are:

- The heaviest trafficked route was the Zamboanga-Jolo route, with an average monthly two-way traffic of 8,000 passengers. The Pagadian-Zamboanga-Jolo route also was accommodating large numbers of Jolo-Zamboanga passengers, with about 1,200 passengers embarking for Jolo in the southward direction, in the average month, and 1,500 passengers from Jolo disembarking at Zamboanga in the average month on the return trip. With smaller contributions to total Jolo-Zamboanga passenger traffic from routes extending to Cebu, Recodo, Liloy, Isabela, and Pangutaran, the total monthly Jolo-Zamboanga traffic was averaging around 11,700 passengers.

- The long-distance liner shipping routes, that include Zamboanga as an intermediate port-of-call between Manila and the ports of Southern Mindanao (Davao, General Santos, and Cotabato/Polloc), also were accommodating large volumes of passengers with a trip-end at Zamboanga; these included coastal passengers moving between Zamboanga and the Southern Mindanao ports. As shown in Table 4.3, these average monthly volumes of Zamboanga passengers included: 2,800 passengers arriving at Zamboanga from Southern Mindanao, 2,300 passengers leaving from Zamboanga for Southern Mindanao ports, 4,400 passengers arriving at Zamboanga from Manila or Iloilo (on routes extending to Manila), and 4,200 passengers leaving from Zamboanga for Iloilo or Manila. The two-way totals of Zamboanga passengers accommodated in the average January-July, 1993 month were 5,100 between Zamboanga and Southern Mindanao and 8,600 between Manila/Iloilo and Zamboanga. In addition to the traffic accommodated on these "through" routes, the Manila-Zamboanga service had an average of 200 passengers per month and the Iloilo-Zamboanga service accommodated a monthly average of 300 passengers.

Table 4.4 presents 1993 passenger traffic information for Zamboanga Port and for the ports of Pagadian, Pulauan, and Malangas. Traffic at Zamboanga was 22.6 percent higher than in 1992, and was 13 percent above the 1991 traffic level. At Pagadian, despite the loss of half of the effective capacity of the pier, due to the earthquake damage, the port accommodated more than 340,000 passengers. By comparison, the much larger port of Sasa Wharf at Davao City accommodated fewer than 170,000 passengers, in 1993, and General Santos had a traffic level of 102,000 passengers.

Traffic of the Zamboanga-Basilan ferries is not shown in

TABLE 4.4
ZAMBOANGA PENINSULA PORT
PASSENGER TRAFFIC, 1993

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AVE.
BOANGA														
passengers	98,488	121,327	94,733	85,227	185,941	135,693	92,576	133,713	123,101	121,607	132,932	155,569	1,480,907	123,409
embarked	40,988	53,926	43,698	41,261	84,799	63,046	47,734	57,383	60,387	63,985	66,660	76,787	700,594	58,383
abarked	57,500	67,401	51,035	43,966	101,142	72,647	44,842	76,330	62,714	57,622	66,332	78,782	780,313	65,026
ality Index														
embarked	70	92	75	71	145	108	82	98	103	110	114	132		
abarked	88	104	78	68	156	112	69	117	96	89	102	121		
DIAN														
passengers	23,739	31,642	28,963	28,780	29,608	31,132	27,691	31,406	30,429	22,643	24,226	31,323	341,582	28,465
embarked	11,938	14,604	13,842	13,523	14,357	15,558	13,482	15,202	14,848	10,499	11,805	14,547	164,205	13,684
abarked	11,801	17,038	15,121	15,257	15,251	15,574	14,209	16,204	15,581	12,144	12,421	16,776	177,377	14,781
ality Index														
embarked	87	107	101	99	105	114	99	111	109	77	86	106		
abarked	60	115	102	103	103	105	96	110	105	82	84	113		
DUAN (Dapitan)														
passengers	18,196	9,619	13,770	18,550	26,312	28,110	24,118	24,456	25,796	18,077	21,942	26,450	255,596	21,300
embarked	8,688	1,719	6,873	9,269	12,178	14,344	12,382	12,523	12,730	9,679	10,885	14,150	125,420	10,452
abarked	9,508	8,100	6,897	9,281	14,134	13,766	11,736	11,933	13,066	8,398	11,057	12,300	130,176	10,848
ality Index														
embarked	85	46	65	87	124	132	113	115	121	85	103	124		
abarked	88	75	64	86	130	127	108	110	120	77	102	113		
DINGAS														
passengers	2,783	3,742	2,879	3,784	3,963	3,626	2,603	2,888	3,744	3,388	3,942	4,240	41,582	3,465
embarked	1,271	1,993	1,449	1,953	2,044	1,671	1,333	1,545	2,044	1,808	2,080	2,482	21,673	1,806
abarked	1,512	1,749	1,430	1,831	1,919	1,955	1,270	1,343	1,700	1,580	1,862	1,758	19,909	1,659
ality Index														
embarked	70	110	80	108	113	93	74	86	113	100	115	137		
abarked	91	105	86	110	116	118	77	81	102	95	112	106		
D-TOTAL ZAMBOANGA PENINSULA														
passengers	143,206	166,530	140,345	136,341	245,824	198,561	146,988	192,463	183,070	165,715	183,042	217,582	2,119,667	176,639
embarked	62,885	72,242	65,862	66,006	113,378	94,619	74,931	86,633	90,009	85,971	91,370	107,966	1,011,892	84,324
abarked	80,321	94,288	74,483	70,335	132,446	103,942	72,057	105,810	93,061	79,744	91,672	109,616	1,107,775	92,315
ality Index														
embarked	75	86	78	78	134	112	89	103	107	102	108	128		
abarked	87	102	81	76	143	113	78	115	101	86	99	119		

† Berth Only
Philippine Ports Authority

Table 4.3, but the passengers embarking and disembarking at the Basilan Island ports of Basilan (Isabela) and Lamitan are mainly traveling to and from Zamboanga. Table 4.5 indicates the 1988-1992 passenger traffic at Basilan (Isabela) and at four Sulu Archipelago ports; the Lamitan Port passenger traffic record is also shown in the table, but only for 1990-1992.

PPA annual traffic totals and the sums of monthly traffic information are usually in accord, but not always, and the 1988 annual total of passenger traffic at Basilan looks incorrect because of the very large imbalance shown for passenger traffic in two directions. Monthly information from the same year adds to approximately 550,000 passengers. Regardless of the correct figure for 1988, passenger traffic declined from an average of 618,000 passengers per annum, during 1989-1990, to a 1991-1992 average of somewhat more than 500,000 passengers.

Of the other ports shown in Table 4.5, passenger traffic was growing only at the port of Siasi. Some of the data are suspect, however, even when they agree with monthly traffic information. For example, Jolo Island appears from the table to have gained 110,000 inhabitants, in 1989, and to have experienced a net inflow by sea of 80,000 people in the following year.

Table 4.6 identifies much of the same traffic for the Sulu Archipelago ports, but shows the traffic by month, to identify the seasonality of passenger traffic at the several ports; the table excludes the year 1989, however, since no monthly traffic information was available to the LSRS for that year.

The Sulu ports did not show a common seasonality, during 1988-1992, but this might be due in part to defects in the data. The July peak at the port of Jolo, for example, was due entirely to an extraordinarily high total of disembarking passengers in July 1988. The traffic record at the port of Bongao has the appearance of greater accuracy, with roughly equal numbers of passengers moving in two directions, and a modest peaking of traffic in the month of June. The port of Siasi exhibited a traffic peak in the month of December, but the other peak shown for the month of March probably results from the erroneous reporting of the combined February/March 1991 traffic, as traffic in March only. Sitangkai was the only one of the Sulu Archipelago ports that exhibited the three-month peak so common in the Philippines, although the Sitangkai peak period was March-May, and April-June was more common elsewhere in the Philippines. Sitangkai had a second, one-month passenger traffic peak in the month of December, which was also common for other routes and areas.

As might be expected, the two ports of Basilan Island exhibit traffic seasonality which was very similar to that of Zamboanga (see Table 4.2), with the exception that the Lamitan

Table 4.5

Passenger Traffic, at Sulu Archipelago Ports, 1988 - 1992

	1988	1989	1990	1991	1992	TOTAL	AVE.
OLO	327,052	208,893	275,041	292,056	296,478	1,399,520	279,964
Disembarked	210,785	159,127	177,377	163,976	183,542	894,807	178,961
Embarked	116,267	49,766	97,664	128,080	112,936	504,713	100,943
<i>Ave. Growth Rate</i>							
Disembarked		(24.5)	11.5	(7.6)	11.9	(12.9)	(3.2)
Embarked		(57.2)	96.2	31.1	(11.8)	(2.9)	(0.7)
ONGAO	285,083	295,683	278,884	279,954	162,441	1,302,045	260,409
Disembarked	143342	144337	136914	142699	79,683	646,975	129,395
Embarked	141741	151346	141970	137255	82,758	655,070	131,014
<i>Ave. Growth Rate</i>							
Disembarked		0.7	(5.1)	4.2	(44.2)	(44.4)	(11.1)
Embarked		6.8	(6.2)	(3.3)	(39.7)	(41.6)	(10.4)
ASI	98,594	74,840	91,925	102,039	112,538	479,936	95,987
Disembarked	44544	41510	51382	55590	60,646	253,672	50,734
Embarked	54050	33330	40543	46449	51,892	226,264	45,253
<i>Ave. Growth Rate</i>							
Disembarked		(6.8)	23.8	8.2	9.1	36.1	9.0
Embarked		(38.3)	21.6	14.6	11.7	(4.0)	(1.0)
TANGKAI	78,545	81,348	77,303	60,464	48,431	346,091	69,218
Disembarked	43008	45662	37953	29216	23,598	179,437	35,887
Embarked	35537	35686	39350	31248	24,833	166,654	33,331
<i>Ave. Growth Rate</i>							
Disembarked		6.2	(16.9)	(23.0)	(19.2)	(45.1)	(11.3)
Embarked		0.4	10.3	(20.6)	(20.5)	(30.1)	(7.5)
SILAN	817,877	620,479	615,434	506,877	496,033	3,056,700	611,340
Disembarked	590,898	307,202	305,135	276,912	259,213	1,739,360	347,872
Embarked	226,979	313,277	310,299	229,965	236,820	1,317,340	263,468
<i>Ave. Growth Rate</i>							
Disembarked		(48.0)	(0.7)	(9.2)	(6.4)	(56.1)	(14.0)
Embarked		38.0	(1.0)	(25.9)	3.0	4.3	1.1
MITAN			79,154	66,258	74,940	220,352	73,451
Disembarked	No	No	45,332	32,913	35,587	113,832	37,944
Embarked	Data	Data	33,822	33,345	39,353	106,520	35,507
<i>Ave. Growth Rate</i>							
Disembarked				(27.4)	8.1	(21.5)	(10.7)
Embarked				(1.4)	18.0	16.4	8.2

Source: Philippine Ports Authority

Table 4.6

Passenger Traffic at Sulu Archipelago Ports, 1988 - 1992

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AVE
DLO														
88	30,249	26,750	27,463	30,900	28,452	29,312	55,503	26,537	18,614	19,412	14,627	19,233	327,052	27.2
Disembarked	15,097	13,880	14,636	16,818	17,293	16,534	44,364	17,832	16,356	13,849	9,654	14,430	210,785	17.5
Embarked	15,152	12,870	12,827	14,082	11,157	12,778	11,139	8,705	2,258	5,563	4,973	4,783	116,267	9.6
89	13,777	13,728	16,085	18,254	21,807	20,522	23,876	23,261	30,172	31,065	31,638	30,856	275,041	22.9
Disembarked	5,580	11,169	13,088	13,258	15,613	17,964	14,196	14,115	16,447	18,806	19,308	17,533	177,377	14.7
Embarked	8,197	2,559	2,997	4,996	6,194	2,558	9,380	9,146	13,725	12,259	12,330	13,323	97,664	8.1
90	21,430	27,161	37,114	32,344	23,855	20,055	21,579	15,354	22,789	20,667	23,340	26,300	292,056	24.3
Disembarked	13,514	12,847	18,612	19,378	13,410	7,602	10,897	10,686	13,327	12,867	14,075	16,761	163,976	13.6
Embarked	7,916	14,314	18,502	12,966	10,445	12,453	10,682	4,668	9,462	7,800	9,273	9,599	128,080	10.6
92	15,950	21,243	18,700	22,549	25,722	29,766	22,655	25,148	28,247	31,217	19,418	35,863	296,478	24.7
Disembarked	10,905	14,357	14,061	15,790	17,846	22,585	13,812	13,035	13,638	15,049	12,788	19,676	183,542	15.2
Embarked	5,045	6,886	4,639	6,759	7,876	7,181	8,843	12,113	14,609	16,168	6,630	16,187	112,936	9.4
Total Jolo (4 years)	126,502	141,135	159,779	169,291	164,000	164,340	207,182	145,968	159,590	162,932	144,856	180,732	1,926,307	160.5
Disembarked	81,406	88,882	99,363	104,047	99,836	99,655	123,613	90,300	99,822	102,361	89,031	112,312	1,190,627	99.2
Embarked	45,096	52,253	60,417	65,244	64,164	64,685	83,569	55,668	59,768	60,571	55,825	68,420	735,680	61.3
Seasonality Index														
Disembarked	82	90	100	105	101	100	125	91	101	103	90	113		
Embarked	74	85	99	106	105	106	136	91	97	99	91	112		
DNGAO														
88	26,506	23,560	24,284	22,558	23,727	24,970	25,355	25,849	23,197	22,740	20,252	22,085	285,083	23.7
Disembarked	13,635	12,431	12,199	11,152	11,981	12,342	13,126	13,300	11,761	11,035	9,992	10,388	143,342	11.9
Embarked	12,871	11,129	12,085	11,406	11,746	12,628	12,229	12,549	11,436	11,705	10,260	11,697	141,741	11.8
90	20,556	23,877	23,712	28,199	22,693	24,882	22,145	23,874	19,847	19,549	22,677	26,923	278,884	23.2
Disembarked	10,657	12,515	11,706	13,158	11,365	12,222	11,012	11,402	9,885	9,656	10,745	12,591	136,914	11.4
Embarked	9,899	11,362	12,006	15,041	11,328	12,660	11,133	12,472	9,962	9,893	11,882	14,332	141,970	11.8
91	22,627	23,864	24,196	24,367	25,123	26,854	20,796	22,492	23,281	19,819	22,132	24,073	279,924	23.3
Disembarked	11,160	11,385	11,976	12,247	13,158	13,737	10,522	12,060	12,185	9,980	12,269	11,990	142,669	11.8
Embarked	11,467	12,479	12,220	12,120	11,965	13,117	10,274	10,432	11,396	9,839	9,863	12,083	137,255	11.4
92	10,687	14,539	15,340	16,014	14,375	18,097	12,899	9,616	11,705	11,534	12,627	15,008	162,441	13.5
Disembarked	5,341	6,996	7,559	8,374	5,973	9,277	6,652	4,695	6,058	4,902	6,092	6,764	79,683	6.6
Embarked	5,346	7,543	7,781	7,640	7,402	8,820	6,247	4,921	5,647	6,632	6,535	8,244	82,758	6.9
Total Dngao (4 years)	80,376	85,840	87,532	91,138	85,918	94,803	81,195	81,831	78,330	73,642	77,638	88,089	1,006,332	83.8
Disembarked	40,793	43,327	43,440	44,931	43,477	47,578	41,312	41,457	39,889	35,573	39,098	41,733	502,608	41.8
Embarked	39,583	42,513	44,092	46,207	42,441	47,225	39,883	40,374	38,441	38,069	38,540	46,356	503,724	41.9
Seasonality Index														
Disembarked	97	103	104	107	104	114	99	99	95	85	93	100		
Embarked	94	101	105	110	101	113	95	96	92	91	92	110		
LSI														
8	5,752	5,646	5,757	5,650	6,210	7,073	8,611	8,047	12,566	4,931	4,338	4,874	79,455	6.62
Disembarked	2,469	2,826	2,890	2,944	3,169	3,895	4,629	4,206	9,961	2,561	2,273	2,721	44,544	3.71
Embarked	3,283	2,820	2,867	2,706	3,041	3,178	3,982	3,841	2,605	2,370	2,065	2,153	34,911	2.90
0	3,174	5,653	6,944	6,990	9,432	8,897	7,683	6,856	7,150	8,962	8,416	11,768	91,923	7.60
Disembarked	1,342	3,076	3,696	4,230	5,383	5,046	4,367	4,031	4,250	4,347	4,706	6,888	51,382	4.28
Embarked	1,832	2,577	3,248	2,760	4,049	3,851	3,316	2,825	2,900	4,615	3,710	4,880	40,543	3.37
1	7,553		17,493	10,241	10,543	9,583	7,578	8,546	8,329	6,277	6,794	9,100	102,099	8.50
Disembarked	4,389		9,160	5,074	5,618	5,034	4,303	4,888	4,735	3,566	3,499	5,364	55,590	4.63
Embarked	3,164		8,333	5,167	4,925	4,549	3,275	3,658	3,594	2,711	3,335	3,736	46,419	3.87

Table 4.6

(Continued)

Passenger Traffic at Sulu Archipelago Ports, 1988 - 1992

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AVE
22	4,325	6,386	6,803	7,897	8,517	8,292	10,006	6,627	11,878	12,732	11,928	17,147	112,538	9,3
Disembarked	2,474	3,718	4,306	4,747	4,886	4,978	5,543	1,984	5,972	6,703	6,437	8,898	60,646	5,0
Embarked	1,851	2,668	2,497	3,150	3,631	3,314	4,463	4,643	5,906	6,029	5,491	8,249	51,892	4,3
all Siasi (4 years)	20,804	17,685	36,999	30,778	34,702	33,845	33,878	30,076	39,923	32,902	31,476	42,889	385,937	32,1
Disembarked	10,674	9,620	20,052	16,995	19,056	18,933	18,842	13,129	24,913	17,177	16,875	23,871	212,162	17,6
Embarked	10,130	8,065	16,947	13,783	15,646	14,892	15,036	14,947	15,005	15,725	14,601	19,018	173,795	14,4
Seasonality Index														
Disembarked	60	54	113	96	108	107	107	86	141	97	95	135		
Embarked	70	56	117	95	108	103	104	103	104	109	101	131		
TANGKAI														
23	5,701	5,508	6,697	6,739	8,023	6,234	6,285	6,125	6,780	6,946	5,959	7,295	78,312	6,5
Disembarked	3,323	3,145	3,911	4,003	4,386	3,359	3,499	3,208	3,565	3,668	3,185	3,475	42,727	3,5
Embarked	2,378	2,363	2,786	2,736	3,637	2,875	2,786	2,917	3,215	3,278	2,774	3,820	35,585	2,9
20	4,112	6,199	8,026	7,631	8,615	6,948	4,680	6,051	5,928	6,138	5,944	7,031	77,303	6,4
Disembarked	2,139	3,120	3,855	3,907	4,447	2,968	2,091	3,066	3,101	2,915	2,885	3,419	37,953	3,1
Embarked	1,973	3,079	4,171	3,684	4,168	3,980	2,589	2,985	2,827	3,223	3,059	3,612	39,350	3,2
21	5,525	4,966	5,736	6,514	7,581	5,533	4,299	4,008	3,661	3,152	3,742	5,729	60,464	5,0
Disembarked	2,630	2,275	2,533	3,239	3,587	2,764	1,935	2,099	1,889	1,686	1,733	2,846	29,216	2,4
Embarked	2,895	2,691	3,203	3,275	3,994	2,789	2,364	1,907	1,772	1,466	2,009	2,883	31,248	2,6
22	3,255	3,328	4,730	4,921	5,057	4,739	3,898	4,381	4,295		3,985	5,642	48,431	4,0
Disembarked	1,547	1,700	1,952	2,326	2,701	2,637	1,909	2,135	2,156		1,999	2,536	23,598	1,9
Embarked	1,708	1,828	2,778	2,595	2,356	2,102	1,989	2,246	2,139		1,986	3,106	24,833	2,0
all Sitangkai (4 years)	18,593	20,201	25,189	25,825	29,276	23,474	19,166	20,563	20,664	16,235	19,630	25,697	264,510	22,0
Disembarked	9,639	10,240	12,251	13,515	15,121	11,728	9,434	10,508	10,711	8,269	9,802	12,276	133,494	11,1
Embarked	8,954	9,961	12,938	12,310	14,155	11,746	9,728	10,055	9,953	7,967	9,828	13,421	131,016	10,9
Seasonality Index														
Disembarked	87	92	110	121	136	105	85	94	96	74	88	110		
Embarked	82	91	119	113	130	108	89	92	91	73	90	123		
SILAN														
24	36,798	37,044	40,761	45,271	45,881	46,303	52,158	56,115	53,857	45,210	43,941	47,559	530,898	45,90
Disembarked	18,695	19,067	21,467	25,186	23,687	25,678	26,934	28,491	27,391	22,374	21,441	23,508	283,919	23,66
Embarked	18,103	17,977	19,294	20,085	22,194	20,625	25,224	27,624	26,466	22,836	22,500	24,051	266,979	22,24
25	37,092	46,038	40,134	48,951	54,834	57,639	56,986	53,184	54,456	56,101	50,484	59,535	615,434	51,28
Disembarked	17,658	21,489	18,795	23,541	27,225	28,404	29,539	26,502	26,829	28,981	25,266	30,906	305,135	25,42
Embarked	19,434	24,549	21,339	25,410	27,609	29,235	27,447	26,682	27,627	27,120	25,218	28,629	310,299	25,85
26	38,109	40,908	40,275	45,617	41,388	41,379	42,264	41,724	39,604	39,762	41,040	54,807	506,877	42,24
Disembarked	20,151	22,122	20,463	22,565	22,563	22,851	23,940	23,157	21,802	22,530	23,817	30,951	276,912	23,07
Embarked	17,958	18,786	19,812	23,052	18,825	18,528	18,324	18,567	17,802	17,232	17,223	23,856	229,965	19,16
27	35,847	45,210	36,514	34,443	32,635	37,146	38,097	39,930	41,961	42,950	53,700	57,600	496,033	41,33
Disembarked	17,994	22,938	19,393	18,774	17,389	19,785	20,430	19,509	20,421	21,360	26,880	34,340	239,213	21,60
Embarked	17,853	22,272	17,121	15,669	15,246	17,361	17,667	20,421	21,540	21,590	26,820	23,260	236,820	19,73
all Basilan (4 years)	147,846	169,200	157,684	174,282	174,738	182,467	189,505	190,953	189,878	184,023	189,165	219,501	2,169,242	180,77
Disembarked	74,498	85,616	86,118	90,066	90,864	96,718	100,843	97,659	96,443	95,245	97,404	119,705	1,125,179	93,76
Embarked	73,348	83,584	77,566	84,216	83,874	85,749	88,662	93,294	93,435	88,778	91,761	99,796	1,044,063	87,00
Seasonality Index														
Disembarked	79	91	85	96	97	103	108	104	103	102	104	128		
Embarked	84	96	89	97	96	99	102	107	107	102	105	115		

Table 4.6
(Continued)

Passenger Traffic at Sulu Archipelago Ports, 1988 - 1992

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AV
LAMITAN														
1990	4,644	6,426	5,130	7,020	3,249	4,158	8,208	8,289	7,167	7,670	7,821	9,432	79,154	6,629
Disembarked	2,754	3,591	2,916	4,176	2,061	2,592	4,993	5,103	4,239	3,851	4,077	4,977	45,332	3,777
Embarked	1,890	2,835	2,214	2,844	1,188	1,566	3,213	3,186	2,928	3,819	3,744	4,455	33,822	2,852
1991	6,399	7,290	5,616	7,425	7,263	5,508	4,752	4,752	4,185	3,267	4,725	5,076	66,258	5,521
Disembarked	3,078	3,834	3,132	3,645	3,699	2,700	2,322	2,160	1,971	1,647	2,349	2,376	32,913	2,742
Embarked	3,321	3,456	2,484	3,780	3,564	2,808	2,430	2,592	2,214	1,620	2,376	2,700	33,345	2,789
1992	3,051	4,104	3,726	3,861	6,993	6,507	4,563	5,805	8,760	8,430	10,470	8,670	74,940	6,245
Disembarked	1,458	1,917	1,728	2,218	3,510	2,943	1,890	2,673	4,080	3,840	5,070	4,260	35,587	2,965
Embarked	1,593	2,187	1,998	1,643	3,483	3,564	2,673	3,132	4,680	4,590	5,400	4,410	39,353	3,280
Total Lamitan (3 years)	14,094	17,820	14,472	18,306	17,505		17,523	18,846	20,052	19,367	23,016	23,178	220,352	18,362
Disembarked	7,290	9,342	7,776	10,039	9,270	6,435	9,207	9,936	10,290	9,338	11,496	11,613	113,832	9,485
Embarked	6,804	8,478	6,696	8,267	8,235	7,958	8,316	8,910	9,762	10,029	11,520	11,565	106,520	8,877
Seasonality Index														
Disembarked	77	98	82	106	98	87	97	105	108	98	121	122		
Embarked	77	96	75	93	93	89	94	100	110	113	130	130		

Note 1: There are no data for the year 1988 & 1989 of Lamitan port so, its only covered 3 years instead of 4 years.

Passenger traffic for this year is not the updated print-out, some of the report was submitted late at PPA office which usually reflects some of the Southern Mindanao report.

Source : Philippine Port Authority

Port peak at the end of the year extends for two months, rather than the month of December only.

Table 4.7 indicates the 1993 traffic information for the ports of Jolo, Bongao, Siasi and Sitangkai, except that the LSRS was unable to obtain data for Sitangkai for the months of May and June. The traffic at Jolo was markedly higher than in past years, being 48 percent higher than the 1992 traffic and 57 percent above the average level for the 1988-1992 period (see Table 4.5). The Siasi 1993 passenger traffic represented an even greater rise in comparison to past levels, as the volume of 186,000 passengers was up by 65 percent from the 1992 traffic, and was 94 percent higher than the average annual traffic at Siasi during 1988-1992. The traffic at Bongao, meanwhile, continued its steep decline from the 1988-1989 period, when volumes were approaching 300,000 passengers per annum. The 1993 level of 140,000 passengers was less than one-half the average annual passenger traffic volume of the port, during 1988-1991, and was 14 percent lower than the 1992 traffic level. (There is a second port right beside Bongao, which is referred to as the Chinese Pier. Passenger traffic at that port averaged 44,000 passengers per annum, during 1992-1993, which represents less than one-third of the Bongao Port traffic reduction from 1988-1991 to 1993.)

Passenger Service Standards

To ascertain the standards of passenger services being operated to Zamboanga and to ports of the Sulu Archipelago, the LSRS conducted surveys of passengers on a number of routes. A survey was conducted, in September 1993, aboard two vessels providing passenger service between Manila and Zamboanga. In November 1993, surveys were conducted at Zamboanga aboard vessels calling at the ports of Jolo, Bongao, Siasi, Sitangkai, and Cagayan de Tawi Tawi, and a survey was conducted at Jolo of passengers traveling between Jolo and the island of Tawi Tawi. Three of the four Basilan-Zamboanga ferries were surveyed, also, at Zamboanga, and one coastal service connection, Zamboanga-Pagadian, was surveyed. Detailed results of these surveys are presented in Tables B.1 through B.180 of Annex B of this LSRS Final Report volume. The principal findings of the surveys are summarized, by individual route, in the following paragraphs.

Manila-Zamboanga Route. The MV Maynilad and the MV Superferry III were surveyed, and a combined sample size of 80 passengers was obtained (this total includes only the passengers going to Zamboanga; another 71 passengers were on their way to Cotabato or Davao, and those survey results are included in the LSRS evaluation of Southern Mindanao liner shipping services). Approximately one-quarter of the interviewed passengers indicated

Table 4.7

Passenger Traffic at Sulu Archipelago Port, 1993

(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE
OLO														
Total passengers	21,686	27,133	37,850	39,859	26,029	11,408	40,420	41,874	43,447	42,170	28,861	46,365	140,402	36.70
Disembarked	11,323	15,036	10,834	19,904	11,518	22,620	20,003	20,816	21,535	21,359	14,970	22,153	212,071	17.67
Embarked	10,363	12,397	27,016	19,955	14,511	21,788	20,417	21,058	21,912	20,811	13,891	24,212	228,331	19.02
Seasonality Index														
Disembarked	64	85	61	113	65	128	113	118	122	121	85	125		
Embarked	51	65	142	105	76	115	107	111	115	109	73	127		
ONGAO														
Total passengers	11,575	10,882	11,173	13,448	15,135	15,445	9,626	9,612	10,557	9,707	10,997	12,122	140,279	11.69
Disembarked	5,851	5,127	4,981	6,753	6,843	7,044	5,341	4,437	5,300	5,032	5,370	6,204	68,283	5.69
Embarked	5,724	5,755	6,192	6,695	8,292	8,401	4,285	5,175	5,257	4,675	5,627	5,918	71,996	6.00
Seasonality Index														
Disembarked	103	90	88	119	120	124	94	78	93	88	94	109		
Embarked	95	96	103	112	138	140	71	86	88	78	94	99		
LASI														
Total passengers	15,044	11,254	12,050	39,198	17,369	17,412	12,742	12,207	10,537	11,081	14,779	12,547	186,220	15.51
Disembarked	8,186	5,867	6,880	10,779	6,417	7,517	6,154	6,003	5,965	5,827	7,241	6,865	83,701	6.97
Embarked	6,858	5,387	5,170	28,419	10,952	9,895	6,588	6,204	4,572	5,254	7,538	5,682	102,519	8.54
Seasonality Index														
Disembarked	117	84	99	155	92	108	88	86	86	84	104	98		
Embarked	80	63	61	333	128	116	77	73	54	61	88	67		
TANGKAI *														
Total passengers	3,787	3,983	3,497	5,694			3,864	3,448	4,394	4,372	5,193	5,019	43,251	3.60
Disembarked	1,859	1,948	1,668	3,082			1,957	1,771	2,387	2,266	2,376	2,795	22,109	1.84
Embarked	1,928	2,035	1,829	2,612			1,907	1,677	2,007	2,106	2,817	2,224	21,142	1.76
Seasonality Index														
Disembarked	101	106	101	167			106	96	130	123	129	152		
Embarked	109	116	104	148			108	95	114	120	160	126		
RAND-TOTAL SULU ARCHIPELAGO														
Total passengers	52,092	53,552	64,570	98,199	58,533	77,265	66,652	67,141	68,935	67,330	59,830	76,053	810,152	67.51
Disembarked	27,219	27,978	24,363	40,518	24,778	37,181	33,455	33,027	35,187	34,484	29,957	38,017	386,164	32.18
Embarked	24,873	25,574	40,207	57,681	33,755	40,084	33,197	34,114	33,748	32,846	29,873	38,036	423,988	35.33
Seasonality Index														
Disembarked	85	87	76	126	77	116	104	103	109	107	93	118		
Embarked	70	72	114	163	96	113	94	97	96	93	85	108		

No report submitted for the month of May & June, 1993

Source: Philippine Ports Authority

that they traveled the route four or more times a year, and a slightly higher percentage of the survey sample had a business-related travel purpose. A fairly high 30 percent of the passengers interviewed indicated that they had never sailed the route before. The majority of the other passengers (41 percent of the total sample) indicated that services on the route had improved over the past period of two years.

Nearly all of the passengers interviewed (78 out of 80) were of the view that their seating/sleeping areas were very clean or at least were satisfactory in this regard at the start of the voyage, and nearly as large a proportion expressed satisfaction with the air comfort level of these same areas. Three-quarters of the passengers felt that the toilets and washing facilities were "clean & well maintained", and most of the other passengers felt that they were "satisfactory".

Ninety percent or more of the surveyed passengers rated the following as excellent or satisfactory: adequacy of on-board drinking water supplies; comfort and cleanliness of eating areas; meals; vessel open areas for passengers; comfort and cleanliness of the waiting area before boarding; the vessel boarding process; baggage security on board the vessel; and management attitude toward service quality.

More than three-quarters of the passengers, but fewer than 90 percent of the survey sample, also offered the vessels and shipping operators good marks for: service sufficiency and convenience; adherence to service schedule; service speed; the attitudes of both shore-based operator staff and the vessel crew toward the passengers, and the efficiency of staff; and the convenience of booking of space. None of the passengers had experienced being "bumped" after making a reservation on this route, during 1991-1993.

Zamboanga-Basilan Island Ferry Services. The LSRS interviewed passengers aboard three of the four ferries operating between Zamboanga and Basilan Island. These vessels included two Basilan Shipping Lines vessels: the MV Dona Ramona, which was franchised to operate into the Basilan port of Isabela, but was actually operating between Zamboanga and the Basilan port of Lamitan in November 1993; and the MV Lenora, which was actually only franchised to operate as a tramp vessel (see Chapter 2 discussion). The third ferry vessel surveyed was the MV Estrella del Mar. A combined survey sample of 246 passengers was obtained by the LSRS. About one-quarter of the passengers surveyed were traveling for business-related reasons and another one-quarter were traveling for purposes of family affairs. As might be expected for a journey by ferry, travel frequency on the route was found to be high, with more than half of the sample (136 passengers) traveling the route one or more times per month.

Passengers on the two Basilan Shipping ferry vessels rated most aspects of services very highly; passengers on the MV Estrella del Mar were also generally satisfied with the services being operated, but did not rate the vessel quite as highly as the Basilan Shipping vessels were rated. Sizable proportions of the passengers on board all three of the vessels considered that services had been improved over the preceding two years: on the MV Lenora, approximately one-third of the passengers surveyed expressed the view that services had "considerably" improved, and another one-third felt that there had been a "slight" improvement of services; aboard the MV Dona Ramona, just over half of the interviewed passengers were of the view that improvement had occurred, but most of them thought that the improvement had been "slight"; and 15 percent of the Estrella del Mar passengers viewed services as having "considerably" improved, while another 26 percent had detected "slight" improvement.

Other significant results of the LSRS survey of Zamboanga-Basilan ferries are:

- Seventy percent or more of the passengers on the MV Lenora rated the service as "excellent" in regard to sufficiency, convenience, and adherence to schedule. On the other two ferries, most passengers rated services as being "generally good" in these same respects.
- Whereas more than 80 percent of the passengers on each of the Basilan Shipping vessels considered service speed to be either "fast" or "satisfactory", slightly more than half of the Estrella del Mar passengers thought the vessel to be "slow" or "very slow".
- Passengers on all three of the ferries rated the respective crews highly in regard to their efficiency and attitude toward passengers.
- Approximately 30 percent of the survey sample on each of the three ferry vessels did not choose to answer questions regarding management attitude toward service quality and the attitude and efficiency of the operator's shore-based staff. Most of the passengers who did answer these two questions, however, gave favorable views of operator management and staff.
- Passengers on the two Basilan Shipping vessels were nearly unanimous in viewing their seating areas as being clean and comfortable; 83-85 percent of the passengers on the Estrella del Mar considered the seating areas on that vessel to be both clean and comfortable.

Zamboanga-Jolo Route. The LSRS surveyed six vessels

providing passenger services between Zamboanga and Jolo. The vessels were the MV Nafiesa-A, the MV Merlyn, the MV Magnolia Grandiflora, the MV Dona Isabel I, the MV Lady Ruth, and the MV Sampaguita Blossom. On the last named, only six passengers traveling to Jolo were interviewed, but the sample sizes on the other five vessels were significant, ranging from 35 to 67 passengers (these numbers exclude passengers going to other destinations than Jolo). The combined sample size was 244 passengers. Approximately one-quarter of the passengers indicated that their travel frequency on the route was one or more times per month.

Survey results obtained were very different among the five vessels for which the survey sample was significant: two vessels were generally rated highly by their passengers, and two received quite low ratings, while the fifth vessel was rated as fair in regard to most aspects of service. Results obtained included:

- Eighty percent or more of the passengers on board the MV Nafiesa-A and the MV Merlyn viewed their seating/sleeping areas as clean and comfortable, and about three-quarters of the passengers on these two vessels considered that the toilets and washing facilities were also kept in satisfactory condition during their voyages. On the other three vessels between 46 and 72 percent of the passengers thought that their seating/sleeping areas were unclean at the start of the respective voyages, and between 51 and 63 percent of these passengers considered that the seating/sleeping areas were uncomfortable from the standpoint of ventilation/temperature.
- Similarly, most of the passengers on the MV Nafiesa-A and the MV Merlyn found the vessels' open spaces for passengers to be satisfactory, whereas more than half of the passengers on each of the other three vessels considered the open spaces to be inadequate or even "unacceptable".
- Only one of the vessels was rated by the majority of its passengers as having an inadequate or "chaotic" boarding procedure.
- More than half of the passengers on each vessel expressed the view that services were at least "fair" in regard to sufficiency, adherence to schedule, and convenience, but 28 to 30 percent of the combined sample (14 to 46 percent of the passengers on the individual vessels) considered that services were "very poor" in these respects.
- Similarly, the majority of passengers on each vessel

were satisfied with service speed, but one-quarter of the combined sample viewed service as being "very slow".

- Despite the low grades earned by three of the surveyed vessels for some aspects of services, the majorities of passengers on all of the vessels rated operator personnel (vessel crew and shore-based staff) as satisfactory, and passengers on four of the vessels also gave management a "satisfactory" rating.

Zamboanga-Siasi Route. Three of the six vessels surveyed on the Zamboanga-Jolo route continued on to Siasi, viz., the MV Magnolia Grandiflora, the MV Lady Ruth, and the MV Sampaguita Blossom. The LSRS obtained a small combined sample of 16 passengers from the three vessels. With such a small sample, fairly general agreement was necessary for results to be significant.

Passengers considered services to be satisfactory in terms of sufficiency, convenience and adherence to schedule, with only one passenger dissenting in each case. Passengers generally approved of the vessel crew and the operator's shore-based staff (13 or 14 passengers expressed favorable views in response to these two questions), but there was less agreement in the assessment of management attitude toward service quality. Other significant results included expressed dissatisfaction with: cleanliness of seating/sleeping areas (11 passengers); air comfort of the seating/sleeping areas (14 passengers); and vessel open areas for passengers (13 passengers).

Zamboanga-Bongao Route. The same three vessels that served the Zamboanga-Siasi connection, continued onward to Bongao, and the LSRS obtained a larger sample of 42 passengers (as compared to the 16 only who were destined for Siasi). Half of the sample was comprised of travelers on business, and 40 percent of the sample indicated that they traveled the route more than six times per year.

Three-quarters or more of the passengers expressed favorable views in regard to: management attitude toward service quality; the efficiency and attitude toward passengers of the vessel crew and the operator's shore-based staff; the waiting area before boarding in terms of comfort and cleanliness; and the boarding process. Three-quarters or more of the passengers also gave services at least a "fair" rating in regard to sufficiency, convenience, and adherence to schedule, and 72 percent considered that service speed was satisfactory. Two-thirds of the interviewed passengers considered that the cleanliness of their seating/sleeping areas was satisfactory at the beginning of the voyage, and 57 percent thought that the air comfort level of these areas was satisfactory. Fifty-seven percent of the

passengers were dissatisfied with the maintenance and cleanliness of toilets and washing facilities during the voyage, and two-thirds of those responding to a question regarding the supply of drinking water considered supplies to be inadequate.

Jolo-Tawi Tawi Route. One passenger survey was conducted by the LSRS at Jolo, to assess the adequacy of service on the connection between the two relatively large islands of Jolo and Tawi Tawi. Only one vessel, the MV Dona Isabel I, was surveyed, and a sample of 36 passengers was obtained. One-third of the passengers were traveling on business, and one-quarter of the passengers indicated that they traveled the route more than five times per year.

Passengers gave some high marks to some aspects of services and some low marks to other aspects. More than 60 percent of the interviewed passengers thought that operator schedule adherence was "fair" or better, and a high 94 percent of the passengers rated services as being at least "fair" in regard to sufficiency and convenience. More than 40 percent of the passengers considered that services had improved over the past period of two years. Three-quarters of the passengers were willing to rate the operator's attitude toward service-quality as satisfactory, and more than half of the passengers offered favorable opinions of the vessel crew and the operator's shore-based staff.

On the other hand, majorities of the passengers expressed unfavorable views of the following: the comfort and cleanliness of the waiting area before boarding (11 percent "unsatisfactory" and 44 percent "unacceptable"); the vessel boarding process (31 percent "unsatisfactory" and 25 percent "chaotic"); the supply of drinking water (56 percent, evenly divided between "unsatisfactory" and "unacceptable"); and the cleanliness and maintenance of toilets and washing facilities during the voyage (50 percent "unsatisfactory" and 14 percent "unacceptable"). One-half of the interviewed passengers were also dissatisfied with the cleanliness of their seating/sleeping areas at the beginning of the voyage, and more than 40 percent of the passengers expressed unhappiness with the air comfort levels aboard the vessel and with the vessel's open areas for passengers.

Zamboanga-Sitangkai Route. The same three vessels surveyed on the routes connecting Zamboanga to Siasi and Bongao, continued onward from the latter port to the port of Sitangkai on the small island of the same name in the Sibutu Island Group, i.e., at the far southwestern end of the Sulu Archipelago, and approximately 4 degrees 40 minutes north of the equator. The combined survey sample obtained by the LSRS was only 15 passengers, so that near total accord was required in order for survey results to be significant. On this basis, with only one dissenting view in each case, the passengers were approving of services from the

standpoint of their sufficiency, convenience, and vessel adherence to schedule, and held favorable views in regard to the operator's management and staff (both the shore-based staff and the vessel crew).

Zamboanga-Cagayan de Tawi Tawi Route. The only vessel surveyed on this route was the MV Mocking Bird, and a sample of 51 passengers was obtained. Most of the passengers traveled the route infrequently (no more than 3 times per year); however, only one of the passengers had not traveled the route at all before the voyage being surveyed.

Approximately two-thirds of the passengers interviewed by the LSRS expressed the opinion that their seating/sleeping areas were clean at the beginning of the voyage and the air-comfort level of these areas was satisfactory. A somewhat smaller proportion (57 percent) of the passengers viewed the maintenance and cleanliness of toilet and washing facilities as satisfactory. All of the passengers expressed their satisfaction with the cleanliness and comfort of the waiting area before boarding.

Besides generally expressing satisfaction with the cleanliness and maintenance of the vessel and waiting area, large majorities of the passengers expressed favorable views of: the vessel's open areas for passengers (63 percent); the operator's space reservation system (73 percent); the perceived attitude of operator management toward service quality (also 73 percent); the efficiency of the operator's shore-based staff and their attitude toward passengers (71 percent); the efficiency and attitude of the vessel crew (87 percent); service speed (73 percent); adherence to schedule (85 percent, or, excluding the "fair" rating, 67 percent); and the sufficiency and convenience of services (95 percent, of which 24 percent offered only a "fair" rating).

Although 20 of the 50 passengers who had traveled the route before thought that services had improved slightly over the past two years, another 12 passengers considered, instead, that there had been some deterioration of service quality.

Zamboanga-Pagadian Route. The LSRS was primarily concerned with interisland shipping services, but along both coasts of the Zamboanga Peninsula coastal shipping services are also important, and the LSRS therefore included within its surveys one of these routes. The MV Dona Isabel II was operating between Zamboanga and Pagadian (continuing onward to Jolo from Zamboanga), and a sample of 113 coastal travelers was obtained. Thirty-seven percent of the passengers traveled the route with an average frequency of at least once a month.

The service received fairly low marks from the interviewed passengers in regard to most aspects of services. Specifically:

- One-quarter of the passengers rated service as being "slow", and another one-quarter offered a rating of "very slow".
- Thirty-eight percent of the passengers viewed the service as being "very poor" in terms of sufficiency and convenience. On the other hand, nearly as many passengers gave the service a rating of "generally good" or "excellent".
- The service was rated highest in regard to schedule adherence, with more than 40 percent of the passengers viewing adherence as "generally good" or better, and only one-quarter of the passengers considering that service reliability was "very poor".
- Approximately two-thirds of the passengers considered their seating/sleeping areas to be unclean and uncomfortable, and the toilets and washing facilities to also be unsatisfactory in terms of cleanliness and maintenance.
- More than 70 percent of the passengers felt that vessel open areas for passengers were inadequate or unacceptable.
- More than half of the passengers viewed the boarding process to be unsatisfactory or chaotic.
- Forty percent of the passengers indicated that they did not perceive a satisfactory attitude on the part of operator management toward service quality. The remaining passengers thought that management had a satisfactory attitude.
- Operator staff were given slightly higher ratings by the passengers than those given to management, with approximately two-thirds of the passengers rating shore-based staff and the vessel crew as "satisfactory" or "excellent" in terms of efficiency and attitude toward passengers.
- Two-thirds of the passengers felt that there had been no change in service standards over the past two years, but another 20 percent of the passengers indicated that, in their view, services had suffered some deterioration, and were less good than in the past.

Referring back to Table 2.4 of Chapter 2, the much higher cargo tonnages accommodated by the vessels (including the Dona Isabel II) of SKT Shipping Corp., than most other liner vessels operating in the Sulu Archipelago, may account for some of the

passenger dissatisfaction on these vessels, as delays and cramped vessel conditions might occur due to the cargo operations.

Passenger Service Fares

MARINA specifies fork tariffs for Third Class passage for all of the liner shipping, ferry and coastal routes having Zamboanga as a terminus or an intermediate port-of-call. The 1993 fork tariffs for these routes are indicated in Table 4.8. The table also shows the actual rates, in 1993, as these were identified by the Zamboanga Maritime Regional Office (MRO) or from the LSRS passenger surveys. Since fares for Second Class and Third Class services are deregulated, MARINA does not specify or monitor the fares for these services. The LSRS obtained passage rates for First and Second Class services on the only two routes surveyed where such services were being provided. Only one coastal route was surveyed by the LSRS (Zamboanga-Pagadian), so that the table indicates that no data (ND) were independently obtained by the LSRS on fares charged for other coastal services. The Zamboanga MRO information on the fares for these routes was accepted by the LSRS as being accurate, however, since the two sources (i.e., the MRO and LSRS surveys) are in complete accord for other routes.

As the table shows, the fare levels for the liner shipping services between Zamboanga and both Bongao and Sitangkai were slightly (5-6 percent) above the upper limits of their respective official fork tariffs, and fares for services to Manila, Cebu, Jolo, and Siasi were all within their respective official fork tariffs. Fares for coastal services were either within their respective fork tariffs, or were lower than the lower limit of those tariffs.

Many short-distance ferry services throughout the Philippines tend to significantly exceed their respective fork tariffs for Third Class passage, and this was also the case with the ferry service between Zamboanga and Basilan. Third Class passage aboard the Zamboanga-Basilan ferries was, during 1993, more than 40 percent above the upper limit of the official fork tariff. In addition to the ferry service, only the fare for Third Class service between Zamboanga and Cagayan de Tawi Tawi was considerably above (by nearly 50 percent) the upper limit of the fork tariff for that route.

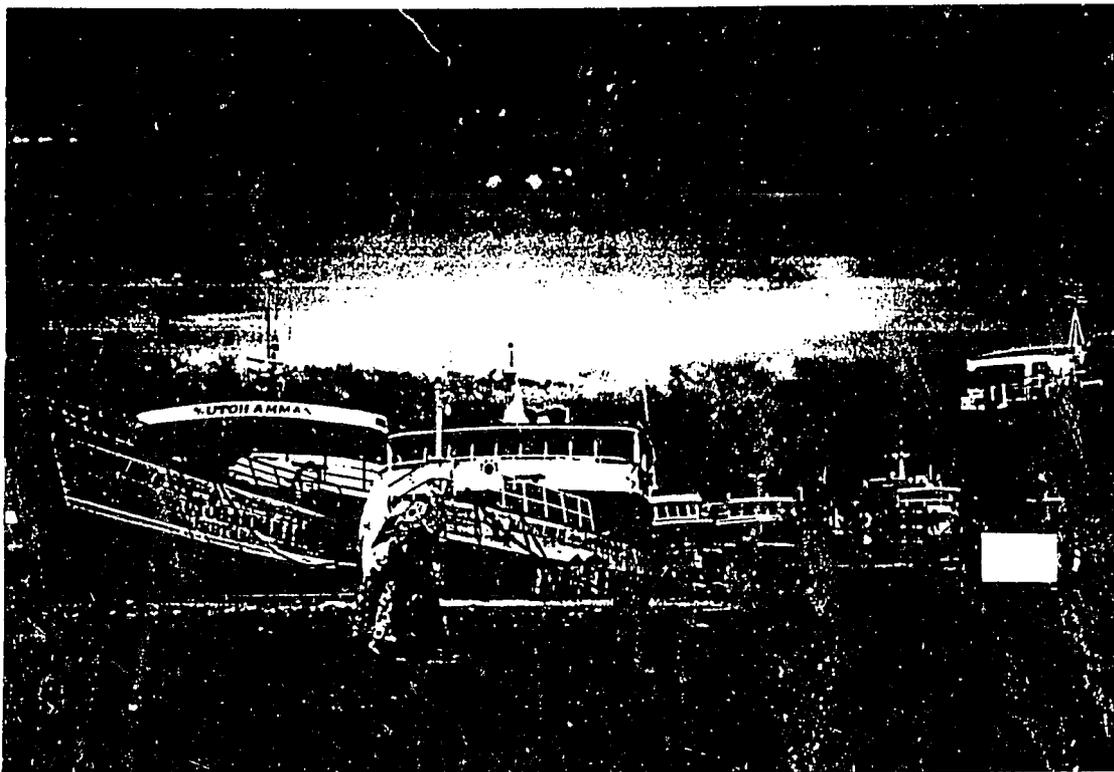
TABLE 4.8

Passenger Fares for Services from Zamboanga, 1993
(Pesos)

DESTINATION	MARINA		Actual Fares			
	Fork Tariff		Zbga MRO	As Reported in LSRS Passenger Surveys		
	Third Class		Third Class	1st Class	2nd Class	3rd Class
	MIN.	MAX.				
Ilanila *	407.70	527.60	ND	900-1000	600-750	480-503
Iebu	220.05	284.80	271	ND	ND	ND
Ilo	80.80	104.55	100	-	-	100
Iasilan (Isabela and Lamitan)	13.30	17.20	25	45	30	25
Iasi	105.65	136.75	130	-	-	130
Iongao	160.70	207.95	217	-	-	217
Iangkalai	188.65	244.10	258	-	-	258
Iagayan de Tawi Tawi	181.65	235.05	ND	-	-	350
Iagadian	104.80	135.60	125	-	-	125
Iarawai	50.35	65.20	61	ND	ND	ND
Iacon	59.90	77.50	75	ND	ND	ND
Ialangas	80.55	104.25	95	ND	ND	ND
Iargos sa Tubig	83.65	108.25	110	ND	ND	ND
Ialusan	57.05	73.80	65	ND	ND	ND
Iagasa	60.10	77.80	65	ND	ND	ND
Iacia	70.35	91.00	65	ND	ND	ND
Iibanipa	59.90	77.50	65	ND	ND	ND
Iyao	61.05	79.00	65	ND	ND	ND
Ial	62.75	81.20	50	ND	ND	ND
Iloy	98.70	127.70	75	ND	ND	ND
Ialangan	110.90	143.50	100	ND	ND	ND

Lower fares are those of the Superferry III, and higher fares for each class are those of the Maynilad. Both vessels were surveyed in September 1993.

PORT OF ZAMBOANGA



Passenger cargo ferries serving Zamboanga - Jolo shipping route.



Container yard / container freight station.

5. FACTORS AFFECTING SERVICE ADEQUACY

Introduction

Chapters 3 and 4 of this report volume have evaluated, respectively, the cargo services and the passenger services being provided by the liner shipping and ferry operators serving ZAMBASULA ports. The discussions in those chapters have identified that shippers and passengers were mostly satisfied with services that were being provided, during November 1993-February 1994, and had no complaints regarding charges for services. A notable exception to the general adequacy of services is the need for cargo container services between Zamboanga and Cebu. Other exceptions were the unreliability of services to the island of Siasi, and the limited hinterlands of the Basilan Island ferry ports of Isabelita and Lamitan. Some of the vessels performing passenger services to ports of the Sulu Archipelago were also slow, cramped, and in poor condition, in the views of many passengers.

In Chapter 5, an effort is made to identify the underlying causes of these shipping service inadequacies. To the extent that services were found to be adequate in the ZAMBASULA area, it appears mainly to have been due to the structure of the shipping industry and the level of competition in the area. Frequent services were being provided by a few or several operators on most local routes, and the coastal services were in competition with road transport services. The service inadequacies, which, as stated above, were found to be limited, seem mainly to have been due to the role of government; on the one hand, government could do more to provide adequate infrastructure and ensure its proper use, and, on the other hand, government interference with the shipping industry's operations needs to be limited and clearly defined.

In the following sections of this chapter, the LSRS discusses:

- o Government regulation and control of the ZAMBASULA shipping industry.
- o Port development and operations.
- o Development of the Basilan road network.
- o Peace and order on Basilan Island and in the Sulu Archipelago.

In regard to the last of the above, the LSRS, is not tempting to present a complete discussion, which would be

beyond both the workscope of the study and the expertise and knowledge of the study team. The LSRS discussion of peace and order is, instead, limited to a presentation of how the current lack of security is affecting Basilenos, and shipping operator investment plans, as explained by individuals interviewed by the LSRS in the affected areas.

Government Regulation and Control of the ZAMBASULA Shipping Industry

The ZAMBASULA shipping industry expressed concern to the LSRS about seven aspects of government regulation and control; five of these involve needs for reduced government control or for more efficient and cost-effective methods of control, and two represent expressed concerns by a portion of the shipping industry regarding government relinquishing of effective control. These are:

- Of greatest concern to the ZAMBASULA shipping industry was the possibility that MARINA vessel seaworthiness requirements would: (i) necessitate costly vessel replacement and classification; (ii) make wooden-hulled vessel acquisition more attractive for interisland services, to avoid classification requirements; and (iii) force some operators to discontinue operations. The operators agreed that there is a need to ensure that all vessels performing commercial services in the Philippines are seaworthy, but they would like MARINA to be cognizant of their particular constraints in regard to fleet renewal, and to work out a realistic, phased plan for this renewal.

The operators indicated that they were inhibited in replacing unseaworthy vessels by the large extent to which they had to provide free passage. The issuers of "free passes" were all government agencies, of which the PCG was reportedly the worst offender, with other issuers including PPA, the Philippine National Police (PNP), local governments and police, and the military. Operators were being required to honor all of these free passes, the numbers of which normally ranged between 5 and 20 percent of the passengers on a voyage, but had reached even as high as 80 percent. The island and port of Siasi was notorious among shipping operators as a generator of free passes, and operators sometimes were avoiding the island for that reason. Some operators estimated for the LSRS that the amount of money lost through the honoring of free passes would, if they could collect it, permit them to renew their vessel fleets every ten years.

