

LINER SHIPPING ROUTE STUDY

FINAL REPORT

VOLUME IX

PALAWAN LINER SHIPPING DEVELOPMENTAL

ROUTES 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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1. INTRODUCTION

Development Route Reports

The Liner Shipping Route Study (LSRS) was conducted during 1983-1984, with financing from the United States Agency for International Development (USAID). The LSRS Final Report is in 14 volumes, and includes a 4-volume subset which examines several possible liner shipping and ferry services, which were not being operated in 1993. The objective of all of these "developmental route" investigations was to determine whether or not economically desirable and financially remunerative services might be operated on the several routes under examination, and, if so, to recommend that the Maritime Industry Authority (MARINA) proactively seek to induce shipping operators to apply for franchises to provide the services. The volumes of this developmental route subset are:

- Palawan Liner Shipping Developmental Routes Report (PALSDERR). This report examines current Palawan liner shipping services, and considers the possibilities for instituting new intraprovincial and interprovincial services.
- Cebu-Camiguin Liner Shipping Developmental Route Report (Camiguin Route Report). This report gives consideration to the possibility that fast ferry services linking Cebu and Camiguin Island might be desirable, perhaps with an intermediate call at the Bohol port of Tagbilaran.
- Romblon & Marinduque Developmental Routes Report (ROMDERR). This report gives consideration to possible ferry routes that would link Marinduque and the Romblon island of Tablas to Mindoro, as well as a possible ferry connection between Romblon Province and Marinduque, and a new Romblon intraprovincial route. The possible reestablishment of a direct Marinduque-Manila connection is also given consideration in the report.
- Batangas Liner Shipping Developmental Routes Report (BLISDERR). This report considers a wide variety of possible liner shipping connections to Batangas.

In line with the objective of the LSRS developmental route reports, the objective of PALSDERR is to identify the new liner shipping service connections that are desirable to be franchised and initiated to ports of Palawan Province in the short to medium term.

Palawan Island & Ports

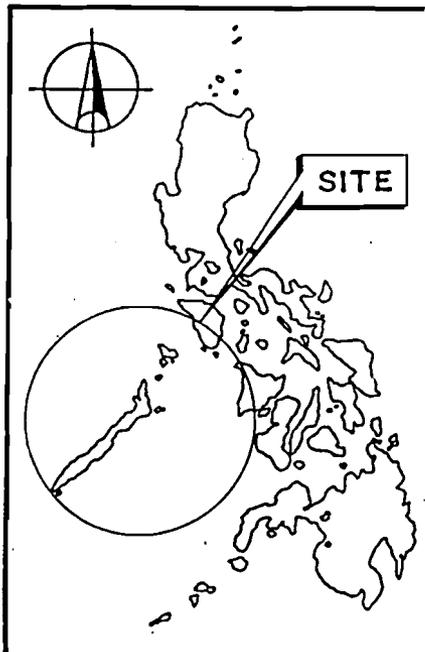
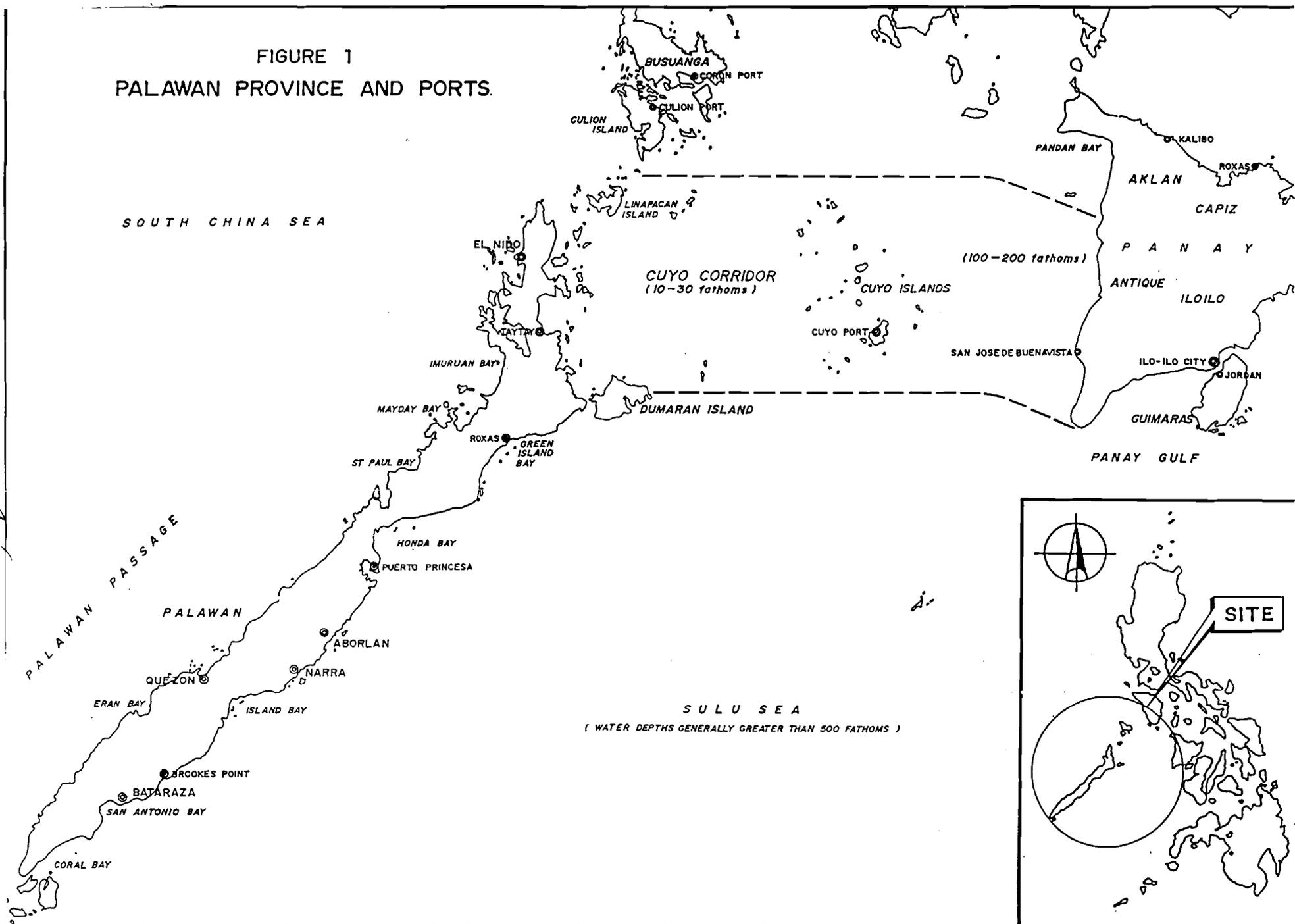
Palawan is the largest province of the Philippines, comprising a large main island (Palawan Island) and more than 1700 smaller islands and islets. Palawan Island administratively comprises the capital of Puerto Princesa City and nine municipalities. The other islands of the province administratively comprise twelve municipalities. The province is elongated in shape, and stretches for 650 kilometers along a southwest-northeast axis. Its northernmost island of Busuanga reaches nearly to the southwest coast of Mindoro Island, and the province's southernmost island of Balabac reaches nearly to the coast of the large island of Borneo. The Cuyo Island Group comprises two of the province's municipalities, and is roughly midway between Palawan's main island and the island of Panay.