- Operators were also incurring high expenses as a result of having to come to MARINA headquarters in Manila (with their lawyers) in order to attend hearings on their franchise and franchise renewal applications. The operators favored MARINA's policy of decentralization of functions, but wanted that policy extended to permit the Zamboanga Maritime Regional Office (MRO) to reach decisions on contested applications, as well as on uncontested applications, that were within their geographic jurisdiction (as nearly all services to Sulu Archipelago ports are in 1993-1994).
- Operators pointed out that there was a duplication of function in regard to the vessel certificate of inspection, since these were being given by both MARINA and the PCG. The LSRS was apprised of a case where the two agencies had conflicting opinions regarding the seaworthiness of a vessel. The operators wanted to be informed as to which certificate permitted them to operate without being athwart the law. One certificate and one overseeing agency should suffice, and the operators were hoping to see this duplication of function brought to an end.
- The operators requested that only PPA clearance be required for vessel departure from ports. Although an Executive Order to this effect had been issued in December 1991, the PCG was continuing to assume authority for giving port departure clearance, using the checking of Safety of Life at Sea (SOLAS) certificates as an excuse for assuming this function. The LSRS was apprised of an instance when a vessel was given chase for failing to obtain PCG clearance to depart a port, and was required to return. (In this connection, the LSRS notes that SOLAS was not intended to apply to vessels of under 500 GRT, which means that it was not applicable to most of the vessels serving the ports of Basilan and the island groups of the Sulu Archipelago.)
- The operators of steel-hulled vessels serving the Sulu Archipelago complained that PPA was failing to properly control the use of port facilities at Zamboanga. Wooden-hulled vessels were being permitted to sit at berth for periods of three days, and on occasion for more than a week, thereby creating entirely unnecessary congestion at the port. The operators had lodged complaints about this practice with PPA but, as of February 1994, to no avail.
- The operators serving ports of the Sulu Archipelago

were concerned that MARINA's route franchising liberalization policy might permit some of the long-distance operators to initiate services to Sulu Archipelago ports. The LSRS notes, however, that MARINA's policy was already having its desired effect among the Sulu Archipelago operators, since they were contemplating fleet upgrading programs to make them better able to compete; they were giving consideration, especially, to the introduction of RORO services (see port development discussion below), and even to the possibility of instituting fast ferry operations between Zamboanga and Jolo (a distance of 83 n.m.).

Port Development and Operations

Besides PPA ensuring the proper use of berths at Zamboanga, as discussed in the preceding section, the ZAMBASULA shipping industry requires the following actions on the part of PPA:

- **Construction of RORO berths at ports.** In February 1994, it cost P1,500 in freight and another P1,500 for arrastre to ship a passenger car from Zamboanga to Isabela, Basilan, a distance of 14 n.m. Based on the RORO ferry charges for the slightly longer Batangas-Calapan route, the cost of moving a passenger car by RORO ferry from Zamboanga to Isabela would be approximately P300, i.e., approximately one-tenth of the conventional vessel cost. RORO ferry operations would also alleviate the cargo unloading difficulties that were occurring at Isabela, since much less time would be required for unloading, if many of the cargoes were loaded aboard goods vehicles carried by the ferry. Shipping operators at Zamboanga wanted RORO berths provided at other Sulu Archipelago ports, as well, and indicated to the LSRS that they would acquire RORO vessels if such berths were provided.
- **Expansion of Siasi Port.** Although the numbers of free passes given at Siasi constituted one reason that operators sometimes bypassed the port, a second reason was that operators were disinclined to wait when another steel-hulled vessel was already at the port's 29-meter pier (the port also has a marginal wharf which is 36 meters in length, but this was usually partly occupied by various wooden-hulled vessels). A pier extension was needed at the port, to enable shipping services there to become reliable.
- **Arrastre contractors at Sulu Archipelago ports.** Shippers and shipping operators did not directly

complain in LSRS interviews about the services or the charges of arrastre contractors at ports of the Sulu Archipelago. On the other hand, shipping operators expressed interest in acquiring RORO vessel capacity, in part to eliminate the need to rely on these arrastre contractors. The LSRS was informed that arrastre workers at the ports of the three island provinces of Basilan, Sulu and Tawi Tawi were working until 1700 hours only, after which there were no cargo loading/unloading operations. Shipping operators also indicated that they needed to supplement arrastre labor by recruiting labor in Zamboanga and accommodating the laborers aboard their vessels. Only the laborers so recruited, the LSRS was informed, would be willing to undertake the loading and unloading of heavy cargo. Payment for cargo-handling services would be made by the shipping operator to the contractor at each port, who would then pay the laborers who had been recruited by the shipping operator at Zamboanga. The operators and shippers also did not directly complain of any cargo damage caused by rough handling by arrastre workers, yet, in discussing the desirability of converting to RORO operations, the operators gave as a reason for the conversion the minimization of cargo damage. At a minimum, there is a need to ensure that contractors have full complements of labor, and to institute longer arrastre hours at Sulu Archipelago ports, at least until such time as a sizable proportion of cargo services have been converted to RORO operations. There also appears to be a more general need for PPA to review the standards of cargo-handling services at the individual ports.

Basilan Island Road Development

Basilan is an island with 1,354 square kilometers of area. Nearly all of the island is within 30 kilometers of one or the other of the two ferry ports of Lamitan and Isabela. Thus, it should be possible for the ports to serve nearly all of Basilan's needs for sea transport services (with the port of Zamboanga being relied upon for longer-distance connections). Instead, the southern portion of Basilan Island was having, in 1993-1994, to rely on pumpboat connections to Zamboanga, due in part to the bad condition of Basilan roads. The two ferry operators were planning to acquire larger vessels to serve the Isabela route, in which case capacity at the two ferry ports would then be sufficient to serve the entire island (although neither of the two intended 1994/1995 vessel acquisitions was to be a RORO vessel). What was needed to permit the realization by the ferry services of their full hinterland and traffic was the improvement

of the Basilan road network.

Peace and Order

Piracies were once a problem in the Sulu Archipelago, but shipping operators indicated that they no longer constituted a problem in 1993-1994. This might be due in large part to the employment by the operators of PNP personnel as security escorts for every voyage. Although the scheme had proven to be effective, it added to the operating expenses of the operators.

Operators indicated that they were holding vessel acquisition plans in abeyance because of the instability of the area, Sulu Province in particular. The uncertainty of the situation was yet another consideration to be taken into account in reaching agreement with MARINA on a phased program for improving vessel seaworthiness in the Sulu Archipelago.

For the Basilan ferry ports to serve the entire island, there had to be improvement of the security situation, concomitantly with the improvement of the road network.

6. APPROACH TO IMPROVING SERVICE ADEQUACY

Introduction

The actions discussed in this chapter to bring about improvement of domestic shipping services in the Sulu Archipelago do not extend to the improvement of security of any portion of the area, nor is the LSRS able to advise the Basilan Provincial Government on the improvement of the province's road network. Progress in both of these areas is essential, however, if the combined hinterland of the province's two ferry ports of Isabela and Lamitan is to extend to the entire island.

The actions discussed in this chapter are those that might desirably be taken by MARINA, PPA and the PCG. Actions recommended for MARINA are first discussed, including the development of a close working relationship with the PPA. Actions that the LSRS is recommending be taken by the PPA and the PCG are then discussed.

MARINA Actions for Shipping Service Improvement

Several of the actions which the LSRS is recommending be taken by MARINA are in line with policies and institutional objectives already adopted by MARINA, but may be extensions of those MARINA policy and institutional decisions, or deal with the manner of implementation. In particular, MARINA has adopted a policy of decentralization of its functions, wherein the MROs will be taking on portions of the MARINA Central Office (MCO) workload, responsibilities, and authority. Similarly, MARINA has adopted the Domestic Shipping Service Monitoring System (DOSSMONS), which entails, inter alia, the development of a close working relationship between MARINA and the PPA. MARINA has reached an agreement with the PCG, with the signing of a Memorandum of Agreement (MOA), in order to avoid function overlaps in the area of maritime safety. LSRS recommendations for MARINA actions for the improvement of shipping services to ports of the ZAMBASULA area are discussed in the following paragraphs.

Development of the Zamboanga MRO

The LSRS is recommending that the MARINA policy of decentralization of functions be extended further in the case of the Zamboanga MRO, than is currently intended. Specifically, it is desirable that the Zamboanga MRO:

Be empowered to make decisions on all franchise and franchise renewal and amendment applications that are entirely within its geographic jurisdiction, whether or not the applications are contested, and be institutionally developed to enable it to effectively carry out this function.

- Be empowered to enter into a close working relationship with the Southwestern Mindanao Shipowners Association (SMSA), in line with the design of DOSSMONS.
- Take on the MARINA responsibility for encoding and analyzing all operator annual reports required of operators that are homeported at Zamboanga or at other ports under the jurisdiction of the MRO, and for ensuring that the reports are upgraded, as might be required, to meet all MARINA standards for reporting.
- Be instructed to work both with SMSA members and independent operators to produce an acceptable scheme and timetable for the upgrading and renewal of the local vessel fleet, with the objective of improving the seaworthiness of vessels in the area (but not necessarily bringing vessels up to international classification standards nor requiring classification).
- Be instructed to thoroughly investigate the allegations of shipping operators, as they are reported in this report volume, in regard to the issuance of free passes by a number of government organizations. This effort would desirably extend to identifying by government organization and port the numbers of such passes that are issued, over a period of three months or until the situation is corrected (whichever is longer), and setting up an internal procedure whereby the situation will be monitored on a from-time-to-time basis, after initial improvement has been achieved.
- Be instructed to work closely with the Zamboanga District Office of the PCG, to avoid function overlaps and to improve the effectiveness and accuracy of monitoring various aspects of maritime safety.

RORO Vessel Operations

The LSRS is recommending in other volumes of this Final Report that RORO ferry operations be instituted as soon as possible between neighboring islands, and that MARINA and the PPA include expanded development of such ferry operations as one of their principal subjects of discussion in the monthly working meetings to be instituted as an element of DOSSMONS. The PPA has

indicated, however, that they are not inclined to provide RORO berths at ports unless they can be assured that, once provided, they will be well utilized. Accordingly, the LSRS recommends that MARINA develop a procedure for analyzing both the potential benefits of instituting RORO services and the implementation environment of the individual RORO service possibility. MARINA would then be able to come to the MARINA/PPA working meetings with sufficient and satisfactory evidence that proposed RORO berths would (or would not) be utilized in a manner and degree to make provision of the berths worthwhile.

The procedure might usefully include the following:

- Identification of the extent to which breakbulk cargoes are moved between the points proposed to be served.
- Quantification of the extent to which breakbulk cargo consignments suffer: (i) shut-outs; (ii) delays at ports awaiting loading/unloading; and (iii) theft, spoilage and spillage at ports, and damage due to rough handling. Charges for cargo-handling services need also to be identified.
- Identification of the options for improving services for breakbulk cargoes, including: (i) any realistic possibility for transforming them into containerized cargo; (ii) improving at least the worst elements of the current system; and (iii) the alternative of instituting RORO services.
- Consideration, also, of the potential benefits to passengers of initiation of RORO services, taking into account vehicle ownership, the adequacy of the existing sea/road transport interfacing, and the distances traveled after making the crossing by sea.

Conduct of a financial evaluation of the proposed services using the Domestic Shipping Operating Cost Model (DOSOCOMO), which is Volume XIII of this LSRS Final Report.

- Discussion of the proposed services with shippers, freight forwarders and/or agents, and with shipping operators and road transporters (i.e., truckers), to assess the responsiveness of the market to the initiation of RORO services, and the inclination of transporters to provide coordinated RORO shipping and trucking services.
- Discussion with the port owner/operators and the local governments involved to ensure that the environment would be conducive to maximizing the benefits of RORO

operations, including especially the avoidance of unnecessary cargo-handling "services" and charges, and any interference with the operations and use of the services to be provided.

If PPA is to be requested to provide RORO ferry berths at any of its ports, then MARINA should provide advance assurance that:

- RORO services are the best means of ensuring that cargoes are adequately accommodated on the route in question, and the economics justify the expenditure from the standpoint of optimizing public sector investment.
- The proposed services appear financially viable, and shipping operators have evinced definite and continuing interest in initiating services once the necessary berths are provided.
- Shippers, forwarders, agents, and truckers have indicated definite intentions to utilize RORO services once they have been initiated.
- Concerned local governments have indicated that they are in favor of the initiation of such services, and will ensure that the operations will not be interfered with by any organization or personnel under the control of the respective governments, nor by any "favored" private sector organization.

In return, PPA should provide assurance that any and all port and cargo-handling contractor charges imposed on RORO ferry operators and on users of RORO ferry services will be rational.

Several RORO services might be initiated in the Sulu Archipelago, but the only such service which appears to the LSRS to be clearly desirable, requiring very little in the way of further study, is ferry service between Zamboanga and Basilan. A single RORO vessel might be sufficient in this case, with other ferries continuing to be passenger ferries, carrying very limited cargo. The initiation of RORO ferry services on either of the two existing ferry routes would relieve the current constraint of cargo-handling capacity at the Basilan ports, and would better enable the ferry services to expand their hinterland to include all of Basilan Island (one of the two routes is probably preferable to the other from the standpoint of instituting RORO ferry services, but the LSRS does not have sufficient information on which to base a conclusion and make any recommendation on the preferable route).

Other RORO service proposals may or may not be desirable,

but some of the reasons giving rise to shipping operator inclination to acquire RORO vessel capacity might be eliminated through altering the terms of cargo-handler contracts at PPA ports. Once these changes are made, the incremental benefits of converting from use of conventional passenger/cargo vessels to use of RORO vessels would be considerably less, and net benefits might even be eliminated. (Cargo-handling contractor terms are discussed below, in connection with actions to be taken by the PPA.)

Franchising New Services

In addition to the franchising of RORO ferry services between Zamboanga and Basilan, whenever development of appropriate berths makes that possible, there is a need to franchise cargo services between Zamboanga and Cebu that offer container movement capability. The LSRS recommends that MARINA issue a public invitation for applications to initiate such services.

PPA Actions for Port Service Improvement

In addition to the possible provision of RORO ferry berths at Zamboanga and at a Basilan port, there may be a need to extend the pier length at Siasi. Most of the actions that the LSRS is recommending be taken by the PPA do not entail new investment, but call for the more intensive use of existing facilities. These actions are discussed below.

Rationalized Use of Port Facilities

With the possible exception of the need for pier extension at Siasi, the port of Zamboanga and the ports of the Sulu Archipelago would be adequate for current traffic levels if they were better utilized. In particular, the LSRS recommends the following:

Institution of "parking charges". Quays at ports are mostly costly facilities, and the vessels which use them ought to be appropriately charged for their use. This is even more true when there are no ongoing loading/unloading operations, i.e., when vessels are "parked" at berths. When vessels are parked, they are not only failing to derive the benefits intended from the construction of quays, but they are depriving other vessels of the opportunity to derive such benefits, and are creating congestion and docking hazards at the ports.

Institution of "nighttime" cargo-handling operations. It probably is not necessary to institute "round-the-clock" cargo handling at any port in the Sulu Archipelago, but termination of cargo-handling operations at 1700 hours imposes a severe constraint on the efficient utilization of vessels serving these ports. Any extension of the period of cargo handling would be helpful to the industry. PPA could usefully review its options for extending cargo-handling periods on a port-by-port basis, since the current limitation is not equally a constraint at all ports. One option is simply to renegotiate the contracts of the existing cargo handlers. Failing that, the PPA might at least require that any contract renewal entail agreement on longer working hours for contractors, although not necessarily for individual workers, i.e., two-shift operations might be introduced. Any contract renewal should also be contingent on providing a full complement of labor, who will undertake all cargo-handling services which are required at the port. Investment in additional lighting at ports might or might not be required, depending on the extent to which cargo-handling activities must be extended at the individual ports.

In regard to the first of the above actions, it is especially at the port of Zamboanga that "parked vessels" must begin to pay for that privilege. This will affect mainly coastal vessels, since they tend to unload early in the morning at the port, stay parked all day long, and then load again in the evening. The adverse effects of this practice are exacerbated by the fact that most coastal vessels call on the same days at Zamboanga (see Table 2.2 of this report volume).

It may also be that the institution of "parking charges" at the port of Siasi would permit the existing pier to become adequate for some further period. Rearranging the interisland vessel call schedule at the port could also be helpful in this regard. Only when the existing pier is being used to its maximum effectiveness will it become possible to identify the optimal timing for construction of an extension of the pier, to permit the efficient accommodation of increasing traffic at the port.

Vessel Departure Clearance

Whatever the merit of the PCG SOLAS checks (see following discussion of PCG actions), the PPA should control the schedule for vessel departure from ports. That is, the PCG should be required by the PPA to conduct whatever inspections are necessary within the period of vessel docking for loading/unloading purposes. Only in the event that a vessel "fails" an inspection

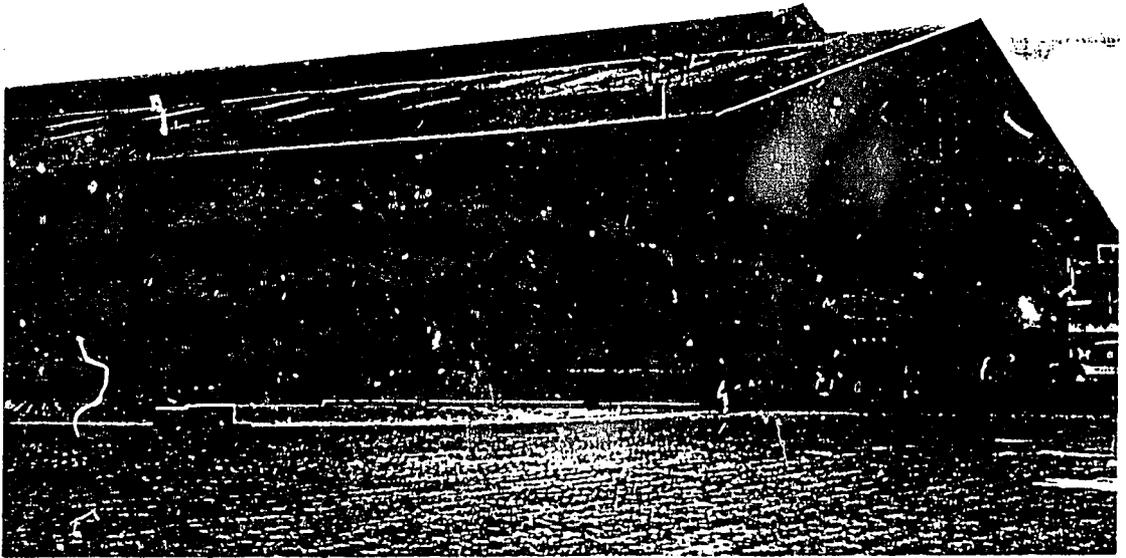
(and therefore would be unable to sail) would the vessel then remain in port (at anchorage) after unloading operations have been completed.

PCG Actions for Shipping Service Improvement

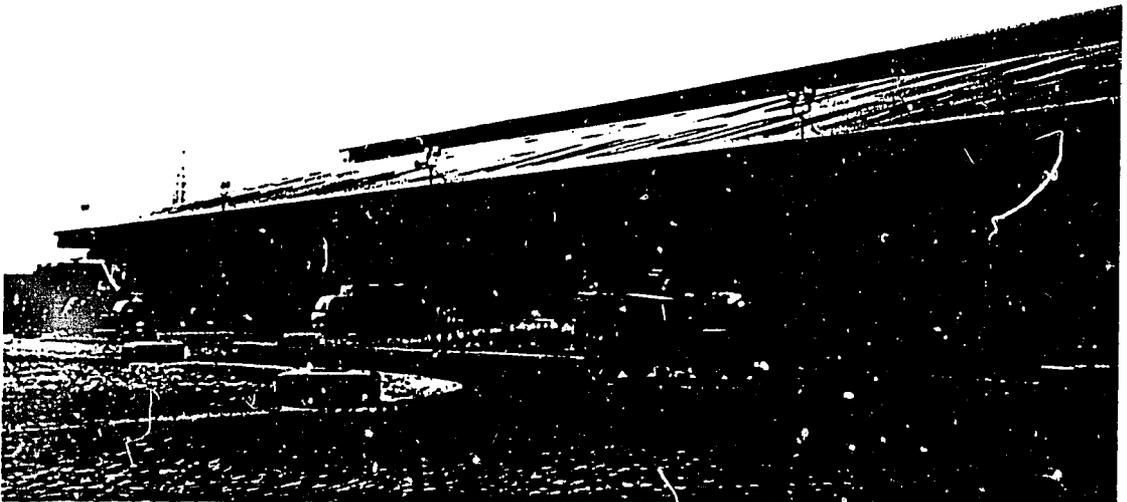
Two actions are needed on the part of the PCG headquarters for the improvement of shipping services in the Sulu Archipelago:

- A directive to the PCG District Office at Zamboanga to ensure that that office takes action in the case of any personnel found issuing free passes to liner vessel passengers after 1st January, 1995, and directing the office to ensure that no such passes are issued by local authorities and police in the area.
- A directive to all district offices in regard to the circumstances under which SOLAS inspections are to be conducted, and the need to conduct any necessary inspections within the time periods that vessels are docked for loading and unloading purposes.

PORT OF ZAMBOANGA



Transit shed used as temporary storage and passenger terminal.



ANNEX A

SULTS OF LSRS ZAMBOANGA PENINSULA & SULU ARCHIPELAGO CARGO SURVEYS

ANNEX A

RESULTS OF LSRS ZAMBOANGA PENINSULA & SULU ARCHIPELAGO CARGO SURVEYS

To ascertain the extent to which liner shipping cargo services being provided to the port of Zamboanga and the islands of the Sulu Archipelago are sufficient, appropriate and reliable, and cargo value losses are avoided, the LSRS conducted surveys with shippers and shipping operators at the ports of Zamboanga and Jolo in November 1993 and February 1994, and at the port city of Pagadian in April 1994. Some of the interviewees at Zamboanga were shippers from the island of Basilan and others were from Siasi and Tawi Tawi. Results of the surveys are discussed in the following sections of this annex, with shippers being divided by their base of operations, rather than by the place where they were interviewed.

Zamboanga City

Shipping Operator Interviews

Interviews with representatives of eight vessel operators were conducted in Zamboanga City. Seven of the operators are members of the Southern Mindanao Shipowners Association (SMSA) and one is an independent operator. Most of the issues and problems that were mentioned are common to all operators. The information provided by the operators is as follows:

1. The Southern Mindanao Shipowners Association (SMSA) is composed of seven members. They were operating a total of 21 franchised vessels at the time of the interviews, and 16 of these vessels were steel-hulled. The steel-hulled vessels were serving interisland routes between Zamboanga Port and the islands of Basilan and the Sulu and Tawi-tawi groups. The wooden-hulled vessels were serving the coastal routes up to Pagadian, along the southern coast of the Zamboanga Peninsula, and southward as far as Cotabato City. Along the north coast of the Peninsula, the wooden-hulled vessels were serving small ports, as far north as Siocon, Zamboanga del Norte. Both the steel-hulled vessels and the wooden-hulled vessels were nearly all passenger/cargo vessels. They ranged in size from 68 to 987 CRT, and had passenger capacities ranging from 87 to 620 passengers.

The SMSA, in 1993, was an association which held regular monthly meetings, but which did not yet have its own office. In an effort to develop greater dynamism, the SMSA planned to conduct an election of association officers, with a view toward passing leadership to the younger generation of managers, most of whom are the children of the shipping line owners. Such a transfer of leadership, some of the members felt, would improve the effectiveness of the SMSA in collectively tackling the problems and issues of the industry.

2. One independent shipowner was interviewed by the LSRS team. This owner was operating one wooden-hulled vessel of 227 GRT, with a capacity for 242 passengers, on the Zamboanga-Jolo route, and was operating a steel-hulled vessel of 297 GRT, with a capacity for 348 passengers, on the Zamboanga-Jolo-Siasi-Bongao-Sitangkai route. In the case of the latter route, the operator had been holding a Provisional Authority (PA) to operate for a period of two years; the PA had had to be renewed from time to time, and the operator indicated that the necessary follow-up of his franchise application had cost his company a good sum of money.

This independent operator indicated that the Philippine Coast Guard issued large numbers of free passes to passengers, and that shipping operators had to accept these in lieu of payment of fares by passengers. The operator opined that action should be taken to eliminate the duplication of functions among government agencies and the sources of corruption that arise because of excessive government interference with the shipping industry. The operator suggested that the Coast Guard be abolished and that some of its functions be transferred to MARINA.

3. The Sampaguita Shipping representative expressed interest in operating a fast ferry between Zamboanga City and Jolo. This fast ferry should be able to travel the 85 n.m. distance in less than 4 hours, so that only seating facilities would have to be provided. However, lack of technical information, the perceived high cost of fast ferry acquisition, and unfamiliarity with the operation of such a vessel were hampering the plans of the company. Availability of manpower with knowledge in operating this type of vessel could also constitute a problem.
4. Basilan Shipping Lines was, in 1993, in the process of applying for a franchise for the Zamboanga-Basilan route for one of their tramper vessels (which was already actually operating as if it were a franchised ferry, much to the consternation of a competitor). The company was also projecting an increase in passenger traffic in the Zamboanga-Basilan route, where all their vessels were then operating. With this projected increase in mind, they were planning to

acquire, in 1995, a vessel with a capacity for 850 passengers. Their biggest vessel, in 1993, could accommodate 620 passengers. They mentioned that a fast ferry could offer advantages for serving the route, but that the high acquisition and operating cost would constitute a problem, since they would need to pass the higher costs on to the passengers.

5. Aleson Shipping Lines had, in 1993, newly acquired a 500-passenger capacity vessel that they intended to field in the Zamboanga-Basilan route.
6. SKT Shipping Corp. had just acquired another vessel, the MV Pagadian City. The vessel is a conventional passenger/cargo vessel, but information on the vessel's size and capacity could not be made available to the LSRS at the time of interview. When it would enter the Philippines, it was intended that it would be brought directly to a shiprepair facility in Zamboanga City for changes in the vessel's structure. The operator had not yet determined the route the vessel would serve.
7. Magnolia Shipping had plans of acquiring locally-built vessels for the shipping line's future expansion.
8. Although a number of operators were proceeding with their plans for vessel acquisition, at least some of which were to be steel-hulled vessels, they indicated that they were concerned with MARINA policies, some of which could affect their future vessel acquisitions. On the one hand, they were becoming more inclined to acquire wooden-hulled vessels to avoid the need for vessel classification; on the other hand, they were concerned that MARINA's liberalization policy might induce larger operators to enter the routes that the SMSA members had pioneered, making it essential that the members have vessels that would be able to compete. The operators indicated that classification by internationally-recognized classification societies would cost them an incremental P200,000 - P300,000 per vessel. Classification by the Philippine Register of Shipping (PRS) would cost only about half as much (P130,000, according to the SMSA members), but they indicated that PRS classification is just wasted money, since insurance companies did not yet accept PRS classification as evidence of vessel seaworthiness, and operators were therefore not enabled to obtain insurance by virtue of having their vessels classified by PRS.
9. The SMSA members were very much in favor of MARINA's decentralization program, that is, the transferring of functions and responsibilities from MARINA's Central Office to the Maritime Regional Offices (MROs). The SMSA members, however, requested that the policy be implemented farther and

faster in the case of the Zamboanga MRO, than as was yet apparent, since the need for SMSA members to deal with the MARINA Central Office was continuing to cost them large sums of money (for travel and accommodation), as well as being inconvenient and requiring a great deal of time. In particular, the SMSA requested that the Zamboanga MRO be empowered to handle contested, as well as uncontested, route franchise applications that are wholly within the geographic limits of the MRO's jurisdiction, and that the MRO, in general, consider the needs of the operators under its jurisdiction, and argue and act on their behalf; that is, the small operators of SMSA felt that they deserved the same opportunity to be heard that the members of CISO enjoyed at the MARINA Central Office.

10. The SMSA members apprised the LSRS that there was then a duplication of function between MARINA and the PCG in regard to the issuance of a Vessel Certificate of Inspection. An instance was cited wherein the two agencies issued conflicting opinions on the seaworthiness of a vessel. The members were therefore requesting to learn which Certificate of Inspection permitted them to operate without being athwart the law.
11. Shipowners having the same areas of operation were encountering the same problems and issues. These problems were as follows:

- Crowding of vessels in Zamboanga Port, with congestion between the T-jetty and the ferry pier. Wooden-hulled vessels were occupying berthing spaces for periods of three days to even more than one week, although there were no cargo-handling activities during most of these periods. The SMSA members, who are the owners of most of the steel-hulled vessels, complain that the presence of so many docked wooden-hulled vessels makes navigating and berthing at the port difficult and time-consuming. An accident occurred, in 1992, when a steel-hulled vessel bumped and damaged a wooden-hulled vessel. The SMSA subsequently lodged a complaint with PPA, but, as of November 1993, no changes had yet been made in the berthing system. The association further suggested to PPA that the anchorage be utilized by vessels with no immediate need to be at berth.

Clearances for vessel departure from ports had to be secured from the Philippine Coast Guard (PCG) and the PPA, which oftentimes resulted in delay of departure. This problem was occurring despite the fact that, in December 1991, an Executive Order was issued, assigning solely to the PPA the task of issuing vessel clearances for departure from ports. The checking of SOLAS certificates prior to every departure was, in 1993, being

used by the PCG as its rationale for holding up the departure of vessels. (SOLAS is not intended to extend to vessels of under 500 GRT, which means that it is not applicable to most of the vessels serving the ports of Basilan and the island groups of the Sulu Archipelago.) In at least one instance, the PCG chased a vessel that had failed to obtain the clearance, and required the vessel to return to the port. Operators suggest that the responsibility for, and the function of, issuance of vessel departure clearance should reside with a single government agency.

- Free passes generally account for 5-20 percent of total passengers per voyage, and the operators indicated the occurrence of a one-time record high of 80 percent free passes for a voyage. These passes were mostly being issued by the personnel of the PCG, the PPA, the Philippine National Police (PNP), maritime and local police, local government and the military. The percentage was highest for vessels calling at the island and port of Siasi, and this situation sometimes resulted in the bypassing of the port by vessels hoping to limit the number of non-paying passengers they were forced to accommodate. The SMSA operators indicate that the amount of revenue they were losing as a result of these free passes would be enough, over ten years of operation, to permit them to purchase new vessels. Some operators, however, were phlegmatic about these forced losses of revenue, indicating that they should be seen as normal operating expenses or part of their public relations expenses.

- Most of the operators expressed interest in acquiring RORO vessels in their future fleet renewal/expansion, provided that port facilities would be appropriate for RORO vessels. The operators indicated that RORO vessels make possible much faster loading and unloading of cargoes than currently possible in the region, and cargo damage would be minimized. This latter benefit would be especially important in the Sulu Archipelago, where fish and other marine products are of importance. The negative effects of having to rely on cargo-handlers in the ports of Sulu and Tawi-tawi provinces would be largely or wholly eliminated. RORO operation would greatly reduce the cost of transporting vehicles from one island to another. The November 1993 cost of transporting a passenger car from Zamboanga City to Isabela, Basilan, for example, was P1,500 for freight and another P1,500 for the arrastre fee in Isabela. Also, arrastre operations were being provided only up to 1700 hours each day at the ports of Basilan, Sulu and Tawi-tawi.

- None of the vessels operating from the port of Zamboanga, in 1993, would have been able to meet the classification requirement of MARINA, if this requirement had been immediately applied at that time. In fact, the lack of classification certificates was one reason cited by the operators for their vessels not being insured. Classification by a reputable classification society is a primary requirement for obtaining insurance. The MARINA vessel classification requirement should be deferred for a period of 8 to 10 years, the operators felt, and should focus more on the "below the water line" part of the vessels and not mainly on age. A ten-year staggered implementation, which would extend to only the major national routes in the initial phase of implementation, and then be extended gradually to other groups of routes, would permit the SMSA operators to be in compliance with the requirement late in the implementation period. As for wooden-hulled vessels, the operators argued that a different classification system should be devised. Furthermore, classification by international classification societies is expensive, running, at that time, to somewhere in the range of P 200,000 to P300,000 per vessel, and those costs would need to be passed on to the passengers and shippers eventually.
- The lack of stable peace and order in the Sulu Archipelago was hampering the expansion plans of the operators. The shipowners, especially the Filipino-Chinese, were apprehensive about their own security. The rash of kidnappings in the Mindanao area was adding to these apprehensions. Reservations were expressed, particularly, in regard to fielding new vessels in Sulu, since the operators consider Sulu to be the most unstable area of the region.
- In 1993, piracies were no longer a problem in the Zamboanga City to Basilan, Sulu and Tawi-tawi routes, but operators were employing the assistance of PNP personnel as security escorts for every voyage. The scheme was found to be effective but added to the operating expenses of the vessels, since the operators were providing allowances to the PNP personnel.

Shipper interviews

The LSRS interviewed several shippers based at Zamboanga, and one who was Basilan-based, but was nevertheless shipping in the Zamboanga-to-Basilan direction. One of these shippers was a food-processor, canning locally caught tuna for shipment to both export and domestic markets. The tuna cannery was a member of the Industrial Group of Zamboanga Inc. (IGZI). A second interviewed

shipper was an exporter of shell products. Other shippers were trading companies that regularly shipped flour and/or other processed food and beverage items to the island of Basilan. Several traders were shipping fresh and dried fish to domestic markets. These shippers provided the LSRS with the information presented below.

1. The tuna cannery was shipping its produce mostly in containers, and shipped out an average of 70 20-ft. containers and just 6 mt of breakbulk cargo per month. Most of the company's shipments had to be transshipped at Manila, including, even, those shipments which were destined for the Visayas and northern Mindanao. The shipper explained to the LSRS that the need to transship the domestic cargo was due to the lack of containership services on the routes connecting Zamboanga to both Cebu and Cagayan de Oro. Transshipment entailed additional shipping cost, which the company was able to add to the delivered prices at Cebu and Cagayan de Oro. The option to ship canned tuna directly to Cebu as breakbulk cargo was less attractive to the company because of anticipated cargo losses in transit and at the port of Cebu. Such cargo losses would affect the company's reputation as a reliable supplier. Nevertheless, the company was using the breakbulk mode for shipping somewhat less than one percent of its cargoes. In response to an LSRS question regarding the needs of other IGZI members for container services between Zamboanga and Cebu, the cannery's corporate representative to IGZI indicated that the lack of such services was a common complaint among the IGZI membership.
2. An exporter of shell products had, at the time of the LSRS interview (February 1994), shipped only one 20-ft. container of cargo during the past five months. This level of shipment was sharply down from the level throughout the 1990-1992 period, when the company was shipping one 20-ft. container per month. The company exported 6 20-ft. loaded containers in 1993. The shipments did not need to be transshipped in the Philippines, because direct calls were being made at Zamboanga by a containership with a capacity for 560 twenty-foot equivalent units (TEUs). The vessel was serving the Singapore-Zamboanga route twice a month, and the exporter's containers were being picked up at Singapore by trans-oceanic vessels which delivered to North America. The exporter indicated that the company preferred this shipment option because the regional shipping service was efficient and cost-effective; the exporter estimated that the arrangement had resulted in cost savings of \$600/container or \$1,000/container, in comparison to having to transship at Manila or Cebu, respectively.
3. A flour trader was shipping an average of 7.5 mt every other

week to Isabela, Basilan. He was paying an arrastre charge of P4 per 50 kg. sack of flour and an additional P2 for stacking; freight was P6.50/sack, so that his total cost for pier-to-pier shipment was P12.50/sack. On a weight ton basis, the freight charge was P130, which exceeded by P36 the upper end of the MARINA fork tariff for a Class B commodity being shipped from Zamboanga to Basilan. Although the sacks were being handled in a rough manner by the stevedores (who slid the sacks down a narrow ramp to the vessel's lower deck, where they were then stacked), the shipper indicated to the LSRS that only a relatively few sacks were being ripped open, and that flour losses were minimal. Because the ferries are not designed for the accommodation of very much breakbulk cargo, however, there was not always sufficient time for unloading, so that some of the cargo made 1.5 round-trips before being unloaded. The trader indicated that his flour shipments must sometimes travel 1.5 round-trips between Zamboanga and Basilan. He indicated that this constraint is not normally a serious problem for him, but that, on those occasions when his consignments are significantly larger than the average, he finds it necessary to arrange for shipment aboard the MV Dakila, which is a general cargo vessel of Basilan Lines. In this connection, the trader indicated that he would be inclined to generally favor cargo vessel services over continued reliance on ferries, if only additional cargo services would be franchised, so that service frequency would be improved.

4. Three trading companies regularly shipping grocery items to Basilan Island indicated that ferry services were generally adequate, and that they experienced no cargo losses either en route or at the ports. Most of the time the cargoes were being shipped unaccompanied by any shipper staff or agent, and were met at the Basilan port by staff or agents of the consignees. The shippers and consignees kept in radio contact to ensure coordination. The shippers had no serious complaint about the ferry service arrangement, but they indicated that it would be desirable to reduce or eliminate the needs for cargo to move 1.5 round-trips before being unloaded, and suggested that the frequency of cargo having to make 1.5 round-trips could be reduced if additional stevedores were employed at the ports. Like the shipper of flour, these shippers of grocery goods had sometimes to ship aboard the MV Dakila, when their consignments were larger than normal. (The LSRS did not have the opportunity to interview Basilan consignees of these cargo shipments, but notes that the consignees might be less sanguine about the cargo off-loading constraint at the Basilan ports, since it is staff of the consignees who must wait at, or return to, the port when cargo fails to be off-loaded at the Basilan port on the first trip.)
5. There were four traders of fresh fish who were interviewed in

Zamboanga. Two of these traders were making weekly shipments of fresh fish from Zamboanga to Manila, and their combined average weekly shipment was 2 tons of fresh fish (i.e., 4 500-kg boxes). The reported freight rate range was ₱ 758-1171/box. The arrastre rate at Zamboanga Port was ₱67.50/box. A third trader of fish was shipping two 200-kg boxes of fresh fish from Zamboanga to Bacolod once a week. The freight rate was ₱ 511.85/box and the arrastre rate at the port of Zamboanga was ₱ 43.50/box. The fourth trader was shipping out 15 30-kg boxes of fresh fish from Basilan to Zamboanga every day. The freight rate was ₱ 5.00/box.

6. There were nine traders of dried fish who were interviewed in Zamboanga. One trader was shipping out 150 23-kg boxes of dried fish from Zamboanga to Dumaguete twice a week. The freight rate was ₱ 9.80/box and the arrastre rate at the port of Zamboanga was ₱ 2.00/box. The arrastre rate at the port of Dumaguete was ₱ 4.00/box. The buying price of dried fish at Zamboanga was ₱ 180/box and the selling price in Dumaguete was ₱ 250/box.
7. Two traders were, respectively, shipping out 100 30-kg boxes and 400 30-kg boxes of dried fish every 2 weeks from Zamboanga to Cebu. The freight rate was ₱ 10/box and the arrastre rate at the port of Zamboanga was ₱ 2/box. Each shipper also was paying a "fisheries clearance fee" of ₱ 15/shipment. The buying price of this dried fish at Zamboanga was ₱ 45/kilogram and the selling price in Cebu was ₱ 60 kilogram.
8. Two other traders were shipping out dried fish from Zamboanga to Davao once a week; one trader shipped 29 25-kg boxes of dried fish and the other trader shipped out 60 25-kg boxes of dried fish. The freight rate was ₱ 13.40/box and the arrastre rate at the port of Zamboanga was ₱ 1.90/box. The buying price of this dried fish at Zamboanga was ₱ 38/kilogram and the selling price in Davao was ₱ 45/kilogram.
9. A trader was shipping out 16 boxes of dried fish (44 kilograms/box) from Sitangkai to Malangas (Zamboanga del Sur) via Zamboanga Port twice a month. The freight rate was ₱83.75/box and the arrastre rate at the port of Sitangkai was ₱ 3.33/box. According to the shipper, the total value of his shipment (16 boxes) was ₱ 20,000 and his net profit, upon selling the whole shipment in Malangas, would be ₱ 4,000.
10. A shipper was shipping out two boxes of dried fish once a week from Zamboanga to General Santos. The unit weight of shipment was 40 kilograms/box. The freight rate was ₱ 29.83/box.
11. Two traders were shipping out dried fish from Zamboanga to Pagadian, i.e.; one trader was shipping out 38 boxes of dried fish (50 kilograms/box) twice a month and the other trader was

- shipping out 14 boxes of dried fish (24 kilograms/box) twice a week. The freight of the former shipment was ₱ 591.50 (for the 38 boxes). It should be noted that the unit weight of the shipment of the latter shipper was only 24 kilograms/box. In effect, the freight rate for the former was ₱ 15.56/box and the freight rate for the latter was ₱ 15.64/box of dried fish.
12. A fishmeal trader was shipping out 180 50-kg sacks of fishmeal from Zamboanga to General Santos once a week. The average weight of each shipment was around 9 tons/shipment. The trader made use of 10-foot container vans. The freight rate was ₱ 2,302.39/van. The wharfage was ₱ 18.40.
 13. A mango trader was shipping out 7-10 boxes of mangoes (60 kilograms/box) from Basilan to Zamboanga once a week. The freight rate was ₱ 8.70/box and the arrastre rate at both ports was ₱ 2.50/box. The buying price of mangoes on Basilan was ₱ 800/box and the selling price in Zamboanga was ₱ 1,200/box.
 14. A trader of cascalote bark was shipping out 25 bundles of cascalote bark from Zamboanga to Manila once every two months. The total volume of each shipment was equivalent to 2,500 cubic meters and the total freight rate was ₱ 1,031.55. The buying price of cascalote bark at Zamboanga was ₱ 740/bundle and the selling price in Manila was ₱ 1,000/bundle.
 15. A trader of Chinese medicines was shipping out seven boxes of medicines from Zamboanga to General Santos once a week. Each box was equivalent to 0.306 cubic meter. The freight rate of the whole shipment was ₱ 244.33. The arrastre rate at the port of Zamboanga was ₱ 2/box.
 16. Obico Marine Products was shipping out dried sea cucumber from Zamboanga to Manila, once or twice a month. The size of shipment ranged from 30 to 50 sacks of dried sea cucumber, 50 kilograms/sack. The freight rate was ₱ 70/sack. However, if their shipment exceeded 100 sacks, then they would use a 10-foot container van at a freight rate of ₱ 6,000/10-foot van. On the average, the use of container van was once a month. They were using the vessels of Sulpicio Lines and William Lines. This shipper raised no complaints as regards shipping services being provided by these shipping lines. However, they were worried about a planned freight rate adjustment that was relayed to them by William Lines, i.e., this shipping line had re-structured its charges on 20-foot container van from ₱13,795 to ₱ 14,345.77/van. They also commented that they had no problems as regards shut-outs, although they had just experienced being shut out once. According to them, it was not the fault of the shipping line, i.e., they (the shipper) were late in processing the necessary bill of lading.

17. Allied Air Freight was daily shipping out live tropical fish by air from Zamboanga to Manila. The volume of shipment was 45 boxes of live fish/shipment. The unit weight of shipment was 200 kilograms/box of live fish. The air freight from Zamboanga to Manila was ₱ 13/kilogram. They did not have any problems or complaints as regards air cargo services. However, they complained about the airport parking area (limited/not well secured), as well as about the cargo storage area (i.e., outsiders could enter and move about the storage area, thereby risking the security of the cargoes/shipments).
18. None of the Zamboanga shippers interviewed complained much about shut-outs. There were also no complaints concerning stowage and cargo losses and damage. However, most of them complained about the delayed arrivals/departures of vessels, about the unsanitary condition of the vessels, and about the rampant overcharging for services at ports, including arrastre, stevedoring, and portering services. Some shippers complained of the variability of charging among shippers, and indicated they would prefer uniform charging.

Basilan

Shipper Interviews

The LSRS interviewed Basilan shippers of coffee, copra, and fisheries products. The information obtained in these interviews is presented below.

1. A trader was shipping 100 sacks of coffee every other week, during the harvest season (i.e., December through March), from the Basilan port of Lamitan to Zamboanga. The freight charge per 50 kg.sack was ₱5.80. During other periods of the year, the trader shifted to rice trading, shipping from Pagadian City. The rice was actually produced in the Cotabato area, but was being moved by road to Pagadian because of the extent of grains storage capacity there. The rice was then moved by road or sea to Zamboanga City, and much of it found its final market in the island provinces of Basilan, Sulu, and Tawi Tawi.
2. A group of fishermen and fish traders were utilizing pumpboats of about 20 GRT to bring their fisheries products to Zamboanga. This option of moving cargo to Zamboanga was mostly being chosen by individuals who lived far from the Basilan ports of Isabela and Lamitan, i.e., Basilenos living in the southern portion of the main island or on an outlying island. The pumpboats did not have definite schedules, but at least one such vessel sailed for Zamboanga every day. Travel time took about two hours. (Although Basilan is not a large

island, the usefulness of the two ferry ports was limited both by the state of the island's road network and by the frequent civil disturbances on the island. Both passengers and shippers indicated that even the 30 minutes required to move from the port of Lamitan to the town constituted a deterrent to using the port because the road connecting the town to the port was lightly travelled and passes through sparsely populated area, so that travellers and shippers were concerned about their lack of protection under generally unsafe conditions.

3. A Basilan copra trader was shipping an average of 30 mt of copra to Zamboanga every week. The trader was paying P6 per 50 kg. sack of copra, or P120/mt. This was much higher than the P76/ton upper limit of MARINA's fork tariff for Class C commodities (which include copra) on the Basilan-Zamboanga route. However, the trader did not express, to the LSRS, any dissatisfaction with the rate being charged. The trader also found services to be satisfactory.

Jolo

Shipper Interviews

The LSRS team interviewed five shippers in Jolo, Sulu. They were traders of seaweed, copra and fish products. Following is the information provided to the team.

1. The trader of seaweed was shipping 349 MT per year to Zamboanga. The average shipment was 400 60-kg sacks during the lean season of January to February and May to December. The peak season for this commodity was February to April, wherein shipments can go up to 2,232 sacks per month. Once or twice a year, this trader chartered a motor launch of 30 MT of cargo capacity to Zamboanga City. Charter cost was P15,000 per trip, or P500/ton with a full load. The freight rates in the liner vessels for Jolo to Zamboanga were P8 per sack in most of the steel-hulled vessels and P6 per sack in the motor launches. The steel-hulled vessel which plied the Jolo-Zamboanga-Cebu route also charged just P6 per sack for moving seaweed from Jolo to Zamboanga.
2. One fish trader was shipping 325 MT per year, or an average of 27 MT per month, and another was shipping 360 MT per year. The fish were being packed in 130-kg styrofoam boxes. There were no peak months according to the shippers. Freight rates for Jolo to Zamboanga were P124.95 in the steel-hulled liner vessels, P100 in liner motor launches, and P80 when accommodated by the vessel plying the Jolo-Zamboanga-Cebu

route. A problem of the shipper was the unwillingness on the part of Magnolia Shipping Lines to accept consignments of fish.

3. A copra trader was shipping 914 MT per year to Zamboanga. He shipped about 1,270 60-kg sacks in most months, although copra shipment peaks occurred every three months. Freight charges were about the same as indicated above for seaweed.
4. Problems with delays and lack of available space for cargoes were taken by the traders as natural business conditions.

Siasi

Shipper Interviews

The LSRS interviewed two Siasi shippers of dried fish. The shippers indicated that they shipped 10 to 15 25-kg. boxes of dried fish from Siasi to Zamboanga each week. They shipped aboard one or another of the steel-hulled liner vessels serving the route between Zamboanga and Sitangkai, with intermediate calls at Jolo, Siasi, and Bongao. The traders complained that the liner operators sometimes bypass Siasi (the operators admit to doing so - see the above discussion of shipping operator interviews at Zamboanga). The cargo charge per 25-kg. box of dried fish, shipped from Siasi to Zamboanga, ranges from P11 to P34, depending on the types of packaging and fish. The shippers did not have any complaint in regard to the dried fish classification system, which is being practiced for the purpose of imposing shipping charges, nor about the levels of the charges (which were much higher than the MARINA specified fork tariffs for Sulu Archipelago cargo services).

Tawi Tawi

Shipper Interviews

The LSRS interviewed some Tawi Tawi shippers of fisheries products. Information provided by these shippers is presented below.

1. A trader of fresh fish was shipping 20 80-kg. boxes per week from Tawi Tawi to Zamboanga. The trader indicated that he was paying a freight charge of P150/box. Jolo Port was approximately the mid-point of the Tawi Tawi-Zamboanga voyage, and ice was available at the port; by arranging for ice replenishment at Jolo, the trader was able to limit the amount of ice for packing to a one-to-one ratio with the weight of fish. The trader had no complaint regarding the services being provided or with the charges for services (the charge

works out to P1,875/mt, which was P1,650 more than the upper end of MARINA's authorized rate for the accommodation of Class A cargo (which includes fresh fish) between Bongao, Tawi Tawi and Zamboanga.

2. A trader of dried fish was shipping 20 25-kg. boxes twice a month to Zamboanga. In the Sulu Archipelago, the freight rates for dried fish varied according to the "class" of fish being shipped, and the trader normally shipped "second class" fish, for which he paid freight of P18 per box, which amounts to P720/mt. The shipper indicated that losses, such as theft and damage, were minimal. The shipper indicated that, should there be a problem with cargo services, the shipper would address a complaint to shipping operator management to rectify the problem, but that there has, in fact, been very little need to do this in the past.
3. A shipper of dried seaweed was shipping 500 50-kg. sacks from Tawi Tawi to Zamboanga 3 or 4 times a month. The freight was P8/sack, and the arrastre and stevedoring at Zamboanga were, respectively, P40 and P9 per ton, for a total pier-to-pier cost of P209. The shipper had no complaints about cargo services.

Pagadian City

Interviews with Shippers

1. There were three shippers of vegetables who were interviewed at Pagadian. One shipper was shipping out 3-4 baskets of assorted vegetables/shipment from Pagadian to Cotabato, two or three times a week. The baskets contained 20 kgs. of vegetables. The freight rate was ₱ 5/basket.
2. Another shipper was shipping out four 40-50 kilogram baskets of vegetables from Pagadian to Cotabato once a week. The freight rate was ₱ 10/basket.
3. The third shipper was shipping out two 30-kilogram baskets of assorted vegetables/shipment from Pagadian to Cotabato, two times a week. The freight rate was ₱ 5/basket.
4. There were two groups of fish shippers who were interviewed on two separate vessels. The first group was composed of seven shippers on board the MV Nororrahman. According to these shippers, their combined shipments totalled to 35 boxes of fish. They ship out fish from Pagadian to Cotabato 2-3 times a week. Shipments mostly comprised 40-kg boxes of fish. The freight rate for this size was ₱ 20, and two sizes of larger boxes were charged double and triple this freight.

5. The second group of fish shippers was composed of four shippers on board the MV Aida 7. Their fish shipments totalled to 23 boxes at an average weight of 45 kilograms/box. The frequency of their shipment from Pagadian to Cotabato was two times a week. The freight rate was ₱ 25/box of fish.
6. The shippers observed that there were no cattle or hog shipments between Pagadian and Cotabato. Shipments of assorted vegetables could be observed in both directions, i.e., coming from Pagadian bound for Cotabato and coming from Cotabato bound for Pagadian. They noted that during rice season, the volume of shipment would average 300 sacks of rice (50 kilograms/sack) every vessel trip from Cotabato to Pagadian. The freight rate was ₱ 3/sack.
7. The shippers complained that the vessels were dirty and did not depart on time. They also complained that the arrastre system of handling and the crew system of stowing were causing some damage to their styrofoam boxes, i.e., no actions were being taken on their complaints regarding this issue. (It should be noted that the arrastre gang and the crew of the vessels had the habit of loading the cargoes from the pier to the vessel by "slide throwing" the boxes or sacks of cargoes on the surface of the wooden plank/platform that serves as bridge from the pier to the vessel.) However, they appreciated that some vessels have "betamax" machines on board, although these machines sometimes malfunctioned.

Agency & Shipping Operator Interviews

1. The port of Pagadian regularly catered to 17 motor launches/liner vessels, i.e., 7 passenger/cargo motor launches, 6 passenger/cargo liner vessels and 4 vessels for general cargoes. The characteristics of these vessels were as follows:

Motor Launch/ Vessel	Operator	Name of Route	No. of Trips/ No.	Type	GRT	DWT
ML Aida 8	ASL	Pagadian-Cotabato	15	P/C	122.06	194.40
ML Norhaina	NTCI	Pagadian-Cotabato	14	P/C	155.45	182.90
ML Nororrahman	NTCI	Pagadian-Cotabato	15	P/C	119.35	168.28
ML Sarminda	NTCI	Pagadian-Walabang	6	P/C	9.02	15.14
ML Aida 7	ASL	Pagadian-Cotabato	15	P/C	94.39	164.20
ML Noralli	NTCI	Pagadian-Kalamansig	8	P/C	97.44	157.70
ML Nor-Amorah	NTCI	Pagadian-Walangas	1	P/C	17.30	29.05
MV D. Isabel 1	SKT	Pagadian-Zamboanga	5	P/C	420.66	800.00
MV D. Isabel 2	SKT	Pagadian-Zamboanga	2	P/C	488.91	675.50
MV Keszelemona	RST	Pagadian-Zamboanga	4	P/C	296.42	850.00
MV Lady Ruth	SKT	Pagadian-Zamboanga	4	P/C	416.18	800.00

MV Lady Helen	SKT	Pagadian-Zamboanga	2	P/C	660.84	1800.00
MV Premship X	PSLI	Leyte-Pagad-Gen.San.	1	P/C	193.73	900.00
MV Miguel Luhan	JCI	Pagadian-Mandaue	2	GC	436.31	565.00
MV Premship 7	PSLI	Leyte-Pagad.-Masbate	1	GC	390.77	606.67
MV Lady Alexis	GSC	Zbga.-Pagad.-Catanduanes	1	GC	246.47	800.00
MV Polsa Cuatro	PSLI	Zbga.-Pagad.-Albay	1	GC	486.41	1000.00

2. The FPA Terminal Supervisor complained regarding the current condition of the port of Pagadian. The port was damaged by an earthquake in May 1993. Around 50 percent of the entire pier was damaged and declared condemned, i.e., equivalent to four berthing spaces at approximately 40 meters/berthing space. The remaining available berthing length was 75 meters. However, a 35-meter NAFOCOR power barge was occupying part of it, helping to create an acute berthing problem at Pagadian Port.
3. There were also no storage facilities at the port, and the arrastre had no handling equipment. Loading and unloading of cargoes was being done manually by the members of the arrastre gang. Cargoes were carried by gang members, while walking on a 15-inch platform. Oftentimes, the arrastre members would just "slide throw" the bags or boxes of cargoes on the platform from the pier to the boat/vessel; this was also the practice when unloading of cargoes.
4. The Terminal Supervisor inquired if there was a possibility to obtain USAID assistance. There was, he felt, a need to address the situation at the port immediately. Aside from the berthing problem, the same official was very much worried about the safety of fishing vessels and other small boats that were continually berthing at the damaged portion of the pier. These vessels were being allowed to berth at their own risk. It should be noted that the damaged portion of the pier tended to sway when in use.
5. Officials at the office of the Administrator of the Provincial Planning & Operations Office commented that Pagadian was the transshipment point of grains (rice and corn) coming from Cotabato, Misamis Occidental and Lanao del Norte bound for Zamboanga and the Sulu Archipelago. They pointed out that the grains which were coming from Davao did not necessarily pass by Pagadian, but were rather shipped directly to Zamboanga City. They also emphasized that Pagadian was considered to be the rice granary of Mindanao and added that it was a major rice and corn exporter to the rest of Region IX.
6. The Planning and Operations Officer made mention of some big rice mills in Pagadian City, namely: Sy Kok Tiong Rice Mill, Sultan Marcaban Rice Mill, Cagampang Rice Mill and National Food Authority (NFA). Except for the NFA, there was no

relevant information provided about these private rice mills and storage facilities.

7. In 1990, there were three NFA warehouses/storage facilities in Pagadian, i.e., one warehouse was government-owned and the other two warehouses were sub-contracted from private individuals. The combined drying capacity of these three warehouses was 1,115 bags, combined milling capacity was 250 bags, and the combined warehouse storage capacity was 310,000 bags. As of April 1994, NFA had also a fourth warehouse in Pagadian.
8. NFA disclosed that the rice coming from the municipalities of Ipil and Malangas (both Zamboanga del Sur) bound for Luzon would usually pass by Pagadian. However, the rice coming from Ipil and Malangas bound for Zamboanga, Sulu and Basilan did not pass by Pagadian, i.e., the shipments were made directly from the sources to the areas of destination.
9. NFA mentioned that they had just lately shipped around 32,000 bags of rice from Pagadian to Catanduanes and Albay on board two vessels (i.e., 16,000 bags of rice/vessel). The total loading operation time for 16,000 bags was three days (with daily loading operations from 0800 hours to 2200 hours). The freight rate from Pagadian to Catanduanes was ₱ 17.5 per 50-kg bag of rice. This was also the freight rate from Pagadian to Tabaco, Albay. NFA estimated that in every shipment there would be a loss of two percent or less of the total shipment due to handling.
10. The captain of the ML Nororrahman revealed that the average speed of his motor launch was 10 knots. The distance of the Pagadian-Cotabato route was approximately 62 n.m. and voyages are 7-8 hours. ML Nororrahman has a capacity for 321 passengers. The passage rate was ₱ 100/passenger. In the case of ML Aida 7, one of its officers said that their motor launch had a capacity for 300 passengers and an average speed of 11 knots. ML Aida 7 also plies the Pagadian-Cotabato route.
11. Both motor launches called at the port of Pagadian every other day on the same schedule. A total of four motor launches called at the port of Pagadian, i.e., coming from Cotabato. The other two motor launches were ML Norhaina and ML Aida 8. These two launches departed from Cotabato at the same time as the departures of ML Nororrahman and ML Aida 7 from Pagadian.
12. The officers of these motor launches observed that there is a two-way flow of rice between Cotabato and Pagadian. They also made the following observations about operations of the port of Pagadian:

- Arrastre was inefficient, i.e., manual handling delayed loading/unloading of cargo.
- They felt uncomfortable about the shipsiding system/practice being imposed on them by the port authority.
- There was an impression that PPA practiced favoritism between small motor launches and bigger vessels, with the latter group being the usual favorite.
- They did not favor the system of vessel arrangement/berthing prioritization by the PPA at the pier, but felt helpless to try change it.
- As regards port lighting facilities, they were asking "why there were lamp posts at the pier but there were no lamps". (PPA commented in a later interview that they intentionally did not switch on the lighting facilities in order to conserve energy.) The problem was of concern since several vessels regularly leave from Pagadian after dark, i.e., 1900-2100 hours.
- They complained about the fishing boats being allowed to berth/shipside at the pier on Sundays, Tuesdays, Fridays and Saturdays, thereby reducing the berthing space capacity of the pier.
- They had no problems with the shippers and passengers, but they had problems with the PCG. They were always asked to give the PCG amounts equivalent to one-third of the fares collected from the "excess" passengers the PCG permitted them to carry.

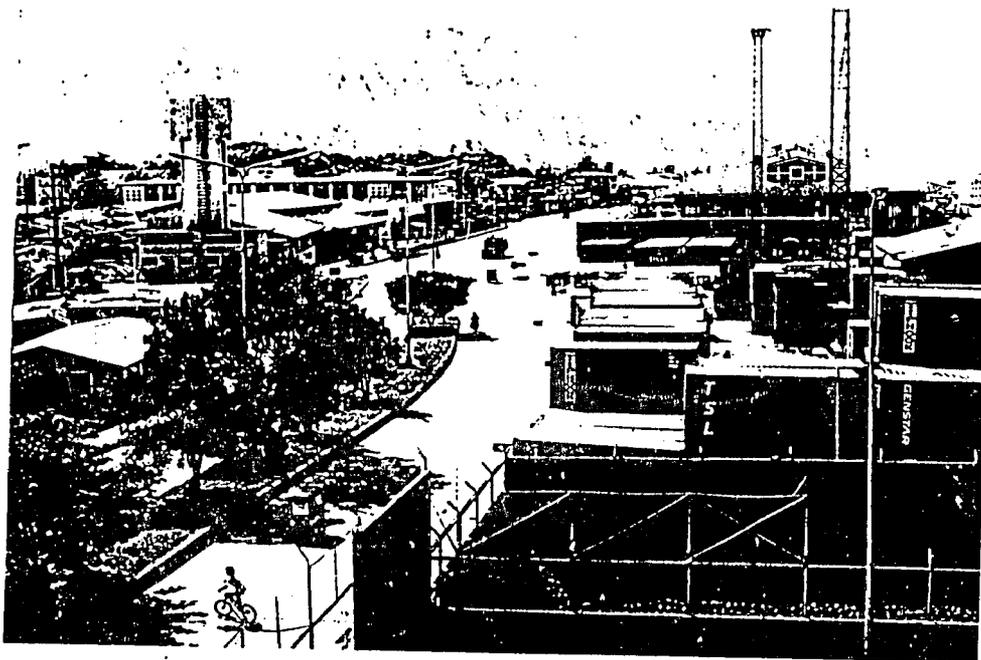
13. There were also local farmers who were interviewed in Pagadian. According to them, Pagadian farmland is very fertile. Their average harvest was 90 sacks of palay/hectare in a 4-month cropping time. Each sack of palay weighed around 60-70 kilograms. They estimated that the cost of farming ranged from ₱ 5,000 to ₱ 6,000/hectare. Most farmers secured their capital from private businessmen. They had experienced problems from cooperatives, i.e., problems of management, favoritism and corruption.
14. The farmers were very much concerned with the production costs and product pricing, but not much concerned with the cost of shipping and trading. Palay and rice trading were usually handled/undertaken by their financiers and other private businessmen. They constitute a "captive market" of their financiers, and they felt they could do nothing about it. They indicated that their farm produce must automatically be sold/forwarded to their private financiers rather than to

anybody else. According to them, they would not be given assistance anymore by the concerned financiers if they did not forward their farm produce to the financiers. This was also the reason why they could not sell their farm produce to the NFA, i.e., considering that NFA offers higher buying prices.

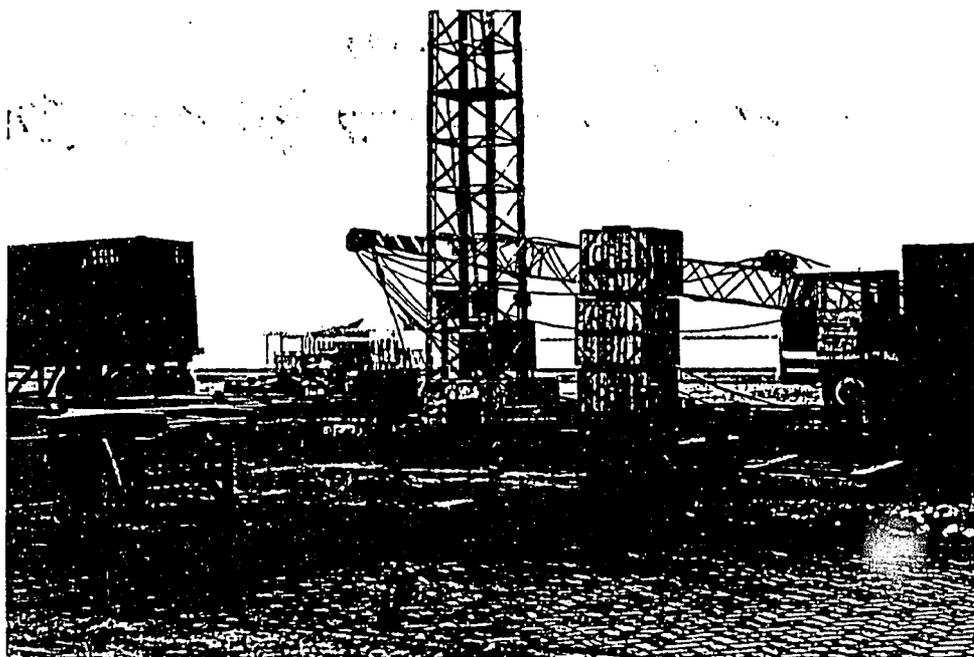
15. The farmgate/buying price of palay out of harvest season by private businessmen was ₱ 5.00/kilogram. During harvest season, the farmgate/buying price of palay by private businessmen was ₱ 3.80/kilogram. The NFA buying price for palay could range from ₱ 6.00 to 7.00/kilogram. The farmers disclosed the way the businessmen/financiers would deal with them, to wit:

- Dealings should be exclusively between the farmer and the financier alone.
- There should be a desirable "interest rate" to the capital amount provided by the financier, i.e., the capital amount together with its interest must be returned to the financier immediately at harvest time, after which the farmer could again borrow from the businessman for financing.
- Farmers must understand that their farm produce would be bought only by their financier at a price that should necessarily be lower than the prevailing price.
- There must be an "over and above deduction" if the palay was considered low class or if it was believed, by the financier/businessman, to require more drying.

PORT OF ZAMBOANGA



Container yard/ container freight station on the right,
water tower and power station on the left.



Container yard area leased to United Stevedoring Corporation.

ANNEX B

ZAMBOANGA & SULU ARCHIPELAGO PASSENGER SURVEY RESULTS

ANNEX B

ZAMBOANGA & SULU PASSENGER SURVEY RESULTS

The LSRS conducted a passenger survey at the Manila North Harbor for the Manila-Zamboanga route, and conducted passenger surveys at Zamboanga for a number of routes, including ferry services between Zamboanga and Basilan Island, liner shipping services to the Sulu Archipelago ports of Jolo, Siasi, Bongao, and Sitangkai, and to the island of Cagayan de Tawi Tawi, and a coastal route between Zamboanga and Pagadian City. A survey of Jolo-Tawi Tawi passenger services was conducted at the port of Jolo. As shown in Table B.1, a total of ten routes were surveyed; the table indicates the schedule of these surveys and the vessels which were surveyed on each route.

Questions asked of passengers for the purpose of evaluating the services being provided included the following:

- Passenger travel purpose and frequency of travel on the route being evaluated.
- Degree of cleanliness and the air comfort levels of seating and sleeping areas.
- Adequacy of maintenance and cleanliness of toilets and washing facilities on board the vessel.
- Degree of comfort and cleanliness of eating areas on board the vessel, and adequacy/quality of meals, meal service and supplies of drinking water.
- Degree of comfort and cleanliness of waiting area before boarding the vessel, and adequacy of the boarding process.
- Extent to which baggage security might be considered to constitute a problem.
- Adequacy of the operator's space reservation system, from the standpoints of convenience of booking, and assurance that once space is booked it will be provided, i.e., avoidance of overbooking.
- The perceived attitude of the operator's management toward passenger service quality.
- The degree of efficiency of the operator's shore-based staff and the vessel crew, and their attitudes toward passengers.

- The sufficiency and convenience of services on the route.
- The extent to which the operator and the vessel adhere to the service schedule.
- The speed of services.
- The extent to which services have improved over the past period of two years.

Results of the surveys of passengers services being provided to ports of Zamboanga and the Sulu Archipelago are presented in Tables B.2 through B.180 of this annex, and the principal findings are identified and discussed in Chapter 4 of this report volume. The Tables that apply to each of the ten surveyed routes are:

- Zamboanga-Manila (B.2 through B.19)
- Zamboanga-Isabela, Basilan (B.20 through B.37)
- Zamboanga-Lamitan, Basilan (B.38 through B.55)
- Zamboanga-Jolo (B.56 through B.73)
- Zamboanga-Siasi (B.74 through B.90)
- Zamboanga-Bongao (B.91 through B.108)
- Jolo-Tawi Tawi (B.109 through B.126)
- Zamboanga-Sitangkai (B.127 through B.144)
- Zamboanga-Cagayan de Tawi Tawi (B.145 through B.162)
- Zamboanga-Pagadian (B.163 through B.180)

TABLE B.1

**Schedule of Vessel Surveys
and Number of Passengers Interviewed**

Routes Date of Interview	Name of Vessel/Company	Sample			Total
		1st	2nd	3rd	
Manila - Zamboanga					
09/23/93	Maynilad/WLI	1	5	13	19
09/24/93	Superferry 3	7	20	34	61
Sub-total : Manila - Zamboanga		8	25	47	80
Zamboanga - Isabela, Basilan					
11/23/93	Lenora/Basilan Lines	9	33	34	76
11/23/93	Estrella/ALSL	-	26	47	73
Sub-total: Zamboanga - Isabela, Basilan		9	59	81	149
Zamboanga - Lamitan, Basilan					
11/24/93	Dona Ramona/BL	9	32	56	97
Zamboanga - Jolo					
11/25/93	Nafiesa - A/HAA	-	-	50	50
11/24/93	Merlyn/WLC	-	-	50	50
11/26/93	Magnolia Grandiflora/MSL	-	-	35	35
11/24/93	Dona Isabel I/SKT	-	-	67	67
11/23/93	Lady Ruth/SKT	-	-	36	36
11/18/93	Sampaguita Blossom/SSLI	-	1	5	6
Sub-total: Zamboanga - Jolo		-	1	243	244
Zamboanga - Siasi					
11/26/93	Magnolia Grandiflora/MSL	-	-	6	6
11/23/93	Lady Ruth/SKT	-	-	8	8
11/18/93	Sampaguita Blossom/SSLI	-	1	1	2
Sub-total : Zamboanga - Siasi		-	1	15	16
Zamboanga - Bongao					
11/26/93	Magnolia Grandiflora/MSL	-	-	20	20
11/23/93	Lady Ruth/SKT	-	-	18	18
11/18/93	Sampaguita Blossom/SSLI	-	-	4	4
Sub-total: Zamboanga - Bongao		-	-	42	42

Jolo - Tawi-Tawi					
11/18/93	Dona Isabel I/SKT	1	1	34	36
Zamboanga - Sitangkai					
11/26/93	Magnolia Grandiflora/MSL	-	-	6	6
11/23/93	Lady Ruth/SKT	-	-	4	4
11/18/93	Sampaguita Blossom/SSLI	-	1	4	5
Sub-total : Zamboanga - Sitangkai		-	1	14	15
Zamboanga - Cag. de Tawi-Tawi					
11/23/93	Mocking Bird/CT	-	-	51	51
Zamboanga - Pagadian					
11/25/93	Dona Isabel II/SKT	-	-	113	113
Total		27	120	696	843

Note: HAA (Habib Abdurahman Alawi), WLC (William Lim Chiong), (Magnolia Shipping Lines), SKT (SKT Shipping Lines), S (Sampaguita Shipping Lines), CT (Crispin Tan), ALSL (Ale Shipping Lines), BL (Basilan Lines), WLI (William Lines).

TABLE B.2
PURPOSE OF TRAVEL

	M/V MAYNILED					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Marketing of goods			2	2	11	2		2	4	7	2		4	6	8
Medical							3	1	4	7		3	1	4	5
Family affairs		1	3	4	21	1	1	6	8	13	1	2	9	12	15
Vacation (non-student)		3	1	4	21		3	3	6	10		6	4	10	13
Employment change			2	2	11		1	4	5	8		1	6	7	9
Other business related						2	8	6	16	26	2	8	6	16	20
School break/holiday								1	1	2			1	1	1
Buying/shopping			1	1	5			3	3	5			4	4	5
Provincial fiestas			2	2	11		1		1	2		1	2	3	4
Other travel purposes	1		1	2	11	2	3	6	11	18	3	3	7	13	16
No answer		1	1	2	11			2	2	3		1	3	4	5
Total	1	5	13	19	100	7	20	34	61	100	8	23	47	80	100

TABLE B.3
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	M/V MAYNILED					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
1-3 times a year	1	1	1	3	16	3	9	20	32	52	4	10	21	35	44
4-6 times a year		1	1	2	11	1	6	5	12	20	1	7	6	14	18
7-10 times a year		1		1	5	2		1	3	5	2	1	1	4	5
12 times a year		1		1	5							1		1	1
No answer		1	11	12	63	1	5	8	14	23	1	6	19	26	33
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.4
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	M/V MAYNILED					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very clean		1	10	11	58	5	17	25	48	79	5	18	36	59	74
Satisfactory	1	3	2	6	32	2	3	8	13	21	3	6	10	19	24
Not clean			1	1	5								1	1	1
No answer		1		1	5							1		1	1
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.5
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable		2	11	13	68	7	17	16	40	66	7	19	27	53	56
Satisfactory	1	2	1	4	21		3	15	18	30	1	5	16	22	28
Not comfortable								1	1	2			1	1	1
Unacceptable			1	1	5			2	2	3			3	3	4
No answer		1		1	5						1		1	1	1
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.6
CLEANLINES AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clean & well maintained	1	2	10	13	68	5	15	28	48	79	6	17	38	61	76
Satisfactory		2	2	4	21	2	5	6	13	21	2	7	8	17	21
No answer		1	1	2	11							1	1	2	3
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.7
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent		1	7	8	42	4	13	21	38	62	4	14	28	46	58
Satisfactory	1	2	5	8	42	2	5	12	19	31	3	7	17	27	34
Unacceptable								1	1	2			1	1	2
Don't drink water			1	1	5	1			1	2	1	1		2	3
No answer		1	1	2	11		1		1	2		2	1	3	4
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.8
COMFORT AND CLEANLINES OF EATING AREAS ON BOARD**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent		2	8	10	53	4	13	24	41	67	4	15	32	51	64
Satisfactory	1	2	4	7	37	3	5	9	17	28	4	7	13	24	30
Unsatisfactory							1	1	2	3		1	1	2	3

**TABLE B.9
MEALS AND MEAL SERVICE ON BOARD**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:															
Excellent			8	8	42	4	13	20	37	61	4	13	28	45	56
Satisfactory	1	4	3	8	42	3	6	10	19	31	4	10	15	27	34
Unsatisfactory								1	1	2			1	1	1
No answer		1	2	3	16		1	3	4	7		2	5	7	9
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Meal Service:															
Excellent			4	4	21	4	9	16	29	48	4	9	20	33	41
Satisfactory	1	2	1	4	21	3	4	10	17	28	4	6	11	21	26
Inadequate								1	1	2			1	1	1
No answer		3	8	11	58		7	7	14	23		10	15	25	31
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.10
VESSEL OPEN AREAS FOR PASSENGERS**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent		1	8	9	47	3	10	21	34	56	3	11	29	43	54
Satisfactory	1	3	3	7	37	4	9	11	24	39	5	12	14	31	39
Inadequate								1	1	2			1	1	1
No answer		1	2	3	16		1	1	2	3		2	3	5	6
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

**TABLE B.11
WAITING AREA BEFORE BOARDING, IN TERMS OF COMFORT & CLEANLINESS**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent		1	7	8	42	5	11	20	36	59	5	12	27	44	55
Satisfactory	1	2	4	7	37	2	9	13	24	39	3	11	17	31	39
Unsatisfactory		1		1	5							1		1	1
No answer		1	2	3	16			1	1	2		1	3	4	5
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

BOARDING PROCESS

	MV MAYNILAD					MV SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Easy and Safe		1	7	8	42	5	7	25	37	61	5	8	32	45	56
Satisfactory	1	3	4	8	42	2	13	8	23	38	5	16	12	31	39
No answer		1	2	3	16			1	1	2		1	3	4	5
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.13
BAGGAGE SECURITY ON BOARD THE VESSEL

	MV MAYNILAD					MV SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			8	8	42		3	10	13	21		3	18	21	26
Fair	1	4	3	8	42	7	16	21	44	72	8	20	24	52	65
Poor			1	1	5			1	1	2			2	2	3
Serious problem							1		1	2		1		1	1
No answer		1	1	2	11			2	2	3			3	4	5
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.14
ANY BAGGAGE LOSSES FOR THIS ROUTE

	MV MAYNILAD					MV SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Yes			1	1	5							1		1	1
None/not yet experienced	1	4	13	18	95	7	20	34	61	100	8	24	47	79	99
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.15
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	MV MAYNILAD					MV SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:															
Excellent		1	1	2	11	2	12	18	32	52	2	13	19	34	43
Satisfactory	1	1	6	8	42	3	5	10	18	30	4	6	16	26	33
Difficult		2	3	5	26	2		1	3	5	2	2	4	8	10
No answer		1	3	4	21		3	5	8	13		4	8	12	15
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Security of Booking:															
Excellent	1	1	5	7	37	2	11	17	30	49	3	12	22	37	46
Satisfactory			2	3	26	4	5	8	17	28	4	7	11	22	28

TABLE B.16
**BUMPED AFTER HAVING RESERVATION WITH THIS
 SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993**

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet encountered	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
TOTAL	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.17
RATING OF MANAGEMENT AND STAFF

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:															
Excellent	1		8	9	47	5	13	24	42	69	6	13	32	51	64
Satisfactory		4	4	8	42	2	5	7	14	23	2	9	11	22	28
Very poor							1		1	2		1		1	1
No answer			1	2	11		1	3	4	7		2	4	6	8
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Land Based Staff Attitude to Passenger & Efficiency:															
Excellent	1		4	5	26	3	12	18	33	54	4	12	22	38	48
Satisfactory		4	2	6	32	3	6	10	19	31	3	10	12	25	31
Unsatisfactory							1	1	2	3		1	1	2	3
No answer		1	7	8	42	1	1	5	7	11	1	2	12	15	19
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:															
Excellent	1		4	5	26	4	11	20	35	57	5	11	24	40	50
Satisfactory		3	2	5	26	3	8	8	19	31	3	11	10	24	30
No answer		2	7	9	47		1	6	7	11		3	13	16	20
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

6

1/3

TABLE B.18
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Sufficient and Convenient:															
Excellent			9	9	47	3	12	22	37	61	3	12	31	46	58
Generally good		3	1	4	21	3	7	7	17	28	3	10	8	21	26
Fair		1	2	3	16	1		1	2	3	1	1	3	5	6
Don't have view	1			1	5			2	2	3	1		2	3	4
No answer		1	1	2	11		1	2	3	5		2	3	5	6
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Adherence to Schedule/Reliability															
Excellent			5	5	26	2	8	14	24	39	2	8	19	29	36
Generally good	1	4	4	9	47	3	11	14	28	46	4	15	18	37	46
Fair			1	1	5	1		1	2	3	1		2	3	4
Very poor								1	1	2			1	1	1
Don't have view			1	1	5			1	1	2			2	2	3
No answer		1	2	3	16	1	1	3	5	8	1	2	5	8	10
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100
Service Speed:															
Fast			6	6	32	3	12	21	36	59	3	12	27	42	53
Satisfactory	1	3	2	6	32	4	6	7	17	28	5	9	9	23	29
Slow		1	1	2	11			1	1	2		1	2	3	4
Don't have view								2	2	3			2	2	3
No answer		1	4	5	26		2	3	5	8		3	7	10	13
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

TABLE B.19
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	M/V MAYNILAD					M/V SUPERFERRY 3					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Have not travelled this route before		2	6	8	42	1	3	12	16	26	1	5	18	24	30
Services have considerably improved		2	2	4	21		2	3	5	8		4	5	9	11
Slight improvement of services			2	2	11	4	8	10	22	36	4	8	12	24	30
Service standards have not changed			2	2	11	1	2	3	6	10	1	2	5	8	10
Cannot estimate change	1			1	5	1	4	3	8	13	2	4	3	9	11
No answer		1	1	2	11		1	3	4	7		2	4	6	8
Total	1	5	13	19	100	7	20	34	61	100	8	25	47	80	100

118

ZAMBOANGA - ISABELA, BASILAN ROUTE

TABLE B.20
PURPOSE OF TRAVEL

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Marketing of goods	1	6	2	9	12	4	3	7	10	1	10	5	16	11
Medical		1		1	1	2		2	3		3		3	2
Family affairs		5	12	17	22	3	17	20	27		8	29	37	25
School break/holiday	1	4	4	9	12	1	2	3	4	1	5	6	12	8
Vacation (non-student)	1	2	8	11	14		6	6	8	1	2	14	17	11
Employment change		1		1	1		6	6	8		1	6	7	5
Other business related	4	5	2	11	14	12		12	16	4	17	2	23	15
Other travel purposes	2	7	2	11	14	3	12	15	21	2	10	14	26	17
No answer		2	4	6	8	1	1	2	3		3	5	8	5
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100

TABLE B.21
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Daily	1		2	3	4	1	3	4	5	1	1	5	7	5
3-5 times a week	1	2	2	5	7	8	1	9	12	1	10	3	14	9
Monthly	2	9	2	13	17	4	5	9	12	2	13	7	22	15
2-4 times a month	3	13	3	19	25	9	17	26	36	3	22	20	45	30
1-6 times a year	2	9	21	32	42	1	19	20	27	2	10	40	52	35
7-10 times a year			4	4	5	2	1	3	4		2	5	7	5
No answer						1	1	2	3		1	1	2	1
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100

TABLE B.22
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very clean	6	10	14	30	39	2		2	3	6	12	14	32	21
Satisfactory	3	23	17	43	57	24	36	60	82	3	47	53	103	69
Not clean							10	10	14			10	10	7
Unacceptable							1	1	1			1	1	1
No answer			3	3	4							3	3	2
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100

AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable	8	14	9	31	41	2	7	9	12	8	16	16	40	27
Satisfactory	1	18	22	41	54	23	29	52	71	1	41	51	53	62
Not comfortable			1	1	1	1	6	7	10		1	7	8	5
Unacceptable							4	4	5			4	4	3
No answer		1	2	3	4		1	1	1		1	3	4	3
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100

TABLE B.24

CLEANLINESS AND MAINTENANCE OF TOILET AND WASHING FACILITIES DURING THE VOYAGE

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clean & well maintained	6	11	12	29	38	2	6	8	11	6	13	18	37	25
Satisfactory	3	19	18	40	53	23	22	45	62	3	42	40	85	57
Unsatisfactory			1	1	1		11	11	15			12	12	8
Unacceptable							3	3	4			3	3	2
No answer		3	3	6	8	1	5	6	8		4	8	12	8
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100

TABLE B.25

ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	3	3	2	8	11		2	2	3	3	3	4	10	7
Satisfactory		2	8	10	13	9	10	19	26		11	18	29	19
Inadequate			1	1	1		3	3	4			4	4	3
Unacceptable			2	2	3		1	1	1			3	3	2
Don't drink water		9	12	21	28	1	21	22	30		10	33	43	29
No answer	6	19	9	34	45	16	10	26	36	6	35	19	60	40
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100

TABLE B.26

COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD

	M/V LENORA					M/V ESTRELLA				TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent		2		2	3						2		2	1
Satisfactory			2	2	3	7		7	10		7	2	9	6
Unacceptable							1	1	1			1	1	1

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:															
Satisfactory			1	2	3	4	6		6	8		7	2	9	6
No answer	9	32	32	73	96	20	47	67	92		9	52	79	140	94
Total	9	33	34	76	100	26	47	73	100		9	59	81	149	100
Meal Service:															
Excellent			2	2	5								2	2	1
Satisfactory		1		1	1	5		5	7			6		6	4
No answer	9	32	32	73	96	21	47	68	93		9	53	79	141	95
Total	9	33	34	76	100	26	47	73	100		9	59	81	149	100

TABLE B.28
VESSEL OPEN AREAS FOR PASSENGERS

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	5	6	1	12	16	2		2	2	3	5	8	1	14	9
Satisfactory	4	18	27	49	64	23	23	46	63		4	41	50	95	64
Inadequate							7	7	10				7	7	5
Unacceptable						4		4	5				4	4	3
No answer		9	6	15	20	1	13	14	19				4	4	3
Total	9	33	34	76	100	26	47	73	100		9	59	81	149	100

TABLE B.29
WAITING AREA BEFORE BOARDING, IN TERMS OF COMFORT & CLEANLINESS

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	5	5	14	24	32	2	12	14	19		5	7	26	38	26
Satisfactory	2	22	16	40	53	20	30	50	68		2	42	46	90	60
Unsatisfactory	2	3		5	7		2	2	3		2	3	2	7	5
Unacceptable			2	2	3		1	1	1				2	2	1
No answer		3	2	5	7	4	2	6	8				3	3	2
Total	9	33	34	76	100	26	47	73	100		9	59	81	149	100

TABLE B.30
BOARDING PROCESS

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Easy and Safe	5	3	12	20	26		5	5	7		5	3	17	25	17
Satisfactory	4	24	19	47	62	25	31	56	77		4	49	50	103	69
Unsatisfactory							2	2	3				2	2	1
Chaotic		4		4	5		8	8	11			4	8	12	8
No answer		2	3	5	7	1	1	2	3				3	3	2
Total	9	33	34	76	100	26	47	73	100		9	59	81	149	100

**TABLE B.31
BAGGAGE SECURITY ON BOARD THE VESSEL**

	M/V LENORA					M/V ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Excellent	3	3	9	15	20	3	7	10	14	3	6	16	25	17	
Fair	6	25	22	53	70	23	13	46	63	6	48	45	99	66	
Poor		4	1	5	7		17	17	23		4	18	22	15	
Serious problem		1	1	2	3						1	1	2	1	
No answer			1	1	1						1	1	2	1	
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100	

**TABLE B.32
ANY BAGGAGE LOSSES FOR THIS ROUTE**

	M/V LENORA					M/V ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Yes		2	1	3	4		1	1	1						
None/Not yet experienced	6	28	21	66	87	24	45	69	95	6	52	2	4	3	
No answer	3	3	1	7	9	2	1	3	4	3	5	2	10	7	
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100	

**TABLE B.33
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING**

	M/V LENORA					M/V ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Convenience of Booking:															
Excellent	2	13	5	20	26		10	10	14	2	13	15	30	20	
Satisfactory	2	9	20	31	41	19	24	43	59	2	28	44	74	50	
Unacceptable						1		1	1		1		1	1	
Difficult			1	1	1							1	1	1	
No answer	5	11	8	24	32	6	13	19	26			1	1	1	
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100	
Security of Booking:															
Excellent	2	11	8	21	28		12	12	16	2	11	20	33	22	
Satisfactory	2	8	16	26	34	19	22	41	56	2	27	38	67	45	
Unacceptable						1		1	1		1		1	1	
Difficult		1	1	2	3							1	1	1	
No answer	5	13	9	27	36	6	13	19	26			1	1	1	
Total	9	33	34	76	100	26	47	73	100	9	59	61	149	100	

TABLE B.34
**BUMPED AFTER HAVING RESERVATION WITH THIS
 SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993**

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
None/Not yet encountered	4	23	30	57	75	16	43	59	81	4	39	73	116	78	
No answer	5	10	4	19	25	10	4	14	19	5	20	8	33	22	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	

TABLE B.35
RATING OF MANAGEMENT AND STAFF

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Management Attitude of Service Quality:															
Excellent	2	11	12	25	33	1	9	10	14	2	12	21	35	23	
Satisfactory	2	9	13	24	32	22	17	39	53	2	31	30	63	42	
Unsatisfactory		1	2	3	4		7	7	10		1	9	10	7	
No answer	5	12	7	24	32	3	14	17	23	5	15	21	41	28	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	
Land Based Staff Attitude to Passenger & Efficiency:															
Excellent	2	9	8	19	25	2	4	6	8	2	11	12	25	17	
Satisfactory	3	10	16	29	38	17	17	34	47	3	27	33	63	42	
Unsatisfactory		1	3	4	5		10	10	14		1	13	14	9	
No answer	4	13	7	24	32	7	16	23	32	4	20	23	47	32	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	
Vessel Crew Attitude to Passenger Attitude & Efficiency:															
Excellent	5	21	17	43	57	8	16	24	33	5	29	33	67	45	
Satisfactory	4	11	15	30	39	14	22	36	49	4	25	37	66	44	
Unsatisfactory			1	1	1		8	8	11			9	9	6	
No answer		1	1	2	3	4	1	5	7		5	2	7	5	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	

15

1/1/9

TABLE B.36
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Sufficient and Convenient:															
Excellent	7	22	26	55	72	6	9	15	21	7	25	35	70	47	
Generally good	1	5	3	9	12	3	20	23	32	1	8	23	32	21	
Fair	1	5	2	8	11	17	15	32	44	1	22	17	40	27	
Very poor			1	1	1		2	2	3			3	3	2	
No answer		1	2	3	4		1	1	1		1	3	4	3	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	
Adherence to Schedule/Reliability:															
Excellent	7	23	23	53	70	3	7	10	14	7	26	30	63	42	
Generally good	2	8	8	18	24	23	34	57	78	2	31	42	75	50	
Fair							3	3	4			3	3	2	
Very poor		1	1	2	3		1	1	1		1	2	3	2	
No answer		1	2	3	4		2	2	3		1	4	5	3	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	
Service Speed:															
Fast		9	22	31	41		1	1	1		9	23	32	21	
Satisfactory	8	20	6	34	45	17	10	27	37	8	37	16	61	41	
Slow			2	2	3	1	24	25	34		1	26	27	18	
Very slow			3	3	4	7	7	14	19		7	10	17	11	
Don't have view		2		2	3		1	1	1		2	1	3	2	
No answer	1	2	1	4	5	1	4	5	7	1	3	5	9	6	
Total	9	53	34	76	100	26	47	73	100	9	59	81	149	100	

TABLE B.37
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	MV LENORA					MV ESTRELLA					TOTAL				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Services have considerably improved	4	17	3	24	32	10	1	11	15	4	27	4	35	23	
Slight improvement of services	5	11	8	24	32	4	15	19	26	5	15	23	43	29	
Service standards have not changed		1	1	2	3	10	9	19	26		11	10	21	14	
Services are less good now			11	11	14		5	5	7			16	16	11	
Cannot estimate change		2	10	12	16	1	15	16	22		3	25	28	19	
No answer		2	1	3	4	1	2	3	4		3	3	6	4	
Total	9	33	34	76	100	26	47	73	100	9	59	81	149	100	

ZAMBOANGA - LAMITAN ROUTE

TABLE B.38
PURPOSE OF TRAVEL

	MV DONA RAMONA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Marketing of goods	5	7	11	23	24
Medical		2	2	4	4
Family affairs	1	1	21	23	24
School break/holiday		1	7	8	8
Vacation (non-student)	1	2	10	13	13
Employment change			1	1	1
Other business related	2	3	2	7	7
Other travel purposes		16	2	18	19
Total	9	32	56	97	100

TABLE B.39
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	MV DONA RAMONA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Daily			1	1	1
2-3 times a week		1	2	3	3
Monthly	4	5	3	12	12
2-4 times a month	3	6	17	26	27
1-10 times a year	2	20	28	50	52
15-20 times a year			5	5	5
Total	9	32	56	97	100

TABLE B.40
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	MV DONA RAMONA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very clean	7	3	13	23	24
Satisfactory	2	29	40	71	73
Not clean			1	1	1
Unacceptable			1	1	1
No answer			1	1	1
Total	9	32	56	97	100

TABLE B.41
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	MV DONA RAMONA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable	7	3	4	14	14
Satisfactory	2	29	51	82	85
Not comfortable			1	1	1
Total	9	32	56	97	100

**TABLE B.42
CLEANLINES AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clean and well maintained	5	1	21	27	28
Satisfactory	4	31	28	63	65
Unsatisfactory			5	5	5
No answer			2	2	2
Total	9	32	56	97	100

**TABLE B.43
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	4		2	6	6
Satisfactory		13	31	44	45
Inadequate			1	1	1
Don't drink water	1		19	20	21
No answer	4	19	3	26	27
Total	9	32	56	97	100

**TABLE B.44
COMFORT AND CLEANLINES OF EATING AREAS ON BOARD**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	1	1		2	2
Satisfactory	3	11	7	21	22
No answer	5	20	49	74	76
Total	9	32	56	97	100

**TABLE B.45
MEALS AND MEAL SERVICE ON BOARD**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:					
Excellent	1			1	1
Satisfactory			1	1	1
No answer	8	32	55	95	98
Total	9	32	56	97	100
Meal Service:					
Satisfactory			1	1	1
No answer	9	32	55	96	99
Total	9	32	56	97	100

122

**TABLE B.46
VESSEL OPEN AREAS FOR PASSENGERS**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	3	3	2	8	8
Satisfactory	6	29	48	83	86
Inadequate			5	5	5
No answer			1	1	1
Total	9	32	56	97	100

**TABLE B.47
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	2	1	25	28	29
Satisfactory	5	30	30	65	67
Unsatisfactory	2	1	1	4	4
Total	9	32	56	97	100

**TABLE B.48
BOARDING PROCESS**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Easy and Safe	1	1	25	27	28
Satisfactory	8	31	31	70	72
Total	9	32	56	97	100

**TABLE B.49
BAGGAGE SECURITY ON BOARD THE VESSEL**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			5	5	5
Fair	9	31	51	91	94
No answer		1		1	1
Total	9	32	56	97	100

**TABLE B.50
ANY BAGGAGE LOSSES FOR THIS ROUTE**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet experienced	9	30	55	94	97
No answer		2	1	3	3
Total	9	32	56	97	100

123

**TABLE B.51
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:					
Excellent			5	5	5
Satisfactory	5	12	49	66	68
No answer	4	20	2	26	27
Total	9	32	56	97	100
Security of Booking:					
Excellent		1	5	6	6
Satisfactory	5	10	48	63	65
No answer	4	21	3	28	29
Total	9	32	56	97	100

**TABLE B.52
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet experienced	7	15	46	68	70
No answer	2	17	10	29	30
Total	9	32	56	97	100

**TABLE B.53
RATING OF MANAGEMENT AND STAFF**

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:					
Excellent	1	1	23	25	26
Satisfactory	5	12	27	44	45
No answer	3	19	6	28	29
Total	9	32	56	97	100
Land Based Staff Attitude to Passenger & Efficiency:					
Excellent	1	1	27	29	30
Satisfactory	5	12	18	35	36
Unsatisfactory			2	2	2
No answer	3	19	9	31	32
Total	9	32	56	97	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:					
Excellent	1	1	31	33	34
Satisfactory	7	30	21	58	60
No answer	1	1	4	6	6
Total	9	32	56	97	100

TABLE B.54
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Sufficient and Convenient:					
Excellent	5	15	7	27	28
Generally good	4	16	32	52	54
Fair			17	17	18
No answer		1		1	1
Total	9	32	56	97	100
Adherence to Schedule/Reliability:					
Excellent	5	15	10	30	31
Generally good	4	15	46	65	67
Very poor		1		1	1
No answer		1		1	1
Total	9	32	56	97	100
Service Speed:					
Fast	1		1	2	2
Satisfactory	7	31	48	86	89
Very slow			7	7	7
No answer	1	1		2	2
Total	9	32	56	97	100

TABLE B.55
CHANGE OF SERVICES OVER THE PAST TWO YEARS

MV DONA RAMONA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Services have considerably improved	1		2	3	3
Slight improvement of services	6	19	23	48	49
Service standards have not changed	2	12	12	26	27
Services are less good now			17	17	18
Cannot estimate change			1	1	1
No answer		1	1	2	2
Total	9	32	56	97	100

125

ZAMBOANGA - JOLO ROUTE

TABLE B. 66
PURPOSE OF TRAVEL

	MV NAFESA-A		MV MERLYN		MV M. GRANDIFLORA		MV DONA ISABEL		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Marketing of goods	4	8	10	20	7	20	7	10	3	8							31	31	13
Medical									1	3		1			17		2	2	1
Family affairs	15	30	15	30	10	29	28	32	6	17		1			17		70	70	29
School break/holiday	2	4	1	2	2	6	2	3	1	3					17		9	9	4
Provincial fiestas					1	3						1	1	2	33	1	2	3	1
Vacation (non-student)	6	12	4	8	3	9	10	15	4	11							27	27	11
Employment change	1	2	1	2	2	6	2	3	2	6							8	8	3
Other business related	7	14	3	6	4	11	4	6	3	8					17		22	22	9
Other travel purposes	18	28	15	30	6	17	18	27	15	44							58	68	28
No answer	2	4	1	2			1	1									4	4	2
Total	60	100	50	100	35	100	67	100	35	100	1	5	6	100	1	243	244	100	

TABLE B. 67
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	MV NAFESA-A		MV MERLYN		MV M. GRANDIFLORA		MV DONA ISABEL		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Daily			2	4				3	2								5	6	2
Weekly									1	3							1	1	0
Monthly	5	10	8	12	2	6	7	10	4	11							24	24	10
2-4 times a month	6	12	8	16	3	9	6	9	7	19							30	30	12
1-5 times a year	38	76	30	60	27	77	49	78	22	51	1	4	5	83	1	170	171	70	
7-10 times a year			3	6	3	9	2	3		3		1		17		10	10	4	
No answer	1	2	1	2					1	3							3	3	1
Total	60	100	50	100	35	100	67	100	35	100	1	5	6	100	1	243	244	100	

TABLE B. 68
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	MV NAFESA-A		MV MERLYN		MV M. GRANDIFLORA		MV DONA ISABEL		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very clean	3	6	5	10	1	3						3	3	50		12	12	6
Satisfactory	42	84	40	80	18	51	19	28	19	53		2	2	33		140	140	67
Unacceptable					1	3			2	6						3	3	1
Not clean	4	8	4	8	15	43	48	72	15	42	1			17	1	36	37	16
No answer	1	2	1	2												2	2	1
Total	60	100	50	100	35	100	67	100	35	100	1	5	6	100	1	243	244	100

TABLE B. 69
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	MV NAFESA-A		MV MERLYN		MV M. GRANDIFLORA		MV DONA ISABEL		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable	2	4	4	8	1	3						3	3	60		10	10	4
Satisfactory	38	76	39	78	15	43	20	30	16	44		2	2	33		130	130	63
Not comfortable	9	18	6	12	13	51	42	65	18	50	1			17	1	33	34	15
Unacceptable									1	3						1	1	0
No answer	1	2	1	2	1	3	5	7	1	3						9	9	4
Total	60	100	50	100	35	100	67	100	35	100	1	5	6	100	1	243	244	100

**CLEANLINESS AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

	M/V NAHIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clear & well maintained	1	2	1	2								2	2	33		4	4	2
Satisfactory	35	70	40	80	20	57	8	27	8	22		3	3	50		124	124	61
Unsatisfactory	11	22	7	14	15	43	30	45	24	67	1		1	17	1	87	88	36
Unacceptable							9	28	2	5						21	21	9
No answer	3	6	2	4					2	5						7	7	3
Total	50	100	50	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

TABLE B. 81
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY

	M/V NAHIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	24	48	11	22	12	34	1	1	5	14		5	5	83		59	59	24
Inadequate	3	6	18	36	5	14	21	91	10	23	1		1	17	1	67	68	24
Unacceptable							5	7	4	11						9	9	4
Do not drink water	20	40	7	14	16	46	22	33	10	23						75	75	31
No answer	3	6	14	28	2	6	8	27	7	19						44	44	18
Total	50	100	50	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

TABLE B. 82
COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD

	M/V NAHIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent												2	2	33		2	2	
Satisfactory	8	16	11	22	7	20			1	3		3	3	50		30	30	1
Unsatisfactory	4	8	1	2	12	34	6	24	18	44	1		1	17	1	49	50	2
No answer	38	76	38	78	16	46	51	76	19	53						162	162	6
Total	50	100	50	100	35	100	67	100	38	100	1	6	6	100	1	243	244	100

TABLE B. 83
MEALS AND MEAL SERVICE ON BOARD

	M/V NAHIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:																		
Satisfactory			5	10					1	3						6	6	2
Unsatisfactory									1	3	1		1	17	1	1	2	1
No answer	50	100	45	90	35	100	27	100	34	94		5	5	83		235	236	97
Total	50	100	50	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100
Meal Service:																		
Excellent			1	2												1	1	0
Satisfactory			4	8					1	3						5	5	2
Unsatisfactory							1	1			1		17	1	1	1	2	1
No answer	50	100	45	90	35	100	66	99	36	97		5	5	83		235	236	97
Total	50	100	50	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

**TABLE B. 64
VESSEL OPEN AREAS FOR PASSENGERS**

	M/V NAFESA-A		M/V MERLYN		M/V N. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			7	14			1	1				1	1	17		9	9	4
Satisfactory	36	72	33	66	16	46	6	24	9	25		1	1	17		111	111	45
Inadequate	7	14	9	18	13	43	49	73	17	47	1		1	17	1	97	98	40
Unacceptable	6	12			3	9			9	25						18	18	7
No answer	1	2	1	2	1	3	1	1	1	3			3	60		8	8	3
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	249	244	100

**TABLE B. 65
WAITING AREA BEFORE BOARDING.
IN TERMS OF COMFORT AND CLEANLINESS**

	M/V NAFESA-A		M/V MERLYN		M/V N. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			17	34	1	3	7	26				1	1	17		36	36	15
Satisfactory	41	32	28	58	23	66	23	34	27	75		1	1	17		143	143	69
Unsatisfactory	8	18	4	8	11	31	28	89	6	17	1		1	17	1	66	66	28
No answer	1	2	1	2			1	1	3	3			3	60		9	9	4
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	249	244	100

**TABLE B. 66
BOARDING PROCESS**

	M/V NAFESA-A		M/V MERLYN		M/V N. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Easy & Safe	1	2	10	20					1	3		1	1	17		18	13	6
Satisfactory	40	30	37	74	28	80	24	36	21	69		3	3	60		163	163	83
Unsatisfactory	8	18	2	4	7	20	37	55	10	23	1		1	17	1	64	65	27
Chaotic							5	7	4	11						9	9	4
No answer	1	2	1	2			1	1					1	17		4	4	2
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

**TABLE B. 67
BAGGAGE SECURITY ON BOARD THE VESSEL**

	M/V NAFESA-A		M/V MERLYN		M/V N. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent												1	1	17		1	1	0
Fair	43	38	47	94	30	86	67	100	25	69	1	4	5	83	1	216	217	89
Poor	6	12			4	11			10	28						20	20	8
Serious problem					1	3										1	1	0
No answer	1	2	3	6												6	6	2
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	245	244	100

**TABLE B. 68
ANY BAGGAGE LOSSES FOR THIS ROUTE**

	M/V NAFESA-A		M/V MERLYN		M/V N. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Yes	1	2																
None/not yet encountered	24	48	47	94	20	57	49	73	24	67	1	4	5	83	1	166	169	69
No arr																		
Tot																		

24

128

TABLE B. 69
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	M/V NAFIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:																		
Excellent	7	14			1	3			3	8		2	2	39		13	13	5
Satisfactory	37	74	33	66	33	94		57	27	75	1	3	4	87	1	171	172	70
Difficult	2	4	3	6	1			1	16	3	8					20	20	8
No answer	4	8	14	28				8	27	3	9					39	39	16
Total	50	100	50	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100
Security of Booking:																		
Excellent	9	18			1	3			6	14		1	1	17		16	16	7
Satisfactory	37	74	34	68	34	97	48	72	22	61	1	3	4	67	1	178	179	73
Difficult			2	4			1	1	2	6						5	5	2
No answer	4	8	14	28			8	27	7	19		1	1	17		44	44	18
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

TABLE B. 70
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

	M/V NAFIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/Not yet sentenced																		
Yes	23	46	35	70	18	51	46	69	21	63		4	4	67		147	147	60
No Answer	27	54	14	28	17	49	21	31	13	35	1		1	17	1	3	4	2
Total	50	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

TABLE B. 71
RATING OF MANAGEMENT AND STAFF

	M/V NAFIESA-A		M/V MERLYN		M/V M. GRANDIFLORA		M/V DONA ISABEL I		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:																		
Excellent	6	12			1	3			1	3		1	1	17		9	9	4
Satisfactory	37	74	34	68	24	69	20	39	26	69	1	4	5	83	1	150	151	62
Unsatisfactory	5	10	3	6	9	26	23	34	8	22						48	48	20
Variable/poor							1	1								1	1	0
No answer	2	4	13	26	1	3	7	26	2	6						36	35	14
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100
Land Based Staff Attitude to Passenger & Efficiency:																		
Excellent	7	14	1	2	9	26			6	17						23	23	9
Satisfactory	38	78	36	60	22	63	36	54	27	75	1	4	5	83	1	157	158	65
Unsatisfactory	1	2	8	12	4	11	4	21	3	8						28	28	11
No answer	4	8	13	26			7	26								36	35	14
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:																		
Excellent	9	18			6	14			8	22						22	22	9
Satisfactory	36	72	41	62	28	80	63	94	22	61		4	4	67		194	194	80
Unsatisfactory	4	8	4	8	2	6	4	6	4	11	1		1	17	1	18	19	8
No answer	1	2	5	10					2	6			1	17		9	9	4
Total	60	100	60	100	35	100	67	100	36	100	1	6	6	100	1	243	244	100

25

125

TABLE B. 72
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	MV NAJESA-A		MV MERLYN		MV M. GRANIPEDRA		MV DONA ISABEL I		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Sufficient and Convenient:																			
Excellent	10	20	6	12	7	20	16	22	5	14			9	33			48	46	19
Generally good	10	20	17	34	13	37	1	1	18	44			1	17			57	58	24
Fair	18	36	19	26	2	11	18	27	4	11	1		2	33	1		59	59	24
Very poor	11	22	8	16	11	31	31	46	7	19							68	68	28
Do not have view			1	2													1	1	0
No answer	1	2	5	10			2	3	4	11							12	12	5
Total	50	100	50	100	35	100	67	100	36	100	1	5	6	100	1	243	244	100	
Adherence to Schedule/Reliability:																			
Excellent	8	16	5	10	2	6	17	25	2	6			3	60			37	37	15
Generally good	10	20	22	44	18	51	4	6	17	47			1	17			72	72	30
Fair	18	36	9	18			16	24	8	22	1		1	33	1		52	53	22
Very poor	12	24	11	22	16	43	30	45	5	14							73	73	30
No answer	2	4	3	6			4	6	4	11							9	9	4
Total	50	100	50	100	35	100	67	100	36	100	1	5	6	100	1	243	244	100	
Service Speed:																			
Fast	2	4	3	6			5	7	4	11			1	17			16	16	6
Satisfactory	42	84	32	64	22	53	31	46	19	53			3	60			149	149	51
Slow					3	9			2	6			1	17			6	6	2
Very slow	4	8	11	22	9	26	23	34	8	22	1		1	17	1		60	61	26
Do not have view	1	2	1	2	1	3											3	3	1
No answer	1	2	3	6			3	4	3	8							10	10	4
Total	50	100	50	100	35	100	67	100	36	100	1	5	6	100	1	243	244	100	

TABLE B. 73
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	MV NAJESA-A		MV MERLYN		MV M. GRANIPEDRA		MV DONA ISABEL I		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Have not travelled this route before	1	2											2	33			9	3	1
Slight improvement of services	12	24	22	44	3	9			5	14	1		2	33	1		43	44	18
Services have considerably improved							1	1					2	33			3	3	1
Services are less good now	7	14	7	14	8	23	10	15	6	17			2	33			38	38	16
Service standards have not changed	27	54	14	28	21	50	55	82	19	53							136	136	56
Cannot estimate change	2	4	4	8	3	9	1	1	3	8							13	13	5
No answer	1	2	3	6					3	8							7	7	3
Total	50	100	50	100	35	100	67	100	36	100	1	5	6	100	1	243	244	100	

26

126

ZAMBOANGA - SIASI ROUTE

TABLE B. 74
PURPOSE OF TRAVEL

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Family affairs			2	25		1	1	50		3	3	19
Employment change					1		1	50	1		1	6
Other business related	1	17	1	13						2	2	13
Other travel purposes	5	83	5	63						10	10	63
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 75
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
1-3 times a week			1	13						1	1	6
Monthly			1	13						1	1	6
2-4 times a month	1	17								1	1	6
1-6 times a year	5	83	6	75	1	1	2	100	1	12	13	81
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 76
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	3	50	2	25						5	5	31
Unacceptable			2	25						2	2	13
Not clean	3	50	4	50	1	1	2	100	1	8	9	56
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 77
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory			2	25						2	2	13
Not comfortable	6	100	5	63	1	1	2	100	1	12	13	81
Unacceptable			1	13						1	1	6
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 78
**CLEANLINESS AND MAINTENANCE OF TOILET
 AND WASHING FACILITIES DURING THE VOYAGE**

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Satisfactory	4	67	2	25							6	6	38
Unsatisfactory	2	33	6	75	1	1	2	100	1		9	10	63
Total	6	100	8	100	1	1	2	100	1		15	16	100

TABLE B. 79
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Satisfactory			1	13							1	1	6
Inadequate			1	13	1		1	50	1		1	2	13
Unacceptable			1	13							1	1	6
Do not drink water	6	100	1	13							7	7	44
No answer			4	50		1	1	50			5	5	31
Total	6	100	8	100	1	1	2	100	1		15	16	100