Figure 1 shows Palawan Province. As the figure shows, the main island borders on the Sulu Sea. The long reach of this sea to the east of Palawan Island, and its great depths, produce sea conditions which are unsatisfactory for small vessels much of the time. Regular liner shipping services might only be provided to the main island across the Sulu Sea with a vessel of 1,500 deadweight tons (DWT) or larger. Such a relatively large interisland liner vessel might only operate frequently and profitably if large traffic volumes were passing through Palawan ports. In 1993-1994, the province of Palawan is not yet generating large volumes of traffic, and that circumstance limits the potential for inaugurating new direct liner services to points east from Puerto Princesa. Accordingly, less direct service, plying more protected and shallower waters, might be appropriate for the short to medium term.

The province has four principal ports, all of which are within the system of the Philippine Ports Authority (PPA):

- The port of Puerto Princesa is on the east central coast of the island of Palawan. The port has an area of somewhat over 3.7 hectares, and the 193-meter main wharf has an alongside controlling water depth of 10 to 12 meters. Besides the main wharf, which is of reinforced concrete construction, the port has two berths of about 47 meters each located between the wharf and the end of a rock causeway. The entrance to the port is about 1 nautical mile (n.m.) wide, with water depth sufficient for ocean-going vessels. The port is well sheltered from rough seas.
- The port of Coron is not on the island of that name, but rather lies on the southeastern coast of Busuanga Island, opposite Coron Island. The port is small, with just 0.15 hectare of area, and has a reinforced

FIGURE 1
PALAWAN PROVINCE AND PORTS.



concrete wharf of 44 by 8 meters, with 10.0-meter water depth alongside.

- Cuyo Port has a rock causeway and a damaged timber landing for docking facilities; the causeway is 280 by 7 meters, and the alongside water depth is just 1.5 meters. Any vessel of more than 300 gross registered tons (GRT) can only be accommodated at anchorage; water depths are in the range of 4 to 8 meters about 150 meters from the causeway. The port area is about 0.275 hectare.
- At Brookes Point, the port is in an exposed position, and has an area of 0.5 hectare. Sea access is quite shallow, so that only shallow-draft barges can be accommodated at berth. Any large vessel can only be served at anchorage, some 400-700 meters from the shore. The docking facility is a 60 by 6 meter rock causeway.

In addition to the four principal ports, Palawan Province has a number of small ports, some of which have no docking facilities. Such ports serve mainly intraprovincial vessel movements and/or the local fishing industry. Municipal ports of the main island include Aborlan, Narra, Roxas, and Taytay on the east coast of the island, and El Nido, Quezon and San Vicente on the west coast. The port of Taytay, on the east coast of the main island, is discussed in this report, because it is the modal transfer point for passengers and some cargo moving between Busuanga Island and Puerto Princesa. The port of El Nido, on the northwest coast of the main island, is useful mainly for its support of the tourism industry of that area. The municipality of Bataraza, at the southern end of Palawan Island is served by a small private port.

The northern Palawan islands have minor cargo flows accommodated at the municipal ports of Busuanga, Culion and Abordo. Dumarán Island, off the northeast coast of the main island, is served by the municipal ports of Araceli and Dumarán. Other municipal ports of the small Palawan islands include Agutaya, Balabac, Cagayancillo, Kalayaan, and Magsaysay.

PALSDERR Developmental Route Proposals

PALSDERR is investigating the desirability of four interprovincial liner shipping routes, i.e., connections between Puerto Princesa and Batangas, Cebu and Zamboanga, and a service connection between Cuyo and San Jose, Antique. The possibilities that intraprovincial liner shipping services might desirably be instituted are also explored. Since the Puerto Princesa-Batangas

route would serve essentially the same market as the existing service between Manila and Puerto Princesa, the Batangas connection cannot properly be called a developmental route. Needs for a Batangas service are considered, therefore, in the report's Chapter 3 discussion of existing cargo services. The basis for selecting the three interisland developmental route proposals, and the reasons for deciding to investigate intraprovincial service possibilities, are:

- **Puerto Princesa-Cebu Developmental Route.** This route is being proposed for six reasons: (i) some sea travel and shipment of cargo between Puerto Princesa and Cebu already exists, and the proposed service would produce some travel and shipment time and cost savings in comparison with existing less direct services, and would eliminate the needs for cargo handling at ports of transshipment; (ii) the route would relieve the capacity constraints of current passenger air transport services, and would produce substantial cost savings (partially offset by increased travel times) for passengers converted from air to sea transport; (iii) the proposed service would provide Palawan Province with another point for the transshipment of exports and imports; (iv) Cebu is, in its own right, a major market for raw materials from the central and southern areas of the Philippines, and a major producer of manufactures, so that the proposed service might help to generate significant, or even substantial, new trade between the two provinces; (v) with direct Cebu-Palawan services, person movement between the two provinces could become large, both because of the attractive force of Cebu (employment, education, medical services, shopping), and because of the ongoing rapid development of tourism in both Palawan and the Cebu-Bohol area; and (vi) Puerto Princesa requires more frequent services to a major market, i.e., even if the possible advantages of Cebu plus Manila vis-a-vis Manila only were not taken into consideration, a new service connection to Cebu would be advantageous to Palawenos simply because it would represent an improvement in interprovincial transport service frequency.

- **Puerto Princesa-Zamboanga Developmental Route.** This route is being proposed for the following reasons: (i) some movement of passengers and cargo between Palawan and the Sulu Archipelago and Zamboanga already exists, and the direct Palawan-Zamboanga connection could result in the lowering of transport times and costs for some of these traffic volumes; (ii) Zamboanga City is a major center of trade, serving all of the islands of the Sulu Archipelago, and some significant potential for increasing Palawan trade with Zamboanga City

probably exists, if only liner direct services could be provided; (iii) the route would give Palawenos access to the entire island of Mindanao, including liner shipping service connections to Davao, Cotabato, and General Santos City; and (iv) as in the case of Palawan-Cebu liner shipping services, a Palawan-Zamboanga service connection would have potential for the attraction of tourists, depending of course on the standards of services that would be provided.

- **San Jose-Cuyo Developmental Route.** The fieldwork conducted by the LSRS in the Cuyo Island Group identified that the Group is oriented primarily toward the island of Panay, and that the islands require more frequent services to Panay. The institution of a frequent service connection would end what, until now, has essentially been the isolation of the Cuyo Island Group, and should help to reduce the cargo value losses being experienced by Cuyo shippers, particularly the shippers of fisheries products. PALSDERR gives consideration to three-times-a-week service, employing a small passenger/cargo vessel.