TABLE B. 80
COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Satisfactory			1	13							1	1	6
Unsatisfactory	6	100	1	13	1	1	2	100	1		8	9	56
No answer			6	75							6	6	38
Total	6	100	8	100	1	1	2	100	1		15	16	100

TABLE B. 81
VESSEL OPEN AREAS FOR PASSENGERS

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL				
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	
Satisfactory			3	38							3	3	19
Inadequate	6	100	3	38	1	1	2	100	1		10	11	69
Unacceptable			2	25							2	2	13
Total	6	100	8	100	1	1	2	100	1		15	16	100

1/27

**WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS**

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	6	100	5	63						11	11	58
Unsatisfactory			3	38		1	1	20		4	4	21
No answer					1	3	4	80	1	3	4	21
Total	6	100	8	100	1	4	5	100	1	18	19	100

TABLE B. 83
BOARDING PROCESS

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	6	100	5	63						11	11	69
Unsatisfactory			3	38	1	1	2	100	1	4	5	31
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 84
BAGGAGE SECURITY ON BOARD THE VESSEL

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Fair			5	63						5	5	31
Poor	6	100	2	25	1	1	2	100	1	9	10	63
No answer			1	13						1	1	6
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 85
ANY BAGGAGE LOSSES FOR THIS ROUTE

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Yes					1		1	50	1		1	6
None/Not yet encountered	6	100	7	88		1	1	50		14	14	88
No answer			1	13						1	1	6
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 86
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:												
Excellent	2	33								2	2	13
Satisfactory	4	67	7	88						11	11	69
Difficult			1	13	1	1	2	100	1	2	3	19
Total	6	100	8	100	1	1	2	100	1	15	16	100
Security of Booking:												
Excellent	2	33								2	2	13
Satisfactory	4	67	3	38						7	7	44
Difficult			1	13						1	1	6
No answer			4	50	1	1	2	100	1	5	6	38
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 87
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet experienced	6	100	7	88		1	1	50		14	14	88
Yes					1		1	50	1		1	6
No Answer			1	13						1	1	6
TOTAL	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 88
RATING OF MANAGEMENT AND STAFF

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:												
Satisfactory	3	50	6	75		1	1	50		10	10	63
Unsatisfactory	3	50	2	25	1		1	50	1	5	6	38
Total	6	100	8	100	1	1	2	100	1	15	16	100
Land Based Staff Attitude to Passenger & Efficiency:												
Excellent	3	50								3	3	19
Satisfactory	3	50	7	88						10	10	63
Unsatisfactory			1	13	1	1	2	100	1	2	3	19
Total	6	100	8	100	1	1	2	100	1	15	16	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:												
Excellent	3	50	1	13						4	4	25
Satisfactory	3	50	6	75		1	1	50		10	10	63
Unsatisfactory			1	13	1		1	50	1	1	2	13
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 89
 RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Sufficient and Convenient :												
Excellent			1	13						1	1	6
Generally good	3	50	5	63						8	8	50
Fair	3	50	1	13	1		1	50	1	4	5	31
Very poor			1	13						1	1	6
Do not have view						1	1	50		1	1	6
Total	6	100	8	100	1	1	2	100	1	15	16	100
Adherence to Schedule/Reliability:												
Generally good	3	50	6	75						9	9	56
Fair	1	17								1	1	6
Very poor			1	13						1	1	6
No answer	2	33	1	13	1	1	2	100	1	4	5	31
Total	6	100	8	100	1	1	2	100	1	15	16	100
Service Speed:												
Satisfactory	2	33	7	88	1	1	2	100	1	10	11	69
Slow	2	33	1	13						3	3	19
Do not have view	2	33								2	2	13
Total	6	100	8	100	1	1	2	100	1	15	16	100

TABLE B. 96
 CHANGE OF SERVICES OVER THE PAST TWO YEARS

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Slight improvement of services			2	25	1		1	50	1	2	3	19
Service standards have not changed	6	100	5	63						11	11	69
Services are less good now			1	13						1	1	6
Cannot estimate change						1	1	50		1	1	6
Total	6	100	8	100	1	1	2	100	1	15	16	100

135

ZAMBOANGA - BONGAO ROUTE

TABLE B. 91
PURPOSE OF TRAVEL

	MV MAGNOLIA GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Marketing of goods	6	30	3	17	1	25	10	24
Medical	1	5					1	2
Family affairs	3	15	5	28	1	25	9	21
Provincial fiestas					1	25	1	2
Vacation (non-student)	1	5	3	17			4	10
Employment change			1	6			1	2
Other business related	7	35	3	17	1	25	11	26
Other travel purposes	1	5	3	17			4	10
No answer	1	5					1	2
Total	20	100	18	100	4	100	42	100

TABLE B. 92
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	MV MAGNOLIA GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Daily			1	6			1	2
Monthly	4	20	2	11			6	14
2-4 times a month	2	10	4	22	1	25	7	17
1-6 times a year	11	55	10	56	2	50	23	55
7-10 times a year	2	10			1	25	3	7
No answer	1	5	1	6			2	5
Total	20	100	18	100	4	100	42	100

TABLE B. 93
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	MV MAGNOLIA GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very clean					2	50	2	5
Satisfactory	17	85	7	39	2	50	26	62
Unacceptable			1	6			1	2
Not clear	3	15	10	56			13	31
Total	20	100	18	100	4	100	42	100

1/15

AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very comfortable					1	25	1	2
Satisfactory	17	85	3	17	3	75	23	55
Not comfortable	3	15	10	56			13	31
Unacceptable			2	11			2	5
No answer			3	17			3	7
Total	20	100	18	100	4	100	42	100

TABLE B. 95
**CLEANLINESS AND MAINTENANCE OF TOILET
 AND WASHING FACILITIES DURING THE VOYAGE**

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Clean & well maintained					1	25	1	2
Satisfactory	9	45	3	17	2	50	14	33
Unsatisfactory	11	55	10	56	1	25	22	52
Unacceptable			2	11			2	5
No answer			3	17			3	7
Total	20	100	18	100	4	100	42	100

TABLE B. 96
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Satisfactory	3	15	3	17	3	75	9	21
Inadequate	8	40	9	50			17	40
Unacceptable					1	25	1	2
Do not drink water	6	30	4	22			10	24
No answer	3	15	2	11			5	12
Total	20	100	18	100	4	100	42	100

TABLE B. 97
COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent					1	25	1	2
Satisfactory	5	25	1	6	2	50	8	19
Unsatisfactory	1	5	7	39	1	25	9	21
No answer	14	70	10	56			24	57
Total	20	100	18	100	4	100	42	100

177

TABLE B. 98
MEALS AND MEAL SERVICE ON BOARD

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Meals:								
Satisfactory			2	11			2	5
Unsatisfactory			1	6			1	2
No answer	20	100	15	83	4	100	39	93
Total	20	100	18	100	4	100	42	100
Meal Service:								
Satisfactory			1	6			1	2
Unsatisfactory			2	11	1	25	3	7
No answer	20	100	15	83	3	75	38	90
Total	20	100	18	100	4	100	42	100

TABLE B. 99
VESSEL OPEN AREAS FOR PASSENGERS

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent					1	25	1	2
Satisfactory	16	80	5	28	1	25	22	52
Inadequate	3	15	10	56	2	50	15	36
Unacceptable	1	5	1	6			2	5
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100

TABLE B. 100
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	1	5			1	25	2	5
Satisfactory	18	90	14	78	1	25	33	79
Unsatisfactory	1	5	2	11	1	25	4	10
No answer			2	11	1	25	3	7
Total	20	100	18	100	4	100	42	100

TABLE B. 101
BOARDING PROCESS

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Easy & Safe					1	25	1	2
Satisfactory	19	95	11	61	1	25	31	74
Unsatisfactory	1	5	5	28	2	50	8	19
Chaotic			2	11			2	5
Total	20	100	18	100	4	100	42	100

TABLE B. 102
BAGGAGE SECURITY ON BOARD THE VESSEL

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent					1	25	1	2
Fair	20	100	12	67	3	75	35	83
Poor			4	22			4	10
Serious problem			1	6			1	2
No answer			1	6			1	2
Total	20	100	18	100	4	100	42	100

TABLE B. 103
ANY BAGGAGE LOSSES FOR THIS ROUTE

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Yes			1	6			1	2
None/not yet encountered	4	20	10	56	3	75	17	40
No answer	16	80	7	39	1	25	24	57
Total	20	100	18	100	4	100	42	100

TABLE B. 104
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Convenience of Booking:								
Excellent	3	15	4	22			7	17
Satisfactory	17	85	12	67	3	75	32	76
Difficult			2	11	1	25	3	7
Total	20	100	18	100	4	100	42	100
Security of Booking:								
Excellent	1	5	2	11			3	7
Satisfactory	19	95	12	67	3	75	34	81
Difficult			1	6			1	2
No answer			3	17	1	25	4	10
Total	20	100	18	100	4	100	42	100

TABLE B. 105
**BUMPED AFTER HAVING RESERVATION WITH THIS
 SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993**

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
None/not yet experienced	3	15	7	39	2	50	12	29
Yes			4	22			4	10
No Answer	17	85	7	39	2	50	26	62
Total	20	100	18	100	4	100	42	100

TABLE B. 106
RATING OF MANAGEMENT AND STAFF

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Management Attitude of Service Quality:								
Excellent	4	20	1	6			5	12
Satisfactory	13	65	13	72	4	100	30	71
Unsatisfactory	2	10	2	11			4	10
No answer	1	5	2	11			3	7
Total	20	100	18	100	4	100	42	100
Land Based Staff Attitude to Passenger & Efficiency:								
Excellent	4	20	2	11			6	14
Satisfactory	15	75	12	67	4	100	31	74
Unsatisfactory	1	5	2	11			3	7
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:								
Excellent	4	20	2	11			6	14
Satisfactory	15	75	8	44	4	100	27	64
Unsatisfactory	1	5	6	33			7	17
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100

TABLE B. 107
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Sufficient and Convenient :								
Excellent	7	35	3	17	2	50	12	29
Generally good	6	30	5	28			11	26
Fair	4	20	4	22	1	25	9	21
Very poor	3	15	4	22	1	25	8	19
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100
Adherence to Schedule/Reliability:								
Excellent	4	20	1	6			5	12
Generally good	10	50	6	33	3	75	19	45
Fair	2	10	5	28	1	25	8	19
Very poor	4	20	4	22			8	19
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100
Service Speed:								
Fast			2	11			2	5
Satisfactory	16	80	8	44	4	100	28	67
Slow			3	17			3	7
Very slow	3	15	3	17			6	14
No answer	1	5	2	11			3	7
Total	20	100	18	100	4	100	42	100

37

TABLE B. 108
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	M/V MAGNOLIA GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Have not travelled this route before					3	75	3	7
Services have considerably improved			2	11			2	5
Slight improvement of services	3	15	3	17			6	14
Service standards have not changed	13	65	5	28			18	43
Services are less good now	4	20	3	17			7	17
Cannot estimate change			3	17	1	25	4	10
No answer			2	11			2	5
Total	20	100	18	100	4	100	42	100

141

JOLO - TAWI TAWI ROUTE

TABLE B.109
PURPOSE OF TRAVEL

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Marketing of goods			4	4	11
Medical			6	6	17
Family affairs			8	8	22
School break			3	3	8
Vacation (non-student)			4	4	11
Employment change			1	1	3
Other business related	1	1	6	8	22
Other travel purposes			2	2	6
Total	1	1	34	36	100

TABLE B.110
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
2-4 times a month			3	3	8
5-8 times a month			1	1	3
1-5 times a year	1		24	25	69
6-10 times a year			4	4	11
11-15 times a year			1	1	3
No answer		1	1	2	6
Total	1	1	34	36	100

TABLE B.111
CLEANLINESS OF YOUR SEATING/SLEEPING AREA AT THE START OF THE VOYAGE

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very clean			3	3	8
Satisfactory	1		14	15	42
Not clean		1	16	17	47
Unacceptable			1	1	3
Total	1	1	34	36	100

TABLE B.112
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable			6	6	17
Satisfactory	1		13	14	39
Not comfortable		1	12	13	36
Unacceptable			2	2	6
No answer			1	1	3
Total	1	1	34	36	100

142

**TABLE B.113
CLEANLINESS AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clean & well maintained			1	1	3
Satisfactory			12	12	33
Unsatisfactory	1	1	16	18	50
Unacceptable			5	5	14
Total	1	1	34	36	100

**TABLE B.114
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			1	1	3
Satisfactory			11	11	31
Inadequate		1	9	10	28
Unacceptable	1		9	10	28
Don't drink water			4	4	11
Total	1	1	34	36	100

**TABLE B.115
COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			2	2	6
Satisfactory			11	11	31
Unsatisfactory	1		15	16	44
Unacceptable		1	6	7	19
Total	1	1	34	36	100

**TABLE B.116
MEALS AND MEAL SERVICE ON BOARD**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:					
Satisfactory			1	1	3
Unsatisfactory			4	4	11
Unacceptable	1		11	12	33
No answer		1	18	19	53
Total	1	1	34	36	100
Meal Service:					
Unsatisfactory			3	3	8
Unacceptable	1		9	10	28
No answer		1	22	23	64
Total	1	1	34	36	100

**TABLE B.117
VESSEL OPEN AREAS FOR PASSENGERS**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	1		3	4	11
Satisfactory		1	7	8	22
Inadequate			10	10	28
Unacceptable			6	6	17
No answer			8	8	22
Total	1	1	34	36	100

**TABLE B.118
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent	1		1	2	6
Satisfactory			8	8	22
Unsatisfactory			4	4	11
Unacceptable		1	15	16	44
No answer			6	6	17
Total	1	1	34	36	100

**TABLE B.119
BOARDING PROCESS**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Easy and Safe	1		2	3	8
Satisfactory			13	13	36
Unsatisfactory		1	10	11	31
Chaotic			9	9	25
Total	1	1	34	36	100

**TABLE B.120
BAGGAGE SECURITY ON BOARD THE VESSEL**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Excellent			3	3	8
Fair			13	13	36
Poor	1		9	10	28
Serious problem		1	6	7	19
No answer			3	3	8
Total	1	1	34	36	100

**TABLE B.121
ANY BAGGAGE LOSSES FOR THIS ROUTE**

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Yes			1	1	3
No answer	1	1	33	35	97
Total	1	1	34	36	100

TABLE B.122
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:					
Excellent			1	1	3
Satisfactory			15	15	42
Difficult			10	10	28
Unacceptable	1		4	5	14
No answer		1	4	5	14
Total	1	1	34	36	100
Security of Booking:					
Excellent			3	3	8
Satisfactory			16	16	44
Difficult	1	1	3	5	14
Unacceptable			4	4	11
No answer			8	8	22
Total	1	1	34	36	100

TABLE B.123
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Yes			1	1	3
None/not yet encountered			17	17	47
No answer	1	1	16	18	50
Total	1	1	34	36	100

TABLE B.124
RATING OF MANAGEMENT AND STAFF

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:					
Excellent			3	3	8
Satisfactory		1	23	24	67
Unsatisfactory	1		7	8	22
No answer			1	1	3
Total	1	1	34	36	100
Land Based Staff Attitude to Passenger & Efficiency:					
Excellent			3	3	8
Satisfactory	1	1	16	18	50
Unsatisfactory			9	9	25
Unacceptable			1	1	3
No answer			5	5	14
Total	1	1	34	36	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:					
Satisfactory		1	18	19	53
Unsatisfactory	1		11	12	33
No answer			5	5	14
Total	1	1	34	36	100

145

TABLE B.125
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Sufficient and Convenient:					
Excellent			4	4	11
Generally good			8	8	22
Fair	1	1	20	22	61
Very poor			1	1	3
No answer			1	1	3
Total	1	1	34	36	100
Adherence to Schedule/Reliability:					
Excellent			7	7	19
Generally good			8	8	22
Fair	1	1	6	8	22
Very poor			4	4	11
Don't have view			7	7	19
No answer			2	2	6
Total	1	1	34	36	100
Service Speed:					
Fast			1	1	3
Satisfactory	1	1	18	20	56
Very slow			6	6	17
Slow			2	2	6
Don't have view			2	2	6
No answer			5	5	14
Total	1	1	34	36	100

TABLE B.126
CHANGE OF SERVICES OVER THE PAST TWO YEARS

MV DONA ISABEL I (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Have not travelled this route before			5	5	14
Services have considerably improved			3	3	8
Slight improvement of services	1		11	12	33
Service standards have not changed		1	11	12	33
Cannot estimate change			3	3	8
No answer			1	1	3
Total	1	1	34	36	100

TABLE B. 127
PURPOSE OF TRAVEL

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Marketing of goods	2	33								2	2	13
Medical						1	1	20		1	1	7
Family affairs	3	50			1	3	4	80	1	6	7	47
Employment change			1	25						1	1	7
Other travel purposes	1	17	3	75						4	4	27
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 128
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Monthly	2	33								2	2	13
2-4 times a month					1		1	20	1		1	7
1-6 times a year	4	67	4	100		3	3	60		11	11	73
7-10 times a year						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 129
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	5	83	2	50	1	4	5	100	1	11	12	80
Not clean	1	17	2	50						3	3	20
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 130
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Very comfortable						2	2	40		2	2	13
Satisfactory	4	67	1	25		1	1	20		6	6	40
Not comfortable	2	33	3	75	1		1	20	1	5	6	40
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

**TABLE B. 131
CLEANLINES AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Clean & well maintained						1	1	20		1	1	7
Satisfactory	4	67				3	3	60		7	7	47
Unsatisfactory	2	33	4	100	1		1	20	1	6	7	47
Total	6	100	4	100	1	4	5	100	1	14	15	100

**TABLE B. 132
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	4	67				2	2	40		6	6	40
Inadequate			1	25		2	2	40		3	3	20
Unacceptable					1		1	20	1		1	7
Do not drink water	2	33								2	2	13
No answer			3	75						3	3	20
Total	6	100	4	100	1	4	5	100	1	14	15	100

**TABLE B. 133
COMFORT AND CLEANLINES OF EATING AREAS ON BOARD**

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	3	50				1	1	20		4	4	27
Unsatisfactory	2	33	1	25	1	2	3	60	1	5	6	40
No answer	1	17	3	75		1	1	20		5	5	33
Total	6	100	4	100	1	4	5	100	1	14	15	100

**TABLE B. 134
MEALS AND MEAL SERVICE ON BOARD**

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Meals:												
Satisfactory						1	1	20		1	1	7
Unsatisfactory						1	1	20		1	1	7
No answer	6	100	4	100	1	2	3	60	1	12	13	87
Total	6	100	4	100	1	4	5	100	1	14	15	100
Meal Service:												
No answer	6	100	4	100	1	4	5	100	1	14	15	100
Total	6	100	4	100	1	4	5	100	1	14	15	100

10/10

TABLE B. 135
VESSEL OPEN AREAS FOR PASSENGERS

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	3	50	2	50	1	2	3	60	1	7	8	53
Inadequate	3	50	2	50		1	1	20		6	6	40
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 136
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	5	83	3	75		1	1	20		9	9	60
Unsatisfactory	1	17	1	25	1	2	3	60	1	4	5	33
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 137
BOARDING PROCESS

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Satisfactory	5	83	2	50		2	2	40		9	9	60
Unsatisfactory	1	17	2	50	1	1	2	40	1	4	5	33
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 138
BAGGAGE SECURITY ON BOARD THE VESSEL

	MV M. GRANDIFLORA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Fair	4	67	4	100		3	3	60		11	11	73
Poor	2	33			1		1	20	1	2	3	20
Serious problem						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

1/1/8

TABLE B. 139
ANY BAGGAGE LOSSES FOR THIS ROUTE

	M.V.M. GRANDIFLORA		M.V. LADY RUTH		M.V. SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet encountered	3	50	3	75		2	2	40		8	8	53
No answer	3	50	1	25	1	2	3	60	1	6	7	47
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 140
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	M.V.M. GRANDIFLORA		M.V. LADY RUTH		M.V. SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Convenience of Booking:												
Excellent	1	17				1	1	20		2	2	13
Satisfactory	5	83	4	100						9	9	60
Difficult					1		1	20	1		1	7
No answer						3	3	60		3	3	20
Total	6	100	4	100	1	4	5	100	1	14	15	100
Security of Booking:												
Excellent	1	17								1	1	7
Satisfactory	5	83	3	75		2	2	40		10	10	67
No answer			1	25	1	2	3	60	1	3	4	27
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 141
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

	M.V.M. GRANDIFLORA		M.V. LADY RUTH		M.V. SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
None/not yet experienced	1	17	3	75	1		1	20	1	4	5	33
No Answer	5	83	1	25		4	4	80		10	10	67
TOTAL	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 142

RATING OF MANAGEMENT AND STAFF

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Management Attitude of Service Quality:												
Satisfactory	5	83	4	100	1	4	5	100	1	13	14	93
Unsatisfactory	1	17								1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100
Land Based Staff Attitude to Passenger & Efficiency:												
Excellent	1	17				1	1	20		2	2	13
Satisfactory	4	67	4	100	1	2	3	60	1	10	11	73
Unsatisfactory	1	17								1	1	7
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:												
Excellent	2	33				1	1	20		3	3	20
Satisfactory	4	67	4	100	1	2	3	60	1	10	11	79
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 143

RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	M/V M. GRANDIFLORA		M/V LADY RUTH		M/V SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Sufficient and Convenient :												
Excellent			2	50		1	1	20		3	3	20
Generally good	5	83	2	50		1	1	20		8	8	53
Fair					1	1	2	40	1	1	2	13
Very poor	1	17								1	1	7
No answer						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100
Adherence to Schedule/Reliability:												
Excellent			2	50		1	1	20		3	3	20
Generally good	4	67	1	25		3	3	60		8	8	53
Fair	1	17	1	25	1		1	20	1	2	3	20
Very poor	1	17								1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100
Service Speed:												
Satisfactory	5	83	4	100	1	3	4	80	1	12	13	87
Slow	1	17								1	1	7
Very slow						1	1	20		1	1	7
Total	6	100	4	100	1	4	5	100	1	14	15	100

TABLE B. 144
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	MV/M GRANDIFLOKA		MV LADY RUTH		MV SAMPAGUITA BLOSSOM				TOTAL			
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Services have considerably improved						2	2	40		2	2	13
Slight improvement of services			1	25		1	1	20		2	2	13
Service standards have not changed	5	83	3	75	1	1	20		1	8	9	60
Cannot estimate change	1	17				1	1	20		2	2	13
Total	6	100	4	100	1	4	5	100	1	14	15	100

ZAMBOANGA - CAG. DE TAWI-TAWI ROUTE

**TABLE B.145
PURPOSE OF TRAVEL**

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Marketing of goods	6	12
Family affairs	10	20
Vacation (non-student)	6	12
Other business related	13	25
Other travel purposes	15	29
No answer	1	2
Total	51	100

**TABLE B.146
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE**

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
1-3 times a year	40	78
4-8 times a year	6	12
10-12 times a year	2	4
Daily	3	6
Total	51	100

**TABLE B.147
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE**

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Satisfactory	35	69
Not clean	16	31
Total	51	100

**TABLE B.148
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA**

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Satisfactory	32	63
Not comfortable	19	37
Total	51	100

**TABLE B.149
CLEANLINESS AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Satisfactory	29	57
Unsatisfactory	19	37
Unacceptable	1	2
No answer	2	4
Total	51	100

153

**TABLE B.150
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Excellent	1	2
Satisfactory	24	47
Inadequate	11	22
Unacceptable	1	2
Don't drink water	7	14
No answer	7	14
Total	51	100

**TABLE B.151
COMFORT AND CLEANLINESS OF EATING AREAS ON BOARD**

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	20	39
Unsatisfactory	6	12
Unacceptable	6	12
No answer	19	37
Total	51	100

**TABLE B.152
MEALS AND MEAL SERVICE ON BOARD**

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Meals:		
Satisfactory	15	29
No answer	36	71
Total	51	100
Meal Service:		
Excellent	1	2
Satisfactory	10	20
No answer	40	78
Total	51	100

**TABLE B.153
VESSEL OPEN AREAS FOR PASSENGERS**

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Excellent	2	4
Satisfactory	30	59
Inadequate	13	25
Unacceptable	4	8
No answer	2	4
Total	51	100

154

TABLE B.154
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	51	100
Total	51	100

TABLE B.155
BOARDING PROCESS

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	44	86
Unsatisfactory	7	14
Total	51	100

TABLE B.156
BAGGAGE SECURITY ON BOARD THE VESSEL

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Fair	47	92
Poor	4	8
Total	51	100

TABLE B.157
ANY BAGGAGE LOSSES FOR THIS ROUTE

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
None/not yet encountered	47	92
No answer	4	8
Total	51	100

TABLE B.158
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

MV MOCKING BIRD (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Convenience of Booking:		
Excellent	5	10
Satisfactory	32	63
Difficult	2	4
No answer	12	24
Total	51	100
Security of Booking:		
Excellent	5	10
Satisfactory	31	61
Difficult	1	2
No answer	14	27
Total	51	100

155

TABLE B.159
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Not yet happened/experienced	32	63
No answer	19	37
Total	51	100

TABLE B.160
RATING OF MANAGEMENT AND STAFF

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Management Attitude of Service Quality:		
Excellent	1	2
Satisfactory	36	71
Unsatisfactory	5	10
No answer	9	18
Total	51	100
Land Based Staff Attitude to Passenger & Efficiency:		
Excellent	5	10
Satisfactory	31	61
Very poor/bad	6	12
No answer	9	18
Total	51	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:		
Excellent	9	18
Satisfactory	35	69
Unsatisfactory	6	12
No answer	1	2
Total	51	100

TABLE B.161
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Sufficient and Convenient:		
Excellent	2	4
Generally good	34	67
Fair	12	24
Very poor	3	6
Total	51	100
Adherence to Schedule/Reliability:		
Excellent	1	2
Generally good	33	65
Fair	9	18
Very poor	6	12
Don't have view	1	2
No answer	1	2
Total	51	100
Service Speed:		
Fast	2	4
Satisfactory	35	69
Very slow	9	18
Don't have view	1	2
No answer	4	8
Total	51	100

TABLE B.162
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	MV MOCKING BIRD (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Have not travelled this route before	1	2
Services have considerably improved	1	2
Slight improvement of services	19	37
Service standards have not changed	14	27
Services are less good now	12	24
Cannot estimate change	3	6
No answer	1	2
Total	51	100

157

ZAMBOANGA - PAGADIAN ROUTE

TABLE B.163
PURPOSE OF TRAVEL

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Marketing of goods	15	13
Medical	1	1
Family affairs	25	22
School break/holiday	9	8
Vacation (non-student)	14	12
Employment change	2	2
Other business related	26	23
Other travel purposes	20	18
No answer	1	1
Total	113	100

TABLE B.164
FREQUENCY OF TAKING THIS PARTICULAR VOYAGE

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Monthly	12	11
2-4 times a month	28	25
1-6 times a year	65	58
7-10 times a year	7	6
20 times a year	1	1
Total	113	100

TABLE B.165
CLEANLINESS OF YOUR SEATING/SLEEPING AREA
AT THE START OF THE VOYAGE

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Very clean	3	3
Satisfactory	26	23
Not clean	81	72
Unacceptable	3	3
Total	113	100

TABLE B.166
AIR-COMFORT LEVEL OF SEATING/SLEEPING AREA

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Very comfortable	1	1
Satisfactory	35	31
Not comfortable	72	64
Unacceptable	2	2
No answer	3	3
Total	113	100

**TABLE B.167
CLEANLINES AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	36	32
Unsatisfactory	71	63
Unacceptable	5	4
No answer	1	1
Total	113	100

**TABLE B.168
ADEQUACY OF ON-BOARD DRINKING
WATER AVAILABILITY**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	22	19
Inadequate	40	35
Unacceptable	7	6
Don't drink water	39	35
No answer	5	4
Total	113	100

**TABLE B.169
COMFORT AND CLEANLINES OF EATING
AREAS ON BOARD**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Satisfactory	4	4
Unsatisfactory	24	21
Unacceptable	17	15
No answer	68	60
Total	113	100

**TABLE B.170
MEALS AND MEAL SERVICE ON BOARD**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Meals:		
Satisfactory	13	12
Unsatisfactory	2	2
No answer	98	87
Total	113	100
Meal Service:		
Satisfactory	1	1
Unsatisfactory	1	1
No answer	111	98
Total	113	100

**TABLE B.171
VESSEL OPEN AREAS FOR PASSENGERS**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Excellent	1	1
Satisfactory	29	26
Inadequate	77	68
Unacceptable	4	4
No answer	2	2
Total	113	100

**TABLE B.172
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT AND CLEANLINESS**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Excellent	2	2
Satisfactory	60	53
Unsatisfactory	49	43
Unacceptable	1	1
No answer	1	1
Total	113	100

**TABLE B.173
BOARDING PROCESS**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Easy and Safe	1	1
Satisfactory	50	44
Unsatisfactory	55	49
Chaotic	7	6
Total	113	100

**TABLE B.174
BAGGAGE SECURITY ON BOARD THE VESSEL**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Fair	76	67
Poor	33	29
Serious problem	4	4
Total	113	100

**TABLE B.175
ANY BAGGAGE LOSSES FOR THIS ROUTE**

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Yes	4	4
No answer	109	96
Total	113	100

TABLE B.176
SHIPPING LINE RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Convenience of Booking:		
Excellent	14	12
Satisfactory	81	72
Difficult	11	10
Unacceptable	1	1
No answer	6	5
Total	113	100
Security of Booking:		
Excellent	10	9
Satisfactory	94	83
Difficult	3	3
Unacceptable	1	1
No answer	5	4
Total	113	100

TABLE B.177
BUMPED AFTER HAVING RESERVATION WITH THIS
SHIPPING LINE ON THIS ROUTE, DURING 1991, 1992 & 1993

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Yes	21	19
No /not yet encountered	46	41
No answer	46	41
Total	113	100

TABLE B.178
RATING OF MANAGEMENT AND STAFF

MV DONA ISABEL II (Only Vessel Surveyed)		
	NO. OF PASSENGERS	% SHARE
Management Attitude of Service Quality:		
Excellent	3	3
Satisfactory	64	57
Unsatisfactory	44	39
Unacceptable	1	1
No answer	1	1
Total	113	100
Land based Staff Attitude to Passenger & Efficiency:		
Excellent	18	16
Satisfactory	57	50
Unsatisfactory	37	33
No answer	1	1
Total	113	100
Vessel Crew Attitude to Passenger Attitude & Efficiency:		
Excellent	14	12
Satisfactory	63	56
Unsatisfactory	34	30
Unacceptable	1	1
No answer	1	1
Total	113	100

TABLE B.179
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	MV DONA ISABEL II (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Sufficient and Convenient:		
Excellent	18	16
Generally good	22	19
Fair	27	24
Very poor	43	38
Don't have view	2	2
No answer	1	1
Total	113	100
Adherence to Schedule/Reliability		
Excellent	8	7
Generally good	41	36
Fair	33	29
Very poor	27	24
Don't have view	1	1
No answer	3	3
Total	113	100
Service Speed		
Satisfactory	53	47
Very slow	28	25
Slow	28	25
No answer	4	4
Total	113	100

TABLE B.180
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	MV DONA ISABEL II (Only Vessel Surveyed)	
	NO. OF PASSENGERS	% SHARE
Have not travelled this route before	1	1
Slight improvement of services	9	8
Services standards have not changed	77	68
Services are less good now	23	20
Cannot estimate change	3	3
Total	113	100

ANNEX C

ZAMBOANGA PENINSULA & SULU ARCHIPELAGO ECONOMY AND TRADE

ANNEX C

ZAMBASULA ECONOMY AND TRADE

Introduction

The ZAMBASULA area, as the LSRS has defined it in this Final Report, is nearly equivalent to the former Region IX of the Philippines, i.e., Region IX prior to the creation of the Autonomous Region of Muslim Mindanao (ARMM). Thus, ZAMBASULA includes most of the Zamboanga Peninsula, the island of Basilan and the provinces of Sulu and Tawi Tawi, which have now been incorporated into ARMM. As defined by the LSRS, ZAMBASULA includes all areas for which Zamboanga City is, commercially and economically, the "hub" city. The City fills this role for the three offshore island provinces, for all of Zamboanga del Sur and for most of Zamboanga del Norte. The northeast portion of Zamboanga del Norte, however, including the cities of Dipolog and Dapitan and the areas to the east of these cities, is not oriented toward Zamboanga City, but is more oriented to the Mindanao north coast, the Central Visayan islands, and Manila. Region IX, as it was formerly defined and is currently defined, excluded the far eastern portion of the Zamboanga Peninsula, i.e., the province of Misamis Occidental, probably for the same reason just given for the Dipolog/Dapitan area, namely, that Misamis Occidental is more economically oriented toward Manila, Cebu, Iligan and Cagayan de Oro, than to other portions of the Zamboanga Peninsula.

Because ZAMBASULA constitutes a distinct economic and trade area, in the view of the LSRS, the study has opted to present the following discussion of the economy and trade of ZAMBASULA in this Volume VIII of the LSRS Final Report, rather than to incorporate the discussion into the "Island Profiles" volume (Volume III), where the study is presenting most of the other geographically-specific discussion of domestic sea trade.

Although the Dipolog-Dapitan area is construed by the LSRS as lying outside of the ZAMBASULA area, much of the economic data that were available to the LSRS were on a provincial basis, so that this annex presents production data, especially, that apply to the whole of Zamboanga del Norte Province, and not only to the portion which lies clearly within the economic and trade orbit of Zamboanga City.

General Description of ZAMBASULA

The Zamboanga Peninsula is a westward, and then southward, extension of mainland Mindanao. It is connected to the other

portions of the mainland by an isthmus that lies between Panguil Bay, a long arm of Iligan Bay, on its north, and the Pagadian Bay portion of the larger Illana Bay, along its southern side. The Peninsula is broad in its eastern portion, but narrows to as little as 50 kilometers in width as the western half of the Peninsula continues west, and then turns southwest. Although the northern cities of the Peninsula, i.e., Dipolog and Dapitan, are farther to the north than Cagayan de Oro, Zamboanga City, at the southwestern tip of the Peninsula, is farther south than Cotabato City. Because of the curvature of the Peninsula, the land transport distances between Zamboanga City and cities of Southern Mindanao are much longer than are the distances by sea, and this fact tends to encourage coastal shipping services. Conversely, the presence of the Peninsula makes the sea distances from some portions of the Mindanao west coast to the Visayan Islands much longer than the alternative access routes through the ports of the Mindanao north coast.

The Sulu Archipelago is located within a "corridor", extending in a southwestward direction from the city and port of Zamboanga, at the southern tip of the Zamboanga Peninsula, nearly to the island of Borneo. Along the northwestern edge of this corridor lies the Sulu Sea, and the Mindanao Sea and Celebes Sea lie along the other, southeastern side of the corridor. Water depths on both sides of the corridor plunge sharply from the 100 fathom depth contour, which approximates the edge of the corridor on both sides, to more than 1000 fathoms within a distance of only ten nautical miles at most places along the corridor's two sides. Within the corridor, water depths are less than 20 fathoms in many areas.

The large Mindanao offshore island of Basilan is just across the Basilan Strait from Zamboanga City (a distance of 14 n.m.). The island groups extending southwestward from Basilan include: the nearby Tapiantana Island Group; the Jolo Island Group, including the relatively large island of Jolo; the Pangutaran Island Group, to the near northwest of the Jolo Group; the Samales Island Group, to the near east of Jolo; the Tapul Island Group, about midway between the relatively large islands of Jolo and Tawi Tawi, and including the island of Siasi; the Tawi Tawi Island Group; and the last of the line, quite near to the coast of the island of Borneo, the Sibutu Island Group.

The island of Cagayan de Tawi Tawi lies to the northwest of the Sulu Archipelago, about midway between the Archipelago and the far southwestern islands of Palawan Province. Like Pangutaran Island, Cagayan de Tawi Tawi lies just on the shallower side of the 100 fathom depth contour, and sailing between the two islands is generally done by skirting the southern boundary of the deep water of the Sulu Sea. These two islands are the intermediate ports-of-call between Zamboanga and the Palawan island group.

Trade of the entire Sulu Archipelago is largely with Zamboanga

City, and to a much lesser extent with the port city of Pagadian, which is also the capital of the province of Zamboanga del Sur. In November 1993, only one liner vessel serving a port of the archipelago extended its services (in the northward direction, to Cebu) beyond Zamboanga City. Most of the vessels employed to accommodate ZAMBASULA trade are passenger/cargo vessels, and both wooden-hulled vessels and steel-hulled vessels are common. The sizes of the wooden-hulled vessels average under 200 gross registered tons (GRT), whereas most of the steel-hulled vessels serving the Sulu Archipelago are in the range of 200-500 GRT.

ZAMBASULA Population & Land Areas

The land areas, populations and population densities of Zamboanga del Sur and Zamboanga del Norte provinces are identified, respectively, in Tables C.1 and C.2. The city of Zamboanga is quite large in area, exceeding 1,400 square kilometers, and had a 1980 population of around 344,000 persons. According to the 1990 census, the city's population had risen to 442,000 persons in that year. Based on the 1980-1990 growth rate, the population of the city probably is approaching the half-million mark in 1994.

Basilan Island comprises most of the 1,354 square kilometers of area of Basilan Province, with a few small offshore islands also contributing to the provincial land area total. The island's terrain is mostly flat to rolling in the north and mountainous in the central and southern portions, with Basilan Peak, near the center of the island, rising to more than 3,300 meters above sea level. Basilan Province is comprised of seven municipalities. The northernmost municipalities of Isabela and Lamitan comprise nearly 36 percent of the land, and the two municipalities had, in the census year of 1990, 45 percent of the province's population of about 243,000 people. Both of these municipalities have a ferry port (with the same names as the municipalities). Table C.3 indicates the land areas, populations, and population densities of all seven of the Basilan municipalities. The population figures shown for Basilan Province in the table are taken from the 1990 census. Maluso is only other municipality with a port, i.e., Port Holland.

In 1982, approximately 76,000 hectares, or about 57 percent of Basilan Province's total area was certified as alienable and disposable, i.e., suitable for land uses other than forests and fisheries. More recent information from the Department of Environment and Natural Resources (DENR) raises the area suitable to non-forestry uses to nearly 103,000 hectares, or 77 percent of the provincial area. From the land use statistics, it appears that nearly half of the 1980 forestlands were reclassified as being suitable for agriculture.

In December 1986, the province of Basilan had a road network of 677 kilometers, of which less than ten percent (53 kms.) was paved. LSRS interviews with shippers and passengers from the southern portion of Basilan Island, during February 1994, indicate that the situation cannot have improved very much during the intervening seven years. Problems of civil unrest and lack of security on the island cannot have helped with the level of road maintenance provided, and road rehabilitation activities undertaken, by the provincial government.

Sulu Province has a total land area of 163,740 hectares spread over 157 named and unnamed islands. These islands are divided into four major groups, namely: the Jolo group, the Pangutaran group, the Tongkil-Balanguingui (Samales) group and the Siasi-Tapu group. The Jolo and Pangutaran groups account for more than 70 percent of the provincial land area. Table C.3 shows the land area of the 18 municipalities of Sulu Province. The population figures shown in the table are from the 1990 census.

The terrain of the province varies from island to island. The major islands of Jolo and Siasi are hilly to mountainous, and are volcanic in origin, with rivers that are too small for navigation. The smaller islands of the province are mostly swampy, forested and flat. Protected harbors are few; only the islands of Jolo and Siasi have protected harbors, but anchorage is possible in numerous places.

Sulu Province is predominantly agricultural, with nearly 100,000 hectares, or approximately 58 percent of the province's area, being classified as agricultural land. Most of the remainder of the province's land areas are either classified as wetlands (24,000 hectares, or about 15 percent of total area) or as grassland and scrubland (more than 36,000 hectares, or about 24 percent of the provincial area). Of the total agricultural area, the 1980 Census of Agriculture identified that nearly 64,000 hectares was under permanent crops, which means essentially that it was planted under coconut palms, and this total apparently had changed very little by 1986. Agricultural land under temporary crops totalled 25,300 hectares, in 1980, and approximately 4,400 hectares of agricultural land was lying idle at that time.

The province's employment figures for 1990 tend to emphasize the importance of agriculture in the province, even though a large proportion of employment could not be accurately defined (more than 42 percent of employed labor could not be defined by industrial sector). More than three-quarters of the employment that could be defined by industrial sector represented employment in agriculture, including fisheries.

Tawi Tawi Province is the southernmost portion of the Philippines, lying between 4.5 and 5.5 degrees north of the equator, and very close to the island of Borneo. The province has

nearly 1,100 square kilometers of area, and a 1990 population of nearly 228,000 people. Table C.3 indicates how the area and population of the province is divided among ten municipalities. The population figures shown derive from the 1980 census. By 1990, the population of Tawi Tawi had increased to around 228,000 persons (the LSRS could not obtain a breakdown of the Tawi Tawi 1990 population by municipality, however, which is why Table C.3 contains 1980 information for the province).

The three island provinces of ZAMBASULA have a combined area of 4,140 square kilometers, equivalent to slightly more than one-half of the area of Zamboanga del Sur. The combined population of the three provinces was approximately 940,000 persons in 1990.

Agricultural Production

The 1984-1986 production levels of major agricultural crops in the provinces of Zamboanga del Sur and Zamboanga del Norte, and the totals for the Peninsula (but excluding Misamis Occidental), are identified in Table C.4. As shown in the table, the Zamboanga Peninsula was obtaining very low copra yields in its extensive areas of coconut palms. In both of the provinces, the yield in copra terms was in the range of 0.50 to 0.55 ton per hectare.

Each year large volumes of rice are shipped in to Zamboanga Port from other areas of Mindanao and from other islands. These volumes are not required to meet any deficits of rice production on the Zamboanga Peninsula itself, however. As shown in Table C.4, the Peninsula produced an average of more than 440,000 tons of palay per annum, during 1984-1986, which was equivalent to around 290,000 tons of milled rice per annum. Allowing for seed requirements and post-harvest losses on the order of ten percent of the crop, the Peninsula produced for its consumption approximately 260,000 tons of milled rice per annum, during the mid-1980s. The population of the Peninsula, at that time, was under 2 million persons (see Tables C.1 and C.2), which means that locally-produced rice amounted to more than 130 kgs. per capita. Portions of the rice being shipped each year into Zamboanga City are undoubtedly for the consumption of the urbanites, but sizable portions are for transshipment to the three offshore island provinces. Since the Peninsula is self-sufficient in rice, the amounts of "imported" rice consumed by the inhabitants of Zamboanga City are probably counterbalanced by outflows of Peninsula-produced rice to the offshore islands and to other areas.

Although the province of Zamboanga del Sur produced much more palay in each year of the 1984-1986 period, than did the province of Zamboanga del Norte, it was actually the latter province that was producing surpluses. That is, the province of Zamboanga del Sur (including Zamboanga City) had twice the population of

Zamboanga del Norte, yet the palay production level of Zamboanga del Sur was only about 50 percent higher than the production level attained by its neighboring province to the north (approximately 794,000 tons, over the three years, compared with 533,000 tons). The province of Zamboanga del Norte was producing the equivalent of more than 100,000 tons of milled rice per annum, after allowance for seed requirements and post-harvest losses, which amounted to roughly 170 kgs. per capita of milled rice.

Table C.4 indicates that rubber constituted a very important crop in Zamboanga del Sur, during 1984-1986, and the high yields shown in the table suggest that rubber areas were comprised only of mature, producing trees, and there were very limited areas of either immature or overaged trees. Rubber production averaged more than 68,000 tons per annum in the province, during 1984-1986.

Basilan Island's economy is largely based on the agricultural sector, including the fishery sub-sector, but includes a limited amount of agro-processing as well. Basilan produces mainly copra for interprovincial trade, but there are also significant amounts of rubber and fish harvests, which are in large part for domestic trade. Otherwise, Basilenos produce mainly for intraprovincial trade and consumption, and require inflows of some crops, grains especially, from other areas. According to the 1980 Census of Agriculture, Basilan Province had 51,240 hectares under permanent crops, i.e., mainly groves of coconut palms. By 1986, the area of coconut palms had increased to nearly 70,000 hectares, as shown in Table C.5. Copra production, in 1986, was about 50,300 metric tons, giving an average yield of 0.72 ton per hectare. This is not a very high yield, but might have been affected by extensive areas of young palms, if in fact the area planted under palms actually expanded by nearly 20,000 hectares in the brief span of six years.

Rubber has been the second most important trade crop of Basilan Province, with rubber estates occupying approximately 10,000 hectares of area, during 1984-1986, and production hovering around 13,500 tons per annum. The industry has suffered some decline since the mid-1980s, however, and rubber tree areas reportedly declined, by 1993, to around 7,000 hectares. At that time, half of the remaining area comprised trees that were nearly 30 years of age, and approaching the end of their economic life. Roughly 85 percent of the rubber tree areas are owned by three cooperatives, one of which leases the only rubber-processing facility in the province. Reportedly, the three cooperatives are planning to undertake a replanting program to resuscitate the rubber industry of Basilan, and to jointly market their production in Manila.

Basilan Province's production of grains is very minor; the combined corn and palay production amounted to 10,000 metric tons, in 1985, and was slightly under the 10,000-ton level in both 1984 and 1986. If Basilenos were to consume 100 kgs. per capita of

milled rice per year, then the annual rice deficit would be on the order of 20,000 tons. From trade figures, however, net milled rice inflows per year (there are small volumes of outflows from Basilan ports) averaged about 14,600 tons during 1991-1993. It would seem that Basilenos do not consume more than about 80 kgs. of rice per capita per year. This consumption is probably being supplemented with the consumption of cassava, since, as shown in Table C.5, the island produces very high levels of cassava.

Sulu Province has an agricultural sector which is similar to Basilan's, but is more prosperous. The principal commodities produced in tradable quantities are, like in the case of Basilan, copra and fisheries products, but Sulu produces these in greater quantities than does Basilan. Both provinces produce large quantities of cassava for their own needs, to supplement very limited quantities of grain production. Instead of the rubber produced as a cash crop in Basilan, Sulu produces sizable quantities of abaca fiber. Like in Basilan, Sulu coffee production has declined from earlier years; the latest production information (available to the LSRS) for this crop suggests that it continued to be produced in marketable quantities, but more recent trade information indicates that it may be continuing to decline.

Table C.6 indicates the Sulu Province agricultural production for two time periods, 1984-1986 and 1990-1992. One thing which Table C.6 illustrates is the reason why the Bureau of Agricultural Statistics (BAS) is reluctant to release agricultural production and planted area statistics disaggregated to the provincial level. The 1986 figures on coconut palm planted areas and copra production were taken from a BAS publication; they indicate an average yield of less than one ton per hectare, and they are probably fairly accurate. The 1990-1992 information was obtained by the LSRS from the provincial office of BAS at Jolo, and the copra yield and production totals appear to be highly inflated. In the case of coffee, it is the published BAS information, covering 1984-1986, which appears unlikely to be correct, since a yield of five tons per hectare would be extraordinary for coffee. Thus, in this case, it is the figures obtained from the BAS provincial office, for 1990-1992, which appear to be the more realistic.

The statistics on palay and cassava appear to be the more consistently kept by the BAS, and are probably also the most accurate agricultural production information available for Sulu Province. However, the reduction in planted corn area, from the 1984-1986 period to 1992, probably derives from statistical inaccuracy. Corn is, anyway, a difficult commodity to develop accurate statistics on. Corn is frequently intercropped, as for example with coconut palms, making it difficult to accurately identify planted corn areas; it is also frequently consumed by the producers themselves, making it difficult to accurately estimate production levels.

Sulu Province's palay production, during 1984-1986, was equivalent to slightly more than 6,000 metric tons of milled rice per annum, or approximately 13 kgs. of rice per capita. To an even greater extent than in the case of the Basilenos, the population of Sulu Province must be supplementing grains consumption with consumption of cassava. The extent to which populations need to do this is one measure of their level of poverty, since grains are invariably the preferred staple, as incomes improve to support their consumption. As Table C.6 shows, cassava production exceeded 100,000 m.t. in 1985, 1986, and each year of the 1990-1992 period (no data are presented in the table for 1987-1989). The average production level of the 1990-1992 period is equivalent to 265 kgs. per capita. A portion of production is probably used for animal feeds, but very little of production enters into interisland trade, except among the islands of Sulu Province. Jolo shipped a total of just 15 tons of cassava to Zamboanga, during 1991-1992, and there were no cassava shipments from Siasi in either year.

There is very little information available on the provincial economy of Tawi Tawi. In 1990, approximately 51 percent of the province's land area, or 55,000 hectares, was classified as alienable and disposable. The remainder was forestland. According to the 1980 Census of Agriculture, the province had nearly 17,000 hectares of its agricultural land under permanent crops at that time, i.e., mainly under coconut palm groves. By 1986, according to the BAS, the land area under coconut palms had increased to 22,000 hectares. Except for this bit of information, however, there is very little information available on the agricultural sector of Tawi Tawi Province. What information is known on planted areas and production, during 1984-1986, is shown in Table C.7

Livestock Populations

The Zamboanga Peninsula is known as a livestock surplus area, and Table C.8 presents data on the livestock and poultry populations of Zamboanga City, Zamboanga del Sur, and Zamboanga del Norte in each year of the 1989-1992 period. As shown in the table, the large ruminant populations were rising rapidly during the period, in contrast to nationally declining cattle and carabao populations. The combined cattle population of the three administrative areas of the Peninsula was approximately 41,000 head in 1989, and the population had grown to 61,000 head just three years later. The peninsula carabao population grew from 114,000 head to 149,000 head during the same period.

The hog population grew only very slowly in both Zamboanga City and Zamboanga del Norte, from 1989 to 1992, but in Zamboanga del Sur the hog population rose by 62 percent in just three years.

The most impressive growth within the livestock industry of

the Zamboanga Peninsula, however, was the expansion which occurred in commercial farm chicken raising in Zamboanga City. Whereas the commercial chicken farms in Zamboanga City had had bird populations of 33,000 and 34,000, in 1989 and 1990, respectively, the population grew to more than 158,000 birds in 1991, and then to 212,000 birds the following year. The backyard farm chicken and duck populations, however, did not increase significantly during the 1989-1992 period; in both cases, reductions in the backyard farm populations of Zamboanga City and Zamboanga del Norte were more than offset by population rises in Zamboanga del Sur. For the peninsula as a whole, the backyard chicken population rose by just about 32,000 birds, from 1989 to 1992, and the duck population meanwhile grew by only 8,000 birds.

Table C.9 indicates the Basilan Island livestock and poultry populations in each year of the 1980-1992 period. Commercial farm production of livestock and poultry was insignificant throughout the period. If the data are accurate, Basilan Island suffered significant declines of its livestock and duck populations from the 1990-1991 period to 1992.

Table C.10 indicates the livestock and poultry populations of Sulu Province during the 1980-1992 period. At one time, there was a relatively high per capita ownership of livestock and poultry in Sulu Province, but, as the province's human population has grown, the populations of livestock and poultry have been in steep decline. The combined number of poultry, in 1992, was approximately 335,000 birds, down from an average of nearly 650,000 birds, during 1980-1983, which represents a population decline of more than 48 percent. Whereas the per capita ownership of poultry had once been about twice the national average, it had declined to not much above one-half the national average by 1992. The 1992 cattle population was only one-third of the 1983 cattle population. Only the goat population had stabilized during the period. Very few hogs and carabao are raised in the province.

The LSRS was able to obtain only very limited information on the livestock and poultry populations of Tawi Tawi Province. The Bureau of Agricultural Statistics (BAS) reports that there was a combined total of just 2,500 head of cattle and carabao in the province in 1986, and that the province had a goat population of over 10,000 head, in the same year. No hogs were being raised in the province. The chicken and duck populations were significant, in 1986, with more than 100,000 chickens and about 26,000 ducks. Since the province of Tawi Tawi had a human population of more than 200,000 persons in 1986, however, the per capita ownership of poultry was only about one-half of the national average.

Fisheries Production

The ZAMBASULA area produces more than a quarter million tons

of fisheries products per annum. In relation to the approximately 3 million residents of the area, the fisheries production level is around 90-95 kilograms per capita per annum. Table C.11 indicates the fisheries production levels of the Zamboanga Peninsula. The sharp reduction in the landed catch of the Zamboanga del Sur commercial fishing industry in 1986, was counterbalanced by a sharp increase in the Zamboanga del Norte commercial fishing landed catch, and it seems likely that there was a change in the landing location in that year (the LSRS does not know the year in which the "new" Zamboanga fishing port opened for business, but prior to its opening, virtually all fish were being landed at Zamboanga City).

Tables C.12 through C.14 present information on the fisheries production of Basilan, Sulu, and Tawi Tawi provinces, respectively. Basilan Island has a thriving commercial fishing industry, whereas nearly all fisheries production of the other two provinces derives from municipal fishermen. Sulu Province is estimated to have had 30,500 fishermen, in 1992, operating with 15,000 fishing motorized and non-motorized vessels. The fish harvest in that year is estimated to have exceeded 86,000 tons, up by more than 200 percent over the harvest level of 1991. The Sulu Provincial Planning and Development Office (PPDO) estimated that the province's own consumption demand for fish is around 12,000 metric tons per annum, which should mean that the fisheries production volumes available for the province's interprovincial and export trade were in the range of about 16,000-74,000 tons per annum, during 1990-1992.

There are an estimated 13,000 seaweed farmers in Sulu Province, cultivating an average coastal area of 0.4 hectares. Annual production is estimated by the Sulu office of BAS at more than 24,000 metric tons. This industry has developed quickly in recent years, and large seaweed production levels were not yet being attained during the 1982-1986 period.

Domestic Sea Trade

Table C.15 indicates the levels of domestic trade which were accommodated at the ports of Zamboanga del Sur, during 1991-1993. Zamboanga Port accommodated approximately two-thirds of the province's domestic cargo outflows by sea, during the three-year period, and accounted for more than two-thirds of the cargo inflows to the province. Malangas was an important port for outflows through 1992, but coal mining operations were halted at Malangas, due to a serious mine accident, and outflows by sea fell to nothing in 1993. Traffic at Pagadian declined in 1993, in part because of damage by an earthquake, which left the port with only one-half the effective berth space it once had.