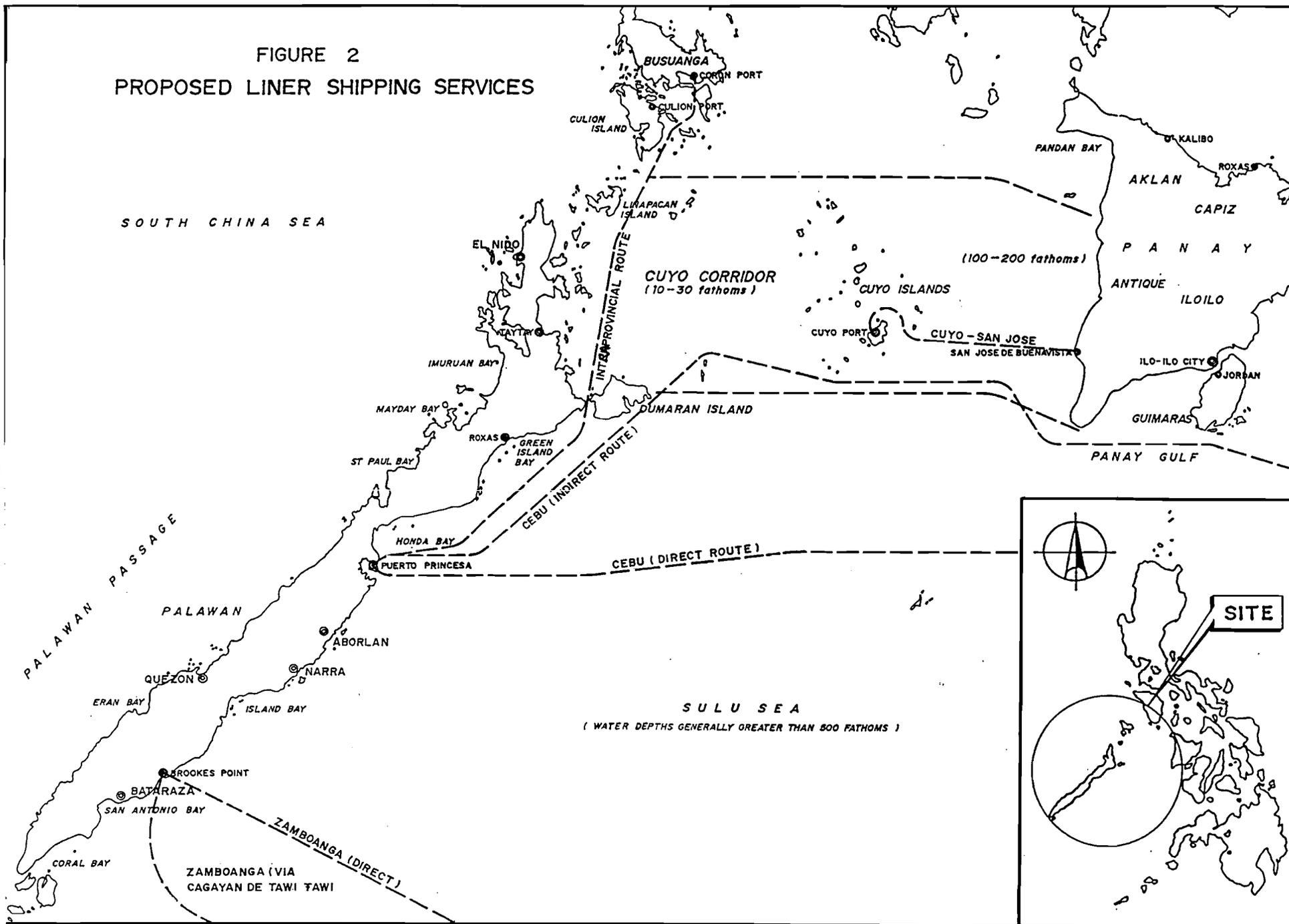
- **Intraprovincial Developmental Routes.** There are a number of provinces in the Philippines that have or should have intraprovincial ferry services, and there are a few that have intraprovincial coastal shipping services, but Palawan, because of its geographic extent, may be alone in requiring intraprovincial interisland liner shipping services. PALSDERR gives consideration to the possibilities for instituting Palawan intraprovincial services, and primarily to the provision of liner shipping services between the main island and the islands in the northeast of the province. Any new intraprovincial shipping services that might viably be operated could help to better integrate the provincial economy.

The proposed new liner shipping services being given consideration by PALSDERR are shown in Figure 2.

Organization of PALSDERR

Following this first chapter of PALSDERR, Chapter 2 identifies the liner shipping services which were being provided to Palawan ports, in 1993, and the historical record of Palawan port traffic. Chapters 3 and 4 examine the standards of cargo and passenger services, respectively, in 1993. Chapters 5 through 8 of the report each examine one of four developmental route possibilities, considering, respectively, the Puerto Princesa-

FIGURE 2
PROPOSED LINER SHIPPING SERVICES



Cebu route, the Puerto Princesa-Zamboanga route, the Cuyo-San Jose de Buenavista (San Jose) route, and intraprovincial routes. Because the original Cuyo-San Jose route, as it was proposed in the LSRS Inception Report, included a San Jose-Manila leg, Chapter 7 also examines the advantages and disadvantages of adding that leg to the route. Chapter 8 considers the possibility that intraprovincial liner shipping services might be desirable, including especially a route linking Busuanga Island to the provincial capital of Puerto Princesa. Chapter 9 provides a summary of PALSDERR's findings and recommendations.

Four annexes complete the report. Annex A presents the detailed results of the interviews conducted in Palawan by the LSRS, mostly with shippers, but also with passengers, tour agencies, government officials, and shipping operator officers and crew members. Annex B presents the results of passenger surveys conducted at the Manila North Harbor and at the port of Coron. Annex C discusses the economy and trade of Palawan, and presents the National Statistics Office (NSO) 1991, 1992 and 1993 cargo origin-destination information for Palawan Province. Annex D presents a financial evaluation of possible intraprovincial services employing a passenger vessel.

2. PALAWAN INTERISLAND SHIPPING SERVICES & PORT TRAFFIC

In 1993, Palawan ports were provided with the following services:

- Puerto Princesa had only infrequent liner shipping services on routes connecting it to Manila (once a week) and Iloilo (once every 10 days), and no regular services to anywhere else. It is connected to the Cuyo Island Group only by virtue of the infrequent Iloilo shipping service, since Cuyo is the intermediate port-of-call on that route. The Manila-Puerto Princesa route was being served, in 1993, by the William Lines vessel, Dona Virginia, with capacities for the accommodation of 2,122 passengers and 64 twenty-foot equivalent units (TEUs) of containers (reportedly, William Lines replaced the Dona Virginia on the route, in 1994, with a higher-capacity vessel, the MV Sugbu, although no franchise had yet been issued for the Sugbu as of 1st April, 1994). The Milagrosa J Tres of Milagrosa Shipping Lines was serving the Puerto Princesa-Cuyo-Iloilo route in 1993. Puerto Princesa has no regular service connection to Busuanga Island or other of the northern islands of the province, nor is there a regular service connection to Balabac or any of the smaller islands of the far southwest of the province.
- The southern portion of the main island has very limited shipping services through the port of Brookes Point. To the extent that any services are provided, they are provided by tramper vessels.
- The Cuyo Island Group has infrequent, but more-or-less regular, liner shipping services to Manila, operating from the port of Cuyo, as well as a connection every 10 days to Iloilo. The service to Manila was being provided, in 1993, by a wooden-hulled vessel of Asuncion Shipping Lines.
- The island of Busuanga has liner shipping services to both Manila and Batangas, offering a combined four calls weekly at the port of Coron; Busuanga Island, then, is the only portion of Palawan Province that has more than a once-a-week service connection to the ports of Luzon. In February 1994, Asuncion Shipping Lines was employing two wooden-hulled vessels, the MV Asuncion X and the MV Catalyn A, to perform the twice-a-week services between Manila and Coron. The vessels also serve Culion Port and Island. Viva Shipping Lines