Table C.16 indicates the domestic cargo flows which occurred at the ports of Zamboanga del Norte during 1991-1993. Pulauan

Port, which serves Dapitan and Dipolog cities, is the single most important port of the province. Much of the cargo traffic at other ports of the province constitutes coastal movements of cargo, with Zamboanga Port being the other port terminus of the shipments.

Table C.17 indicates the 1991-1993 domestic trade volumes accommodated at ports of Basilan Province. As shown in the table, Isabela is the dominant Basilan port for cargo.

Tables C.18 and C.19 present data on the domestic sea cargoes accommodated at the ports of Sulu Province and Tawi Tawi Province, respectively. Most cargo is accommodated at the four ports of Jolo, Siasi, Bongao and Sitangkai.

The composition of domestic sea trade at the ports of Zamboanga del Sur, during 1991-1993, is shown in Table C.20. Figures C.1 and C.2 also show the composition of cargo at ports of Zamboanga del Sur. The table shows the importance of coastal shipping, as nearly 193,000 tons of cargo moved between Zamboanga Port and other ports of the Zamboanga Peninsula during the three-year period. This traffic was well balanced in two directions, as more than 100,000 tons of coastal cargoes were moved out from Zamboanga and more than 92,000 tons moved in to the port from other areas of the Peninsula.

More than one-half million tons of cargo moved between Zamboanga and ports of the Sulu Archipelago, during the three years, and this traffic was also well balanced in two directions. The commodity breakdown presented in the table gives an idea of the extent to which traffic between Zamboanga and Sulu Archipelago ports is being transshipped. The inflows of rice at Zamboanga totaled nearly 147,000 tons during the period, and rice outflows amounted to nearly 117,000 tons. Similarly, Zamboanga received 39,000 tons of seaweed (nearly all from the Sulu Archipelago), and shipped 47,000 tons in the outward direction. Copra is processed at Zamboanga City by three coconut oil mills, so the 191,000 tons of copra inflows at Zamboanga had no counterpart domestic trade outflow.

The composition of domestic sea trade at the ports of Zamboanga del Norte is shown in Table C.21 and in Figures C.3 and C.4. Much of this traffic is accommodated at the port of Pulauan, and the commerce of that port's hinterland is oriented toward other areas than ZAMBASULA; as shown in the table, these ports accommodated only 19,000 tons of cargo, during 1991-1993, which had originated from or was destined for another port of the Zamboanga Peninsula. The inflows from "other Mindanao ports" were mostly comprised of cement moving along the Mindanao north coast, and copra was being moved coastwise in the other direction.

The composition of trade at the ports of Basilan Island is shown in Table C.22 and in Figures C.5 and C.6. Among other

things, the table shows: (i) the dominance of Zamboanga as a point of Basilan cargo origin and destination, with 261,000 tons, out of 435,000 tons of 1991-1993 cargo, having a trip-end at Zamboanga; (ii) the importance of copra as an outbound commodity from the island, with an average of 49,000 tons per annum being shipped from the island; and (iii) the need for Basilan to cover large rice deficits, with nearly 15,000 tons per annum being shipped in to ports of the island.

The composition of the 1991-1993 domestic sea trade of Sulu Province is shown in Table C.23 and Figures C.7 and C.8. Nearly all of the domestic cargoes accommodated at ports of this province are intra-Sulu Archipelago cargoes or have their shipment origins or destinations at Zamboanga. The exception is that a significant amount of petroleum products arrives at Sulu Province ports directly from one or the other of the two Luzon petroleum refineries. Because there is a significant movement of cargo between Jolo and Siasi, some of the cargo tonnages in Table C.23 are double-counted, i.e., they show up both as a cargo outflow and as an inflow.

The composition of the 1991-1993 domestic sea trade accommodated at the ports of Tawi Tawi Province is shown in Table C.24 and in Figures C.9 and C.10. The ports of this province accommodated virtually no trade with Luzon or with other portions of mainland Mindanao than only the Zamboanga Peninsula, and trade with the Visayan Islands was also fairly limited.

Tables C.25 and C.26 present, respectively, the Zamboanga Port domestic cargo outflows and inflows. As shown in the former table, Zamboanga ships large volumes of seaweed to Cebu in every year, averaging over 12,000 tons per annum during 1991-1993. An interesting fact from the same table is that Zamboanga was the source for more than 23,000 tons of fish arriving at Davao's Sasa Wharf, during 1991-1992, although these shipments had largely ended in 1993. Manila was the principal destination for cargoes shipped from Zamboanga, during 1991-1993, with the principal commodity flows including: 36,000 tons of fresh, frozen, chilled, and preserved seafood; 18,000 tons of unprocessed rubber; 17,000 tons of unprocessed wood; and 18,000 tons of plywood and veneer.

The greatest variety of cargoes being shipped from Zamboanga is destined to the ports of the three offshore island provinces. As shown in Table C.25, shipments of rice from Zamboanga, during 1991-1993, included 18,000 tons shipped to Isabela Port, 10,000 tons shipped to Lamitan, nearly 27,000 tons shipped to Jolo, 1,000 tons shipped directly to Siasi (rather than being transshipped at Jolo), nearly 3,000 tons shipped to Bongao, and 1,000 tons shipped directly to Sitangkai. Other commodities which were shipped in large quantities from Zamboanga to Basilan and ports of the Sulu Archipelago included flour, bottled beverages, sugar, cement, fertilizer, and salt.

Table C.26 indicates the commodities which were moving in the other direction, i.e., from ports of Basilan Island and the islands of the Sulu Archipelago. Principal flows, during the 1991-1993 period, included: 75,500 tons of copra from Isabela; 11,500 tons of rubber from the two ports of Basilan; 4,000 tons of fresh fish from Basilan ports; 33,000 tons of copra from Jolo; 10,000 tons of seaweed from Jolo; 6,000 tons of seaweed from Siasi; 14,000 tons of copra from Siasi; 7,000 tons of seaweed from Bongao; and 14,000 tons of seaweed from Sitangkai.

Table C.27 and C.28 indicate, respectively, the destinations of outbound cargoes from Pagadian Port and the origins of inbound cargoes accommodated there, during 1991-1993. As shown in the former table, slightly more than one-half of all outflows from the port constituted rice shipments to Zamboanga. A total of 24,000 tons of rice was shipped from Pagadian to Zamboanga by sea during the three-year period, but the level of these shipments was greatly diminished in 1993, as compared with the two earlier years. Other than the shipment of rice to Zamboanga, the principal cargo outflow from Pagadian Port was 9,000 tons of empty bottles being returned to the private wharf of San Miguel Corp. (SMC) on the island of Cebu.

The principal cargo inflow shown in Table C.28 is the shipment of beer from the SMC's private wharf on Cebu Island, with shipments totaling nearly 20,000 tons over the three-year period. Another 2,000 tons of bottled beverages was shipped from Zamboanga, during the period, and other cargoes arriving from Zamboanga included nearly 3,000 tons of salt and more than 1,100 tons of fertilizer.

Tables C.29 and C.30 present data on the outbound and inbound cargoes, respectively, accommodated at the port of Malangas. The coal mining operations in the Malangas area resulted in fairly substantial shipments of coal to Batangas Bay ports, to ports of Cebu Island, and to several ports of Mindanao, in both 1991 and 1992, but these shipments were halted in 1993. More than 2,800 tons of coal was also shipped to Zamboanga, in 1991-1992, but the principal commodity shipped from Malangas to Zamboanga was rice, with more than 15,000 tons being shipped during a two-year period. Inbound cargoes at Malangas were nearly all from Zamboanga, but these averaged less than 3,000 tons per annum during 1991-1993.

Tables C.31 and C.32 indicate, respectively, the outbound cargoes and the inbound cargoes at the port of Pulauan. By 1993, Dumaguete had become the principal destination for Pulauan cargoes, although total quantities shipped there amounted to only about 3,200 tons in that year. The principal commodity inflow at Pulauan was cement, during 1991-1993, with inflows coming from the private wharves of northern Mindanao cement companies, which barged the cement to Pulauan and other ports. These movements of cement into Pulauan Port included a total of 15,600 tons shipped from Iligan Cement Corporation and 7,500 tons shipped from Mindanao Portland

Cement Corporation, both of which plants (and private wharves) are located at Kiwalan, Iligan City. Another 4,000 tons of cement arrived at Pulauan from the Floro Cement Corporation wharf at Lugait, Misamis Oriental, and the Pacific Cement Corporation in Surigao City shipped more than 1,800 tons of cement by coastal vessel to Pulauan Port during 1991-1992.

Tables C.33 through C.36 show the origin-destination of domestic cargoes accommodated at the two Basilan Island ferry ports of Isabela and Lamitan. The preponderance of Basilan copra is shipped out from Isabela, with only relatively small amounts being shipped through Lamitan. In 1991, shipments of copra from Isabela to Zamboanga (including both the public wharf and the private wharf of the International Copra Export Corporation) totaled more than 33,000 tons, and this grew to 34,500 tons in 1992, before falling to less than 26,000 tons the following year. Copra was shipped from Isabela, as well, to the coconut oil refinery at Iligan, with shipments being received through the company's private wharf (Granex Export Incorporated), the Iligan public wharf, and wharves at Cagayan de Oro. Total Basilan shipments of copra to the ports of Iligan and Cagayan de Oro amounted to more than 10,000 tons, in 1991, and nearly doubled to 19,300 tons in 1992. In 1993, however, these shipments dropped sharply to about 5,400 tons. In 1992, Basilan also shipped 10,400 tons of copra to South Cotabato, and 6,000 tons was shipped to Makar Wharf (General Santos) in the following year. When minor shipments to other destinations and copra shipments through Lamitan are included, Basilan's copra shipments reached nearly 45,000 tons, in 1991, and climbed to nearly 65,000 tons in 1992. In 1993, copra shipments declined to 38,000 tons.

Nearly all rubber produced in Basilan is shipped to Zamboanga, for onward shipping to Manila. In 1991, more than 2,400 tons of rubber were shipped to Zamboanga through the port of Lamitan, and another 1,350 tons were shipped through Isabela. In the following year, Isabela accommodated the greater tonnage, with shipments reaching nearly 2,300 tons, while shipments through Lamitan declined to slightly more than 1,800 tons. Combined rubber shipments from the two Basilan ports to Zamboanga were 3,750 tons, in 1991, rising to 4,100 tons in 1992, and 4,500 tons the following year.

Inflows of maize and corn grits into Basilan were minimal throughout the 1991-1993 period. It might be inferred from the lack of corn inflows that Basilenos supplement a fairly low consumption of rice with the consumption of cassava. Livestock and poultry, as well, do not get much corn to consume in the province, and hogs, at least, are probably fed cassava chips as a significant part of their diet. This presumed need, on the part of both the human and livestock populations, to derive dietary supplements from cassava, would explain why there are no outward flows of cassava, despite annual production levels that were in the range of 145,000-

186,000 tons, during 1984-1986.

Although Table C.5 indicates that Basilan was producing around 4,000 metric tons of coffee per year, during the period of 1984-1986, only a few hundred tons per year were being shipped from Basilan during 1991-1993. There were also virtually no bananas being shipped from the island (a combined 1992-1993 total of 8 tons, down from 97 tons the previous year). Basilan shipped some other fresh fruit and some cocoa beans during the period; in 1991, these commodity shipments amounted to 800 tons, and they grew to more than 1,200 tons the following year. In 1993, however, the shipment volume of these commodities declined to 600 tons.

Tables C.37 and C.38 present information, respectively, on the cargo outflows and inflows at Jolo Port, during 1991-1993. Besides the cargo movements between this port and Zamboanga Port, which have already been discussed above, these two tables show the cargo which was shipped to and from other ports of the Sulu Archipelago, during the three-year period. Some commodities have two or even three transshipments to pass through before they arrive at their final destinations. As discussed earlier, the Zamboanga Peninsula is self-sufficient in rice, but requires rice inflows in order to meet the deficits of the three offshore island provinces; most of the shipments from Zamboanga to the Sulu Archipelago are off-loaded at Jolo, with only relatively minor quantities being directly shipped from Zamboanga to the ports of Siasi, Bongao and Sitangkai. At Jolo, the rice is transshipped to these other three ports, as shown in Table C.37. In the other direction, seaweed and copra from Siasi, especially, are off-loaded at Jolo, for eventual shipment to Zamboanga, and the seaweed continues onward to Cebu.

Tables C.39 through C.44 present the origin-destinations for the domestic cargoes accommodated at the ports of Siasi, Bongao and Sitangkai, during 1991-1993. Most of this traffic has been discussed above. It is worth noting, however, that both Siasi and Bongao are also transshipment points. Thus, seaweed from Sitangkai may be shipped directly to Zamboanga, or it may be transshipped at Bongao, Siasi or Jolo, or it may be transshipped twice within the archipelago in order to reach Zamboanga, where it will probably be transshipped to Cebu.

The population of the Sulu Archipelago was approximately 700,000 persons in 1990 (470,000 in Sulu Province and 228,000 in Tawi Tawi Province). Palay is a minor agricultural commodity in the archipelago, with about 9,000 tons per year being produced in Sulu (see Table C.6), and an unknown, but probably lower, production level in Tawi Tawi. Trade statistics indicate that net rice inflows are on the order of 10,000 tons per annum to Sulu and less than 4,000 tons per annum to Tawi Tawi. On a per capita basis, the inhabitants of Sulu Province were obtaining 19 kgs of rice from local production and 21 kgs, from trade inflows, for a per capita consumption level of 40 kgs. only. Where Tawi Tawi is

concerned, the LSRS can only say that approximately 18 kgs. per capita per annum were being made available from trade inflows, during 1991-1993, and these amounts of rice were probably being supplemented to a limited extent by local production of palay. These are very low per capita levels of rice, probably about one-third of the national average. As the LSRS has surmised in the case of the Basilenos, cassava must be a human staple in the Sulu Archipelago, which accounts for the fact that the commodity does not show up in the trade statistics of the area.

Table C.45 presents the NSO information on the domestic cargoes accommodated at the port of Cagayan de Tawi Tawi, during 1991-1993. Only inflow information is available. Rice constitutes the principal commodity accommodated at the port, and the principal source of rice inflows, during the three-year period, was the port of Brookes Point, Palawan.

Table C.46 presents information on the exports and imports accommodated at Zamboanga Port. The large volume of "animal feeds" shipped from the port undoubtedly comprises mainly cassava chips. The "other seafood" comprises shipment of canned tuna from the local canneries.

The barter trading form of commodity trading is distinct to Sulu and is, in fact, the only barter center existing in the country. Dried fish, wooven mats, wood and rattan handicraft products, and other goods are brought to the open port of Labuan, Malaysia in exchange of electronics, fabrics, canned goods, cigarettes, glassware and other consumer items. During the three-year period, 1990-1992, there was a significant decrease in the volume of barter trade imports, especially during the escalation of armed conflict in Sulu Province in 1991. Table C.47 shows the barter trade traffic during 1990 to 1992.

Table C.47

Sulu Province Barter (Import-Export) Trade,
1990-1992
(metric tons)

Year	Trade Volumes	
	Import	Export
1990	2,576	386
1991	939	423
1992	731	110

Source: Bureau of Customs, Sulu

Table C.1

Zamboanga del Sur Land Areas, Population & Density, 1984

Cities & Municipalities	Land Areas (sq. kilometers)	Population	Population Density (persons/sq. km)
Zamboanga City	1,415	343,722	243
Pagadian City	379	80,861	213
Alicia	216	20,591	95
Aurora	218	37,248	171
Bayog	256	16,782	66
Bug	113	19,648	174
Dimatalig	142	16,497	116
Dinas	81	24,784	305
Diplahan	347	15,899	46
Don Mariano Marcos	n.a.	n.a.	n.a.
Dumalinao	228	36,604	161
Dumingag	210	30,465	145
Imelda	82	5,678	69
Ipil	365	43,540	119
Josefina	51	6,755	131
Kabasalan	329	24,658	75
Kumalarang	73	16,839	232
Labangan	158	18,473	117
Lakewood	201	12,896	64
Labuyan	330	18,267	55
Mabuhay	59	9,141	156
Mahayag	225	29,692	132
Malangas	121	20,190	167
Margosa-tubig	149	37,781	254
Midsalip	186	24,624	133
Molave	251	29,698	118
Naga	246	24,209	98
Olutanga	113	14,539	128
Payao	83	17,526	200
Pitogo	90	14,156	157
R. Magsaysay	129	17,852	138
San Miguel	80	16,359	204
San Pablo	150	19,421	130
Siay	190	17,004	89
Tabina	57	15,190	267
Talusan	33	10,477	319
Tambunan	134	17,740	132
Tita	259	24,983	97
Tukuran	83	22,377	270
Tungawan	218	10,679	49
R.T. Lim	n.a.	n.a.	n.a.
V.A. Sagun	n.a.	n.a.	n.a.
Provincial Totals	8,052	1,183,845	147

n.a. - not available

Source: Accomplishment report for the period 1978-1983/84 of the province.

Table C.2

Zamboanga del Norte Land Areas, Population & Density, 1984

Cities & Municipalities	Land Areas (sq. kilometers)	Population	Population Density (persons/sq. km)
Dipolog City	220	61,913	281
Dapitan City	215	54,694	254
Gutalac	472	10,405	22
Katipunan	196	28,532	145
Labason	510	36,047	71
Liloy	48	34,841	726
Manukan	244	23,112	95
Mutia	158	7,976	50
Ponol	190	15,308	81
Pinan	39	14,373	365
La Libertad	45	7,644	169
Polanco	89	23,448	263
Pres. Manuel Roxas	156	24,222	155
Rizal	54	13,090	241
Salug	466	39,088	84
Sergio Osmeña	543	22,337	41
Siayan	409	18,420	45
Sibuco	766	21,728	28
Sindangan	565	66,177	117
Siocon	788	29,519	37
Sirawai	223	10,662	48
Tampilisan	145	11,797	82
Sibutad	75	12,676	169
Provincial Totals	6,618	588,009	89

Source: Accomplishment Report for the period 1978-1983/84 of the province.

Table C.3

Basilan, Sulu and Tawi Tawi Land Areas, Populations & Densities, 1984

Cities & Municipalities	Land Areas (sq. kilometers)	Population	Population Density (persons/sq. km)
Basilan Province	1,354	243,091	179
Isabela	221	59,482	270
Lamitan	263	50,605	192
Lantawan	178	19,340	109
Maluso	65	18,666	287
Sumisip	328	33,301	102
Tipo-tipo	172	33,897	197
Tuburan	128	27,800	217
Sulu Province	1,694	469,969	277
Indanan	102	41,969	412
Jolo	17	53,055	3,196
Kalingalan Caluang *	-	15,824	-
Lugus **	-	14,907	-
Luuk	231	29,378	127
Maibung	48	17,251	360
Marungas	50	4,153	84
Panamao	96	27,189	283
Pandami	N.D.	17,157	-
Panglima Estino ***	-	15,683	-
Pangutaran	258	17,122	66
Parang	97	43,273	444
Pata	59	9,244	158
Patikul	179	30,455	170
Siasi	142	46,468	327
Talipao	141	66,261	470
Tapul	91	10,111	111
Tongkil	184	10,469	57
Tawi Tawi Province	1,092	194,651	178
Balimbing	245	22,189	90
Bongao	120	27,884	233
Cagayan de Tawi Tawi	66	19,607	297
Languyan	195	16,269	84
Sapa-sapa	30	14,946	497
Simunul	53	26,816	507
Sitangkai	128	27,419	215
South Ubian	21	17,356	815
Tandubas	232	19,968	86
Turtle Island	3	2,197	666

* New municipality carved out of Luuk

** New municipality carved out of Tapul

*** New municipality carved out of Panamao

Note: Provincial land area for Sulu Province indicated excludes Pandami.

Source: Sulu Provincial Profile, NSO and Accomplishment Reports of the three provinces for the period 1978-1983/84,

Table C.4

Zamboanga Peninsula Production of Major Crops, 1984 - 1986

Crop	Zamboanga del Sur			Zamboanga del Norte			Zamboanga Peninsula		
	1984	1985	1986	1984	1985	1986	1984	1985	1986
Coconut ^a									
Area Utilized (Ha.)	-	-	114,669	-	-	148,131	-	-	262,800
Production (MT)	-	-	62,881	-	-	73,676	-	-	136,557
Yield (MT/Ha.)			0.55			0.50			0.52
Corn									
Area Utilized (Ha.)	128,750	146,320	151,660	70,550	87,450	88,450	199,300	233,770	240,110
Production (MT)	82,720	106,985	107,260	59,765	81,575	77,485	142,485	188,560	184,745
Yield (MT/Ha.)	0.64	0.73	0.71	0.85	0.93	0.88	0.71	0.81	0.77
Palay									
Area Utilized (Ha.)	89,050	94,610	102,090	63,530	57,580	63,010	152,580	152,190	165,100
Production (MT)	238,815	267,205	288,025	186,990	163,885	182,510	425,805	431,090	470,535
Yield (MT/Ha.)	2.68	2.82	2.82	2.94	2.85	2.90	2.79	2.83	2.85
Rubber									
Area Utilized (Ha.)	23,310	23,304	23,305	1,500	1,700	2,100	24,810	25,004	25,405
Production (MT)	66,695	70,124	68,430	600	675	765	67,295	70,799	69,195
Yield (MT/Ha.)	2.86	3.01	2.94	0.40	0.40	0.36	2.71	2.83	2.72
Banana									
Area Utilized (Ha.)	10,435	9,782	9,782	3,250	3,310	3,560	13,685	13,092	13,342
Production (MT)	38,592	43,169	40,580	29,570	33,318	37,406	68,162	76,487	77,986
Yield (MT/Ha.)	3.70	4.41	4.15	9.10	10.07	10.51	4.98	5.84	5.85
Cassava									
Area Utilized (Ha.)	4,420	4,560	4,604	650	1,205	1,252	5,070	5,765	5,856
Production (MT)	19,938	20,460	20,625	1,950	4,820	5,203	21,888	25,280	25,828
Yield (MT/Ha.)	4.51	4.49	4.48	3.00	4.00	4.16	4.32	4.39	4.41
Camote									
Area Utilized (Ha.)	3,389	3,370	3,370	650	905	930	4,039	4,275	4,300
Production (MT)	11,516	10,200	10,198	1,300	2,715	2,837	12,816	12,915	13,035
Yield (MT/Ha.)	3.40	3.03	3.03	2.00	3.00	3.05	3.17	3.02	3.03
Mango									
Area Utilized (Ha.)	1,362	1,039	1,144	400	400	310	1,762	1,439	1,454
Production (MT)	6,112	5,138	5,104	159	260	211	6,271	5,398	5,315
Yield (MT/Ha.)	4.49	4.95	4.46	0.40	0.65	0.68	3.56	3.75	3.66
Coffee									
Area Utilized (Ha.)	1,115	1,115	1,115	-	-	-	1,115	1,115	1,115
Production (MT)	1,062	801	604	-	-	-	1,062	801	604
Yield (MT/Ha.)	0.95	0.72	0.54				0.95	0.72	0.54
AVOCADO									
Area Utilized (Ha.)	-	-	-	146	120	100	146	120	100
Production (MT)	-	-	-	195	750	655	195	750	655
Yield (MT/Ha.)	-	-	-	1.34	6.25	6.55	1.34	6.25	6.55
Green & Leafy Vegetables									
Area Utilized (Ha.)	265	265	268	62	72	74	327	337	342
Production (MT)	530	530	536	31	72	82	561	602	618
Yield (MT/Ha.)	2.00	2.00	2.00	0.50	1.00	1.11	1.72	1.79	1.81

^a Coconut statistics were taken from the Philippine Coconut Authority; area refers to the actual physical area in hectares and production in metric tons, copra terms.

- Note: 1. Land utilized is in hectares
 2. Production is in metric tons
 3. Data subject to further validation

Table C.5

Basilan Island Production of Major Crops, 1984 - 1986

Crop	1984	1985	1986
Coconut			
Area Utilized (Ha.)	-	-	69,678
Production (MT)	-	-	50,317
Yield (MT/Ha.)			0.72
Corn			
Area Utilized (Ha.)	2,560	3,760	5,040
Production (MT)	2,375	3,640	4,805
Yield (MT/Ha.)	0.93	0.97	0.95
Palay			
Area Utilized (Ha.)	7,350	7,240	4,770
Production (MT)	9,370	7,850	4,665
Yield (MT/Ha.)	1.27	1.08	0.98
Rubber			
Area Utilized (Ha.)	10,000	10,000	10,000
Production (MT)	13,674	13,357	13,916
Yield (MT/Ha.)	1.37	1.34	1.39
Banana			
Area Utilized (Ha.)	4,719	5,340	4,719
Production (MT)	24,710	27,188	28,083
Yield (MT/Ha.)	5.24	5.09	5.95
Cassava			
Area Utilized (Ha.)	16,500	16,070	18,200
Production (MT)	144,750	150,142	186,550
Yield (MT/Ha.)	8.77	9.34	10.25
Oil Palm			
Area Utilized (Ha.)	279	279	279
Production (MT)	723	1,010	890
Yield (MT/Ha.)	2.59	3.62	3.19
Marang			
Area Utilized (Ha.)	300	300	300
Production (MT)	600	93	412
Yield (MT/Ha.)	2.00	3.12	1.37
Coffee			
Area Utilized (Ha.)	2,498	2,498	3,498
Production (MT)	4,175	4,160	3,900
Yield (MT/Ha.)	1.67	1.67	1.11
Sweet Potato			
Area Utilized (Ha.)	1,500	1,510	1,600
Production (MT)	1,325	3,925	3,225
Yield (MT/Ha.)	0.88	2.60	2.02

Source: Bureau of Agricultural Statistics.

184

Table C.6

Sulu Province Production of Major Crops, 1984 - 1986 & 1990 - 1992

Crop	1984	1985	1986	1984-1986 Average	1990	1991	1992	1990-1992 Average
Coconuts (in copra terms)								
Area Utilized (Ha.)	N.D.	N.D.	63,662	N.D.	N.D.	53,582	53,583	N.D.
Production (MT)	N.D.	N.D.	48,479	N.D.	151,107	85,731	149,676	128,838
Yield (MT/Ha.)	-	-	0.76	-	-	1.60	2.79	-
Abaca								
Area Utilized (Ha.)	8,501	8,502	8,511	8,505	7,157	7,103	7,069	7,110
Production (MT)	4,251	4,465	4,466	4,394	3,850	4,257	4,257	4,121
Yield (MT/Ha.)	0.50	0.53	0.52	0.52	0.54	0.60	0.60	0.58
Palay								
Area Utilized (Ha.)	9,200	7,590	7,880	8,157	8,400	8,480	8,140	8,340
Production (MT)	10,780	8,825	8,735	9,447	9,743	9,345	8,903	9,330
Yield (MT/Ha.)	1.17	1.19	1.11	1.16	1.16	1.10	1.09	1.12
Cassava								
Area Utilized (Ha.)	21,220	23,075	23,210	22,502	29,790	25,900	27,312	27,667
Production (MT)	95,638	107,504	109,378	104,173	133,813	121,470	118,043	124,442
Yield (MT/Ha.)	4.51	4.66	4.71	4.63	4.49	4.69	4.32	4.50
Corn								
Area Utilized (Ha.)	48,480	49,810	49,720	49,337	N.D.	N.D.	2,600	N.D.
Production (MT)	20,375	24,000	26,155	23,510	N.D.	N.D.	5,200	N.D.
Yield (MT/Ha.)	0.42	0.48	0.53	0.48	-	-	2.00	-
Coffee								
Area Utilized (Ha.)	2,418	2,468	2,468	2,451	2,910	4,341	4,841	4,031
Production (MT)	12,426	12,452	12,426	12,435	8,222	6,255	8,645	7,707
Yield (MT/Ha.)	5.14	5.05	5.03	5.07	2.83	1.44	1.79	1.91
Bananas								
Area Utilized (Ha.)	2,179	2,159	2,159	2,166	N.D.	N.D.	N.D.	N.D.
Production (MT)	20,000	20,110	23,790	21,300	N.D.	N.D.	N.D.	N.D.
Yield (MT/Ha.)	9.18	9.31	11.02	9.84	-	-	-	-
Durian								
Area Utilized (Ha.)	730	730	730	730	N.D.	N.D.	N.D.	N.D.
Production (MT)	10,453	13,574	16,645	13,557	N.D.	N.D.	N.D.	N.D.
Yield (MT/Ha.)	14.32	18.59	22.80	18.57	-	-	-	-
Marang								
Area Utilized (Ha.)	391	391	391	391	N.D.	N.D.	N.D.	N.D.
Production (MT)	3,280	1,763	6,438	3,827	N.D.	N.D.	N.D.	N.D.
Yield (MT/Ha.)	8.39	4.51	16.47	9.79	-	-	-	-
Lanzones								
Area Utilized (Ha.)	1,430	1,859	2,990	2,093	N.D.	N.D.	N.D.	N.D.
Production (MT)	9,048	N.D.	11,251	6,766	N.D.	N.D.	N.D.	N.D.
Yield (MT/Ha.)	6.33	-	3.76	3.23	-	-	-	-

N.D. = data unavailable to the LSRS

Source: Bureau of Agricultural Statistics

125

Table C.7

Tawi Tawi Province Production of Major Crops, 1984 - 1986

Crop	1984	1985	1986
Coconut			
Area Utilized (Ha.)	N.D.	N.D.	39,854
Production (MT)	N.D.	N.D.	22,067
Yield (MT/Ha.)	-	-	0.55
Corn			
Area Utilized (Ha.)	1,010	1,060	860
Production (MT)	430	405	300
Yield (MT/Ha.)	0.43	0.38	0.35
Marang			
Area Utilized (Ha.)	850	510	N.D.
Production (MT)	26	26	N.D.
Yield (MT/Ha.)	0.03	0.05	-
Pineapple			
Area Utilized (Ha.)	5	12	6
Production (MT)	N.D.	N.D.	N.D.
Yield (MT/Ha.)	-	-	-
Cassava			
Area Utilized (Ha.)	857	5,340	N.D.
Production (MT)	11,141	27,188	N.D.
Yield (MT/Ha.)	13.00	5.09	-
Durian			
Area Utilized (Ha.)	5	5	N.D.
Production (MT)	120	120	N.D.
Yield (MT/Ha.)	24.00	24.00	-

N.D. = no data available to LSRS

Source: Bureau of Agricultural Statistics

Table C.8

Zamboanga Peninsula Livestock & Poultry Populations, 1989 - 1992

(number of head)

Farm Type And Livestock & Poultry Kind	Zamboanga City				Zamboanga del Norte				Zamboanga del Sur			
	1989	1990	1991	1992	1989	1990	1991	1992	1989	1990	1991	1992
Backyard Farms												
Cattle	2,570	3,410	3,745	4,248	17,250	14,410	18,781	24,756	20,780	2,305	23,800	32,424
Carabao	7,020	8,240	9,967	9,150	55,540	51,680	65,682	71,956	52,100	53,990	56,695	68,208
Hogs	36,850	34,500	29,770	38,131	184,660	120,050	200,702	187,256	144,650	195,400	184,000	189,420
Goats	16,150	12,760	16,315	12,082	46,930	28,300	37,272	48,728	62,740	89,240	95,300	101,496
Chickens	199,900	186,770	179,640	181,679	1,134,640	943,790	995,370	1,088,108	1,314,060	1,163,360	1,464,420	1,410,375
Ducks	16,950	14,530	8,710	6,707	63,180	45,460	64,800	47,259	161,780	201,050	223,640	195,871
Commercial Farms												
Cattle	-	-	184	-	220	30	30	220	90	170	-	36
Carabao	30	50	43	45	-	-	-	-	-	-	-	-
Hogs	940	850	1,180	-	30	-	-	-	1,770	540	17	-
Goats	50	30	119	152	50	50	21	-	100	100	102	140
Chickens	32,900	34,280	158,290	212,351	3,900	4,950	4,760	6,225	3,760	4,170	3,620	1,000
Ducks	-	3,260	-	-	-	-	-	-	230	310	440	1,394
All Farms												
Cattle	2,570	3,410	3,929	4,248	17,470	14,440	18,811	24,976	20,870	2,475	23,800	32,460
Carabao	7,050	8,290	10,010	9,195	55,540	51,680	65,682	71,956	52,100	53,990	56,695	68,208
Hogs	37,790	35,450	30,950	38,131	184,690	120,050	200,702	187,256	146,420	195,940	184,017	189,420
Goats	16,200	12,790	16,434	12,234	46,980	28,350	37,293	48,728	62,840	89,340	95,402	101,636
Chickens	232,800	221,050	337,930	394,030	1,138,540	948,740	1,000,130	1,094,333	1,317,820	1,167,530	1,468,040	1,411,375
Ducks	16,950	17,790	8,710	6,707	63,180	45,460	64,800	47,259	162,010	201,360	224,080	197,265

Table C.9

Basilan Island Livestock & Poultry Populations, 1989 - 1992

(number of head)

Farm Type And Livestock & Poultry Kind	Basilan Island												
	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
Backyard Farms													
Cattle	5,730	4,770	3,070	3,170	5,380	6,110	6,410	6,130	6,000	6,600	6,110	7,826	4,666
Carabao	14,700	11,990	12,050	10,590	14,350	11,310	12,410	10,620	11,030	10,430	13,320	17,820	11,517
Hogs	32,620	31,450	21,460	21,800	17,930	16,000	14,540	8,900	9,320	18,180	33,130	22,958	22,086
Goats	-	-	-	8,220	14,410	15,070	12,380	13,680	10,100	19,630	23,900	24,060	21,919
Chickens	224,900	129,090	110,960	88,010	163,950	133,300	150,690	74,530	98,480	199,470	194,330	242,710	249,918
Ducks	-	-	35,800	33,320	22,810	17,720	13,280	11,170	12,330	20,730	10,200	10,630	5,082
Commercial Farms													
Cattle	1,330	680	830	1,030	390	460	250	190	70	70	150	96	112
Carabao	110	70	100	130	90	130	120	90	70	50	100	69	18
Hogs	10	-	-	-	20	-	-	-	-	-	-	-	-
Goats	-	-	-	40	80	-	20	20	30	30	30	-	-
Chickens	2,190	170	1,950	7,000	4,500	4,350	2,750	2,200	1,650	3,500	4,800	4,800	3,910
Ducks	10	40	50	1,070	850	300	60	80	-	-	-	-	-
All Farms													
Cattle	7,060	5,450	3,900	4,200	5,770	6,570	6,660	6,320	6,070	6,670	6,260	7,922	4,778
Carabao	14,810	12,060	12,150	10,720	14,440	11,440	12,530	10,710	11,100	10,480	13,420	17,889	11,535
Hogs	32,630	31,450	21,460	21,800	17,950	16,000	14,540	8,900	9,320	18,180	33,130	22,958	22,086
Goats	-	-	-	8,260	14,490	15,070	12,400	13,700	10,130	19,660	23,930	24,060	21,919
Chickens	227,090	129,260	112,910	95,010	168,450	138,150	153,440	76,730	100,130	202,970	199,130	247,510	253,828
Ducks	10	40	35,850	34,390	23,660	18,020	13,340	11,250	12,330	20,730	10,200	10,630	5,082

Table C.10

Sulu Province Livestock & Poultry Populations, 1989 - 1992

(number of head)

Farm Type And Livestock & Poultry Kind	Sulu Province												
	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
Backyard Farms													
Cattle	41,650	42,640	47,800	50,950	30,070	29,410	24,640	21,460	23,750	26,990	23,760	17,433	17,099
Carabao	830	-	940	980	1,270	1,030	570	530	520	580	840	202	286
Hogs	-	-	-	-	-	520	200	433	450	450	400	350	837
Goats	-	-	-	17,240	15,350	17,030	15,680	14,100	14,900	17,740	15,450	16,026	17,310
Chickens	492,650	565,020	495,500	664,660	352,390	249,850	156,750	219,220	248,740	304,520	276,980	276,980	275,610
Ducks	55,970	181,980	75,790	62,740	53,890	54,910	75,760	37,790	106,810	78,230	110,360	59,530	59,987
Commercial Farms													
Cattle	140	80	110	-	-	-	-	-	-	-	-	-	-
Carabao	30	-	10	-	-	-	-	-	-	-	-	-	-
Hogs	150	60	30	30	90	60	80	100	110	100	270	100	118
Goats	-	-	-	90	-	-	-	-	70	50	180	110	140
Chickens	-	1,840	1,340	33,890	5,400	4,000	800	-	-	-	-	-	-
Ducks	1,240	1,190	1,070	1,110	1,070	1,050	1,170	1,000	1,050	180	1,300	1,300	1,263
All Farms													
Cattle	41,790	42,640	47,910	50,950	30,070	29,410	24,640	21,460	23,750	26,990	23,760	17,433	17,099
Carabao	860	-	950	980	1,270	1,030	570	530	520	580	840	202	286
Hogs	150	60	30	30	90	580	280	533	560	550	670	450	955
Goats	-	-	-	17,330	15,350	17,030	15,680	14,100	14,970	17,790	15,630	16,136	17,450
Chickens	492,650	566,860	496,840	698,550	357,790	253,850	157,550	219,220	248,740	304,520	276,980	276,980	275,610
Ducks	57,210	183,170	76,860	63,850	54,960	55,960	76,930	38,790	107,860	78,410	111,660	60,830	61,250

Table C.11

Zamboanga Peninsula Fisheries Production, 1982 - 1986
(In Metric Tons)

Province & Fisheries Product Classification	1982	1983	1984	1985	1986
Zamboanga del Sur	116,357	131,288	137,595	143,864	83,419
Fish	114,709	125,756	135,521	141,936	80,932
Municipal Fishing	55,494	68,906	73,931	78,123	68,966
Commercial Fishing	59,215	50,692	53,269	56,296	4,342
Aquaculture	-	6,158	8,321	7,517	7,624
Crustaceans *	1,006	448	990	900	1,570
Molluscs	594	4,466	821	598	498
Municipal Fishing	178	4,096	396	286	490
Commercial Fishing	416	370	425	312	8
Other Municipal Fishing	48	618	263	430	419
Zamboanga del Norte	46,171	73,331	74,401	72,498	126,992
Fish	45,466	72,763	73,612	69,922	124,781
Municipal Fishing	43,885	69,974	70,882	65,636	65,908
Commercial Fishing	1,581	2,318	1,966	3,589	58,131
Aquaculture	-	471	764	697	742
Crustaceans *	204	106	159	207	27
Molluscs	225	323	401	2,269	2,059
Municipal Fishing	225	319	399	2,269	2,059
Commercial Fishing	-	4	2	-	-
Other Municipal Fishing	276	139	229	100	125
Zamboanga Peninsula	162,528	204,619	211,996	216,362	210,411
Fish	160,175	198,519	209,133	211,858	205,713
Crustaceans	1,210	554	1,149	1,107	1,597
Molluscs	819	4,789	1,222	2,867	2,557
Other Municipal Fishing	324	757	492	530	544

* All Zamboanga Peninsula catches of crustaceans, during 1982 - 1986, were by municipal fishing.

SOURCE: Bureau of Fisheries and Aquatic Resources.

Table C.12

Basilan Island Fisheries Production, 1982 - 1986
(In Metric Tons)

Fisheries Product Classification	1982	1983	1984	1985	1986
Fish	15,185	26,898	25,206	21,872	20,832
Municipal Fishing	9,328	17,045	16,160	13,019	11,746
Commercial Fishing	5,857	9,424	8,341	8,082	8,268
Aquaculture *	-	429	705	771	818
Crustaceans **	135	103	-	-	-
Molluscs	1,406	2,752	1,829	1,204	1,441
Municipal Fishing	1,016	1,778	812	618	521
Commercial Fishing	390	974	1,017	586	920
Other Municipal Fishing	292	39	95	112	167
Island Totals	17,018	29,792	27,130	23,188	22,440

* All basilan aquaculture, during 1982 - 1986, was in brackishwater fishpond.

** There wa no commercial fishery crustacean catch during the period.

SOURCE: Bureau of Fisheries and Aquatic Resources.

Table C.13

Sulu Province Fisheries and Aquatic Production, 1982-1986 & 1990-1992

Type of Fisheries Operations & Products	1982	1983	1984	1985	1986	1982-1986 Average	1990	1991	1992	1990-1992 Average
Municipal Fishing										
Fish	46,490	25,333	25,898	28,645	24,368	30,147	N.D.	N.D.	N.D.	N.D.
Molluscs	1,128	708	645	651	839	794	N.D.	N.D.	N.D.	N.D.
Other Aquatic Animal	148	110	211	239	278	197	N.D.	N.D.	N.D.	N.D.
Aquatic Plant	17	25	27	68	70	41	N.D.	N.D.	N.D.	N.D.
Subtotal: Municipal	47,783	26,176	26,781	29,603	25,555	31,180	N.D.	N.D.	N.D.	N.D.
Commercial Fishing										
Fish	210	150	350	420	660	358	N.D.	N.D.	N.D.	N.D.
Molluscs	-	-	-	480	60	108	N.D.	N.D.	N.D.	N.D.
Crustaceans	-	-	-	-	288	58	N.D.	N.D.	N.D.	N.D.
Subtotal: Commercial	210	150	350	900	1,008	524	N.D.	N.D.	N.D.	N.D.
Total Products	47,993	26,326	27,131	30,503	26,563	31,703	46,676*	28,146*	86,386*	53,736*

N.D. = No data

* Fish production only.

Source: Bureau of Fisheries and Aquatic resources (1982-1986); Sulu PPDO (1990-1992).

Table C.14

Tawi Tawi Province Fisheries Production, 1982 - 1986
(In Metric Tons)

Fisheries Product Classification	1982	1983	1984	1985	1986
Fish *	8,225	9,848	8,833	13,983	10,838
Municipal Fishing	8,051	9,353	8,437	13,563	10,411
Commercial Fishing **	174	495	396	420	427
Crustaceans	62	32	22	13	129
Molluscs	103	126	71	98	306
Misc. Aquatic Animals	15	70	59	2,600	2,650
Misc. Aquatic Animal Products	70	164	459	679	716
Aquatic Plants	30	40	8	4	7
Provincial Totals	8,505	10,280	9,452	17,377	14,646

* Tawi Tawi had no production from aquaculture during the period.

** Commercial fishing vessels caught only fish during the period.

SOURCE: Bureau of Fisheries and Aquatic Resources.

1987

Table C.15

DOMESTIC SEA TRADE OF ZAMBOANGA DEL SUR PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
ZAMBOANGA				
Outward	227,106	270,486	176,783	674,376
Inward	449,417	537,760	390,660	1,377,837
MALANGAS				
Outward	22,544	69,662	0	92,206
Inward	2,277	4,377	2,136	8,791
PAGADIAN				
Outward	20,804	21,074	3,636	45,513
Inward	13,505	19,586	19,825	52,915
OTHER PORTS OF ZAMBOANGA DEL SUR				
Outward	181,321	22,879	15	204,215
Inward	113,132	157,134	152,141	422,407
PROVINCIAL PORT TOTALS				
Outward	451,775	384,100	180,434	1,016,309
Inward	578,331	718,856	564,763	1,861,950

Source: Based on origin-destination information provided by the National Statistics Office.

Table C.16

DOMESTIC SEA TRADE OF ZAMBOANGA DEL NORTE PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
PULAWAN, DAPITAN				
Outward	9,978	3,951	8,314	22,243
Inward	16,085	28,156	27,919	72,159
OTHER NATIONAL PORTS				
Outward	0	0	0	0
Inward	203	6,509	1,784	8,496
OTHER MUNICIPAL PORTS				
Outward	2,876	6,279	17,689	26,844
Inward	64,204	44,579	48,837	157,619
OTHER PRIVATE PORTS				
Outward	0	0	0	0
Inward	12,499	17,578	2,911	33,088
PROVINCIAL PORT TOTALS				
Outward	12,854	10,230	26,003	49,087
Inward	92,990	96,922	81,451	271,363

Source: Based on origin-destination information provided by the National Statistics Office.

Table C.17

DOMESTIC SEA TRADE OF THE BASILAN ISLAND PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
ISABELA WHARF				
Outward	61,529	87,669	61,504	210,701
Inward	54,987	72,352	36,446	163,784
LAMITAN				
Outward	5,122	3,648	3,945	12,715
Inward	4,109	14,589	12,626	31,324
OTHER PORTS OF BASILAN ISLAND				
Outward	0	0	0	0
Inward	9,493	3,622	3,553	16,668
ISLAND PORT TOTALS				
Outward	66,651	91,316	65,448	223,415
Inward	68,588	90,563	52,626	211,776

Source: Based on origin-destination information provided by the National Statistics Office.

Table C.18

DOMESTIC SEA TRADE OF THE SULU PROVINCE PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
JOLO				
Outward	9,077	45,950	20,602	75,628
Inward	51,036	56,998	34,548	142,582
SIASI				
Outward	5,148	22,313	18,863	46,324
Inward	2,979	7,641	5,524	16,144
OTHER PORTS OF SULU PROVINCE				
Outward	0	0	0	0
Inward	8,405	6,050	7,202	21,658
PROVINCIAL PORT TOTALS				
Outward	14,224	68,263	39,465	121,952
Inward	62,420	70,690	47,274	180,383

Source: Based on origin-destination information provided by the National Statistics Office.

Table C.19

DOMESTIC SEA TRADE OF THE TAWI-TAWI PROVINCE PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
BONGAO				
Outward	513	12,347	14,714	27,574
Inward	9,431	18,465	15,304	43,200
SITANGKAI				
Outward	6,941	8,623	11,392	26,957
Inward	1,896	5,631	5,260	12,787
OTHER PORTS OF TAWI-TAWI PROVINCE				
Outward	331	0	0	331
Inward	3,007	4,793	2,888	10,688
PROVINCIAL PORT TOTALS				
Outward	7,785	20,970	26,107	54,861
Inward	14,334	28,889	23,452	66,675

Source: Based on origin-destination information provided by the National Statistics Office.

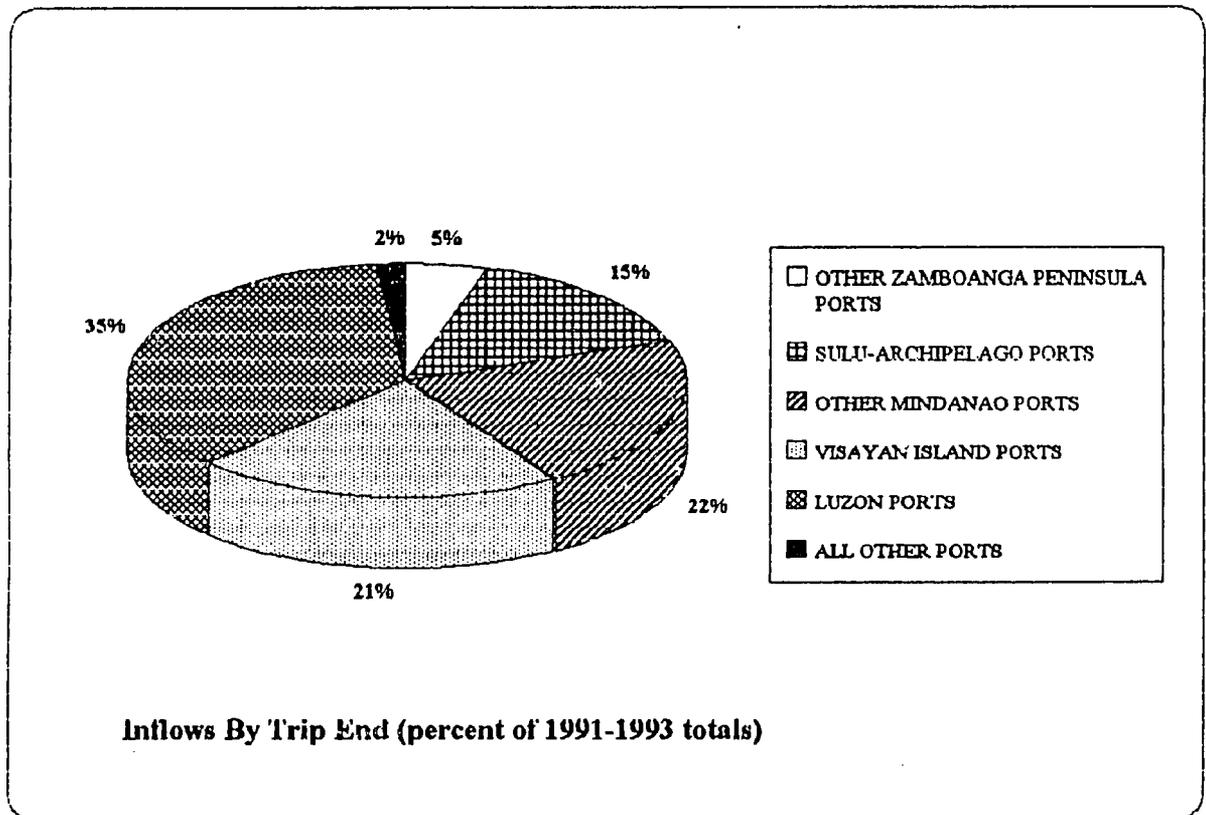
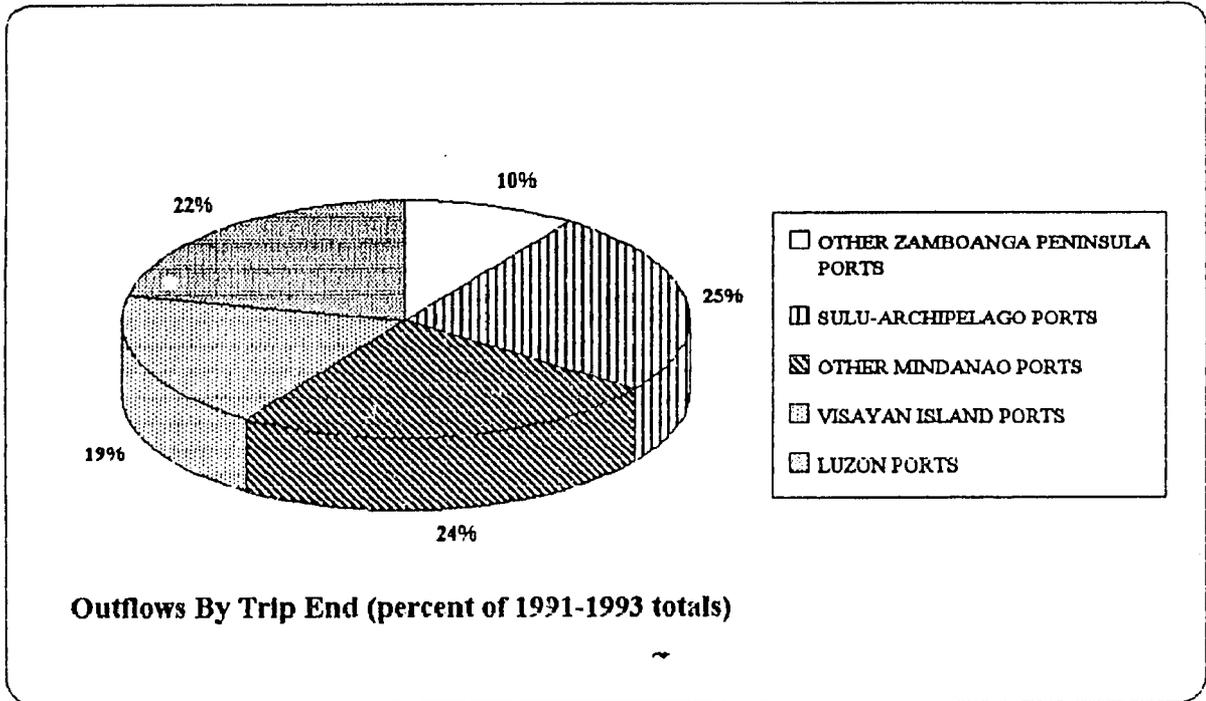
Table C.20

COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL SUR PORTS, 1991-1993
BY TRIP ENDS & COMMODITIES
(In metric tons of cargo flows)

COMPONENTS	1991	1992	1993	3-yrs total
By Trip End				
Outflows				
Other Zamboanga Peninsula Ports	39,259	49,125	12,013	100,397
Sulu-Archipelago Ports	78,630	98,907	77,634	255,171
Other Mindanao Ports	155,160	72,575	18,911	246,676
Visayan Island Ports	90,997	70,004	30,871	191,871
Luzon Ports	85,433	93,344	39,681	218,459
All Other Ports	2,296	145	1,295	3,735
"Sub-total"	451,775	384,100	180,434	1,016,309
Inflows				
Other Zamboanga Peninsula Ports	36,258	44,354	11,906	92,518
Sulu-Archipelago Ports	67,397	120,463	86,430	274,289
Other Mindanao Ports	139,281	154,935	109,395	403,612
Visayan Island Ports	124,969	133,415	138,236	396,620
Luzon Ports	203,625	252,202	208,583	664,410
All Other Ports	6,800	13,487	10,213	30,500
"Sub total"	578,331	718,856	564,763	1,861,950
By Commodity				
Outflows				
Coal, lignite, binimen, pear, shale	75,287	60,212	53	135,552
Milled rice & palay	40,660	48,161	27,790	116,610
Beverages (beer, mineral water & aerated bev., other alcoholic beverages)	22,263	33,896	15,619	71,779
Fish (preserved, fresh or chilled)	29,851	25,185	6,118	61,155
Unprocessed wood (excluding firewood)	26,371	15,033	5,785	47,189
Seaweed	19,361	15,548	11,957	46,866
Cements	14,833	13,677	8,485	36,995
Glass Bottles	22,556	9,075	3,811	35,443
Other seafoods & frozen shellfish	18,763	13,935	2,959	35,656
Veneer & Plywood	11,635	9,613	8,163	29,411
All other commodity	170,196	139,764	89,693	399,653
"Sub total"	451,775	384,100	180,434	1,016,309
Inflows				
Gas (gas oils, gasoline & aviation fuel, kerosene) lubricants, fuel oils)	156,732	191,207	138,194	486,134
Cements	52,694	84,799	62,734	200,227
Copra	50,667	80,799	59,308	190,774
Milled rice / palay	54,569	55,156	37,138	146,864
Beverages (beer, mineral water & aerated bev., other alcoholic beverages)	46,932	42,723	43,961	133,615
Flour & related products from grain	22,560	23,001	24,260	69,820
Sugar	25,691	22,933	17,991	66,616
Salt	18,402	19,833	17,771	56,006
Seaweed	6,637	15,308	16,812	38,757
Unprocessed wood (excl. firewood)	11,133	16,865	10,406	38,403
All other commodity	132,295	166,233	136,187	434,715
"Sub-total"	578,311	718,856	564,763	1,861,930