was performing the services between Coron and Batangas, also employing wooden-hulled vessels, the MV Penafrancia Nueve and the MV Socorro II, and also extending services to Culion. An apparently unfranchised vessel, the ML Dioniemer, was performing once-a-week services between Coron and Taytay, with an intermediate stop at Linapacan Island, in February 1994. Another small vessel, the ML Pia-Ry, was operating more-or-less to a twice-a-month schedule between Coron and Puerto Princesa, sometimes calling at Cuyo as an intermediate stop. Services of the ML Dioniemer were primarily for passengers, whereas the ML Pia-Ry is basically a cargo vessel, but reportedly was accommodating small numbers of passengers as well.

Philippine Airlines (PAL) provides more frequent passenger services, than do shipping lines, to Palawan Province, and more service connections. Service connections are provided by PAL between Puerto Princesa and both Cebu and Zamboanga, as well as to Manila and Iloilo. In 1993, at least some of these services were operating at or near absolute capacity, and travel to and from Palawan was difficult to arrange on short notice. The LSRS understands from PAL, however, that, effective 1st April, 1994, larger capacity jet aircraft were to have been placed into service on the route connecting Puerto Princesa to Iloilo and Cebu. That aircraft change should have largely eliminated the air transport capacity constraint.

Table 1 presents a summary of the interisland shipping and air transport services that were being provided to Palawan Province in 1993. The table indicates the very limited frequency of shipping services, and this infrequency has been an especially serious problem for an area that is a major producer of fisheries products, since these products are highly perishable.

Table 2 indicates the cargo throughput records, for the period 1980-1992, for the Palawan ports of Puerto Princesa, Brookes Point, Coron, and Cuyo. As the table shows, traffic peaked at three of the ports in 1990, and only continued to rise thereafter at Cuyo Port (where traffic more than doubled from 1990 to 1992). Only Puerto Princesa accommodated any significant volume of containerized cargo, during the 1980-1992 period.

Table 3 indicates the cargo traffic for the same ports in 1993, and shows the cargo flow seasonality in that year. At Puerto Princesa, cargo traffic recovered from its low level of the preceding year, but was nevertheless below the level of the 1990 peak year. Cargo outflows, however, at nearly 73,000 tons, exceeded the 1980-1992 peak level of 69,000 tons, which occurred in 1991. Coron experienced extraordinary cargo traffic growth in 1993, with throughput more than tripling in a single year; the drilling for petroleum, which began off the coast of Busuanga

Table 1

Palawan Interisland Transport Service Connections, 1993

Transport Mode & Route	Service Frequency	Passenger Capacity of Vessel/Aircraft	Sea Transport Distance (nautical miles)	Travel Time (hours)	Transport Charges (pesos)	
					3rd Class Economy Passenger <u>a</u> /	Cargo Freight ton <u>b</u> /
<u>Liner Shipping</u>						
P. Princesa - Cuyo	3 times/month	125	156	18	195	132
Cuyo - Iloilo	3 times/month	125	104	17	135	121
<i>Total : P. Princesa - Iloilo</i>	3 times/month	125	260	35	330	142
P. Princesa - Manila	1 time/week	2800	368	25	300-395	208
Brookes Pt. - C. de Tawi-tawi	Irregular	20 - 30	105	14	125	121
C. de Tawi-tawi - Zamboanga	Irregular	60 - 152	218	29	350	162
<i>Total : Brookes Pt. - Zamboanga</i>	Irregular	20 - 152	323	43	475	283
Cuyo - San Jose de Buenavista	Irregular	10 - 15	58	8	70	99
Cuyo - Manila	1 time/week	100	248	24	350	177
Coron - Batangas	2 times/week	80 - 360	150	16.5	270	129
Coron - Manila	2 times/week	132 - 286	185	20	300	150
<u>Air Transport</u>						
P. Princesa - Manila	Daily	141	-	1.2	1,396	14,700
P. Princesa - Iloilo	3 times/week	50	-	1.3	882	10,860
P. Princesa - Cebu	3 times/week	50	-	2.6	1,156	14,220
P. Princesa - Zamboanga (via Cebu)	3 times/week	50	-	4.1	2,038	26,360
Coron - Manila	2 times/week	50	-	1.1	1,144	7,350

a / Passenger fares are actual (P. Princesa to Iloilo and Manila and C. de Tawi-tawi to Zamboanga by sea and Philippine airlines passenger fares) or are the upper ends of MARINA official fork tariffs for liner shipping routes.

b / Cargo charges shown are the upperends of MARINA official fork tariffs for Class C cargo in 1993.

TABLE 2
PALAWAN PROVINCE PORT
CARGO TRAFFIC, 1980 - 1992
(In Metric Tons)

PARTICULARS	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
PUERTO PRINCESA													
Total Cargo Throughput	89,152	99,934	103,511	113,464	87,437	81,342	83,787	115,619	117,759	141,922	197,848	181,064	153,424
Domestic	89,152	99,934	103,511	113,454	87,437	81,342	82,494	115,569	117,457	141,600	193,583	180,615	153,217
Inbound	66,924	71,886	72,774	73,202	56,857	50,927	56,231	68,471	68,184	85,655	126,079	111,549	91,595
Breakbulk	66,924	71,886	53,259	44,797	39,213	32,585	35,563	45,152	41,571	50,943	71,628	63,856	60,363
Containerized			19,515	28,405	17,644	18,342	20,668	23,319	26,613	34,712	54,451	47,693	31,232
Outbound	22,228	28,048	30,737	40,252	30,580	30,415	26,263	47,098	49,273	55,945	67,504	69,066	61,622
Breakbulk	22,228	28,048	20,951	17,130	15,780	13,281	10,894	25,431	25,688	28,901	28,482	26,765	26,520
Containerized			9,786	23,122	14,800	17,134	15,369	21,667	23,585	27,044	39,022	42,301	35,102
Foreign				10			1,293	50	302	322	4,265	449	207
Import				10			1,293	50	274	301	4,138	298	10
Breakbulk				10			1,293	26	274	301	4,138	282	10
Containerized								24				16	
Export (breakbulk)									28	21	127	151	197
BROOKES POINT													
Domestic		5,381	1,816	8,289	10,820	12,333		24,650	33,282	30,755	43,676	43,303	32,785
Inbound		15	240	162	1,227	606		1,689	5,382	4,561	8,715	4,579	4,441
Breakbulk	No	15	240	162	1,227	606	No	1,689	5,382	4,561	8,259	4,579	4,441
Containerized	Data						Data			456			
Outbound (breakbulk)		5,366	1,576	8,127	9,593	11,727		22,961	27,900	26,194	34,961	38,724	28,344
CORON													
Total Cargo Throughput	2,794	3,667	12,465	9,044	18,275	6,699	15,304	20,338	18,380	14,046	23,144	22,610	22,133
Domestic	2,794	3,667	12,465	9,044	18,275	6,699	15,304	20,338	18,380	14,046	23,144	22,610	22,123
Inbound	1,517	2,441	7,150	4,686	9,310	3,620	8,339	12,500	10,461	9,804	15,420	15,028	14,849
Breakbulk	1,517	2,441	7,150	4,686	9,310	3,620	8,339	12,500	10,461	9,804	15,420	15,028	14,777
Bulk													72
Outbound (breakbulk)	1,277	1,226	5,315	4,358	8,965	3,079	6,965	7,838	7,919	4,242	7,724	7,582	7,274
Foreign													10
Import (breakbulk)													10
CUYO													
Domestic	1,181	3,663	9,270	9,150	6,024	5,836	8,106	9,167	9,176	10,134	10,152	16,200	21,951
Inbound (breakbulk)	1,036	3,025	6,449	6,632	4,593	3,185	3,956	5,431	6,813	7,652	7,692	11,673	15,077
Outbound (breakbulk)	145	638	2,821	2,518	1,431	2,651	4,150	3,736	2,363	2,482	2,460	4,527	6,874