Figure C.1

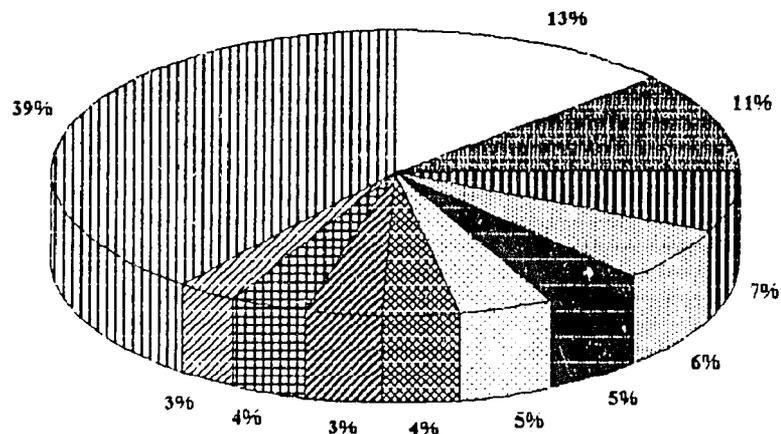
COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL SUR PORTS,
BY TRIP ENDS, 1991-1993



200

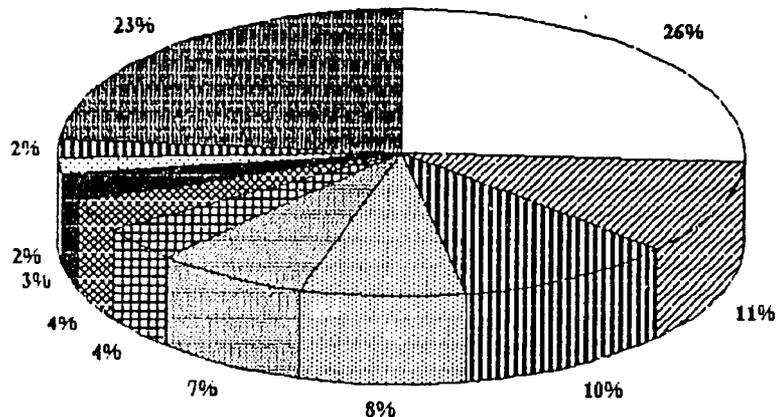
Figure C.2

COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL SUR PORTS, BY COMMODITIES, 1991-1993



Outflows By Commodity (percent of 1991-1993 totals)

- Coal, lignite, bitumen, peat, shale
- ▨ Milled rice & palay
- ▧ Beverages
- ▩ Fish (preserved, fresh or chilled)
- Unprocessed wood (excl. firewood)
- Seaweed
- ▤ Cements
- ▥ Glass Bottles
- ▦ Other seafoods & frozen shellfish
- ▧ Veneer & Plywood
- ▨ All other commodity



Inflows By Commodity (percent of 1991-1993 totals)

- Gas (oils, gasoline & aviation fuel, kerosene, lubricants, fuel oils)
- ▨ Cement
- ▧ Copra
- ▩ Milled rice & palay
- Beverages
- ▤ Flour & related products from grain
- ▥ Sugar
- ▦ Salt
- ▧ Seaweed
- ▨ Unprocessed wood (excl. firewood)
- ▩ All other commodity

201

Table C.21

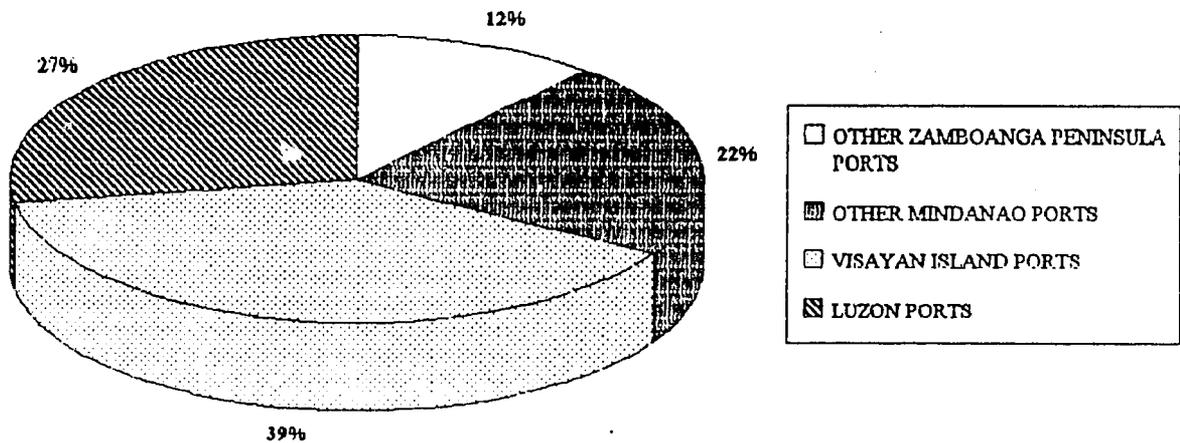
COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL NORTE PORTS, 1991-1993
BY TRIP ENDS & COMMODITIES
(In metric tons of cargo flows)

COMPONENTS	1991	1992	1993	3-yrs total
By Trip End				
Outflows				
Other Zamboanga Peninsula Ports	1,076	1,512	3,088	5,675
Other Mindanao Ports	1,823	1,751	7,349	10,922
Visayan Island Ports	6,795	4,229	8,011	19,035
Luzon Ports	3,161	2,739	7,555	13,454
"Sub-total"	12,854	10,230	26,003	49,087
Inflows				
Other Zamboanga Peninsula Ports	4,077	6,282	3,195	13,554
Other Mindanao Ports	33,461	30,407	31,851	95,719
Visayan Island Ports	42,913	46,656	35,352	124,921
Luzon Ports	11,840	11,266	9,172	32,278
All Other Ports	700	2,311	1,880	4,892
"Sub-total"	92,990	96,922	81,451	271,363
By Commodity				
Outflows				
Glass Bottles	1,708	2,584	2,350	6,641
Copra	973	1,510	3,995	6,479
Wood charcoal	2,397	1,855	745	4,997
Corn & corn grits	3,371	491	2,988	6,849
Animal Feeds	949	412	2,015	3,376
Tobacco products	0	249	1,820	2,069
Fertilizers		550	950	1,500
Natural rubber & latex	279	506	370	1,154
Gas (oils, gasoline & aviation fuel, kerosene)	3	94	999	1,095
Fruits & Vegetables	727	101	496	1,323
All other commodity	2,118	1,880	9,277	13,605
"Sub-total"	12,854	10,230	26,003	49,087
Inflows				
Cements	25,935	25,819	25,225	76,978
Beverages	14,273	22,169	10,494	46,937
Copra	18,537	2,145	3,052	23,734
Sugar	4,407	6,359	6,066	16,833
Salt	5,467	4,924	3,486	13,878
Flour & related products from grain	2,935	5,070	4,492	12,497
Fertilizers	4,098	2,403	2,824	9,324
Gas (oils, gasoline & aviation fuel, kerosene)	1,616	7,707	1,531	10,854
Animal Feeds	1,045	1,471	2,363	4,879
Iron & steel basic products	1,273	1,026	1,361	3,660
All other commodity	13,403	17,831	20,557	51,790
"Sub-total"	92,990	96,922	81,451	271,363

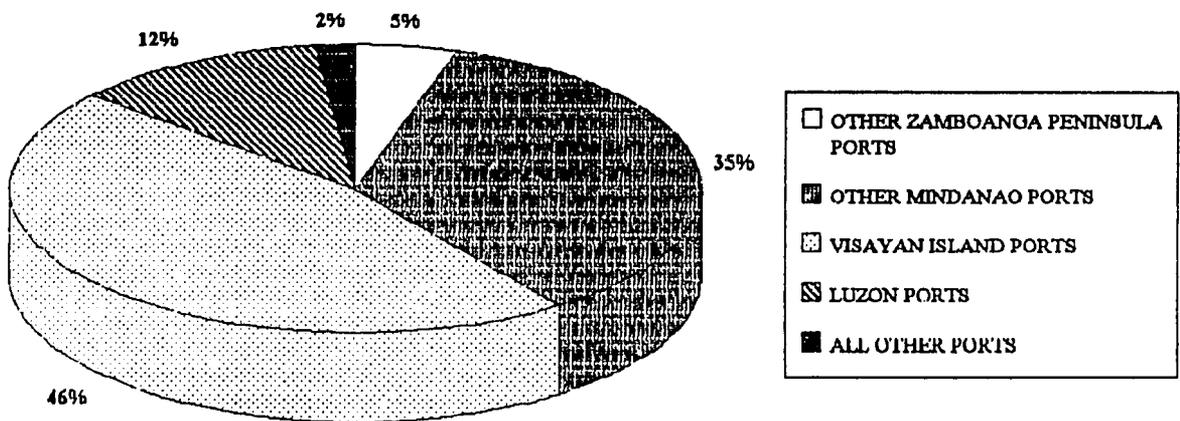
202

Figure C.3

COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL NORTE PORTS, BY TRIP ENDS, 1991-1993



Outflows By Trip End (percent of 1991-1993 totals)

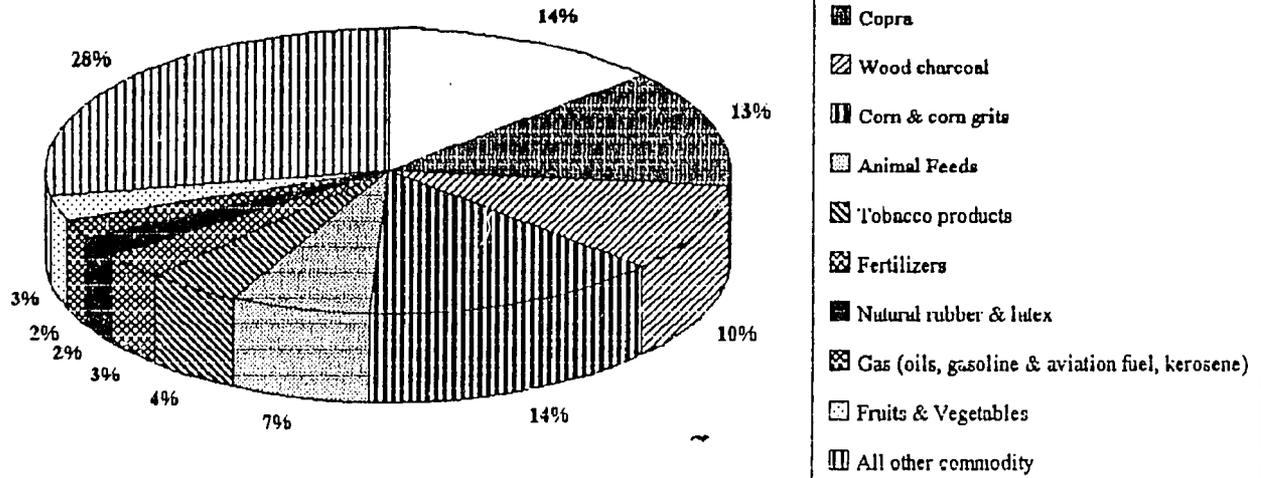


Inflows By Trip End (percent of 1991-1993 totals)

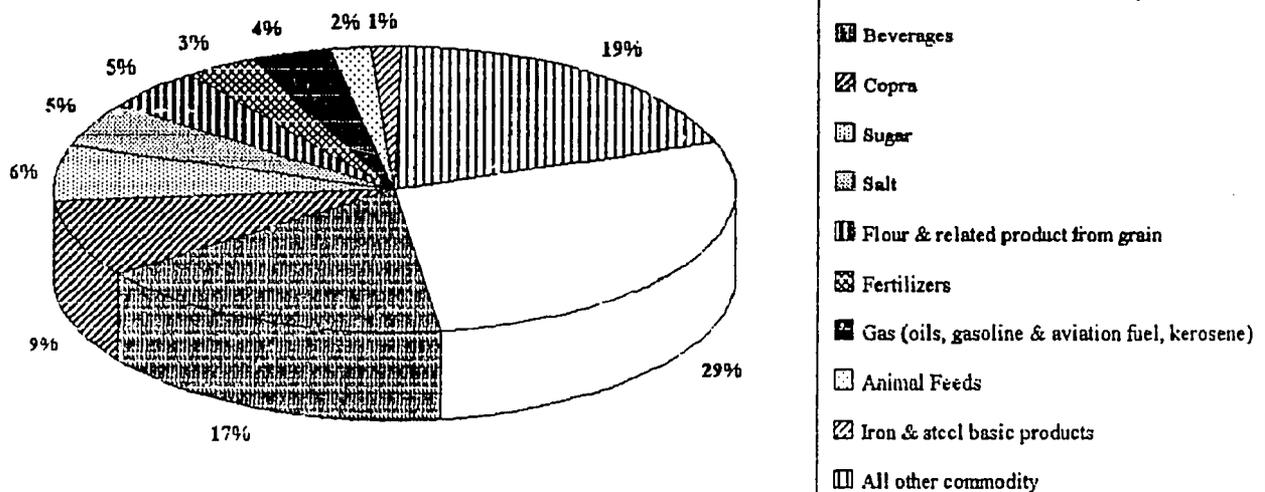
203

Figure C.4

COMPOSITION OF DOMESTIC SEA TRADE OF ZAMBOANGA DEL NORTE PORTS, BY COMMODITIES, 1991-1993



Outflows By Commodity (percent of 1991-1993 totals)



Inflows By Commodity (percent of 1991-1993 totals)

204

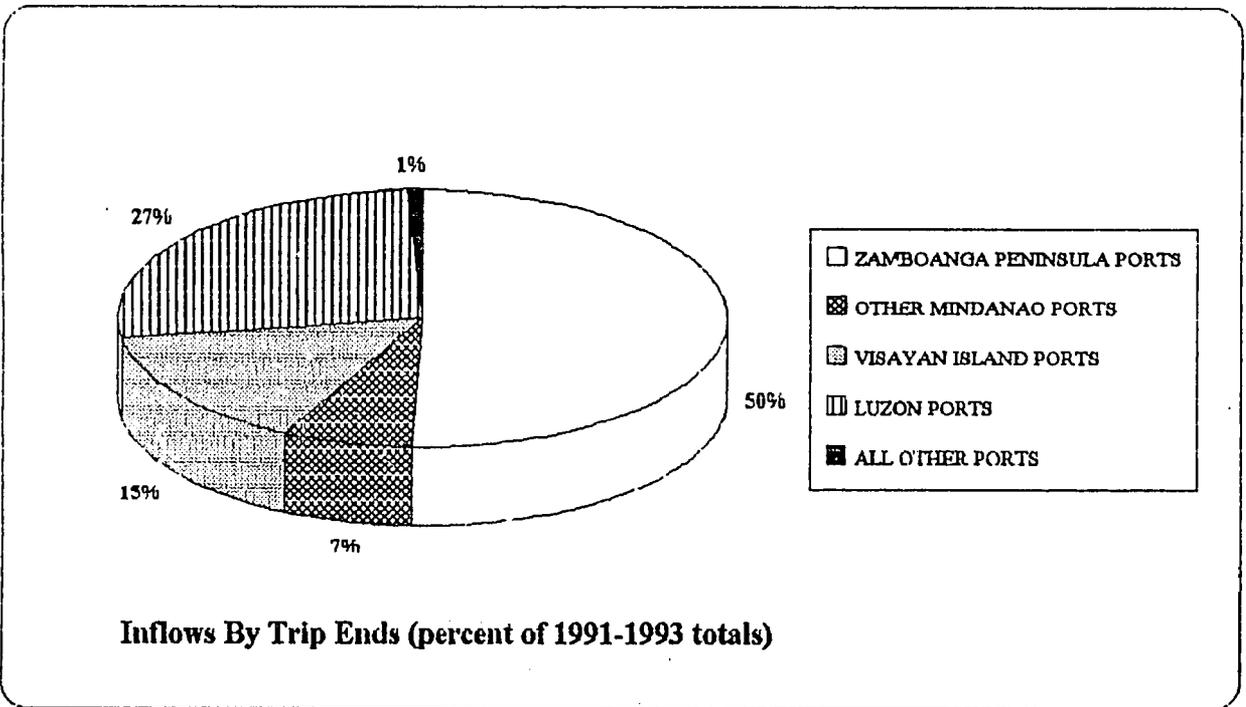
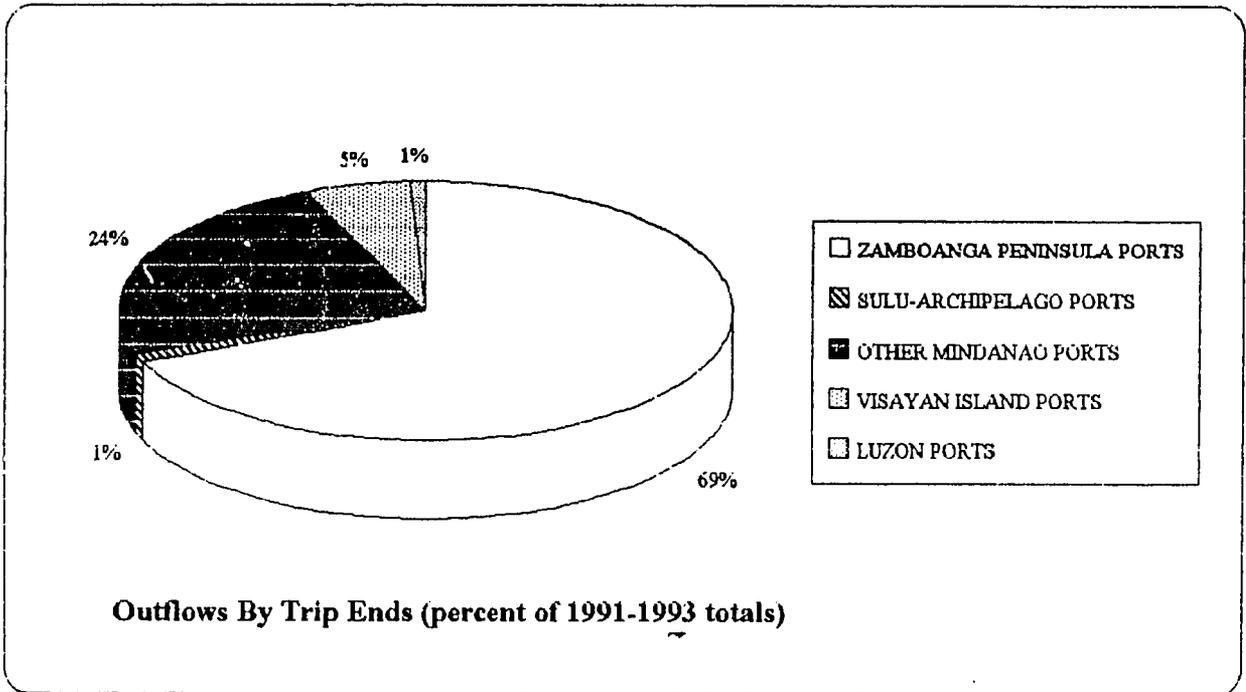
Table C.22

COMPOSITION OF DOMESTIC SEA TRADE OF BASILAN ISLAND PORTS, 1991-1993
BY TRIP ENDS & COMMODITIES
(In metric tons of cargo flows)

COMPONENTS	1991	1992	1993	3-yrs total
By Trip End				
Outflows				
Zamboanga Peninsula Ports	51,294	58,107	44,335	153,737
Sulu Archipelago Ports	809	1,221	0	2,030
Other Mindanao Ports	10,398	29,893	13,662	53,953
Visayan Island Ports	2,715	1,881	7,451	12,047
Luzon Ports	1,414	187	0	1,601
All Other Ports	20	28	0	48
"Sub total"	66,651	91,316	65,448	223,415
Inflows				
Zamboanga Peninsula Ports	26,932	43,227	37,100	107,259
Sulu Archipelago Ports	809	66	3	878
Other Mindanao Ports	10,326	2,821	1,600	14,747
Visayan Island Ports	14,520	9,430	7,727	31,677
Luzon Ports	16,000	34,281	6,140	56,421
All Other Ports	0	739	55	794
"Sub-total"	68,588	90,563	52,626	211,777
By Commodity				
Outflows				
Copra	44,958	64,719	37,991	147,669
Glass Bottles	7,457	9,440	10,211	27,108
Natural rubber & latex	3,900	4,143	4,534	12,577
Cements	826	4,677	3,089	8,592
Fish & Other Marine Animals	2,274	1,996	1,383	5,653
Wood Charcoal	1,735	805	1,001	3,541
Gas (oils, gasoline & aviation fuel, kerosene, lubricants)	9	1,183	1,953	3,144
Milled rice	939	305	382	1,625
Unprocessed wood (excl. firewood)	250	480	821	1,551
Fruits (preserved & fresh)	513	779	215	1,507
All other commodity	3,789	2,791	3,869	10,450
"Sub total"	66,651	91,316	65,448	223,415
Inflows				
Milled rice	13,534	16,907	14,079	44,520
Gas (oils, gasoline & aviation fuel, kerosene, lubricants)	14,111	27,990	3,497	45,598
Beverages	10,108	16,199	8,109	34,415
Cements	12,198	4,833	3,675	20,706
Sugar	2,691	4,463	3,960	11,115
Flour & related products from grain	2,054	2,903	2,574	7,531
Salt	1,876	3,623	1,381	6,880
Other food preparations	971	1,196	1,399	3,566
Ferrous ores & concentrates	3,300	0	0	3,300
Fertilizers	850	482	1,386	2,718
All other commodity	6,894	11,968	12,566	31,428
"Sub-total"	68,588	90,563	52,626	211,777

Figure C.5

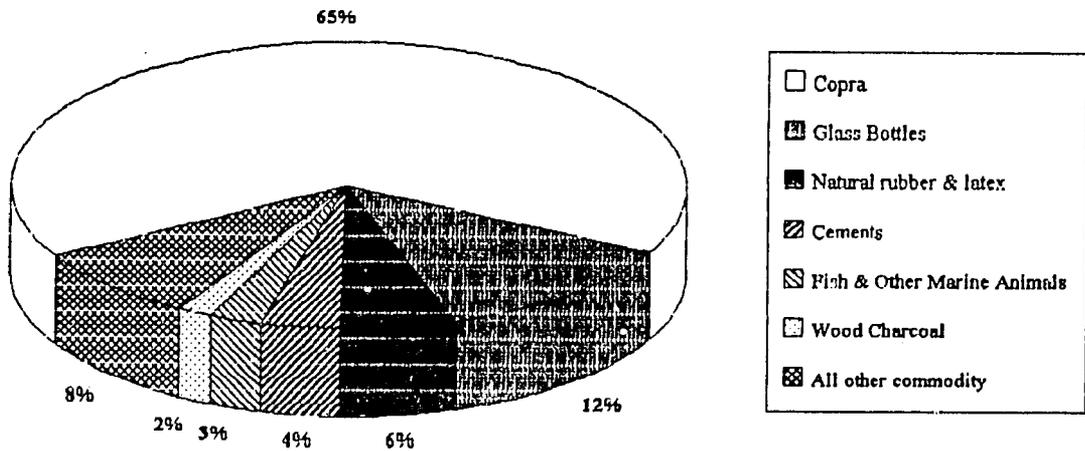
**COMPOSITION OF DOMESTIC SEA TRADE OF BASILAN ISLAND PORTS,
BY TRIP ENDS, 1991-1993**



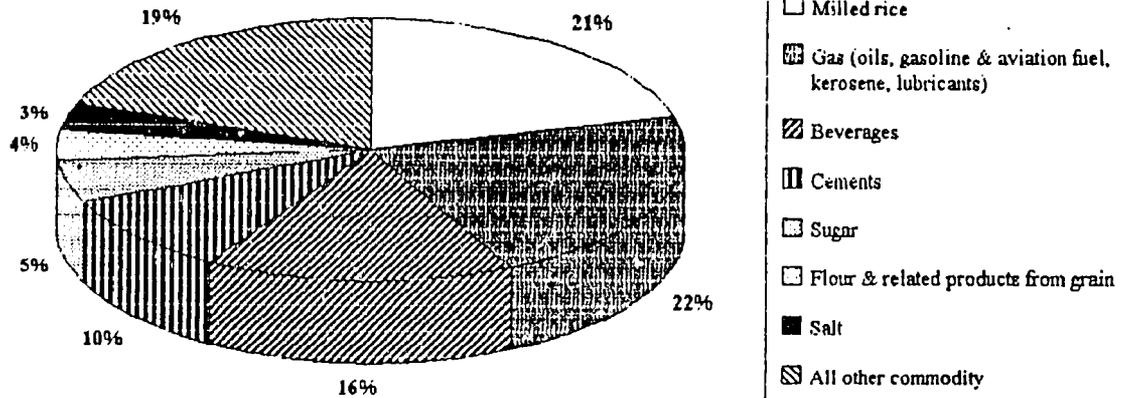
206

Figure C.6

**COMPOSITION OF DOMESTIC SEA TRADE OF BASILAN ISLAND PORTS,
BY COMMODITIES , 1991-1993**



Outflows By Commodity (percent of 1991-1993 totals)



Inflows By Commodity (percent of 1991-1993 totals)

Table C.23

COMPOSITION OF DOMESTIC SEA TRADE OF SULU PROVINCE PORTS, 1991-1993
BY TRIP ENDS & COMMODITIES
(In metric tons of cargo flows)

COMPONENTS	1991	1992	1993	3-yrs total
By Trip End				
Outflows				
Sulu Archipelago Ports	2,714	16,693	12,095	31,502
Zamboanga Peninsula Ports	11,347	50,139	25,300	86,787
Other Mindanao Ports	0	0	0	0
Visayan Island Ports	119	1,389	2,069	3,577
Luzon Ports	0	32	0	32
All Other Ports	45	9	0	54
"Sub-total"	14,224	68,263	39,465	121,952
Inflows				
Zamboanga Peninsula Ports	41,677	43,564	30,739	115,979
Sulu Archipelago Ports	1,729	9,147	6,592	17,468
Other Mindanao Ports	1,505	1,668	2,654	5,827
Visayan Island Ports	3,487	2,587	764	6,837
Luzon Ports	14,023	13,681	6,336	34,040
All Other Ports	0	43	189	232
"Sub-total"	62,420	70,690	47,274	180,383
By Commodity				
Outflows				
Copra	5,613	31,970	12,678	50,260
Seaweed	2,691	9,464	7,199	19,354
Glass bottles	1,031	3,831	3,646	8,507
Abaca	697	3,420	1,058	5,175
Milled rice	409	2,582	1,820	4,812
Fruits (preserved or fresh)	1,448	2,236	65	3,749
Fish & Other Marine Animals (like: fresh fish, chilled, preserved, etc. seafoods)	1,123	1,990	881	3,995
Cements	52	761	1,222	2,035
Flour & related products from grain	127	469	1,271	1,867
Unprocessed wood (excl. firewood)	0	125	1,450	1,575
Root crops	226	1,323	6	1,555
All other commodity	808	10,092	8,168	19,069
"Sub-total"	14,224	68,263	39,465	121,952
Inflows				
Milled rice	10,939	14,427	8,830	34,197
Gas (oils, gasoline & aviation fuel, kerosene, lubricants, fuel oils)	24,629	17,623	8,474	50,725
Beverages	6,961	10,135	5,114	22,210
Cements	5,653	3,948	3,614	13,215
Flour & related products from grain	1,988	3,313	2,937	8,238
Sugar	1,667	2,000	2,647	6,314
Seaweed	580	1,607	2,705	4,892
Copra	618	2,104	1,956	4,678
Salt	1,325	1,350	1,094	3,769
Other food preparations	761	835	1,123	2,719
All other commodity	7,300	13,348	8,780	29,427
"Sub-total"	62,420	70,690	47,274	180,383

Figure C.7

**COMPOSITION OF DOMESTIC SEA TRADE OF SULU PROVINCE PORTS,
BY TRIP ENDS, 1991-1993**

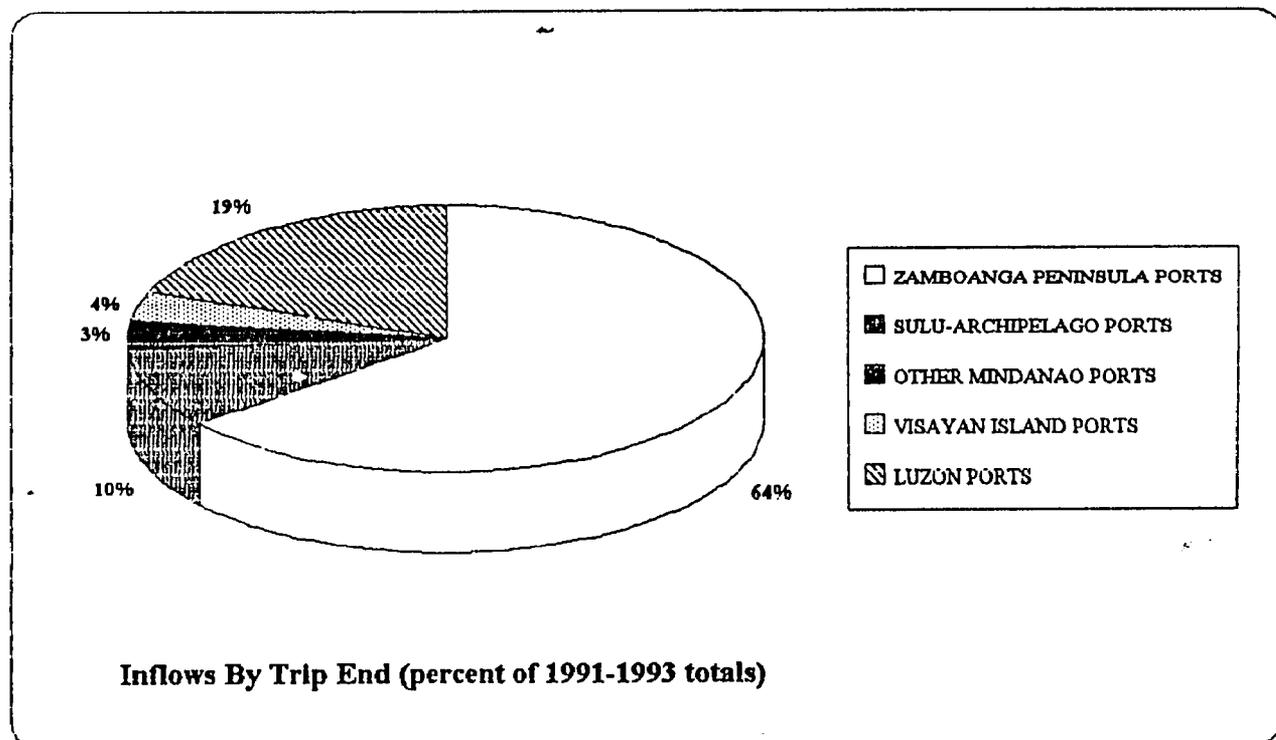
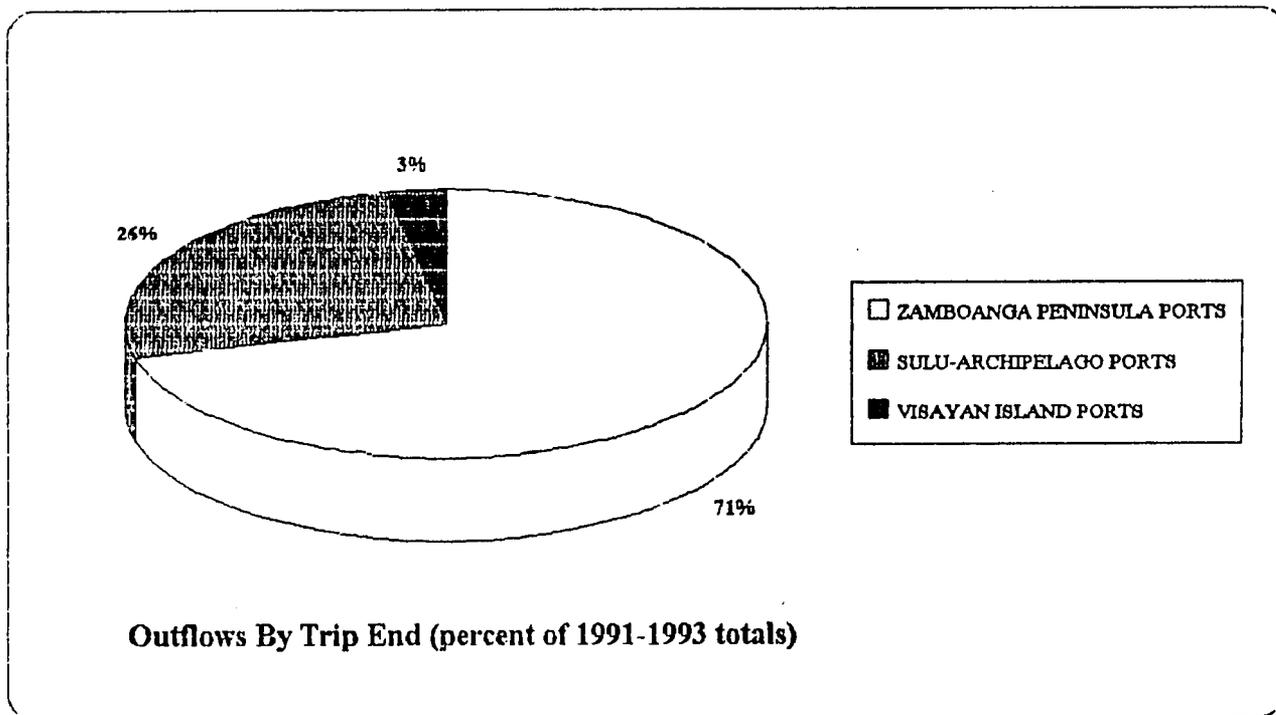


Figure C.8

**COMPOSITION OF DOMESTIC SEA TRADE OF SULU PROVINCE PORTS,
BY COMMODITIES, 1991-1993**

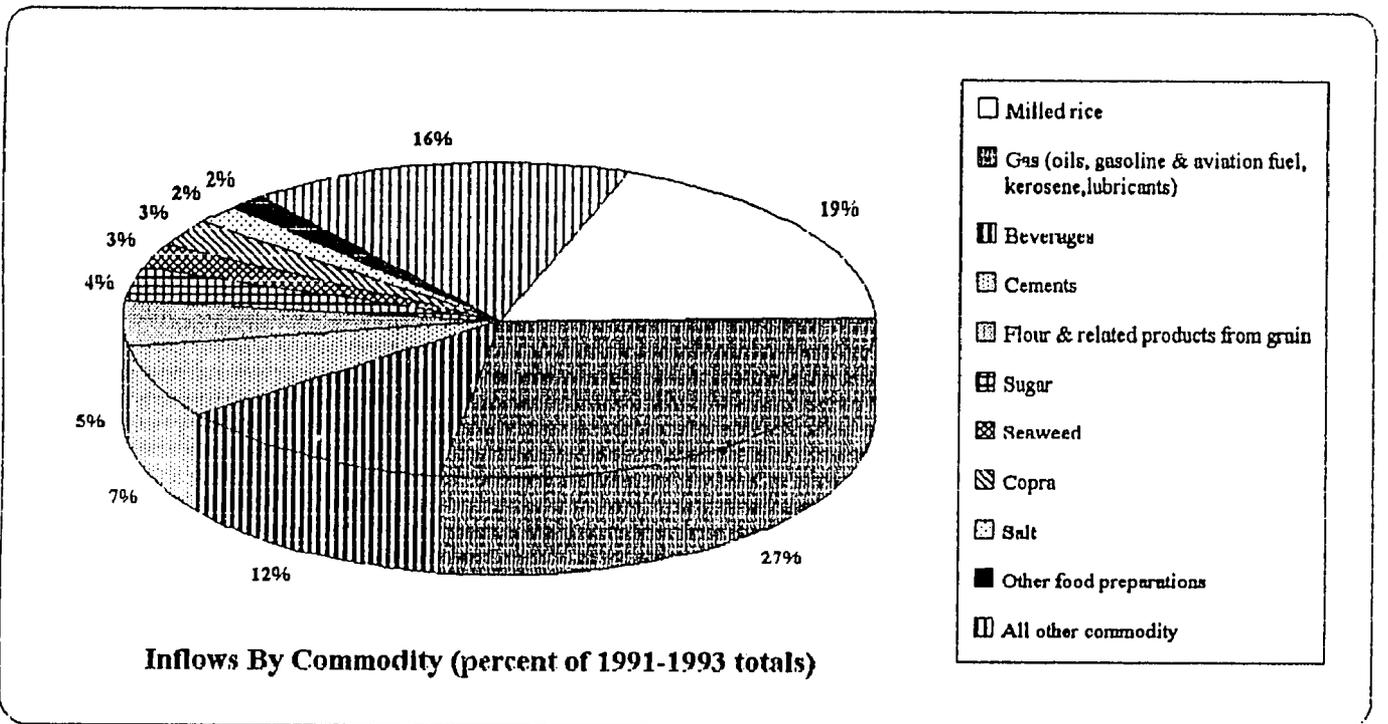
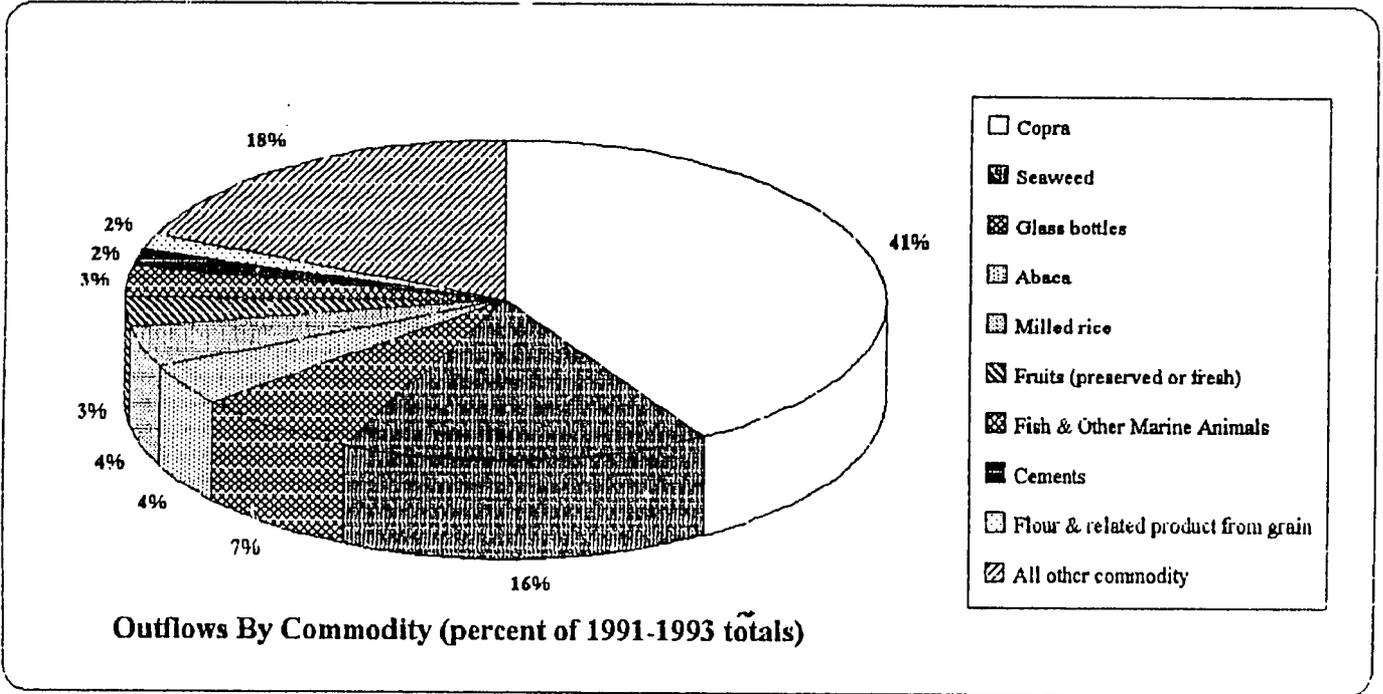


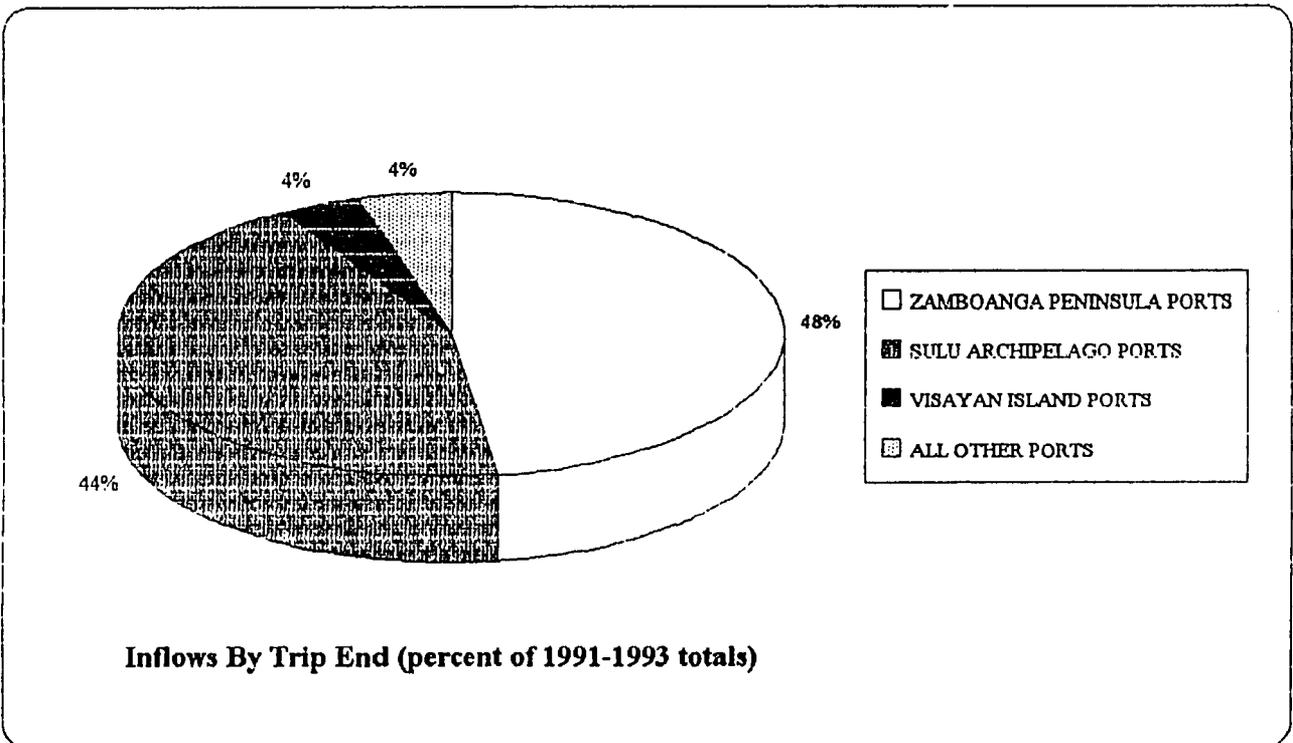
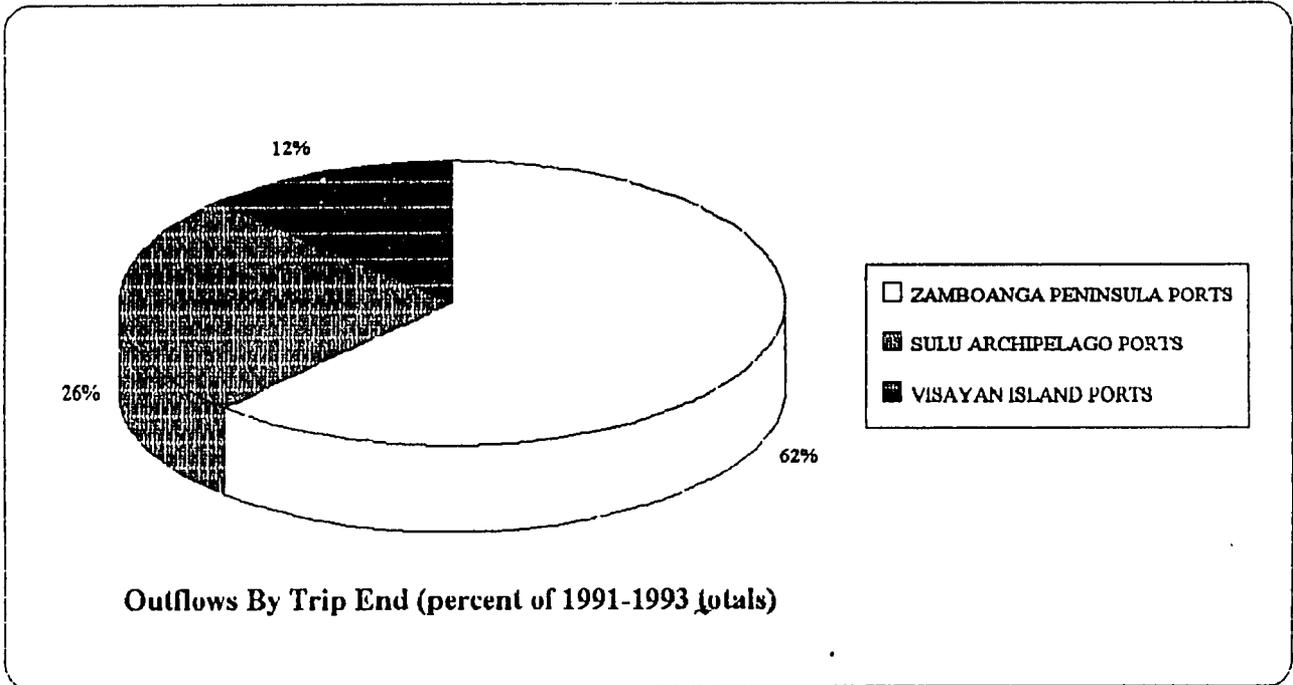
Table C.24

COMPOSITION OF DOMESTIC SEA TRADE OF TAWI-TAWI PROVINCE PORTS, 1991-1993
BY TRIP ENDS & COMMODITIES
(In metric tons of cargo flows)

COMPONENTS	1991	1992	1993	3-yrs total
By Trip End				
Outflows				
Zamboanga Peninsula Ports	4,756	12,338	16,794	33,888
Sulu Archipelago Ports	1,834	5,396	6,821	14,051
Visayan Island Ports	1,195	3,235	2,326	6,757
Luzon Ports	0	0	165	165
"Sub-total"	7,785	20,970	26,107	54,861
Inflows				
Zamboanga Peninsula Ports	10,021	12,117	9,795	31,933
Sulu Archipelago Ports	2,818	14,097	12,322	29,238
Other Mindanao Ports	0	5	0	5
Visayan Island Ports	885	1,408	429	2,721
All Other Ports	609	1,262	906	2,778
"Sub-total"	14,334	28,889	23,452	66,675
By Commodity				
Outflows				
Seaweed	5,907	10,826	14,323	31,056
Fish & Other Marine Animals (like: fresh fish, chilled, preserved, other seafoods)	907	1,661	2,901	5,469
Glass bottles	503	1,079	1,106	2,688
Unprocessed wood (excluding firewood)	7	160	1,485	1,652
Milled rice	169	589	817	1,574
Other Agricultural commodities (n.e.s.)	51	966	229	1,246
Cements	22	731	124	877
Beverages	13	394	279	685
Other animal products	80	128	347	555
All other commodity	126	4,438	4,496	9,059
"Sub-total"	7,785	20,970	26,107	54,861
Inflows				
Milled rice	2,897	5,991	3,716	12,604
Cements	1,639	2,913	2,475	7,027
Beverages	2,354	4,220	2,112	8,686
Flour & related products from grain	644	1,025	1,579	3,248
Seaweed	1,170	892	1,058	3,120
Sugar	434	892	924	2,250
Other food preparations	250	548	1,289	2,086
Salt	642	685	572	1,899
Gas (oils, gasoline & aviation fuel, kerosene, lubricants)	979	1,233	863	3,075
Veneer & plywood	107	316	315	738
All other commodity	3,219	10,174	8,549	21,942
"Sub-total"	14,334	28,889	23,452	66,675

Figure C.9

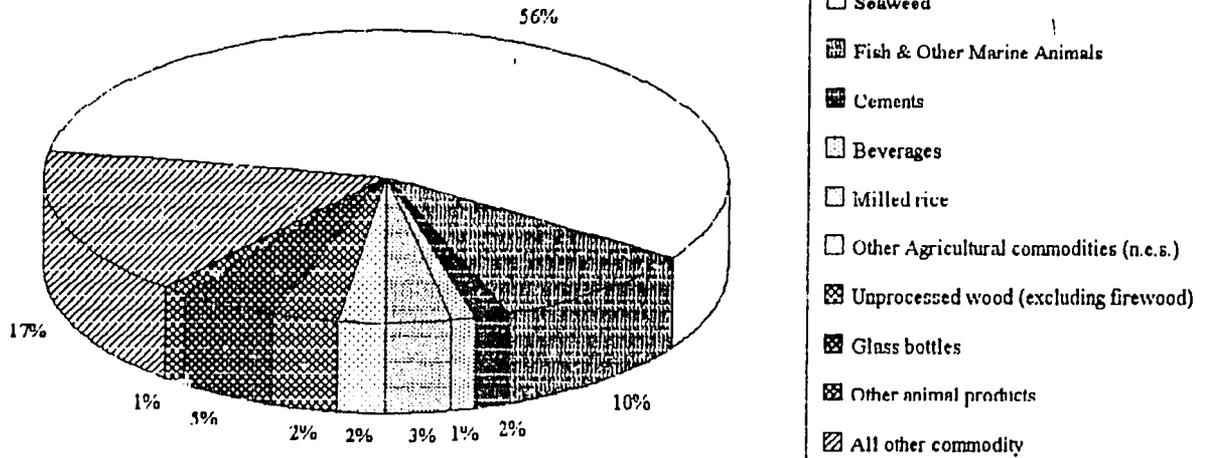
**COMPOSITION OF DOMESTIC SEA TRADE OF TAWI-TAWI PROVINCE PORTS,
BY TRIP ENDS, 1991-1993**



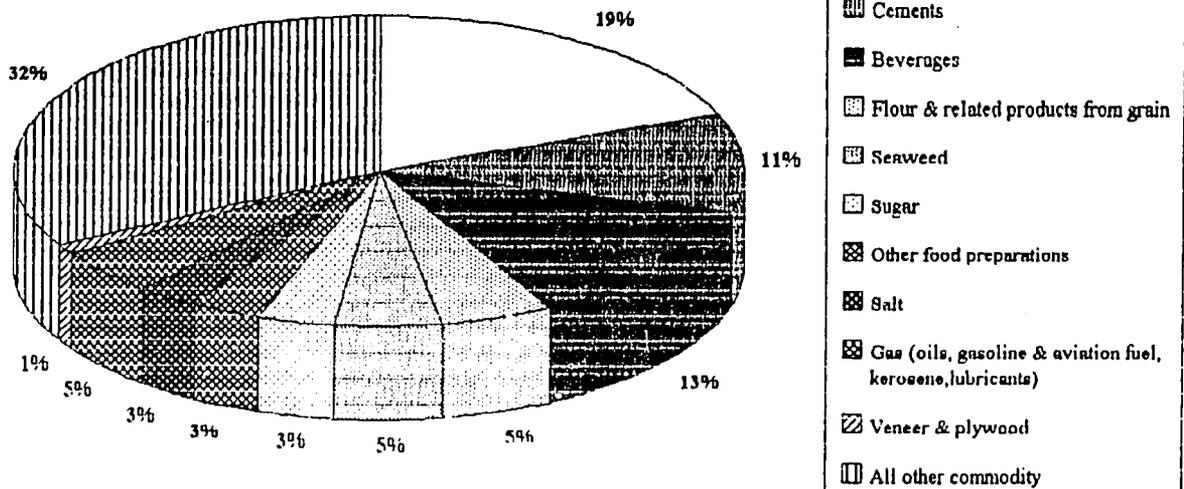
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Figure C.10

**COMPOSITION OF DOMESTIC SEA TRADE OF TAWI-TAWI PROVINCE PORTS,
BY COMMODITIES, 1991-1993**



Outflows By Commodity (percent of 1991-1993 totals)



Inflows By Commodity (percent of 1991-1993 totals)

TABLE C.25
ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
BUTUAN GOV'T. (R.C.)	WIARF, BUTUAN CITY			
	Minor flows			3
OTHER MUNICIPAL PORTS (AKLAN)	Minor flows	7		
TABACO, ALBAY	132 Milled rice			1,500
OTHER MUNICIPAL PORTS (ALBAY)	Minor flows			5
ISABELA WIARF, BASILAN CITY	Minor flows	362	543	443
	000 All other commodity	1,444	3,137	2,110
	114 Poultry	5	40	127
	122 Fish, preserved	24	50	6
	124 Seaweed			60
	132 Milled rice	5,433	6,102	6,840
	133 Unmilled maize	159	105	146
	134 Corn grits & meal	257	62	31
	146 Fieldcrop legumes	11	8	60
	155 Other vegetables	11	163	814
	177 Natural rubber & latex		228	87
	212 Dairy products	246	456	324
	213 Eggs	57	61	122
	221 Flour & related products from grain	1,709	2,015	1,641
	224 Sugar	835	1,428	704
	226 Other food preparations	456	601	772
	227 Animal Feeds	261	357	531
	233 Mineral water & aerated beverages	6,032	9,437	4,276
	235 Other alcoholic beverages	141	399	704
	250 Tobacco products	228	197	118
	412 Salt	235	142	774
	413 Sands & gravel	198	93	4
	522 Lubricants	85	83	28
	523 Other products	40	57	63
	618 Other fertilizers	248	355	12
	713 Soap & toiletries	195	136	53
	724 Veneer & plywood	192	295	240
	735 Household utensils	82	216	143
	811 Cements	3,363	3,235	1,893
	816 Bricks & blocks	2	5	83
	819 Glass bottles	5		210
	821 Iron & steel basic products	293	457	721
	825 Metal building parts	19	65	63
	913 Lighting & electrical parts	37	120	68
	915 Road transport equipment	69	118	66
OTHER MUNICIPAL PORTS (BASILAN)	Minor flows	6	8	22
	233 Mineral water & aerated beverages	0	260	140
LAMITAN, BASILAN PROVINCE	Minor flows	34	290	286
	000 All other commodity	269	1,952	1,644
	132 Milled rice	1,681	4,103	4,384
	212 Dairy products	4	29	89
	221 Flour & related products from grain	156	702	735
	224 Sugar	58	1,465	1,898
	226 Other food preparations	24	167	179
	227 Animal Feeds	10	213	265
	233 Mineral water & aerated beverages	163	901	405
	235 Other alcoholic beverages	1	101	23
	412 Salt	328	104	96
	413 Sands & gravel	11	2	209
	512 Kerosene	8	93	
	618 Other fertilizers	212	126	1,027
	716 Other chemical products		7	621
	724 Veneer & plywood	15	88	78
	811 Cements	265	747	440
	819 Glass bottles	50	4	4