Source : Philippine Port Authority

TABLE 3
PALAWAN PROVINCE PORT
CARGO TRAFFIC, 1993
(In Metric Tons)

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	AVE
PUERTO PRINCESA														
Total Cargo Throughput	14,370	17,973	11,808	16,949	14,182	17,288	15,581	13,246	22,689	15,886	15,670	15,591	191,233	15,936
Domestic	14,070	17,969	11,808	16,939	14,182	17,288	15,581	12,701	22,679	15,796	15,650	15,591	190,254	15,855
Inbound	8,013	10,640	7,835	9,857	8,480	12,003	10,804	7,556	15,010	9,440	9,073	8,871	117,582	9,799
Breakbulk	4,048	6,328	5,846	5,198	5,626	7,576	6,081	4,581	9,866	4,677	5,958	5,137	70,922	5,910
Containerized	3,965	4,312	1,989	4,659	2,854	4,427	4,723	2,995	5,144	4,763	3,115	3,734	46,680	3,890
Outbound	6,057	7,329	3,973	7,082	5,702	5,285	4,777	5,145	7,669	6,356	6,577	6,720	72,672	6,056
Breakbulk	2,171	2,723	1,401	2,591	2,898	2,829	1,778	2,053	2,304	1,260	2,488	2,327	26,823	2,235
Containerized	3,886	4,606	2,572	4,491	2,804	2,456	2,999	3,092	5,365	5,096	4,089	4,393	45,849	3,821
Export (breakbulk)	300	4		10				545	10	90	20		979	82
Seasonality Index	88	113	74	106	89	108	98	80	142	99	98	98		
CUYO														
Domestic Cargo	1,793	1,832	1,675	2,243	2,683	2,299	2,043	1,576	1,607	1,751	1,743	1,506	22,751	1,896
Inbound (breakbulk)	1,361	1,262	1,137	1,550	1,835	1,466	1,273	1,142	1,100	1,312	1,297	1,138	15,873	1,323
Outbound (breakbulk)	432	570	538	693	848	833	770	434	507	439	446	368	6,878	573
Seasonality Index	95	97	88	118	142	121	108	83	85	92	92	79		
CORON														
Domestic Cargo	2,989	4,349	4,702	6,204	6,055	8,329	7,799	5,974	8,447	7,354	5,814	5,862	73,878	6,157
Inbound (breakbulk)	1,439	2,067	2,568	3,594	3,358	5,010	4,104	3,029	4,158	4,095	2,920	3,272	39,614	3,301
Outbound (breakbulk)	1,550	2,282	2,134	2,610	2,697	3,319	3,695	2,945	4,289	3,259	2,894	2,590	34,264	2,855
Seasonality Index	49	71	76	101	98	135	127	97	137	119	94	95		
BROOKES POINT														
Domestic Cargo	4,825	2,802	2,582	2,748	3,103	1,906	2,820	2,462	2,915	2,257	2,372	4,790	35,582	2,965
Inbound (breakbulk)	313	770	263	240	545	376	607	582	358	234	286	698	5,272	439
Outbound (breakbulk)	4,512	2,032	2,319	2,508	2,558	1,530	2,213	1,880	2,557	2,023	2,086	4,092	30,310	2,526
Seasonality Index	163	94	87	93	105	64	95	83	98	76	80	162		
GRAND-TOTAL PALAWAN														
Total Cargo Throughput	23,977	26,956	20,767	28,144	26,023	29,822	28,243	23,278	35,658	27,248	25,399	27,749	323,464	26,955
Domestic	23,677	26,952	20,767	28,134	26,023	29,822	28,243	22,733	35,648	27,158	25,579	27,749	322,485	26,874
Inbound	11,126	14,739	11,803	15,241	14,218	18,855	16,788	12,329	20,626	15,081	13,576	13,979	178,361	14,863
Breakbulk	7,161	10,427	9,814	10,582	11,364	14,428	12,065	9,334	15,482	10,318	10,461	10,245	131,681	10,973
Containerized	3,965	4,312	1,989	4,659	2,854	4,427	4,723	2,995	5,144	4,763	3,115	3,734	46,680	3,890
Outbound	12,551	12,213	8,964	12,893	11,805	10,967	11,455	10,404	15,022	12,077	12,003	13,770	144,124	12,010
Breakbulk	8,665	7,607	6,392	8,402	9,001	8,511	8,456	7,312	9,657	6,981	7,914	9,377	98,275	8,190
Containerized	3,886	4,606	2,572	4,491	2,804	2,456	2,999	3,092	5,365	5,096	4,089	4,393	45,849	3,821
Export (breakbulk)	300	4		10				545	10	90	20		979	82
Grand-total (Breakbulk, & Containerized)	23,977	26,956	20,767	28,144	26,023	29,822	28,243	23,278	35,658	27,248	25,399	27,749	323,464	26,955
Breakbulk	16,126	18,038	16,206	18,994	20,365	22,939	20,521	17,191	25,149	17,389	18,395	19,622	230,935	19,245
Containerized	7,851	8,918	4,561	9,150	5,658	6,883	7,722	6,087	10,509	9,859	7,204	8,127	92,529	7,711
Seasonality Index	89	100	77	104	97	111	105	86	132	101	95	103		

Source : Philippine Port Authority

Island, during 1993, undoubtedly heavily influenced the rate of cargo growth at Coron Port.

Figure 3 identifies Puerto Princesa cargo volumes, over the period of 1980-1993. Table 4 presents the cargo information obtained from the NSO for the 1991-1993 period. The table indicates the cargoes accommodated at small ports of the province, as well as at the four principal ports.

However much the Palawenos may have needs for more frequent liner shipping cargo services, those Palawenos who were interviewed by the LSRS in a number of places in the province mostly emphasized that their real concern was to obtain greater personal mobility, through increased numbers of passenger service connections and improved frequency of such services on the few service connections that have already been established. Table 5 indicates the passenger traffic records for the ports of Puerto Princesa, Brookes Point, Coron, and Cuyo, during the period 1980-1992. Passenger traffic at Puerto Princesa grew steadily from 1982 to 1991, increasing by a total of 175 percent, or slightly under 12 percent per annum, over the nine years. Traffic then declined by about 11 percent in 1992.

Table 6 indicates the passenger traffic that occurred at the same four Palawan ports in 1993, and the seasonality of traffic in that year. Cuyo, Coron and Brookes Point all experienced very rapid growth of passenger traffic in 1993, attaining new record levels of annual volumes. Puerto Princesa experienced some growth of passenger traffic from the preceding year, but the port did not reach its 1991 peak level of traffic. All four ports had fairly pronounced seasonality of traffic, with much heavier volumes during the April-June period and around the Christmas season.

Tables 7 and 8 present information from the 1991 and 1992 shipping operator reports submitted to MARINA on the month-by-month passenger volumes accommodated in each direction on liner shipping routes calling at Palawan ports. As shown, the once-a-week between Puerto Princesa and Manila accommodated somewhat more than 5,000 passengers per direction per month, in both 1991 and 1992, and other reported traffic flows are quite small in comparison. The Sulpicio Lines vessel, MV Palawan Princess, continues, in 1994, to have a franchise for the route, but last performed services on the route in July and October of 1991. The operation of the Milagrosa J-Tres on the Iloilo-Puerto Princesa route, in 1992, accommodated around 800 passengers per direction per month. Relatively fewer passengers were accommodated aboard the wooden-hulled vessels of Asuncion Shipping; these passengers were traveling to and from the Palawan ports of Cuyo and Coron.

Figure 2
Cargo & Shipping Traffic Trends
Port of Puerto Princesa, 1980 - 1993
(At Berth and Anchorage)

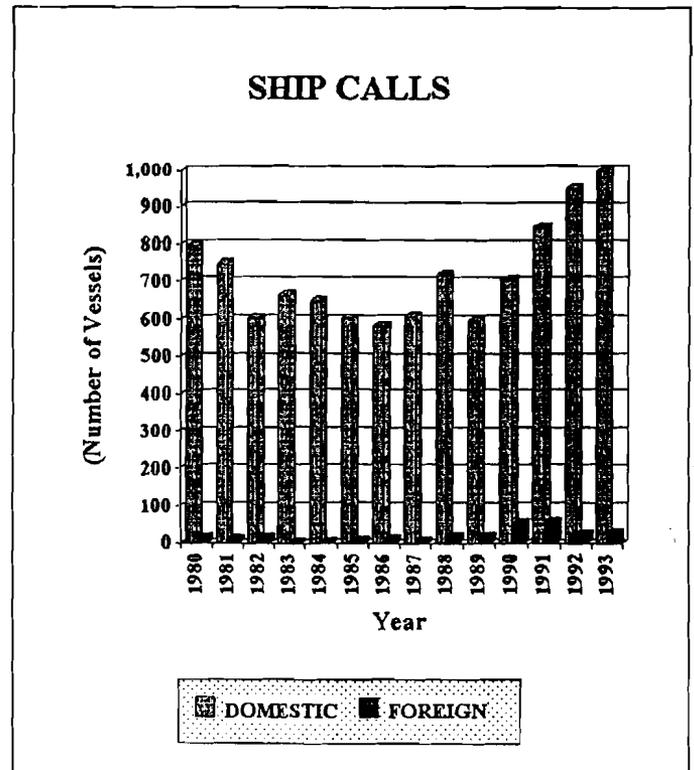
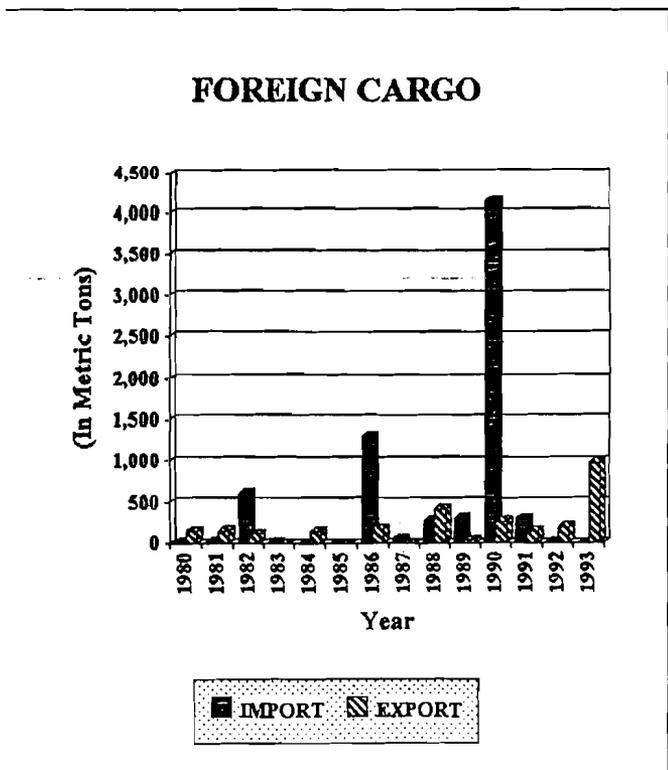
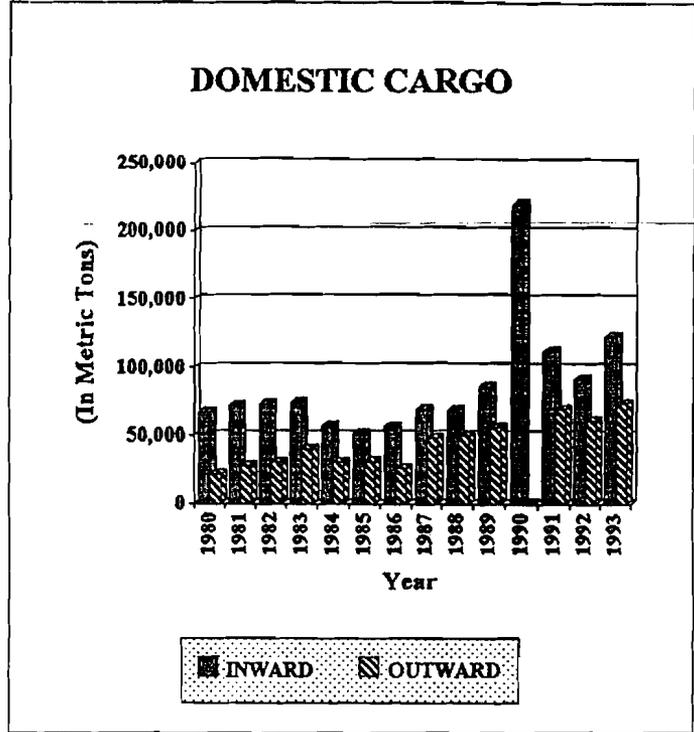
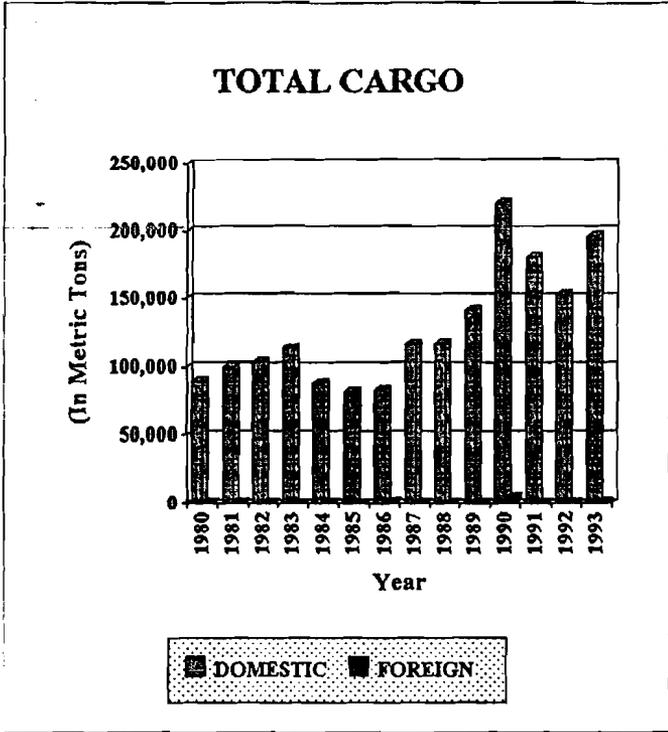