TABLE C.25
(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
PORT OF BATANGAS STA. CLARA, BATANGAS	821 Iron & steel basic products	5	162	218
	Minor flows		5	50
	133 Unmilled maize			1,925
TAGBILARAN CITY				
	Minor flows			1
	233 Mineral water & aerated beverages	140		
	811 Cements			1,480
	819 Glass bottles	198		
JAGNA, BOHOL	Minor flows		9	
TUBIGON CAUSEWAY/PIER, BOHOL				
	Minor flows		12	
VIRAC, CATANDUANES				
CEBU CITY	132 Milled rice			1,250
	Minor flows	368	597	357
	000 All other commodity	140	898	1,262
	121 Fish, fresh or chilled	138		304
	122 Fish, preserved	3,309	4,019	1,615
	124 Seaweed	14,386	13,680	9,435
	125 Other seafood	682	519	206
	133 Unmilled maize	413	2,519	493
	134 Corn grits & meal	184	106	75
	135 Other unmilled grains		4	73
	161 Citrus fruit	65	45	71
	167 Other fresh fruit	18	138	53
	174 Coffee beans (untreated)		52	116
	177 Natural rubber & latex	219	308	248
	181 Abaca	190	1,065	542
	183 Other processed fibers	201	131	35
	192 Other oil seeds		20	53
	197 Other agricultural commodities (n.e.s.)	326	1,250	2,118
	216 Other animal products	292	437	213
	223 Preserved fruits & products	1	178	4
	226 Other food preparations	60	35	29
	227 Animal feeds	1,043	1,907	477
	235 Other alcoholic beverages	26	9	52
	236 Coconut oil			730
	237 Other vegetable oils	140	14	
	241 Cotton, carded or combed	162	12	
	246 By products & residue of cotton	394	219	42
	311 Unprocessed wood (excluding firewood)	1,029	5,020	2,443
	313 Wood charcoal	132	798	50
	314 Wood chips & scrap	1,245	3,023	1,000
	424 Metal waste and scrap	71	36	51
	713 Soap & toiletries	143	123	29
	716 Other chemical products	51	296	4
	722 Tires	77	30	29
	724 Veneer & plywood	554	2,699	291
	725 Wood & cork products	77	252	89
	735 Household utensils	285	250	200
	818 Glass & products (excluding bottles)	155	424	269
	819 Glass bottles	304	196	101
	825 Metal building parts	98	366	153
	915 Road transport equipment	19	54	47
	921 Furniture	80	23	1
MANDAUE, MANDAUE CITY				
	Minor flows			122
	221 Flour & related products from grain			77
	227 Animal feeds			81
	311 Unprocessed wood (excluding firewood)	3,037		
	724 Veneer & plywood	210		
OTHER PRIVATE PORTS (CEBU)				
	Minor flows			2
MANDAUE TIMBER CORPORATION WIRELESS, MANDAUE CITY				

215

TABLE C.25
(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
NPC, NAGA, CEBU	311 Unprocessed wood (excluding firewood)	1,113		
	Minor flows			1
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	311 Unprocessed wood (excluding firewood)	1,232		
	819 Glass bottles		96	
OTHER NATIONAL PORTS (DAVAO DEL NORTE)				
	Minor flows	72		
DAWIS, DIGOS, DAVAO DEL SUR				
	Minor flows		60	161
	000 All other commodity		39	173
	122 Fish, preserved		249	25
	233 Mineral water & aerated beverages		257	
	713 Soap & toiletries		55	
	728 Apparel		0	86
	735 Household utensils			73
	825 Metal building parts		168	
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
	Minor flows	573	227	185
	000 All other commodity	2,423	2,289	2,157
	121 Fish, fresh or chilled	683		
	122 Fish, preserved	12,500	10,673	277
	125 Other seafood	1,067	642	
	132 Milled rice	23	532	
	145 Tobacco	107	35	
	146 Fieldcrop legumes	1	1	900
	152 Onions & shallots	16	17	72
	165 Mangoes, avocados, guavas, mangosteen	98	12	
	174 Coffee beans (untreated)	636	177	
	181 Abaca	399	193	
	197 Other agricultural commodities (n.e.s.)	90		
	212 Dairy products	143	757	179
	221 Flour & related products from grain	427	398	963
	223 Preserved fruits & products	28	90	28
	226 Other food preparations	444	162	131
	227 Animal feeds	223	76	15
	231 Fruit & vegetable juices	124	116	78
	232 Processed coffee, cocon & tea	243	168	40
	233 Mineral water & aerated beverages	536	1,759	
	234 Beer	213	49	1
	235 Other alcoholic beverages	677	398	98
	243 Abaca	62	5	
	250 Tobacco products	168	4	49
	311 Unprocessed wood (excluding firewood)	74	10	43
	313 Wood charcoal	85	199	
	314 Wood chips & scrap	498	342	
	412 Salt	1,100	250	
	424 Metal waste and scrap	120	52	
	522 Lubricants	257	359	74
	612 Inorganic chemicals	65	127	
	712 Vitamins & pharmaceuticals	216	47	33
	713 Soap & toiletries	942	1,090	331
	716 Other chemical products	44	12	58
	722 Tires	241	126	196
	723 Other rubber products	66	0	2
	724 Veneer & plywood	131	44	
	725 Wood & cork products	95	23	363
	727 Textiles	21	9	51
	728 Apparel	81	38	103
	735 Household utensils	312	350	305
	817 Tiles & building ceramics	78	30	
	818 Glass & products (excluding bottles)	74	72	
	819 Glass bottles	215	282	58
	821 Iron & steel basic products	242	376	46
	825 Metal building parts	1,133	1,075	154
	826 Building equipment	25	50	

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
912	Communications equipment	2	51	
913	Lighting & electrical parts	23	5	267
915	Road transport equipment	505	634	512
924	Refrigerators & freezers	115	12	
925	Other household equipment	100		
OTHER PRIVATE PORTS (DAVAO SUR)				
233	Mineral water & aerated beverages		472	
ILOILO, ILOILO CITY				
	Minor flows	416	145	61
000	All other commodity	161	55	77
122	Fish, preserved	1,079	151	18
124	Seaweed	1,258	9	
125	Other seafood	240	12	34
133	Unmilled maize	394		51
174	Coffee beans (untreated)		92	
177	Natural rubber & latex	169	18	156
197	Other agricultural commodities (n.e.s.)	332		2
216	Other animal products	64	4	3
226	Other food preparations	191	248	10
227	Animal feeds	255	12	
311	Unprocessed wood (excluding firewood)	363		143
314	Wood chips & scrap	900		0
724	Veneer & plywood	1,148	27	
725	Wood & cork products	96	15	143
811	Cements	1,200	2	
817	Tiles & building ceramics		50	
819	Glass bottles	56		6
915	Road transport equipment	68	0	3
OTHER MUNICIPAL PORTS (LA UNION)				
311	Unprocessed wood (excluding firewood)		952	
ILIGAN CITY				
	Minor flows		45	
MALABANG MUNICIPAL WHARF MALABANG, LANA O DEL SUR				
	Minor flows	63	33	
612	Inorganic chemicals		185	
OTHER MUNICIPAL PORTS (LEYTE)				
	Minor flows			23
POLLOC, COTABATO				
	Minor flows	69	0	82
000	All other commodity	54	5	
122	Fish, preserved	11	5	54
221	Flour & related products from grain	2		375
233	Mineral water & aerated beverages	265	412	
915	Road transport equipment	6		112
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows	206	259	116
000	All other commodity	134	289	58
122	Fish, preserved	236	965	788
123	Frozen shellfish			110
125	Other seafood	53	1	0
132	Milled rice	129	73	0
133	Unmilled maize	56		
177	Natural rubber & latex	95	85	
221	Flour & related products from grain	19	345	386
224	Sugar	332	2,546	
226	Other food preparations	76	8	2
233	Mineral water & aerated beverages	1,351	166	30
234	Beer	100		806
412	Salt	10	410	43
611	Organic chemicals	5	59	10
612	Inorganic chemicals	15	61	10
713	Soap & toiletries	18	50	40
724	Veneer & plywood	11	6	173
727	Textiles	10	62	1
735	Household utensils	76	15	41
915	Road transport equipment	7	2,088	25

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
KALAMANSIG, SULTAN KUDARAT				
	Minor flows			99
PALIMBANG, SULTAN KUDARAT				
	Minor flows	1		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	487	305	236
	000 All other commodity	1,842	2,047	2,017
	111 Cattle & Carabao	64		69
	113 Swine	134	58	475
	121 Fish, fresh or chilled	1,684	24	255
	122 Fish, preserved	2,681	2,824	903
	1.3 Frozen shellfish	781	412	809
	124 Seaweed	2,030	1,439	2,081
	125 Other seafood	11,844	11,727	1,722
	132 Milled rice	105	108	696
	133 Unmilled maize	2,245	5,389	549
	134 Corn grits & meal	112	46	2,026
	146 Fieldcrop legumes	126	73	
	151 Tomatoes	346		66
	152 Onions & shallots	1	3	63
	155 Other vegetables	89	63	80
	161 Citrus fruit	45	19	83
	162 Bananas	1,201	292	214
	165 Mangoes, avocados, guavas, mangosteen	603	87	49
	167 Other fresh fruit	547	26	47
	171 Coconuts	492	315	20
	172 Copra	18	951	236
	174 Coffee beans (untreated)	576	671	298
	175 Cocoa beans	658	358	311
	177 Natural rubber & latex	5,428	10,299	2,441
	181 Abaca	656	1,631	336
	183 Other processed fibers	47	95	76
	192 Other oil seeds	29	53	
	195 Rattan	236	36	163
	197 Other agricultural commodities (n.e.s.)	150	115	619
	211 Meat	199	36	85
	212 Dairy products	109	30	153
	214 Hides & skins	308	215	107
	216 Other animal products	993	2,046	566
	221 Flour & related products from grain	8	24	52
	222 Other field crop & vegetable meal, etc.	64	1	223
	223 Preserved fruits & products	659	200	251
	224 Sugar	76		90
	226 Other food preparations	1,094	1,117	178
	227 Animal Feeds	2,585	2,268	669
	232 Processed coffee, cocoa & tea	106	225	
	235 Other alcoholic beverages	2		70
	311 Unprocessed wood (excluding firewood)	8,966	5,256	3,056
	313 Wood charcoal	28	57	72
	413 Sands & gravel	301	96	
	417 Coal, lignite, bitumen, peat, shale	136	148	
	424 Metal waste and scrap	704	1,297	506
	522 Lubricants	172	16	10
	611 Organic chemicals	243	18	
	612 Inorganic chemicals	93	150	
	614 Synthetic rubber		36	352
	619 Petrochemicals	194	30	49
	711 Paints, inks & coloring agents	27	14	70
	712 Vitamins & pharmaceuticals	54	21	42
	713 Soap & toiletries	140	333	55
	716 Other chemical products	303	1,276	1,858
	722 Tires	36	71	29
	723 Other rubber products	531	197	85
	724 Veneer & plywood	6,433	5,384	6,887
	725 Wood & cork products	238	263	222
	728 Apparel	89	28	162

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	735 Household utensils	416	871	531
	811 Cements	381		4
	918 Glass & products (excluding bottles)	101	46	16
	919 Glass bottles	1,093	1,219	2,144
	821 Iron & steel basic products	82	99	24
	824 Other metal products	291		
	825 Metal building parts	367	348	199
	913 Lighting & electrical parts	98	46	18
	915 Road transport equipment	657	1,652	286
	916 Special purpose road vehicles		106	
	917 Other transport equipment & parts	157	6	2
	921 Furniture	732	14	139
MASBATE, MASBATE				
	811 Cements	1,680		
OTHER MUNICIPAL PORTS (MASBATE)				
	Minor flows		24	
	233 Mineral water & aerated beverages		64	
CAGAYAN DE ORO				
	Minor flows	45	67	51
	146 Fieldcrop legumes			2,000
	174 Coffee beans (untreated)		80	
	227 Animal Feeds			150
	915 Road transport equipment			73
PULUPANDAN, NEGROS OCCIDENTAL				
	Minor flows		21	
	311 Unprocessed wood (excluding firewood)		60	
DAAN BANWA, BACOLOD CITY				
	Minor flows	2		74
	724 Veneer & plywood		52	
CALATRAVA CAUSEWAY, NEGROS OCCIDENTAL				
	Minor flows		11	
BREDCO, RECLAMATION AREA, BACOLOD CITY, NEGROS OCCIDENTAL				
	311 Unprocessed wood (excluding firewood)		1,864	
	724 Veneer & plywood		314	
NEGROS NAV. INCORPORATED BO. BANAGO, BACOLOD CITY				
	Minor flows	13		
	311 Unprocessed wood (excluding firewood)		179	
DUMAGUETE CITY				
	Minor flows	159	282	88
	122 Fish, preserved	1,456	1,142	528
	126 Seaweed	99	28	1
	132 Milled rice	520	1	440
	134 Corn grits & meal	679		1,490
	226 Other food preparations	102	48	6
	227 Animal Feeds	14		410
	412 Salt		240	
	811 Cements		3,360	
OTHER MUNICIPAL PORTS NORTHERN SAMAR				
	Minor flows	10		
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		14	2
LINAPACAN CAUSEWAY, PALAWAN				
	Minor flows		5	42
MANGSI, BALABAC, PALAWAN				
	Minor flows		10	1
OTHER PRIVATE PORTS PALAWAN				
	Minor flows	1		
CATBALOGAN, WESTERN SAMAR				
	132 Milled rice			1,488
CALBAYOG, WESTERN SAMAR				
	Minor flows	2		
OTHER MUNICIPAL PORTS WESTERN SAMAR				
	Minor flows			1
LARENA, SIQULJOR				
	Minor flows		1	66
MAKAR WHARF, GEN. SANTOS CITY SOUTH COTABATO				

TABLE C.25
(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	Minor flows	320	204	247
000	All other commodity	331	1,047	412
121	Fish, fresh or chilled	193	4	12
122	Fish, preserved	828	1,101	440
125	Other seafood	72	62	77
146	Fieldcrop legumes	3	98	147
221	Flour & related products from grain	27	71	99
224	Sugar	331	5	150
226	Other food preparations	499	633	151
227	Animal feeds	742	693	257
234	Beer	196	221	1,162
235	Other alcoholic beverages	330	139	196
250	Tobacco products	2	58	49
311	Unprocessed wood (excluding firewood)	138		
412	Salt	1,156	510	74
522	Lubricants	93	172	25
615	Urea		200	
711	Paints, inks & coloring agents	35	148	169
713	Soap & toiletries	174	79	33
722	Tires	1	109	79
724	Veneer & plywood	190	87	
735	Household utensils	238	246	84
819	Glass bottles	82	169	35
821	Iron & steel basic products	271	196	147
825	Metal building parts	303	27	147
915	Road transport equipment	300	365	300
JOLO, SULU				
	Minor flows	363	562	659
000	All other commodity	2,214	3,960	3,244
124	Seaweed	38	26	153
132	Milled rice	9,241	11,307	6,150
165	Mangoes, avocados, guavas, mangosteen	32	65	29
172	Copra	105	20	1,107
197	Other agricultural commodities (n.e.s.)	97	1	9
212	Dairy products	120	426	325
213	Eggs	70	197	227
221	Flour & related products from grain	1,740	2,778	2,303
224	Sugar	1,534	1,684	2,030
226	Other food preparations	718	687	874
227	Animal feeds	12	50	57
231	Fruit & vegetable juices	45	140	76
232	Processed coffee, cocoa & tea	61	201	47
233	Mineral water & aerated beverages	4,615	7,613	3,389
234	Beer	662	43	331
235	Other alcoholic beverages	134	232	41
250	Tobacco products	159	258	166
412	Salt	1,155	1,104	627
413	Sands & gravel	95	44	21
422	Copper ores & concentrates			57
513	Gas oils	6	26	109
522	Lubricants	25	72	22
523	Other products	164	228	80
618	Other fertilizers	204	153	13
713	Soap & toiletries	153	136	65
714	Plastics	63	3	2
724	Veneer & plywood	123	246	79
729	Carpets, blankets, other woven products	95	116	28
735	Household utensils	157	163	109
811	Cements	2,500	3,247	2,289
819	Glass bottles	5	144	61
821	Iron & steel basic products	167	261	332
913	Lighting & electrical parts	59	374	106
915	Road transport equipment	37	58	22
OTHER OTHER NATIONAL PORTS (SULU)				
	Minor flows	8		
SIASI, SULU				

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	Minor flows	138	439	335
000	All other commodity	220	458	676
132	Milled rice	319	351	287
221	Flour & related products from grain	194	330	196
224	Sugar	67	99	147
226	Other food preparations	35	66	23
233	Mineral water & aerated beverages	304	767	555
234	Beer	90	65	24
412	Salt	126	88	123
513	Gas oils	57	47	153
811	Cements	299	391	203
OTHER MUNICIPAL PORTS (SULU)				
	Minor flows	28	56	152
000	All other commodity	108	68	66
132	Milled rice	357	271	248
233	Mineral water & aerated beverages	69	20	40
BATO-BATO, INDANAN CAUSEWAY, INDANAN, SULU				
	Minor flows		3	4
LUUK (CARUNGONG) CAUSEWAY LUUK, SULU				
	Minor flows	33	27	107
000	All other commodity	42	57	58
132	Milled rice	259	235	491
172	Copra	8		70
233	Mineral water & aerated beverages	62	7	22
PANAMAD (PAIKSA) PANAMAD, SULU				
	Minor flows	8	22	43
132	Milled rice	175	82	58
PANAMAO (TUKTUK) CAUSEWAY, PANAMAO, SULU				
	Minor flows	20	59	70
000	All other commodity	6	60	9
132	Milled rice	130	331	121
PANGUTARAN (SIMBAHAN) CAUSEWAY LANDING PANGUTARAN, SULU				
	Minor flows		120	105
132	Milled rice	27	134	150
233	Mineral water & aerated beverages	20	76	110
PARANG CAUSEWAY, PARANG, SULU				
	Minor flows	8	1	7
SIASI (LAMINUSA) CAUSEWAY, SULU				
	Minor flows	79	108	149
000	All other commodity	14	2	59
132	Milled rice	92		24
233	Mineral water & aerated beverages	52	25	4
SUKUBAN, LUUK, SULU				
	Minor flows	32	1	
TANDU-BATO, LUUK (PIERHEAD), SULU				
	Minor flows	19	56	18
132	Milled rice	98	105	45
811	Cements	74	81	
TUNGKIL (LUUK) CAUSEWAY, TUNGKIL, SULU				
	Minor flows	10	5	6
SURIGAO CITY, SURIGAO DEL NORTE				
	Minor flows		15	
DAPA, SURIGAO DEL NORTE				
	Minor flows	45		
OTHER MUNICIPAL PORTS SURIGAO DEL NORTE				
	Minor flows	4		
BISLIG (MANGAGOY), SURIGAO DEL SUR				
000	All other commodity	87		
BONGAO, TAWI-TAWI				
	Minor flows	137	363	362
000	All other commodity	1,011	1,408	1,707
132	Milled rice	677	1,245	986
165	Mangoes, avocados, guavas, mangosteen	3	2	77
212	Dairy products	16	85	74
221	Flour & related products from grain	205	297	266
224	Sugar	166	181	260

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	226 Other food preparations	138	198	252
	231 Fruit & vegetable juices	33	53	14
	232 Processed coffee, cocoa & tea	11	61	4
	233 Mineral water & aerated beverages	949	1,471	829
	234 Beer	320	303	170
	235 Other alcoholic beverages	73	121	16
	250 Tobacco products	20	108	43
	412 Salt	232	159	151
	413 Sands & gravel	89	110	21
	511 Gasoline & aviation fuel	159	131	234
	512 Kerosene	86	114	175
	513 Gas oils	414	486	165
	522 Lubricants	8	205	38
	713 Soap & toiletries	18	50	18
	724 Veneer & plywood	81	183	210
	811 Cements	1,190	851	1,127
	819 Glass bottles		21	104
	821 Iron & steel basic products	153	184	175
	825 Metal building parts	5	5	35
	913 Lighting & electrical parts	10	81	30
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows	52	100	109
	233 Mineral water & aerated beverages	22	90	23
SITANGKAL, TAWI-TAWI				
	Minor flows	191	257	192
	000 All other commodity	257	379	437
	132 Milled rice	372	698	107
	221 Flour & related products from grain	170	190	127
	224 Sugar	88	216	159
	226 Other food preparations	31	38	89
	233 Mineral water & aerated beverages	165	315	217
	412 Salt	65	144	65
	413 Sands & gravel		57	3
	612 Inorganic chemicals		2	54
	735 Household utensils	7	74	18
	811 Cements	272	177	133
	825 Metal building parts	81	1	
OTHER MUNICIPAL PORTS (TAWI-TAWI)				
	Minor flows	50	91	95
	233 Mineral water & aerated beverages	25	59	11
SIMUNUL (BAKONG), TAWI-TAWI				
	Minor flows	2		
SITANGKAL (SIBUTU) CAUSEWAY/PIER TAWI-TAWI				
	Minor flows	199	121	150
	132 Milled rice	97	73	23
	221 Flour & related products from grain	88	20	14
	233 Mineral water & aerated beverages	52	11	4
	413 Sands & gravel	105		
	511 Gasoline & aviation fuel	9	80	2
SOUTH UBIAN, TAWI-TAWI				
	Minor flows	26	68	94
	132 Milled rice	14	69	8
	233 Mineral water & aerated beverages	28	65	25
TANDUBAS (SAPA-SAPA) CAUSEWAY TAWI-TAWI				
	Minor flows	8	12	4
OTHER OTHER NATIONAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows	98	2	
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows	124	225	192
	000 All other commodity	612	640	717
	122 Fish, preserved	2	55	47
	124 Seaweed		108	44
	132 Milled rice	214	289	168
	221 Flour & related products from grain	138	503	201
	224 Sugar	135	405	204
	226 Other food preparations	12	21	50

TABLE C.25

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
227	Animal Feeds	10	62	54
233	Mineral water & aerated beverages	495	445	109
234	Beer	194	126	77
235	Other alcoholic beverages	27	174	58
412	Salt	84	274	366
618	Other fertilizers	528	31	5
811	Cements	366	822	288
821	Iron & steel basic products	30	54	8
PULAWAN, DAPITAN CITY, ZAMBOANGA DEL NORTE				
	Minor flows	11	201	82
000	All other commodity	0	51	28
122	Fish, preserved		283	49
124	Seaweed		201	50
132	Milled rice		241	
135	Other unmilled grains			127
197	Other agricultural commodities (n.e.s.)			100
226	Other food preparations	11	81	28
233	Mineral water & aerated beverages		176	
314	Wood chips & scrap		128	29
618	Other fertilizers		630	
735	Household utensils	2	61	9
OTHER PRIVATE PORTS ZAMBOANGA DEL NORTE				
	Minor flows		14	3
124	Seaweed			78
819	Glass bottles	127		
MALANGAS, ZAMBOANGA DEL SUR				
	Minor flows	164	354	275
000	All other commodity	37	162	166
122	Fish, preserved	308	447	157
221	Flour & related products from grain	7	128	142
233	Mineral water & aerated beverages	555	1,405	763
235	Other alcoholic beverages	17	122	15
412	Salt	17	71	21
612	Inorganic chemicals		79	2
616	Other nitrogenous fertilizers		51	
618	Other fertilizers	300	28	
713	Soap & toiletries	41	56	22
728	Apparel	0	62	1
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows	38	135	170
000	All other commodity	2	188	172
122	Fish, preserved	346	382	526
132	Milled rice	150	19	41
221	Flour & related products from grain		64	68
226	Other food preparations	1	51	2
227	Animal Feeds		31	223
233	Mineral water & aerated beverages	1,258	827	1
412	Salt	600	900	1,340
618	Other fertilizers	400	500	244
OTHER MUNICIPAL PORTS ZAMBOANGA DEL SUR				
	Minor flows	193	205	245
000	All other commodity	522	854	585
132	Milled rice	240	346	66
221	Flour & related products from grain	386	608	211
224	Sugar	319	505	71
226	Other food preparations	47	37	59
233	Mineral water & aerated beverages	808	1,032	544
234	Beer	244	308	103
235	Other alcoholic beverages	57	496	178
412	Salt	111	187	39
618	Other fertilizers	69	215	5
811	Cements	645	525	372
821	Iron & steel basic products	8	19	82
MARGOSATUBIG CAUSEWAY/LANDING ZAMBOANGA DEL SUR				
	Minor flows	95		51
412	Salt	240		1

TABLE C.25
(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION		COMMODITY	CARGO (MT)		
			1991	1992	1993
618	Other fertilizers		302		
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR					
	Minor flows				11
TIMBER EXPORT INCORPORATED RECODO, ZAMBOANGA CITY					
	Minor flows				17
724	Veneer & plywood				50
821	Iron & steel basic products				200
** TOTAL **			227,106	270,486	176,783

Note : Minor flows of Zamboanga, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

224

TABLE C.26
ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
MASAO GOV'T. PIER, LUMBOCAN, BUTUAN CITY				
	311 Unprocessed wood (excluding firewood)	549		
NASIPIT GOV'T. (R.C.) WHARF, NASIPIT				
	511 Gasoline & aviation fuel			473
	513 Gas oils			910
	522 Lubricants			1,517
ATLANTIC GULF & PACIFIC COMPANY MAILAY, BUTUAN CITY				
	Minor flows	43		
LEGASPI, LEGAZPI CITY				
	132 Milled rice			700
	172 Copra		868	6,473
TABACO, ALBAY				
	172 Copra			910
OTHER PRIVATE PORTS (ALBAY)				
	523 Other products			91
ISABELA WHARF, BASILAN CITY				
	Minor flows	157	354	181
	000 All other commodity	9	128	142
	111 Cattle & Carabao	24	146	175
	121 Fish, fresh or chilled	1,068	1,449	1,201
	122 Fish, preserved	572	497	309
	124 Seaweed	242	21	25
	125 Other seafood	34	122	58
	132 Milled rice	69	143	358
	167 Other fresh fruit	105	572	146
	172 Copra	28,635	29,289	18,652
	174 Coffee beans (untreated)	51	120	34
	175 Cocoa beans	13	67	57
	177 Natural rubber & latex	1,346	2,282	1,999
	181 Abaca		286	
	197 Other agricultural commodities (n.e.s.)	182	0	
	224 Sugar		25	118
	233 Mineral water & aerated beverages	786	57	80
	311 Unprocessed wood (excluding firewood)	244	304	593
	313 Wood charcoal	640	610	93
	412 Salt	1	81	722
	614 Synthetic rubber	132		
	618 Other fertilizers	50		116
	723 Other rubber products	313	37	
	811 Cements	680	3,597	3,084
	819 Glass bottles	3,206	7,616	4,687
	821 Iron & steel basic products	2	57	57
	825 Metal building parts	66	38	61
	915 Road transport equipment	50	76	94
LAMITAN, BASILAN PROVINCE				
	Minor flows	285	138	153
	111 Cattle & Carabao	375	237	291
	121 Fish, fresh or chilled	68	76	124
	132 Milled rice	464		25
	162 Bananas	97	1	7
	167 Other fresh fruit	310	190	58
	172 Copra	19	451	42
	174 Coffee beans (untreated)	352	147	202
	175 Cocoa beans	366	213	359
	177 Natural rubber & latex	2,419	1,821	1,735
	224 Sugar	100		23
	311 Unprocessed wood (excluding firewood)	6	1	138
	313 Wood charcoal	3	101	621
	723 Other rubber products		58	2
	811 Cements	60		5
	819 Glass bottles	158	215	161
BATAAN REFINING COMPANY BO. LAMAO, LIMAY, BATAAN				
	511 Gasoline & aviation fuel	8,826	11,634	3,099
	512 Kerosene	8,172	4,813	4,856
	513 Gas oils	47,457	49,994	20,121
	522 Lubricants	4,397	1,193	364

225

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER PRIVATE PORTS (BATANGAS)	523 Other products	1,430	2,493	1,113
	132 Milled rice		162	
	221 Flour & related products from grain	1,375	600	
	412 Salt		200	240
CALTEX PHIL. INC. ISLAND WHARF, SAN PASCUAL, BATANGAS	513 Gas oils	755	2,039	774
	523 Other products	200		
NPC, SAN RAFAEL, DACANCAO	513 Gas oils	429		
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C	513 Gas oils	1,120	1,120	
	523 Other products		1,010	
TAGBILARAN CITY	Minor flows	17		23
	412 Salt	92		
CULASI, ROXAS CITY, CAPIZ	915 Road transport equipment			218
OTHER PRIVATE PORTS (CAPIZ)	511 Gasoline & aviation fuel	177		
	512 Kerosene	148		
	513 Gas oils	2,003		
CEBU CITY	Minor flows	300	385	521
	000 All other commodity		869	2,052
	122 Fish, preserved	11	50	22
	124 Seaweed	200		7
	125 Other seafood	15	44	107
	132 Milled rice	450		4
	134 Corn grits & meal	44	113	85
	135 Other unmilled grains		156	6
	192 Other oil seeds	19	54	61
	211 Meat	49	143	265
	213 Eggs	288	329	368
	216 Other animal products	10	31	104
	221 Flour & related products from grain	407	1,336	938
	223 Preserved fruits & products	128	42	7
	224 Sugar	165	163	161
	226 Other food preparations	817	867	1,506
	227 Animal feeds	2,029	2,506	3,588
	231 Fruit & vegetable juices	64	2	51
	233 Mineral water & aerated beverages	621	319	1,368
	234 Beer	126		6
	235 Other alcoholic beverages	73	260	1,053
	250 Tobacco products	4		90
	311 Unprocessed wood (excluding firewood)	170	11	0
	412 Salt	51	37	
	415 Limestone & dolomite	180	79	524
	419 Other non-metallic minerals	83		30
	611 Organic chemicals	16	57	32
	612 Inorganic chemicals	322	535	1,292
	615 Urea	158	12	31
	618 Other fertilizers	220	96	137
	711 Paints, inks & coloring agents	122	142	256
	712 Vitamins & pharmaceuticals	64	36	456
	713 Soap & toiletries	24	180	278
	715 Pest control products	157	144	382
	716 Other chemical products	200	188	385
	722 Tires	60	169	552
	723 Other rubber products	34	87	58
	724 Veneer & plywood	87	79	217
	725 Wood & cork products	27	55	81
	727 Textiles	18	62	109
	728 Apparel	59	139	310
	729 Carpets, blankets, other woven products	38	19	117
	735 Household utensils	759	491	527

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
	811 Cements	42	11,980	649
	819 Glass bottles	428	68	416
	821 Iron & steel basic products	733	541	1,144
	825 Metal building parts	32	24	51
	913 Lighting & electrical parts	235	751	1,123
	915 Road transport equipment	916	152	225
	921 Furniture	6	36	58
DANA O CITY	811 Cements			3,540
OTHER MUNICIPAL PORTS (CEBU)				
	Minor flows			113
	224 Sugar	325		12
CARMEN CAUSEWAY, CARMEN				
	811 Cements			5,440
LOOC, MANDAUE CITY				
	233 Mineral water & aerated beverages	140		
MANDAUE, MANDAUE CITY				
	Minor flows	4	315	160
	000 All other commodity		9	114
	213 Eggs		60	31
	221 Flour & related products from grain		399	799
	227 Animal Feeds		431	406
	234 Beer			1,270
	235 Other alcoholic beverages		114	103
	612 Inorganic chemicals		72	43
	711 Paints, inks & coloring agents		95	87
	716 Other chemical products		76	110
	735 Household utensils		43	92
	811 Cements		80	1
ATLAS CONSOLIDATED MINING AND DEVELOPMENT CORP. (A C M D C)				
	Minor flows	40		
	618 Other fertilizers	565		1,250
CABAHUG, LOOC, MANDAUE				
	Minor flows		27	
	811 Cements		125	
CALTEX PHILIPPINES INCORPORATED, LAPU-LAPU CITY				
	513 Gas oils	431		
ERNESTO C. QUANO SR. WHARF, POBLACION, MANDAUE CITY				
	Minor flows	10		
	612 Inorganic chemicals	213		
GENERAL MILLING CORPORATION WHARF, LAPU-LAPU CITY				
	Minor flows	27	60	
	221 Flour & related products from grain	558	60	38
	227 Animal Feeds	228	29	
	716 Other chemical products		51	
MANDAUE TIMBER CORPORATION WIRELESS, MANDAUE CITY				
	Minor flows	21		
NPC, NAGA, CEBU				
	311 Unprocessed wood (excluding firewood)	910		
	513 Gas oils		720	
PETRON, LOOC, MANDAUE				
	511 Gasoline & aviation fuel	708	876	
	512 Kerosene	616	1,668	
	513 Gas oils	4,714	4,445	2,878
	522 Lubricants	960	624	
	523 Other products	200		
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows		220	0
	221 Flour & related products from grain		117	
	227 Animal Feeds		83	
	233 Mineral water & aerated beverages	74		
	234 Beer	7,849	9,301	10,657
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
	Minor flows	447	366	481
	000 All other commodity	536	633	1,195
	122 Fish, preserved	3	86	3

TABLE C.26
(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
125	Other seafood	22	0	94
132	Milled rice	884	281	1,661
133	Unmilled maize	290	141	60
134	Corn grits & meal	394	300	341
135	Other unmilled grains			60
146	Fieldcrop legumes	23	56	11
151	Tomatoes	92	39	53
155	Other vegetables	4		50
161	Citrus fruit	150	16	34
162	Bananas	601	64	70
166	Melons & papaya	67		
175	Cocoa beans	156		
177	Natural rubber & latex	305		25
181	Abaca	58	40	8
192	Other oil seeds	75	15	44
195	Rattan	101	1	
197	Other agricultural commodities (n.e.s.)	86	63	48
211	Meat	91	12	95
212	Dairy products	203	82	81
221	Flour & related products from grain	92	124	69
222	Other field crop & vegetable meal, etc.	69	67	62
223	Preserved fruits & products	195	218	426
224	Sugar	20	78	171
226	Other food preparations	75	301	445
227	Animal feeds	526	437	945
231	Fruit & vegetable juices	18	49	296
232	Processed coffee, cocoa & tea	68	1	20
233	Mineral water & aerated beverages	23	347	288
311	Unprocessed wood (excluding firewood)	66	0	7
313	Wood charcoal	161	9	22
412	Salt	55		
413	Sands & gravel	9	78	71
415	Limestone & dolomite	101	34	23
424	Metal waste and scrap		109	15
612	Inorganic chemicals	206	203	361
615	Urea	553	374	374
617	Phosphatic fertilizers		117	17
618	Other fertilizers	88	53	112
619	Petrochemicals	217	138	68
712	Vitamins & pharmaceuticals	20	45	69
713	Soap & toiletries	50	135	262
716	Other chemical products	8,296	149	308
722	Tires	46	5	61
724	Veneer & plywood	858	293	740
725	Wood & cork products	163	48	59
728	Apparel	28	70	194
735	Household utensils	83	159	498
811	Cements	141	623	9,820
816	Bricks & blocks	13	22	101
819	Glass bottles	29	926	176
821	Iron & steel basic products	92	22	117
825	Metal building parts	648	255	956
913	Lighting & electrical parts	49	86	146
915	Road transport equipment	158	174	459
921	Furniture	56	34	96
STA. ANA PIER, STA. ANA DISTRICT DAVAO CITY				
197	Other agricultural commodities (n.e.s.)	293		
OTHER PRIVATE PORTS (DAVAO SUR)				
	Minor flows		1	
000	All other commodity		87	
511	Gasoline & aviation fuel	562		
512	Kerosene	494		
513	Gas oils	5,413		2
523	Other products			178
811	Cements	16,240	40,846	14,420
821	Iron & steel basic products	76	325	

TABLE C.26
(Continued)
ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CAP (MT)		
		1991	1992	1993
PILIPINAS SHELL PETROLEUM CORPORATION, SASA, DAVAO CITY				
523	Other products			480
TEFASCO, ILANG TIBUNGKO, DAVAO CITY				
811	Cements	1,400		
ILOILO, ILOILO CITY				
	Minor flows	329	253	415
000	All other commodity	31	218	437
111	Cattle & Carabao			60
113	Swine	205		16
122	Fish, preserved	97	110	29
132	Milled rice	11,372	20,298	15,871
133	Unmilled maize		105	
166	Melons & papaya	67	22	23
221	Flour & related products from grain	7,489	7,215	9,086
224	Sugar	11,124	13,896	12,180
226	Other food preparations	68	102	60
227	Animal Feeds	35	482	285
233	Mineral water & aerated beverages	48	86	
412	Salt	1,617	4,551	1,834
615	Urea	115	50	15
617	Phosphatic fertilizers	150		
618	Other fertilizers	664	333	803
713	Soap & toiletries	1	19	72
727	Textiles	120	0	2
735	Household utensils	295	73	50
813	Limes	95	233	223
816	Bricks & blocks		82	25
819	Glass bottles	3		171
825	Metal building parts	1		55
915	Road transport equipment	148	79	162
ESTANCIA CAUSEWAY/PIER ESTANCIA, ILOILO				
	Minor flows	8	1	11
PILIPINAS SHELL ILOILO RIVER, ILOILO BASEPORT				
	Minor flows		36	
132	Milled rice	613	395	
221	Flour & related products from grain	75		
224	Sugar	96	150	
412	Salt		142	
915	Road transport equipment	50		
PORT COMPLEX BRGY. LOBAC, ILOILO CITY				
	Minor flows	61		
132	Milled rice	1,797	2,999	370
221	Flour & related products from grain		156	19
224	Sugar	4,087	1,146	299
227	Animal Feeds			149
412	Salt	707	214	47
819	Glass bottles	75		
915	Road transport equipment	16	315	
GRANEX EXPORT INCORPORATED, KIWALAN (GRANEX PORT), ILIGAN C				
	Minor flows	40	21	
226	Other food preparations	187	18,386	139
ILIGAN CEMENT CORPORATION, KIWALAN, ILIGAN CITY				
	Minor flows	5	9	8
724	Veneer & plywood	158	148	
811	Cements	25,034	16,690	7,980
ILIGAN COCONUT INDUSTRIES, STA. FILOMENA, ILIGAN CITY				
	Minor flows	2		
811	Cements	4,592		
MARIA CRISTINA CHEMICAL INDUSTRIES, AGUS, BURUUN, ILIGAN				
612	Inorganic chemicals		315	
MINDANAO PORTLAND CEMENT CORPORATION, KIWALAN, ILIGAN CITY				
811	Cements		4,440	1,500
PETRON, TOMINOBO, ILIGAN CITY				
	Minor flows			36
221	Flour & related products from grain			670
513	Gas oils		118	

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
821	Iron & steel basic products			55
PILLSBURY FLOUR MILLING CO. INC., KIWALAN, ILIGAN CITY				
	Minor flows	106	157	103
221	Flour & related products from grain	9,588	7,869	5,411
226	Other food preparations	51	984	37
821	Iron & steel basic products	21	138	437
OTHER MUNICIPAL PORTS (LEYTE)				
513	Gas oils	1,440		
PHILPHOS, ISABEL, LEYTE				
618	Other fertilizers	550		
POLLOO, COTABATO				
	Minor flows		184	41
132	Milled rice		382	210
133	Unmilled maize		36	51
172	Copra		950	2,420
311	Unprocessed wood (excluding firewood)		3,099	347
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows		57	66
132	Milled rice		1,085	783
172	Copra		605	
227	Animal Feeds		104	50
819	Glass bottles		176	
KALAMANSIG, SULTAN KUDARAT				
	Minor flows		62	12
132	Milled rice		136	23
133	Unmilled maize		45	268
311	Unprocessed wood (excluding firewood)		1,208	3,849
716	Other chemical products			63
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	506	399	312
000	All other commodity	15,837	22,198	22,704
121	Fish, fresh or chilled	73	1	
125	Other seafood	482	358	189
132	Milled rice	2,025	1,763	2,917
133	Unmilled maize	12	142	38
135	Other unmilled grains	410	220	
141	Potatoes	103	71	9
146	Fieldcrop legumes	272	13	262
151	Tomatoes	58	107	3
152	Onions & shallots	931	1,275	1,304
155	Other vegetables	28	62	68
163	Temperate fruits	39	128	58
167	Other fresh fruit	2	72	427
177	Natural rubber & latex	0	114	
211	Meat	63	180	75
212	Dairy products	2,598	3,042	3,380
213	Eggs	165	35	
221	Flour & related products from grain	2,447	3,043	6,649
222	Other field crop & vegetable meal, etc.	165	54	67
223	Preserved fruits & products	37	52	30
224	Sugar	77	3	1
226	Other food preparations	3,691	3,379	2,688
227	Animal Feeds	1,326	1,263	2,321
231	Fruit & vegetable juices	139	219	36
232	Processed coffee, cocoa & tea	436	517	625
233	Mineral water & aerated beverages	311	1,271	107
234	Beer	567	740	422
235	Other alcoholic beverages	1,903	1,972	1,864
237	Other vegetable oils	240		
250	Tobacco products	6,146	3,426	4,132
311	Unprocessed wood (excluding firewood)	100	5	2
412	Salt	7,395	1,221	5,083
413	Sands & gravel	228	7	25
424	Metal waste and scrap	55	9	30
511	Gasoline & aviation fuel		123	53
512	Kerosene		172	

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
513	Gas oils	193	456	394
522	Lubricants	1,218	1,376	3,116
523	Other products	29	13	79
612	Inorganic chemicals	178	25	99
619	Petrochemicals	112	179	233
711	Paints, inks & coloring agents	190	563	48
712	Vitamins & pharmaceuticals	806	792	692
713	Soap & toiletries	3,869	3,635	2,139
714	Plastics	128	71	72
716	Other chemical products	176	175	131
722	Tires	258	276	363
723	Other rubber products	59	53	123
724	Veneer & plywood	24	51	
725	Wood & cork products	1,165	405	1,172
727	Textiles	840	524	280
728	Apparel	1,390	415	532
729	Carpets, blankets, other woven products	126	171	22
734	Photographic equipment & materials	53	102	46
735	Household utensils	3,644	3,271	3,348
813	Limes	2	101	
814	Building stone	82	26	11
816	Bricks & blocks	34	76	32
818	Glass & products (excluding bottles)	209	146	120
819	Glass bottles	902	165	151
821	Iron & steel basic products	2,388	2,241	1,636
823	Aluminum products	251	26	2
824	Other metal products	0	288	0
825	Metal building parts	2,828	1,185	2,773
912	Communications equipment	93	104	103
913	Lighting & electrical parts	1,102	778	902
915	Road transport equipment	4,904	2,165	1,943
916	Special purpose road vehicles	63	38	33
917	Other transport equipment & parts	108	45	49
921	Furniture	110	978	1,573
922	Lamps	14	55	10
924	Refrigerators & freezers	131	156	488
925	Other household equipment	217	242	132
PLARIDEL CAUSEWAY/PIER MISAMIS OCCIDENTAL				
172	Copra	850		
CAGAYAN DE ORO				
	Minor flows	171	144	
000	All other commodity	37	104	
221	Flour & related products from grain		449	
224	Sugar	3,325	1,353	900
412	Salt		340	
612	Inorganic chemicals		150	
615	Urea		125	
713	Soap & toiletries	98		
OTHER MUNICIPAL PORTS ORR. MISAMIS				
172	Copra	450		
FLORO CEMENT CORPORATION LUGAIT, MISAMIS ORIENTAL				
	Minor flows		24	27
000	All other commodity		1,680	0
811	Cements	2,000	3,652	8,444
RESINS INCORPORATED JASAAN, MISAMIS ORIENTAL				
311	Unprocessed wood (excluding firewood)	1,001		
PULUPANDAN, NEGROS OCCIDENTAL				
	Minor flows	3		
132	Milled rice		65	
221	Flour & related products from grain		535	
224	Sugar	2,132	205	1,166
SAN CARLOS CITY, NEGROS OCCIDENTAL				
224	Sugar			350
OTHER PRIVATE PORTS (NEGROS OCC)				
224	Sugar	121	107	
233	Mineral water & aerated beverages		86	

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
BREDCO, RECLAMATION AREA, BACOLOD CITY, NEGROS OCCIDENTAL				
224	Sugar	3,706	4,067	709
612	Inorganic chemicals	263		
713	Soap & toiletries	281		
NEGROS NAV. INCORPORATED BO. BANAGO, BACOLOD CITY				
	Minor flows			2
224	Sugar			273
SAN CARLOS MILLING COMPANY, NEGROS OCCIDENTAL				
224	Sugar			425
VICTORIAS MILL. CORPORATION INC. DAAN BANUA, VICTORIAS, N				
	Minor flows			1
DUMAGUETE CITY				
	Minor flows	81	135	67
132	Milled rice	5	301	1
172	Copra	1,000		
224	Sugar	30	640	468
227	Animal Feeds	303	1	0
412	Salt	520	1,080	
417	Coal, lignite, bitumen, peat, shale		52	
618	Other fertilizers		700	
721	Leather & products		133	
OTHER MUNICIPAL PORTS NEGROS ORR.				
523	Other products	240		
DANAO ESCALANTE PUBLIC WHARF, NEGROS ORIENTAL				
224	Sugar		480	510
NOBEL PHLS., BACONG, NEGROS ORIENTAL				
	Minor flows		25	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE.				
	Minor flows		20	
132	Milled rice		1,205	2,485
412	Salt	6,445	5,991	4,125
SAN JOSE DECK & WAREHOUSING INC. WHARF, SAN JOSE, OCCIDEN				
412	Salt			520
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	18		
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows			15
172	Copra		3,955	666
CALBAYOG, WESTERN SAMAR				
412	Salt			200
LARENA, SIQULOR				
	Minor flows			2
MAKAR WHARF, GEN. SANTOS CITY SOUTH COTABATO				
	Minor flows	367	354	241
000	All other commodity	110	558	242
114	Poultry	40	56	
125	Other seafood	176	142	68
132	Milled rice	17,351	5,375	8,965
133	Unmilled maize	2,391	2,030	1,220
134	Corn grits & meal	4,057	588	698
146	Fieldcrop legumes	1	8	61
155	Other vegetables	72	5	6
162	Bananas	148	148	1
165	Mangoes, avocados, guavas, mangosteen	39	65	2
172	Copra	3,720	2,658	
213	Eggs	63		42
221	Flour & related products from grain	61	45	28
223	Preserved fruits & products	124	286	51
226	Other food preparations	120	100	356
227	Animal Feeds	100	312	794
231	Fruit & vegetable juices	17	94	2
235	Other alcoholic beverages	85		2
311	Unprocessed wood (excluding firewood)	22		108
415	Limestone & dolomite	20	203	
722	Tires	23	65	75
724	Veneer & plywood	334		

TABLE C.26
(Continued)
ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
	725 Wood & cork products	67	62	22
	735 Household utensils	63	100	16
	813 Limes	5	46	220
	819 Glass bottles	41	376	101
	825 Metal building parts	5	158	91
	913 Lighting & electrical parts	60		30
	915 Road transport equipment	54	329	213
JOLO, SULU				
	Minor flows	82	228	156
	000 All other commodity	41	865	195
	121 Fish, fresh or chilled	599	0	14
	122 Fish, preserved	288	1,274	172
	124 Seaweed	943	5,817	3,413
	125 Other seafood		155	202
	132 Milled rice	4	4	379
	165 Mangoes, avocados, guavas, mangosteen	102	55	7
	167 Other fresh fruit	995	1,364	12
	172 Copra	3,373	21,763	7,851
	174 Coffee beans (untreated)		251	310
	181 Abaca	692	3,410	1,058
	183 Other processed fibers		250	64
	211 Meat		4	108
	224 Sugar			70
	226 Other food preparations	1		233
	713 Soap & toiletries		15	133
	727 Textiles	0	1	162
	728 Apparel	6	4	82
	729 Carpets, blankets, other woven products		2	196
	735 Household utensils		88	213
	819 Glass bottles	754	2,866	2,096
SIASI, SULU				
	Minor flows	84	105	223
	000 All other commodity	1	39	96
	122 Fish, preserved	25	102	220
	124 Seaweed	1,340	2,234	2,592
	172 Copra	1,733	8,317	4,383
	197 Other agricultural commodities (n.e.s.)		135	
	311 Unprocessed wood (excluding firewood)			60
	735 Household utensils	0	50	123
	819 Glass bottles	177	350	209
BISLIG (MANGAGOY), SURIGAO DEL SUR				
	311 Unprocessed wood (excluding firewood)		2,190	
	513 Gas oils	1,309	3,246	
OTHER MUNICIPAL PORTS SURIGAO DEL SUR				
	311 Unprocessed wood (excluding firewood)		369	
PAPER INDUSTRIES CORP. OF THE PHIL. (PICOP), MANGAGOY, BISLIG				
	512 Kerosene	185		
BONGAO, TAWI-TAWI				
	Minor flows	3	187	205
	000 All other commodity	2	137	245
	122 Fish, preserved	23	136	145
	124 Seaweed	273	3,173	3,555
	125 Other seafood	5	196	367
	155 Other vegetables		2	352
	172 Copra	35	1,405	980
	197 Other agricultural commodities (n.e.s.)		332	
	216 Other animal products		10	234
	311 Unprocessed wood (excluding firewood)		1	99
	819 Glass bottles	7	703	881
	825 Metal building parts		81	78
SITANGKAL, TAWI-TAWI				
	Minor flows	50	57	84
	000 All other commodity	0	8	72
	122 Fish, preserved	24	66	248
	124 Seaweed	3,219	3,917	7,097
	125 Other seafood	208	174	359

TABLE C.26

(Continued)

ZAMBOANGA, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)			
		1991	1992	1993	
197	Other agricultural commodities (n.e.s.)			62	
233	Mineral water & aerated beverages		146	9	
311	Unprocessed wood (excluding firewood)	1		50	
819	Glass bottles	213	138	116	
BONGAO (PAG-ASINAN) CAUSEWAY					
	Minor flows	45			
197	Other agricultural commodities (n.e.s.)	50			
819	Glass bottles	203			
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE					
	Minor flows	0	2		
172	Copra		580		
PULAWAN, DAPTAN CITY, ZAMBOANGA DEL NORTE					
	Minor flows	36	0		
172	Copra			2,563	
MALANGAS, ZAMBOANGA DEL SUR					
	Minor flows	142	287		
000	All other commodity	75	141		
111	Cattle & Carabao	58	43		
113	Swine	30	57		
122	Fish, preserved	20	300		
124	Seaweed	253	43		
131	Palay	922	1		
132	Milled rice	6,655	8,478		
133	Unmilled maize	208	20		
134	Corn grits & meal	257	92		
143	Root crops	188	140		
172	Copra	47	86		
221	Flour & related products from grain	16	93		
226	Other food preparations	33	111		
227	Animal Feeds	1,689	1,616		
233	Mineral water & aerated beverages	67	778		
235	Other alcoholic beverages		50		
313	Wood charcoal	13	189		
417	Coal, lignite, bitumen, peat, shale	85	2,795		
819	Glass bottles	369	548		
PAGADIAN CITY, ZAMBOANGA DEL SUR					
	Minor flows	110	67	2	
132	Milled rice	11,380	11,082	1,603	
142	Peas & beans		90		
221	Flour & related products from grain		65		
227	Animal Feeds	52	28		
811	Cements	22	78		
819	Glass bottles	118	418		
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR					
311	Unprocessed wood (excluding firewood)	3,113			
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA					
	Minor flows	4			
PHIL. INTERNATIONAL DEVELOPMENT INC. ZAMBOANGA CITY					
	Minor flows	2			
		** TOTAL **	449,417	537,760	390,660

Note : Minor flows of Zamboanga, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.27
PAGADIAN CITY, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)			
		1991	1992	1993	
ISABELA WHARF, BASILAN CITY					
CEBU CITY	132	Milled rice	689	886	
	133	Unmilled maize	1,261	1,921	
MANDAUE, MANDAUE CITY					
	819	Glass bottles	200		
SAN MIGUEL RECLAMATION QUANO RECLAMATION					
		Minor flows	1	24	
	234	Peas		1,083	
	819	Glass bottles	5,395	3,049	909
DAWIS, DIGOS, DAVAO DEL SUR					
		Minor flows		14	
	000	All other commodity		51	
	417	Coal, lignite, bitumen, peat, shale		56	
SASA GOVERNMENT WHARF SASA, DAVAO CITY					
	412	Salt		980	
MALABANG MUNICIPAL WHARF MALABANG, LANA DEL SUR					
		Minor flows			60
	616	Other nitrogenous fertilizers			75
POLLCC, COTABATO					
		Minor flows		30	
COTABATO, COTABATO CITY, MAGUINDANAO					
		Minor flows	27	17	166
	121	Fish, fresh or chilled	759		78
	122	Fish, preserved	55	55	38
	132	Milled rice	317	104	45
	226	Other food preparations		268	66
	412	Salt	225		
KALAMANSIG, SULTAN KUDARAT					
		Minor flows	43		
PALIMBANG, SULTAN KUDARAT					
		Minor flows	3		
CAGAYAN DE ORO					
		Minor flows		3	
JOLO, SULU					
		Minor flows	0	27	19
	132	Milled rice		558	537
SIASI, SULU					
		Minor flows		8	
BONGAO, TAWI-TAWI					
		Minor flows	7	24	5
	132	Milled rice	10	88	34
OTHER PRIVATE PORTS ZAMBOANGA DEL NORTE					
	819	Glass bottles	131		
ZAMBOANGA, ZAMBOANGA DEL SUR					
		Minor flows	110	67	2
	132	Milled rice	11,380	11,082	1,603
	142	Peas & beans		90	
	221	Flour & related products from grain		65	
	227	Animal Feeds	52	28	
	811	Cements	22	78	
	819	Glass bottles	118	418	
** TOTAL **			20,804	21,074	3,636