Table 4

DOMESTIC SEA TRADE OF PALAWAN PORTS, 1991 - 1993
(metric tons of cargo)

PORT & DIRECTION	1991	1992	1993	3-yr total
PUERTO PRINCESA				
Outward	55,299	59,237	42,823	157,358
Inward	139,119	126,156	345,062	610,337
CULION				
Outward	0	0	0	0
Inward	2,719	2,991	2,342	8,052
BROOKE'S PT.				
Outward	26,117	23,826	18,825	68,768
Inward	1,053	1,572	1,667	4,292
CORON				
Outward	7,740	10,584	10,129	28,453
Inward	11,336	15,143	14,294	40,773
CUYO				
Outward	5,741	14,256	17,650	37,647
Inward	14,023	12,527	8,917	35,467
OTHER PORTS (PALAWAN)				
Outward	20,661	21,884	8,003	50,547
Inward	89,573	47,223	56,017	192,813
SIX-PORT TOTALS				
Outward	115,557	129,787	97,428	342,773
Inward	257,825	205,612	428,298	891,735

TABLE 5
PALAWAN PROVINCE PORT
PASSENGER TRAFFIC, 1980 - 1992

PARTICULARS	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
PUERTO PRINCESA													
Total Passengers	43,290	49,235	47,789	51,379	56,096	68,043	63,812	79,732	83,903	90,169	118,865	131,227	116,878
Disembarked	22,455	26,329	20,670	22,023	27,405	36,358	28,081	40,156	34,907	43,149	48,825	65,038	44,251
Embarked	20,835	22,906	27,119	29,356	28,691	31,685	35,731	39,576	48,996	47,020	70,040	66,189	72,627
<i>Ave. Growth Rate (%)</i>													
Disembarked		17.3	(21.5)	6.5	24.4	32.7	(22.8)	43.0	(13.1)	23.6	13.2	33.2	(32.0)
Embarked		9.9	18.4	8.2	(2.3)	10.4	12.8	10.8	23.8	(4.0)	49.0	(5.5)	9.7
BROOKES POINT													
Total Passengers		6	4	74	211	11		9	83	37	163	751	2,341
Disembarked	No			28	104		No	3	6	4	59	362	1,163
Embarked	Data	6	4	46	107	11	Data	6	77	33	104	389	1,178
<i>Ave. Growth Rate (%)</i>													
Disembarked					271.4	(100.0)			100.0	(33.3)	1,375.0	513.6	221.3
Embarked			(33.3)	1,050.0	132.6	(89.7)			1,183.3	(57.1)	215.2	274.0	202.8
CORON													
Total Passengers	802	2,682	6,094	6,799	12,144	6,836	14,446	13,429	9,480	13,099	14,274	15,435	14,817
Disembarked	364	1,340	2,939	3,144	5,940	3,311	7,127	6,791	4,429	6,818	7,708	7,720	7,275
Embarked	438	1,342	3,155	3,655	6,204	3,525	7,319	6,638	5,051	6,281	6,566	7,715	7,542
<i>Ave. Growth Rate (%)</i>													
Disembarked		268.1	119.3	7.0	88.9	(44.3)	115.3	(4.7)	(34.8)	53.9	13.1	0.2	(5.8)
Embarked		206.4	135.1	15.8	69.7	(43.2)	107.6	(9.3)	(23.9)	24.4	4.5	17.5	(2.2)
CUYO													
Total Passengers	1,899	6,098	8,297	10,723	7,776	2,821	8,515	8,458	10,787	8,948	7,828	6,300	6,203
Disembarked	979	2,775	4,116	4,082	3,137	1,614	5,118	5,180	5,881	5,006	4,542	3,474	3,549
Embarked	920	3,323	4,181	6,641	4,639	1,207	3,397	3,278	4,906	3,942	3,286	2,826	2,654
<i>Ave. Growth Rate (%)</i>													
Disembarked		183.5	48.3	(0.8)	(23.2)	(48.5)	217.1	1.2	13.5	(14.9)	(9.3)	(23.5)	2.2
Embarked		261.2	25.8	58.8	(30.1)	(74.0)	181.4	(3.5)	49.7	(19.6)	(16.6)	(14.0)	(6.1)