Note : Minor flows of Pagadian City, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

235

TABLE C.28
PAGADIAN CITY, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
BATAAN REFINING COMPANY BO. LAMAO, LIMAY, BATAAN				
	Minor flows		10	
	000 All other commodity		180	
	523 Other products		450	
CFBU CITY				
	Minor flows			37
	618 Other fertilizers		1,775	
OTHER MUNICIPAL PORTS (CEBU)				
	513 Gas oils			209
	522 Lubricants			500
MANDAUE, MANDAUE CITY				
	Minor flows			40
	000 All other commodity			500
	234 Beer		363	748
	513 Gas oils			917
PETRON, LOOC, MANDAUE				
	513 Gas oils		37	3,500
	514 Fuel oils			500
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows		15	
	234 Beer	8,863	7,189	3,803
SASA GOVERNMENT WILARF SASA, DAVAO CITY				
	617 Phosphatic fertilizers	300		
	618 Other fertilizers	200		
ILOILO, ILOILO CITY				
	412 Salt		141	
PHILPHOS, ISABEL, LEYTE				
	618 Other fertilizers	500		
POLLOC, COTABATO				
	Minor flows			0
	133 Unmilled maize			58
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows		26	205
	132 Milled rice		257	392
	133 Unmilled maize		78	684
	134 Corn grits & meal			55
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows			3
	412 Salt		3,173	200
	821 Iron & steel basic products			196
OZAMIS, OZAMIS CITY				
	Minor flows			1
	513 Gas oils			464
CAGAYAN DE ORO				
	133 Unmilled maize		380	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows			4
	412 Salt	3,8	680	1,944
SAN JOSE DECK & WAREHOUSING INC. WILARF, SAN JOSE, OCCIDEN				
	412 Salt			255
JOLO, SULU				
	Minor flows		15	3
	122 Fish, preserved	2	129	5
SIASI, SULU				
	Minor flows	29	80	112
	122 Fish, preserved	53	101	112
	124 Seaweed	30	60	36
BONGAO, TAWI-TAWI				
	Minor flows		126	28
	122 Fish, preserved	24	194	301
	125 Other seafood		11	74
	811 Cements		460	
SITANGKAI, TAWI-TAWI				
	Minor flows	14		39
	122 Fish, preserved	280	529	1,040
	124 Seaweed	15		76
	132 Milled rice	63	10	

226

TABLE C.2t
(Continued)

PAGADIAN CITY, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	38	135	170
000	All other commodity	2	188	172
122	Fish, preserved	346	382	526
132	Milled rice	150	19	41
221	Flour & related products from grain		64	68
226	Other food preparations	1	51	2
227	Animal Feeds		31	223
233	Mineral water & aerated beverages	1,258	827	1
412	Salt	600	900	1,340
618	Other fertilizers	400	500	244
	** TOTAL **	13,505	19,586	19,825

Note : Minor flows of Pagadian City, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

237

TABLE C.29
MALANGAS, ZAMBOANGA DEL SUR OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
BAUAN PIER, BAUAN, BATANGAS				
417	Coal, lignite, bitumen, peat, shale		6,218	
BATANGAS BAY TERMINAL INCORPORATED, BO. BOLO, BAUAN, DATA				
417	Coal, lignite, bitumen, peat, shale		7,130	
PNOC-MARINE CORPORATION, BO. BOLO, BAUAN, BATANGAS				
417	Coal, lignite, bitumen, peat, shale		4,200	
OTHER PRIVATE PORTS (CEBU)				
417	Coal, lignite, bitumen, peat, shale		6,221	
NPC. NAGA, CEBU				
417	Coal, lignite, bitumen, peat, shale		4,005	
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
417	Coal, lignite, bitumen, peat, shale	4,405	5,087	
ILIGAN CITY				
417	Coal, lignite, bitumen, peat, shale	5,589	8,134	
ILIGAN CEMENT CORPORATION, KIWALAN, ILIGAN CITY				
417	Coal, lignite, bitumen, peat, shale		5,033	
PASAR, ISABEL, LEYTE				
417	Coal, lignite, bitumen, peat, shale	1,202		
BISLIG (MANGAGOY), SURIGAO DEL SUR				
417	Coal, lignite, bitumen, peat, shale		4,021	
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows	31		
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	142	287	
000	All other commodity	75	141	
111	Cattle & Carabao	58	43	
113	Swine	30	57	
122	Fish, preserved	20	300	
124	Seaweed	253	43	
131	Palay	922	1	
132	Milled rice	6,655	8,478	
133	Unmilled maize	208	20	
134	Corn grits & meal	257	92	
143	Root crops	188	140	
172	Copra	47	86	
221	Flour & related products from grain	16	93	
226	Other food preparations	33	111	
227	Animal Feeds	1,689	1,616	
233	Mineral water & aerated beverages	67	778	
235	Other alcoholic beverages		50	
313	Wood charcoal	13	189	
417	Coal, lignite, bitumen, peat, shale	85	2,795	
819	Glass bottles	369	548	
OTHER MUNICIPAL PORTS ZAMBOANGA DEL SUR				
	Minor flows	61		
MARGOSATUBIG CAUSEWAY/LANDING ZAMBOANGA DEL SUR				
	Minor flows	35	327	
000	All other commodity		63	
122	Fish, preserved		329	
132	Milled rice	93	134	
233	Mineral water & aerated beverages		546	
417	Coal, lignite, bitumen, peat, shale		2,200	
616	Other nitrogenous fertilizers		144	
** TOTAL **		22,544	69,662	

Note : Minor flows of Malangas, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.30
MALANGAS, ZAMBOANGA DEL SUR INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
BAUAN PIER, BAUAN, BATANGAS				
821	Iron & steel basic products		300	
OTHER PRIVATE PORTS (BATANGAS)				
	Minor flows	53	89	9
000	All other commodity	10	894	
825	Metal building parts	432	62	1
PHILIPPINE ENERGY SUPPLY BASE MABINI, BATANGAS				
	Minor flows	69		
821	Iron & steel basic products	269		
NPC, NAGA, CEBU				
	Minor flows		18	
H.O.H.O.H.O.H.O CITY				
412	Salt			160
ILIGAN CEMENT CORPORATION, KIWAJAN, ILIGAN CITY				
	Minor flows		3	
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows		1	59
132	Milled rice		45	145
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
412	Salt			200
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	164	354	275
000	All other commodity	37	162	166
122	Fish, preserved	308	447	157
221	Flour & related products from grain	7	128	142
233	Mineral water & aerated beverages	555	1,405	763
235	Other alcoholic beverages	17	122	15
412	Salt	17	71	21
612	Inorganic chemicals		79	2
616	Other nitrogenous fertilizers		51	
618	Other fertilizers	300	28	
713	Soap & toiletries	41	56	22
728	Apparel	0	62	1
	** TOTAL **	2,277	4,377	2,136

Note : Minor flows of Malangas, Zamboanga del Sur comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

234

TABLE C.31

PULAUAN, DAPITAN CITY, ZAMBOANGA DEL NORTE OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
MAGALLANES WHARF, MAGALLANES, AGUSAN DEL NORTE				
	Minor flows	19		
TAGBILARAN CITY	Minor flows	1	34	
CEBU CITY	Minor flows	258	60	13
	111 Cattle & Carabao	84		
	113 Swine	176	0	
	133 Unmilled maize	1,214	17	10
	162 Bananas	116	36	
	165 Mangoes, avocados, guavas, mangosteen	95	16	
	227 Animal Feeds	223	97	17
	235 Other alcoholic beverages	69		
	313 Wood charcoal	1,153	430	
	819 Glass bottles	63	3	
	825 Metal building parts	63	5	
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows			0
	819 Glass bottles	678	1,400	1,417
ILIGAN CITY	Minor flows	10	25	
TUBOD CAUSEWAY/PIER TUBOD, LANA O DEL NORTE				
	618 Other fertilizers			250
GRANEX EXPORT INCORPORATED, KI WALAN (GRANEX PORT), ILIGAN C				
	Minor flows			40
ILIGAN CEMENT CORPORATION, KI WALAN, ILIGAN CITY				
	Minor flows		40	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	247	12	48
	000 All other commodity	20	57	
	111 Cattle & Carabao	276		
	133 Unmilled maize	150		
	134 Corn grits & meal	370		9
	162 Bananas	319		
	177 Natural rubber & latex	185		13
	223 Preserved fruits & products	154		
	227 Animal Feeds	134		9
	313 Wood charcoal		360	
	819 Glass bottles	616		
OZAMIS, OZAMIS CITY				
	Minor flows	5		
	412 Salt	254		
PLARIDEL CAUSEWAY/PIER MISAMIS OCCIDENTAL				
	Minor flows		26	
	313 Wood charcoal		78	
CAGAYAN DE ORO				
	Minor flows	108	27	
	311 Unprocessed wood (excluding firewood)	172		
	618 Other fertilizers			700
TAGOLOAN CAUSEWAY/WHARF, MISAMIS ORIENTAL				
	313 Wood charcoal	700		
DUMAGUETE CITY				
	Minor flows	81	18	167
	132 Milled rice	107		40
	133 Unmilled maize	665	88	544
	134 Corn grits & meal	338	15	251
	172 Copra			900
	221 Flour & related products from grain	19		379
	227 Animal Feeds	402	176	474
	313 Wood charcoal			285
	412 Salt			161
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows			25
	172 Copra	400		
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	36	0	

TABLE C.31
(Continued)

PULAUAN, DAPITAN CITY, ZAMBOANGA DEL NORTE OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
172	Copra			2,563
	INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO			
172	Copra		930	
	** TOTAL **	9,978	3,951	8,314

Note : Minor flows of Pulauan, Dapitan City, Zamboanga del Norte comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.32

PULAUAN, DAPITAN CITY, ZAMBOANGA DEL NORTE INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WHARF, BASHAN CITY				
	Minor flows		1	
CULASI, ROXAS CITY, CAPIZ				
	Minor flows			1
915	Road transport equipment			58
OTHER PRIVATE PORTS (CAPIZ)				
	Minor flows	23		
CEBU CITY				
	Minor flows	117	679	930
000	All other commodity	79	461	816
125	Other seafood	13	45	62
134	Corn grits & meal		3	56
197	Other agricultural commodities (n.e.s.)	13	48	58
211	Meat	14	67	106
212	Dairy products	5	51	29
213	Eggs	24	117	129
221	Flour & related products from grain	418	2,044	2,814
224	Sugar	79	178	337
226	Other food preparations	50	329	590
227	Animal Feeds	337	963	1,686
235	Other alcoholic beverages	113	981	192
522	Lubricants	1	20	56
523	Other products	13	98	216
612	Inorganic chemicals	5	33	53
615	Urea	1	125	
618	Other fertilizers	66	190	116
711	Paints, inks & coloring agents	13	65	92
715	Pest control products	14	55	128
716	Other chemical products	11	70	91
722	Tires	20	61	82
724	Veneer & plywood		77	180
727	Textiles	15	99	61
728	Apparel	13	79	204
735	Household utensils	61	303	797
819	Glass bottles	12	64	194
821	Iron & steel basic products	49	379	672
825	Metal building parts	3	11	61
913	Lighting & electrical parts	6	61	70
915	Road transport equipment	19	150	104
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
234	Beer	660	670	948
ILOILO, ILOILO CITY				
412	Salt	181		
ILIGAN CITY				
	Minor flows			1
000	All other commodity			120
ILIGAN CEMENT CORPORATION, KI WALAN, ILIGAN CITY				
	Minor flows	1		
226	Other food preparations		500	
724	Veneer & plywood	13	151	24
811	Cements	4,620	7,000	3,980
MINDANAO PORTLAND CEMENT CORPORATION, KI WALAN, ILIGAN CITY				
	Minor flows	7		
811	Cements	3,560		3,960
PILLSBURY FLOUR MILLING CO. INC., KI WALAN, ILIGAN CITY				
	Minor flows		2	1
221	Flour & related products from grain		647	336
227	Animal Feeds		100	100
PHILPHOS, ISABEL, LEYTE				
618	Other fertilizers	550		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows		3	20
132	Milled rice		80	
OZAMIS, OZAMIS CITY				
	Minor flows	2		
221	Flour & related products from grain	115		
615	Urea			250

TABLE C.32
(Continued)

PULAUAN, DAPITAN CITY, ZAMBOANGA DEL NORTE INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
CAGAYAN DE ORO	618 Other fertilizers		500	
	615 Urea	250		250
	811 Cements	600		
FLORO CEMENT CORPORATION LUGAIT, MISAMIS ORIENTAL				
	Minor flows	18	12	18
	811 Cements	992	1,488	1,684
DUMAGUETE CITY				
	Minor flows	34	192	202
	000 All other commodity	3	58	84
	123 Frozen shellfish		0	87
	132 Milled rice		59	0
	134 Corn grits & meal		1	94
	172 Copra			650
	212 Dairy products	9	28	89
	221 Flour & related products from grain	4	152	35
	224 Sugar	1,606	5,017	3,110
	227 Animal Feeds		65	20
	235 Other alcoholic beverages	4	56	30
	618 Other fertilizers		210	27
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	412 Salt		640	
SURIGAO CITY, SURIGAO DEL NORTE				
	618 Other fertilizers			250
PACIFIC CEMENT CORPORATION BARANGAY QUEZON, SURIGAO CITY				
	Minor flows			1
	811 Cements	1,224	600	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	11	201	82
	000 All other commodity	0	51	28
	122 Fish, preserved		283	49
	124 Seaweed		201	50
	132 Milled rice		241	
	135 Other unmilled grains			127
	197 Other agricultural commodities (n.e.s.)			100
	226 Other food preparations	11	81	28
	233 Mineral water & aerated beverages		176	
	314 Wood chips & scrap		128	29
	618 Other fertilizers		600	
	735 Household utensils	2	61	9
		** TOTAL **		
		16,085	28,156	27,919

Note : Minor flows of Pulauan, Dapitan City, Zamboanga del Norte comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

243

TABLE C.33
ISABELA WHARF, BASILAN CITY OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
LAMITAN, BASILAN PROVINCE				
	Minor flows	154		
000	All other commodity	104		
132	Milled rice	406		
811	Cements	86		
819	Glass bottles	59		
CEBU CITY				
	Minor flows	78	145	18
313	Wood charcoal	99	60	
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows		67	
735	Household utensils	57	2	
819	Glass bottles	2,439	1,608	5,364
MATI WHARF, MATI, DAVAO ORIENTAL				
172	Copra			900
ILIGAN CITY				
	Minor flows			3
172	Copra		7,167	9
GRANEX EXPORT INCORPORATED, KIWALAN (GRANEX PORT), ILIGAN C				
172	Copra	8,570	7,484	4,760
NATIONAL STEEL CORPORATION SUAREZ, ILIGAN CITY				
	Minor flows	20		
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows			113
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	35	5	
177	Natural rubber & latex	58		
237	Other vegetable oils	328	181	
313	Wood charcoal	994		
CAGAYAN DE ORO				
172	Copra	850	4,667	679
177	Natural rubber & latex	23		800
311	Unprocessed wood (excluding firewood)		128	62
TAGOLOAN CAUSEWAY/WHARF, MISAMIS ORIENTAL				
313	Wood charcoal			287
CAGAYAN DE ORO OIL COMPANY TABLON, CAGAYAN DE ORO CITY				
172	Copra	935		
PULUPANDAN, NEGROS OCCIDENTAL				
	Minor flows			8
DAAN BANWA, BACOLOD CITY				
511	Gasoline & aviation fuel			239
512	Kerosene			281
513	Gas oils			1,432
CULION, CULION COLONY, PALAWAN				
	Minor flows	20	28	
LARENA, SIQULOR				
197	Other agricultural commodities (n.e.s.)			110
MAKAR WHARF, GEN. SANTOS CITY SOUTH COTABATO				
	Minor flows		35	
172	Copra		7,583	6,050
OTHER PRIVATE PORTS SOUTH COTABATO				
172	Copra		2,829	
JOLO, SULU				
	Minor flows		0	
132	Milled rice		140	
SURIGAO CITY, SURIGAO DEL NORTE				
	Minor flows		1	
BONGAO, TAWI-TAWI				
811	Cements		1,080	
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows		1	
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows		3	
PULAWAN, DAPITAN CITY, ZAMBOANGA DEL NORTE				
	Minor flows		1	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	157	354	181

2110

TABLE C.33
(Continued)
ISABELA WHARF, BASILAN CITY OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
000	All other commodity	9	128	142
111	Cattle & Carabao	24	146	175
121	Fish, fresh or chilled	1,068	1,449	1,201
122	Fish, preserved	572	497	309
124	Seaweed	242	21	25
125	Other seafood	34	122	58
132	Milled rice	69	143	358
167	Other fresh fruit	105	572	146
172	Copra	28,635	29,289	18,652
174	Coffee beans (untreated)	51	120	34
175	Cocoa beans	13	67	57
177	Natural rubber & latex	1,346	2,282	1,999
181	Abaca		286	
197	Other agricultural commodities (n.e.s.)	182	0	
224	Sugar		25	118
233	Mineral water & aerated beverages	786	57	80
311	Unprocessed wood (excluding firewood)	244	304	595
313	Wood charcoal	640	610	93
412	Salt	1	81	722
614	Synthetic rubber	132		
618	Other fertilizers	50		116
723	Other rubber products	313	37	
811	Cements	680	3,597	3,084
819	Glass bottles	3,206	7,616	4,687
821	Iron & steel basic products	2	57	57
825	Metal building parts	66	38	61
915	Road transport equipment	50	76	94
OTHER MUNICIPAL PORTS ZAMBOANGA DEL SUR				
819	Glass bottles	1,587		
MARGOSATUBIG CAUSEWAY/LANDING ZAMBOANGA DEL SUR				
	Minor flows			2
235	Other alcoholic beverages			50
412	Salt			396
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR				
172	Copra	1,250		
512	Kerosene		200	
513	Gas oils		980	
INTERNATIONAL COPRA EXPORT CORPORATION CAMPU ISLAM, ZAMBO				
	Minor flows	3	53	
172	Copra	4,700	5,250	6,900
** TOTAL **		61,529	87,669	61,504

Note : Minor flows of Isabela Wharf, Basilan City comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

245

TABLE C.34
ISABELA WHARF, BASILAN CITY INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
BATAAN REFINING COMPANY DO, LAMAO, LIMAY, BATAAN				
511	Gasoline & aviation fuel	220		
513	Gas oils	220		
CALTEX PHIL. INC. ISLAND WHARF, SAN PASCUAL, BATANGAS				
511	Gasoline & aviation fuel	538	2,462	255
512	Kerosene	655	2,203	
513	Gas oils	3,129	19,953	439
522	Lubricants	4,361		
CEBU CITY				
	Minor flows	3	61	63
233	Mineral water & aerated beverages		192	
415	Limestone & dolomite			151
618	Other fertilizers		2	347
821	Iron & steel basic products	40	9	113
DANA O CITY				
811	Cements			532
MANDAUE, MANDAUE CITY				
234	Beer		590	288
ATLAS CONSOLIDATED MINING AND DEVELOPMENT CORP. (A C M D C				
421	Ferrous ores & concentrates	3,300		
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
234	Beer	3,449	3,634	1,419
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
	Minor flows			96
811	Cements			800
818	Glass & products (excluding bottles)			126
OTHER PRIVATE PORTS (DAVAO SUR)				
	Minor flows			16
811	Cements	5,160		
ILOILO, ILOILO CITY				
	Minor flows	23	15	
000	All other commodity	1		50
132	Milled rice	4,190	2,370	2,758
224	Sugar	1,302	1,279	1,358
618	Other fertilizers	350		
OTHER PRIVATE PORTS LANAO DEL NORTE				
	Minor flows	9		
GRANEX EXPORT INCORPORATED, KI WALAN (GRANEX PORT), ILIGAN C				
	Minor flows			1
172	Copra		920	
226	Other food preparations	94	57	111
811	Cements	340	220	
PETRON, TOMINOBO, ILIGAN CITY				
513	Gas oils		940	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	197	106	38
000	All other commodity	195	107	1,652
125	Other seafood	63	53	41
132	Milled rice	254	1,588	91
221	Flour & related products from grain	152	177	153
226	Other food preparations	258	334	265
231	Fruit & vegetable juices	59	56	28
235	Other alcoholic beverages	246	329	127
412	Salt	1,283	1,549	190
735	Household utensils	98	254	18
821	Iron & steel basic products	275	158	58
825	Metal building parts	91	24	42
915	Road transport equipment	93	99	
OZAMIS, OZAMIS CITY				
	Minor flows			146
313	Wood charcoal	800		
412	Salt			280
FLARIDEL CAUSEWAY/PIER MISAMIS OCCIDENTAL				
	Minor flows		30	
DUMAGUETE CITY				
132	Milled rice		120	

TABLE C.34

(Continued)

ISABELA WHARF, BASILAN CITY INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)			
		1991	1992	1993	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,					
	Minor flows			15	
	132 Milled rice		150		
	412 Salt		589	40	
JOLO, SULU					
	Minor flows		3		
	811 Cements		60		
BONGAU, TAWI-TAWI					
	Minor flows			3	
ZAMBOANGA, ZAMBOANGA DEL SUR					
	Minor flows	362	543	443	
	000 All other commodity	1,444	3,137	2,110	
	114 Poultry	5	40	127	
	122 Fish, preserved	24	50	6	
	124 Seaweed			60	
	132 Milled rice	5,433	6,102	6,840	
	133 Unmilled maize	159	105	146	
	134 Corn grits & meal	257	62	31	
	146 Fieldcrop legumes	11	8	60	
	155 Other vegetables	11	163	814	
	177 Natural rubber & latex		228	87	
	212 Dairy products	246	456	324	
	213 Eggs	57	61	122	
	221 Flour & related products from grain	1,709	2,015	1,641	
	224 Sugar	835	1,428	704	
	226 Other food preparations	456	601	772	
	227 Animal feeds	261	357	531	
	233 Mineral water & aerated beverages	6,032	9,437	4,276	
	235 Other alcoholic beverages	141	399	704	
	250 Tobacco products	228	197	118	
	412 Salt	235	142	774	
	413 Sands & gravel	198	93	4	
	522 Lubricants	85	83	28	
	523 Other products	40	57	63	
	618 Other fertilizers	248	355	12	
	713 Soap & toiletries	195	136	53	
	724 Veneer & plywood	192	295	240	
	735 Household utensils	82	216	143	
	811 Cements	3,363	3,235	1,893	
	816 Bricks & blocks	2	5	83	
	819 Glass bottles	5		210	
	821 Iron & steel basic products	293	457	721	
	825 Metal building parts	19	65	63	
	913 Lighting & electrical parts	37	120	68	
	915 Road transport equipment	69	118	66	
PAGADIAN CITY, ZAMBOANGA DEL SUR					
	132 Milled rice	689	886		
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR					
	Minor flows	15			
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO					
	Minor flows	2			
	413 Sands & gravel	80	8		
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA					
	Minor flows	22			
		** TOTAL **	54,987	72,352	36,446

Note : Minor flows of Isabela Wharf, Basilan City comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.35
LAMITAN, BASILAN PROVINCE, OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION		COMMODITY	CARGO (MT)		
			1991	1992	1993
DANAO CITY					
		Minor flows	42		
ZAMBOANGA, ZAMBOANGA DEL SUR					
		Minor flows	285	138	153
	111	Cattle & Carabao	375	237	291
	121	Fish, fresh or chilled	68	76	124
	132	Milled rice	464		25
	162	Bananas	97	1	7
	167	Other fresh fruit	310	190	58
	172	Copra	19	451	42
	174	Coffee beans (untreated)	352	147	202
	175	Cocoa beans	366	213	359
	177	Natural rubber & latex	2,419	1,821	1,735
	224	Sugar	100		23
	311	Unprocessed wood (excluding firewood)	6	1	138
	313	Wood charcoal	3	101	621
	723	Other rubber products		58	2
	811	Cements	60		5
	819	Glass bottles	158	215	161
		** TOTAL **	5,122	3,648	3,945

Note : Minor flows of Lamitan, Basilan Province comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.36
LAMITAN, BASILAN PROVINCE, INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WIARF, BASILAN CITY				
	Minor flows	154		
000	All other commodity	104		
132	Milled rice	406		
811	Cements	86		
819	Glass bottles	59		
CEBU CITY				
	Minor flows	8		
ILOILO, ILOILO CITY				
	Minor flows		1	
132	Milled rice		296	
224	Sugar		291	
612	Inorganic chemicals		275	
GRANEX EXPORT INCORPORATED, KIWALAN (GRANEX PORT), ILIGAN C				
	Minor flows			26
MANILA (FIRST DISTRICT) NORTH HARBOR				
132	Milled rice		1,134	
412	Salt		1,224	
821	Iron & steel basic products		70	
JOLO, SULU				
	Minor flows		3	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	34	290	286
000	All other commodity	269	1,952	1,644
132	Milled rice	1,581	4,103	4,384
212	Dairy products	4	29	89
221	Flour & related products from grain	156	702	735
224	Sugar	58	1,465	1,898
226	Other food preparations	24	167	179
227	Animal Feeds	10	213	265
233	Mineral water & aerated beverages	163	901	405
235	Other alcoholic beverages	1	101	23
412	Salt	328	104	96
413	Sands & gravel	11	2	209
512	Kerosene	8	93	
618	Other fertilizers	212	126	1,027
716	Other chemical products		7	621
724	Veneer & plywood	15	88	78
811	Cements	265	747	440
819	Glass bottles	50	4	4
821	Iron & steel basic products	5	162	218
PHIL. INTERNATIONAL DEVELOPMENT INC. ZAMBOANGA CITY				
	Minor flows		41	
** TOTAL **		4,109	14,589	12,626

Note : Minor flows of Lamitan, Basilan Province comprise the shipments between port pairs where annual total shipments in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.37
JOLO, SULU OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WILARF, BASILAN CITY				
	Minor flows		3	
811	Cements		60	
LAMITAN, BASILAN PROVINCE				
	Minor flows		3	
CEBU CITY				
	Minor flows		41	
819	Class bottles	98	98	
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
735	Household utensils		217	
819	Class bottles		358	300
ILOILO, ILOILO CITY				
	Minor flows		2	
167	Other fresh fruit		300	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows		32	
CULION, CULION COLONY, PALAWAN				
	Minor flows		1	
OTHER MUNICIPAL PORTS PALAWAN				
	Minor flows	14	3	
LINAPACAN CAUSEWAY, PALAWAN				
	Minor flows	30		
MANGSI, BALABAC, PALAWAN				
	Minor flows		5	
OTHER MUNICIPAL PORTS SOUTHERN LEYTE				
	Minor flows	1	1	
SIASI, SULU				
	Minor flows	102	317	85
000	All other commodity	12	1,122	104
121	Fish, fresh or chilled	89		
132	Milled rice		612	200
143	Root crops	173	741	
167	Other fresh fruit	318	342	
172	Copra	197	111	
194	Bamboo	4	54	
221	Flour & related products from grain		118	101
224	Sugar		83	90
226	Other food preparations	2	59	84
233	Mineral water & aerated beverages		87	5
235	Other alcoholic beverages		104	
811	Cements	1	69	44
OTHER MUNICIPAL PORTS (SULU)				
	Minor flows	3	57	34
PANAMAD (PAIKSA) PANAMAD, SULU				
	Minor flows		43	
PANGUTARAN (SIMDAHAN) CAUSEWAY LANDING PANGUTARAN, SULU				
	Minor flows	10	111	39
143	Root crops	28	229	3
311	Unprocessed wood (excluding firewood)			73
SIASI (LAMINUSA) CAUSEWAY, SULU				
	Minor flows	1	38	153
143	Root crops	7	110	2
811	Cements			85
TANDU-BATO, LUUK (PIERHEAD), SULU				
	Minor flows	2	2	
TUNGKIL (LUUK) CAUSEWAY, TUNGKIL, SULU				
	Minor flows		8	
BONGAO, TAWI-TAWI				
	Minor flows	8	247	201
000	All other commodity		671	155
132	Milled rice		290	203
143	Root crops	5	109	
221	Flour & related products from grain		31	80
224	Sugar		54	35
226	Other food preparations		33	175
250	Tobacco products		36	58
313	Gas oils	3	61	80

TABLE C.37
(Continued)
JOLO, SULU OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
618	Other fertilizers	80		
811	Cements		115	97
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows		4	5
SITANGKAI, TAWI-TAWI				
	Minor flows	3	40	91
000	All other commodity		18	213
132	Milled rice		24	77
224	Sugar			96
226	Other food preparations		1	52
233	Mineral water & aerated beverages			66
OTHER MUNICIPAL PORTS (TAWI-TAWI)				
	Minor flows	6	23	99
BALIMBING, TAWI-TAWI				
	Minor flows			17
BATU-BATU, BALIMBING, TAWI-TAWI				
	Minor flows		5	
BONGAO (PAG-ASINAN) CAUSEWAY				
	Minor flows			136
000	All other commodity			50
SIMUNUL (BAKONG), TAWI-TAWI				
	Minor flows		1	
SITANGKAI (SIBUTU) CAUSEWAY/PIER TAWI-TAWI				
	Minor flows		74	64
TANDUBAS (SAPA-SAPA) CAUSEWAY TAWI-TAWI				
	Minor flows	6	18	16
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	82	228	156
000	All other commodity	41	865	195
121	Fish, fresh or chilled	599	0	14
122	Fish, preserved	288	1,274	172
124	Seaweed	943	5,817	3,413
125	Other seafood		155	202
132	Milled rice	4	4	379
165	Mangoes, avocados, guavas, mangosteen	102	55	7
167	Other fresh fruit	995	1,364	12
172	Copra	3,373	21,763	7,851
174	Coffee beans (untreated)		251	310
181	Abaca	692	3,410	1,058
183	Other processed fibers		250	64
211	Meat		4	108
224	Sugar			70
226	Other food preparations	1		233
713	Soap & toiletries		15	133
727	Textiles	0	1	162
728	Apparel	0	4	82
729	Carpets, blankets, other woven products		2	196
735	Household utensils		88	213
819	Glass bottles	754	2,866	2,096
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows		15	3
122	Fish, preserved	2	129	5
** TOTAL **		9,077	45,950	20,602

Note : Minor flows of Jolo, Sulu comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.38
JOLO, SULU INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WILARF, BASILAN CITY				
	Minor flows		0	
132	Milled rice		140	
BATAAN REFINING COMPANY DO. LAMAO, LIMAY, BATAAN				
511	Gasoline & aviation fuel	917	1,950	136
512	Kerosene	1,625	1,587	445
513	Gas oils	2,386	2,366	771
522	Lubricants	2,247	3,031	
CALTEX PHIL. INC. ISLAND WILARF, SAN PASCUAL, BATANGAS				
511	Gasoline & aviation fuel	1,062	921	
512	Kerosene	841	589	
513	Gas oils	312	939	
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C				
511	Gasoline & aviation fuel	227		467
512	Kerosene	247		250
513	Gas oils	262		375
CEDU CITY				
	Minor flows	17	21	22
233	Mineral water & aerated beverages		159	50
234	Beer	180		7
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
234	Beer	828	1,107	327
SASA GOVERNMENT WILARF SASA, DAVAO CITY				
513	Gas oils			748
811	Cements			800
OTHER PRIVATE PORTS (DAVAO SUR)				
811	Cements	1,060		
CALTEX PHILIPPINES INCORPORATED, SASA, DAVAO CITY				
511	Gasoline & aviation fuel			747
ILOILO, ILOILO CITY				
	Minor flows			27
132	Milled rice		184	1
224	Sugar		60	
412	Salt		52	
MINDANAO PORTLAND CEMENT CORPORATION, KIWAHAN, ILIGAN CIT				
811	Cements	400		
PETRON, TOMINOBO, ILIGAN CITY				
512	Kerosene		148	
513	Gas oils		1,490	
OTHER PRIVATE PORTS (LEYTE)				
511	Gasoline & aviation fuel	438		
512	Kerosene	165		
513	Gas oils	1,575		
522	Lubricants	277		
POLLOC, COTABATO				
	Minor flows		30	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows			47
DAAN BANWA, BACOLOD CITY				
	Minor flows			25
412	Salt			50
OTHER PRIVATE PORTS (NEGROS OCC)				
000	All other commodity		85	
916	Special purpose road vehicles		80	
MAKAR WILARF, GEN. SANTOS CITY SOUTH COTABATO				
	Minor flows	45		
SIASI, SULU				
	Minor flows	3	125	69
000	All other commodity		375	414
124	Seaweed	264	1,010	720
125	Other seafood		83	51
132	Milled rice		24	203
172	Copra	260	1,633	421
221	Flour & related products from grain			157
224	Sugar		5	231
226	Other food preparations		4	56
250	Tobacco products		11	351

252

TABLE C.38
JOLO, SULU INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
412	Salt		8	142
811	Cements			98
SURIGAO CITY, SURIGAO DEL NORTE				
	Minor flows			4
BONGAO, TAWI-TAWI				
	Minor flows		93	291
124	Seaweed		91	238
172	Copra		72	3
811	Cements		100	8
SITANGKAI, TAWI-TAWI				
	Minor flows		18	12
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	363	562	659
000	All other commodity	2,214	3,960	3,244
124	Seaweed	38	26	153
132	Milled rice	9,241	11,307	6,150
165	Mangoes, avocados, guavas, mangosteen	32	65	29
172	Copra	105	20	1,107
197	Other agricultural commodities (n.e.s.)	97	1	9
212	Dairy products	120	426	325
213	Eggs	70	197	227
221	Flour & related products from grain	1,740	2,778	2,303
224	Sugar	1,534	1,684	2,030
226	Other food preparations	718	687	874
227	Animal Feeds	12	50	57
231	Fruit & vegetable juices	45	140	76
232	Processed coffee, cocoa & tea	61	201	47
233	Mineral water & aerated beverages	4,615	7,613	3,389
234	Beer	662	43	331
235	Other alcoholic beverages	134	232	41
250	Tobacco products	159	258	166
412	Salt	1,155	1,104	627
413	Sands & gravel	95	44	21
422	Copper ores & concentrates			57
513	Gas oils	6	26	100
522	Lubricants	25	72	22
523	Other products	164	228	80
618	Other fertilizers	204	153	13
713	Soap & toiletries	153	136	65
714	Plastics	63	3	2
724	Veneer & plywood	123	246	79
729	Carpets, blankets, other woven products	95	116	28
735	Household utensils	157	163	109
811	Cements	2,500	3,247	2,289
819	Glass bottles	5	144	61
821	Iron & steel basic products	167	261	332
913	Lighting & electrical parts	59	374	106
915	Road transport equipment	37	58	22
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows	0	27	19
132	Milled rice		558	537
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR				
	Minor flows	2		
511	Gasoline & aviation fuel	1,588	466	
512	Kerosene	1,592	247	
513	Gas oils	2,721	484	
522	Lubricants	347		
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO				
	Minor flows	84		
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA				
	Minor flows	7		
612	Inorganic chemicals	800		
811	Cements	1,280		
PHIL. INTERNATIONAL DEVELOPMENT INC. ZAMBOANGA CITY				
	Minor flows	11	2	
** TOTAL **		51,036	56,998	34,548

Note : Minor flows of Jolo, Sulu comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.39
SIASI, SULU OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
CEBU CITY				
	Minor flows	6	28	7
	124 Seaweed	5	255	435
	311 Unprocessed wood (excluding firewood)			1,308
	819 Glass bottles		76	19
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows		14	
OTHER MUNICIPAL PORTS (EASTERN SAMAR)				
	Minor flows			0
OTHER MUNICIPAL PORTS NORTHERN SAMAR				
	Minor flows	9		
CULION, CULION COLONY, PALAWAN				
	Minor flows	1	1	
JOLO, SULU				
	Minor flows	3	125	69
	000 All other commodity		375	414
	124 Seaweed	264	1,010	720
	125 Other seafood		83	51
	132 Milled rice		24	203
	172 Copra	260	1,633	421
	221 Flour & related products from grain			157
	224 Sugar		5	231
	226 Other food preparations		4	56
	250 Tobacco products		11	351
	412 Salt		8	142
	811 Cements			98
OTHER MUNICIPAL PORTS (SULU)				
	Minor flows		0	10
	311 Unprocessed wood (excluding firewood)		95	
PANGUTARAN (SIMBALIAN) CAUSEWAY LANDING PANGUTARAN, SULU				
	Minor flows	1		
PARANG CAUSEWAY, PARANG, SULU				
	Minor flows			1
SIASI (LAMINUSA) CAUSEWAY, SULU				
	Minor flows	45	4	
TANDU-BATO, LUUK (PIERHEAD), SULU				
	Minor flows	1		
TAPUL (KALANG) CAUSEWAY, TAPUL, SULU				
	Minor flows		1	
SURIGAO CITY, SURIGAO DEL NORTE				
	Minor flows		0	
BONGAO, TAWI-TAWI				
	Minor flows	99	442	223
	000 All other commodity	111	2,173	2,250
	132 Milled rice	364	1,532	571
	212 Dairy products	5	9	99
	221 Flour & related products from grain	81	256	770
	224 Sugar	39	261	90
	226 Other food preparations	43	194	354
	233 Mineral water & aerated beverages	10	143	79
	235 Other alcoholic beverages	9	72	34
	250 Tobacco products	8	105	41
	412 Salt	39	185	109
	724 Veneer & plywood	8	62	24
	811 Cements	36	421	720
	821 Iron & steel basic products	79	63	38
SITANGKAI, TAWI-TAWI				
	Minor flows	25	156	166
	000 All other commodity	24	507	116
	132 Milled rice	22	53	45
	172 Copra		52	
	233 Mineral water & aerated beverages	9		130
	413 Sands & gravel		72	
	811 Cements	12	56	55
OTHER OTHER NATIONAL PORTS (TAWI-TAWI)				
	Minor flows			0

TABLE C.39
(Continued)
SIASI, SULU OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER MUNICIPAL PORTS (TAWI-TAWI)				
	Minor flows	4	18	29
SITANGKAI (SIBUTU) CAUSEWAY/PIER TAWI-TAWI				
	Minor flows	108	147	60
SOUTH UBIAN, TAWI-TAWI				
	Minor flows		3	
TANDUBAS (SAPA-SAPA) CAUSEWAY TAWI-TAWI				
	Minor flows	0	1	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	84	105	223
	000 All other commodity	1	39	96
	122 Fish, preserved	25	102	220
	124 Seaweed	1,340	2,234	2,592
	172 Copra	1,733	8,317	4,383
	197 Other agricultural commodities (n.e.s.)		135	
	311 Unprocessed wood (excluding firewood)			60
	735 Household utensils	0	50	123
	819 Glass bottles	177	350	209
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows	29	80	112
	122 Fish, preserved	53	101	112
	124 Seaweed	30	60	36
SAN MIGUEL WHARF, ZAMBOANGA CITY				
	Minor flows		5	
TOTAL		5,148	22,313	18,863

Note : Minor flows of Siasi, Sulu comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

255

TABLE C.40
SIASI, SULU INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN		COMMODITY	CARGO (MT)		
			1991	1992	1993
CEBU CITY					
		Minor flows		1	50
ILOILO, ILOILO CITY					
		Minor flows			59
KALAMANSIG, SULTAN KUDARAT					
		Minor flows			3
JOLO, SULU					
		Minor flows	102	317	85
	000	All other commodity	12	1,122	104
	121	Fish, fresh or chilled	89		
	132	Milled rice		612	200
	143	Root crops	173	741	
	167	Other fresh fruit	318	342	
	172	Copra	197	111	
	194	Bamboo	4	54	
	221	Flour & related products from grain		118	101
	224	Sugar		83	90
	226	Other food preparations	2	59	84
	233	Mineral water & aerated beverages		87	5
	235	Other alcoholic beverages		104	
	811	Cements	1	69	44
BONGAO, TAWI-TAWI					
		Minor flows		43	56
	122	Fish, preserved		14	63
	124	Seaweed		391	1,477
	125	Other seafood		27	93
	172	Copra		169	218
SITANGKAL, TAWI-TAWI					
		Minor flows	33	14	5
	124	Seaweed	174	54	62
ZAMBOANGA, ZAMBOANGA DEL SUR					
		Minor flows	138	439	335
	000	All other commodity	220	458	676
	132	Milled rice	319	351	287
	221	Flour & related products from grain	194	330	196
	224	Sugar	67	99	147
	226	Other food preparations	35	66	23
	233	Mineral water & aerated beverages	304	767	555
	234	Beer	90	65	24
	412	Salt	126	88	123
	513	Gas oils	57	47	153
	811	Cements	299	391	203
PAGADIAN CITY, ZAMBOANGA DEL SUR					
		Minor flows		8	
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR					
		Minor flows	12		
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO					
		Minor flows	1	3	
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA					
		Minor flows	12		
** TOTAL **			2,979	7,641	5,524

Note : Minor flows of Siasi, Sulu comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

25

TABLE C.41
BONGAO, TAWI TAWI OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WILARF, BASILAN CITY				
	Minor flows			3
CEBU CITY				
	Minor flows	12	94	115
124	Seaweed	32	74	43
197	Other agricultural commodities (n.e.s.)		476	120
216	Other animal products	7	61	16
311	Unprocessed wood (excluding firewood)	1	119	360
PULUPANDAN, NEGROS OCCIDENTAL				
311	Unprocessed wood (excluding firewood)			70
DAAN BANWA, BACOLOD CITY				
311	Unprocessed wood (excluding firewood)			66
DUMAGUETE CITY				
	Minor flows			1
311	Unprocessed wood (excluding firewood)			580
725	Wood & cork products			80
JOLO, SULU				
	Minor flows		93	291
124	Seaweed		91	238
172	Copra		72	3
811	Cements		100	8
SIASI, SULU				
	Minor flows		43	56
122	Fish, preserved		14	63
124	Seaweed		391	1,477
125	Other seafood		27	93
172	Copra		169	218
OTHER MUNICIPAL PORTS (SULU)				
	Minor flows		2	5
PANGUTARAN (SIMBAIAN) CAUSEWAY LANDING PANGUTARAN, SULU				
	Minor flows		1	4
PARANG CAUSEWAY, PARANG, SULU				
	Minor flows		5	
SIASI (LAMINUSA) CAUSEWAY, SULU				
	Minor flows		104	24
TANDU-BATO, LUK (PIERHEAD), SULU				
	Minor flows			4
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows		5	
SITANGKAL, TAWI-TAWI				
	Minor flows		273	262
000	All other commodity	31	819	553
124	Seaweed		113	164
132	Milled rice	25	394	667
221	Flour & related products from grain	14	145	140
224	Sugar		58	137
226	Other food preparations		23	180
233	Mineral water & aerated beverages		99	190
412	Salt	8	59	88
811	Cements		97	76
OTHER MUNICIPAL PORTS (TAWI-TAWI)				
	Minor flows		40	99
000	All other commodity		6	175
BALIMBING, TAWI-TAWI				
	Minor flows			40
SITANGKAL (SIBUTU) CAUSEWAY/PIER TAWI-TAWI				
	Minor flows	12	113	171
000	All other commodity		682	62
132	Milled rice		50	54
221	Flour & related products from grain		23	54
226	Other food preparations		5	77
233	Mineral water & aerated beverages		52	16
413	Sands & gravel		54	
SOUTH UBLAN, TAWI-TAWI				
	Minor flows		8	29

TABLE C.41
(Continued)
BONGAO, TAWI TAWI OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
TANDUBAS (SAPA-SAPA) CAUSEWAY TAWI TAWI				
	Minor flows		5	
OTHER MUNICIPAL PORTS ZAMBOANGA DEL NORTE				
	Minor flows		41	
	197 Other agricultural commodities (n.e.s.)		78	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	3	187	205
	000 All other commodity	2	137	245
	122 Fish, preserved	23	136	145
	124 Seaweed	273	3,173	3,555
	125 Other seafood	5	196	367
	155 Other vegetables		2	352
	172 Copra	35	1,405	980
	197 Other agricultural commodities (n.e.s.)		332	
	216 Other animal products		10	234
	311 Unprocessed wood (excluding firewood)		1	99
	819 Glass bottles	7	703	881
	825 Metal building parts		81	78
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows		126	28
	122 Fish, preserved	24	194	301
	125 Other seafood		11	74
	811 Cements		480	
SAN MIGUEL WHARF, ZAMBOANGA CITY				
	Minor flows		1	
** TOTAL **		513	12,347	14,714

Note : Minor flows of Bongao, Tawi Tawi comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.42
BONGAO, TAWI TAWI INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991 1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WILARF, BASILAN CITY				
CEBU CITY	811 Cements		1,080	
	Minor flows	106	108	75
ILOILO, ILOILO CITY	233 Mineral water & aerated beverages	186		25
	Minor flows	25		5
	132 Milled rice	153		18
	311 Unprocessed wood (excluding firewood)		56	
412 Salt	100			
DREDCO, RECLAMATION AREA, BACOLOD CITY, NEGROS OCCIDENTAL				
JOLO, SULU	Minor flows	15		43
	Minor flows	8	247	201
000 All other commodity			671	155
132 Milled rice			290	203
143 Root crops	5	109		
221 Flour & related products from grain		31	80	
224 Sugar		54	35	
226 Other food preparations		33	175	
250 Tobacco products		36	58	
513 Gas oils	3	61	80	
618 Other fertilizers	80			
811 Cements		115	97	
SIASI, SULU	Minor flows	99	442	223
	000 All other commodity	111	2,173	2,250
	132 Milled rice	364	1,532	571
	212 Dairy products	5	9	99
	221 Flour & related products from grain	81	256	770
	224 Sugar	39	261	90
	226 Other food preparations	43	194	354
	233 Mineral water & aerated beverages	10	143	79
	235 Other alcoholic beverages	9	72	34
	250 Tobacco products	8	105	41
	412 Salt	39	185	109
	724 Veneer & plywood	8	62	24
	811 Cements	36	421	720
	821 Iron & steel basic products	20	63	38
	SURIGAO CITY, SURIGAO DEL NORTE			
	Minor flows		5	
SITANGKAI, TAWI-TAWI				
	Minor flows	20	76	48
122 Fish, preserved		214	111	27
124 Seaweed		1,136	696	887
125 Other seafood		31	42	58
132 Milled rice		77	68	
819 Glass bottles		30	71	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	137	363	362
000 All other commodity		1,011	1,408	1,707
132 Milled rice		677	1,245	986
165 Mangoes, avocados, guavas, mangosteen		3	2	77
212 Dairy products		16	85	74
221 Flour & related products from grain		205	297	266
224 Sugar		166	181	260
226 Other food preparations		138	198	252
231 Fruit & vegetable juices		33	53	14
232 Processed coffee, cocoa & tea		11	61	4
233 Mineral water & aerated beverages		949	1,471	829
234 Beer		320	303	170
235 Other alcoholic beverages		73	121	16
250 Tobacco products		20	108	43
412 Salt		232	159	151
413 Sands & gravel		89	110	21

TABLE C.42
(Continued)
BONGAO, TAWI TAWI INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
511	Gasoline & aviation fuel	159	131	234
512	Kerosene	86	114	175
513	Gas oils	414	486	165
522	Lubricants	8	205	38
713	Soap & toiletries	18	50	18
724	Veneer & plywood	81	183	210
811	Cements	1,190	851	1,127
819	Glass bottles		21	104
821	Iron & steel basic products	153	184	175
825	Metal building parts	5	5	89
913	Lighting & electrical parts	10	81	30
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows	7	24	5
132	Milled rice	10	88	34
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR				
	Minor flows	48		
511	Gasoline & aviation fuel	88		
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA				
	Minor flows	4	1	
PHIL. INTERNATIONAL DEVELOPMENT INC. ZAMBOANGA CITY				
	Minor flows	4		
** TOTAL **		9,431	18,465	15,304

Note : Minor flows of Bongao, Tawi Tawi comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

765

TABLE C.43
SITANGKAI, TAWI TAWI OUTBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
CEBU CITY				
	Minor flows	32	43	7
124	Seaweed	1,012	2,264	714
125	Other seafood	81	45	1
311	Unprocessed wood (excluding firewood)	0		121
819	Glass bottles	14	60	33
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows			27
000	All other commodity			58
916	Special purpose road vehicles			80
JOLO, SULU				
	Minor flows		18	12
SIASI, SULU				
	Minor flows	33	14	5
124	Seaweed	174	54	62
SIASI (LAMINUSA) CAUSEWAY, SULU				
	Minor flows		14	
BONGAO, TAWI-TAWI				
	Minor flows	20	76	48
122	Fish, preserved	214	111	27
124	Seaweed	1,136	696	887
125	Other seafood	31	42	58
132	Milled rice	77	68	
819	Glass bottles	30	71	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	50	57	84
000	All other commodity	0	8	72
122	Fish, preserved	24	66	248
124	Seaweed	3,219	3,917	7,097
125	Other seafood	208	174	359
197	Other agricultural commodities (n.e.s.)			62
233	Mineral water & aerated beverages		146	9
311	Unprocessed wood (excluding firewood)	1		50
819	Glass bottles	213	138	116
PAGADIAN CITY, ZAMBOANGA DEL SUR				
	Minor flows	14		39
122	Fish, preserved	280	529	1,040
124	Seaweed	15		76
132	Milled rice	63	10	
	** TOTAL **	6,941	8,623	11,392

Note : Minor flows of Sitangkai, Tawi Tawi comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.44
SITANGKAI, TAWI TAWI INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN		COMMODITY	CARGO (MT)		
			1991	1992	1993
CEBU CITY					
		Minor flows	17	28	95
JOLO, SULU					
		Minor flows	3	40	91
	000	All other commodity		18	213
	132	Milled rice		24	77
	224	Sugar			96
	226	Other food preparations		1	52
	233	Mineral water & aerated beverages			66
SIASI, SULU					
		Minor flows	25	156	166
	000	All other commodity	24	507	116
	132	Milled rice	22	53	45
	172	Copra		52	
	233	Mineral water & aerated beverages	9		130
	413	Sands & gravel		72	
	811	Cements	12	56	55
BONGAO, TAWI-TAWI					
		Minor flows		273	262
	000	All other commodity	31	819	553
	124	Seaweed		113	164
	132	Milled rice	25	394	667
	221	Flour & related products from grain	14	145	140
	224	Sugar		58	137
	226	Other food preparations		23	180
	233	Mineral water & aerated beverages		99	190
	412	Salt	8	59	88
	811	Cements		97	76
ZAMBOANGA, ZAMBOANGA DEL SUR					
		Minor flows	191	257	192
	000	All other commodity	257	379	437
	132	Milled rice	372	698	107
	221	Flour & related products from grain	170	190	127
	224	Sugar	88	216	159
	226	Other food preparations	31	38	89
	233	Mineral water & aerated beverages	165	315	217
	412	Salt	65	144	65
	413	Sands & gravel		57	3
	612	Inorganic chemicals		2	54
	735	Household utensils	7	74	18
	811	Cements	272	177	133
	825	Metal building parts	81	1	
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO					
		Minor flows	9		
** TOTAL **			1,896	5,631	5,260

Note : Minor flows of Sitangkai, Tawi Tawi comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

TABLE C.45
CAGAYAN DE SULU, TAWI TAWI INBOUND DOMESTIC CARGO FLOWS BY SEA, 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WILARF, BASILAN CITY				
	Minor flows		1	
CEBU CITY				
	Minor flows			51
ILOILO, ILOILO CITY				
	Minor flows		6	
	132 Milled rice		50	100
	224 Sugar		60	5
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		3	
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	32	30	24
	132 Milled rice	563	1,230	593
	195 Rattan			200
OTHER PRIVATE PORTS PALAWAN				
	Minor flows			30
JOLO, SULU				
	Minor flows		4	5
BONGAO, TAWI-TAWI				
	Minor flows		5	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows	52	100	109
	233 Mineral water & aerated beverages	22	90	23
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR				
	Minor flows	47		
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO				
	Minor flows	71	4	
	000 All other commodity	151	25	
	132 Milled rice	113	5	
	233 Mineral water & aerated beverages	127	11	
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA				
	Minor flows	27		
PIHL INTERNATIONAL DEVELOPMENT INC. ZAMBOANGA CITY				
	Minor flows	103	13	
	** TOTAL **	1,307	1,636	1,138

Note : Minor flows of Cagayan de Sulu, Tawi Tawi comprise the shipments between port pairs where annual total shipments are in one or both directions were less than 50 tons in each year of the 1991-1993 period.

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TABLE C.46
ZAMBOANGA PORT EXPORTS & IMPORTS, 1992-1993

COMMODITY		CARGO (Metric Tons)	
		1992	1993
EXPORTS			
236	Coconut oil	67,038	113,891
227	Animal Feeds	55,843	67,196
125	Other seafood	19,600	32,346
000	All other commodity	7,481	3,555
724	Veneer & plywood	3,940	2,509
124	Seaweed	1,839	1,411
177	Natural rubber & latex	1,411	1,828
216	Other animal products	2,004	301
727	Textiles	286	148
735	Household utensils	167	134
123	Frozen shellfish	146	75
716	Other chemical products	95	22
725	Wood & cork products	47	40
313	Wood charcoal		60
121	Fish, fresh or chilled	2	53
723	Other rubber products		35
223	Preserved fruits & products	31	
214	Hides & skins	4	4
734	Photographic equipment & materials		1
729	Carpets, blankets, other woven products	1	
721	Leather & products	1	
712	Vitamins & pharmaceuticals		0
913	Lighting & electrical parts	0	
232	Processed coffee, cocoa & tea	0	
226	Other food preparations		0
** TOTAL **		159,935	223,639
IMPORTS			
000	All other commodity	37,213	27,656
311	Unprocessed wood (excluding firewood)	5,167	37,772
611	Organic chemicals	1,662	1,424
237	Other vegetable oils	1,541	1,524
618	Other fertilizers	2,101	
616	Other nitrogenous fertilizers	1,592	174
825	Metal building parts	162	226
111	Cattle & Carabao		355
522	Lubricants	303	
821	Iron & steel basic products	0	108
227	Animal Feeds	100	
915	Road transport equipment	95	
726	Other food preparations	31	41
424	Metal waste and scrap		55
735	Household utensils	38	
913	Lighting & electrical parts		38
619	Petrochemicals	32	
412	Salt	27	
221	Flour & related products from grain	19	
716	Other chemical products	9	
721	Leather & products	2	
715	Pest control products	1	
712	Vitamins & pharmaceuticals		0
** TOTAL **		50,091	69,373