Source : Philippine Port Authority

TABLE 6
PALAWAN PROVINCE PORT
PASSENGER TRAFFIC, 1993

CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	AVE.
PUERTO PRINCESA														
Total passengers	8,465	8,128	4,897	20,147	8,043	13,783	12,855	8,591	6,412	9,563	11,023	13,123	125,030	10,419
Disembarked	2,288	2,944	1,834	7,783	3,829	6,405	7,187	3,787	2,086	4,130	4,736	5,857	52,866	4,406
Embarked	6,177	5,184	3,063	12,364	4,214	7,378	5,668	4,804	4,326	5,433	6,287	7,266	72,164	6,014
Seasonality Index														
Disembarked	52	67	42	177	87	145	163	86	47	94	108	133		
Embarked	103	86	51	206	70	123	94	80	72	90	105	121		
CUYO														
Total passengers	840	777	675	1,556	1,150	1,100	563	345	868	969	1,136	1,261	11,240	937
Disembarked	447	462	321	1,066	650	850	353	299	350	546	629	789	6,762	564
Embarked	393	315	354	490	500	250	210	46	518	423	507	472	4,478	373
Seasonality Index														
Disembarked	79	82	57	189	115	151	63	53	62	97	112	140		
Embarked	105	84	95	131	134	67	56	12	139	113	136	126		
CORON														
Total passengers	2,733	1,205	1,532	1,991	2,372	2,374	929	862	1,343	1,275	1,156	2,187	19,959	1,663
Disembarked	1,428	682	760	1,252	1,525	1,292	534	417	783	635	651	1,351	11,310	943
Embarked	1,305	523	772	739	847	1,082	395	445	560	640	505	836	8,649	721
Seasonality Index														
Disembarked	152	72	81	133	162	137	57	44	83	67	69	143		
Embarked	181	73	107	103	118	150	55	62	78	89	70	116		
BROOKES POINT														
Total passengers	180	277	193	386	549	645	214	387	383	420	467	722	4,833	403
Disembarked	98	173	104	184	233	364	150	217	199	187	219	408	2,536	211
Embarked	82	104	89	202	316	281	64	170	184	233	248	324	2,297	191
Seasonality Index														
Disembarked	46	82	49	87	110	172	71	103	94	88	104	193		
Embarked	43	54	46	106	165	147	33	89	96	122	130	169		
GRAND-TOTAL PALAWAN														
Total passengers	12,218	10,387	7,297	24,080	12,114	17,902	14,561	10,185	9,006	12,227	13,782	17,303	161,062	13,422
Disembarked	4,261	4,261	3,019	10,285	6,237	8,911	8,224	4,720	3,418	5,498	6,235	8,405	73,474	6,123
Embarked	7,957	6,126	4,278	13,795	5,877	8,991	6,337	5,465	5,588	6,729	7,547	8,898	87,588	7,299
Seasonality Index														
Disembarked	70	70	49	168	102	146	134	77	56	90	102	137		
Embarked	109	84	59	189	81	123	87	75	77	92	103	122		

Source : Philippine Port Authority

TABLE 7
LINER SERVICE PASSENGER TRAFFIC OF PALAWAN ROUTES, 1991

OPERATOR VESSEL	NUMBER OF PASSENGERS												ANNUAL TOTAL		
	ORIG	DEST	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT		NOV	DEC
ASUNCION SHPG. LINES, INC.															
ASUNCION - IV															
	MNLA	PLWN	139	102	202	200	193	184	35		70	111	145	171	1,552
	PLWN	MNLA	143	82	211	191	200	160	51		58	90	125	158	1,469
ASUNCION - VI															
	MNLA	PLWN		6	2	38	137	38	9	24	16	11	4	8	293
	PLWN	MNLA			3	5	15	12	4	3	11	5	3		61
ASUNCION - VIII															
	MNLA	PLWN	15	2	3	3	3	25				10		47	108
	PLWN	MNLA				5	8							5	18
MANDAUE M.Y. ENT.															
M.Y. KATRINA															
	PLWN	CEBU	137			157	154		340	1,402				650	2,840
SULPICIO LINES, INC.															
PALAWAN PRINCESS															
	MNLA	PLWN							71			39			110
	ILOI	PLWN							351			83			434
	PLWN	ILOI							377			90			467
	PLWN	MNLA							147			51			198
WILLIAM LINES, INC.															
DOÑA VIRGINIA															
	MNLA	PTOP	5,410	4,317	5,916	8,174	10,265	6,194	3,883	5,586	1,094			5,028	55,867
	PTOP	MNLA	4,504	4,181	6,690	8,242	9,658	4,852	3,610	4,556	843			3,242	50,378
MASBATE - I															
	MNLA	PTOP									2,002	4,770	3,242	986	11,000
	PTOP	MNLA									1,810	5,344	2,899	910	10,963

Source : 1991 Annual Report submitted by the Operators to MARINA

TABLE 8
LINER SERVICE PASSENGER TRAFFIC ON PALAWAN ROUTES, 1992

OPERATOR VESSEL NAME ORIG./DEST.	NUMBER OF PASSENGERS												ANNUAL TOTAL
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
ASUNCION SHPG. LINES, INC.													
ASUNCION - IV													
MNLA PLWN	166	189	198	193	189	191	167	161		22	136	155	1,767
PLWN MNLA	120	152	178	199	201	149	126	74		30	121	174	1,524
ASUNCION - VI													
CUYO PLWN						17							17
MNLA PLWN	27	3	11							1	5		47
PLWN MNLA	11		15	111						9	1		147
ASUNCION - VIII													
MNLA PLWN			36	1	1	1	1	4					44
PLWN MNLA													
MILAGROSA CORPORATION													
MILAGROSA J-TRES													
ILOI PTOP	1,212	1,543	1,130	1,827	2,013	1,670	1,603	1,244	1,410	1,591	1,788	2,519	19,550
WILLIAM LINES, INC.													
DOÑA VIRGINIA													
MNLA PTOP	7,520	5,617	5,172	7,197	8,119	6,520	6,013	5,913	3,795	5,213	1,958	4,868	67,905
PTOP MNLA	7,680	5,824	6,184	6,009	8,151	4,749	6,097	5,679	3,510	4,869	2,025	5,078	65,855

Source : 1992 Annual Report submitted by the operators to MARINA

3. CARGO SERVICE STANDARDS

Fishery Products

The outgoing fish shipments from Palawan are usually bound for Manila. In 1993, most of the fish shipments coming from the mainland of the province were being shipped out through the port of Puerto Princesa on board the MV Dona Virginia (this vessel is 4296 GRT and 5197 DWT). The fish shipments coming from Cuyo and its neighboring islands are shipped out to Manila through the port of Cuyo. The shipments coming from the islands north of the Palawan mainland are shipped out to Manila through the port of Coron. In 1993, most of the fish shipments from the ports of Cuyo and Coron were being shipped out to Manila on board the MV Asuncion XII.

Based on the LSRS survey, the fish traders at Puerto Princesa are mostly satisfied with the services being provided by the arrastre contractor at that port. In 1993, the arrastre contractor had a 10-member gang, equipped with five forklifts of 3-ton capacity for handling operations. The MV Dona Virginia of William Lines was equipped with two forklifts of 20-ton capacity and had two booms installed on deck, fore and aft, each with a handling capacity of 35 tons. The Dona Virginia was not equipped to carry refrigerated vans, but the shippers were managing to preserve their fish by packing their fish shipments with ice.

The MV Dona Virginia was regularly calling at the port of Puerto Princesa. It left the port bound for Manila every Sunday at noontime, and vessel sailing time from Puerto Princesa to Manila was around 19 hours (vessel speed is 11 knots). There reportedly was generally good adherence to schedule, adequate cargo-carrying capacity, and effective handling equipment, which meant that provided only that fish consignments were in good shape on Sunday mornings, they were generally able to reach their destination without spoilage. The problem, however, was the infrequency of service. Fish traders sometimes had to wait for one whole week (i.e., the sailing interval) to ship out their fish. In such case, the fish consignments might not be in good shape on the day of sailing. Fish traders, accordingly, indicated that they were experiencing an average spoilage rate of 10 percent, with a good deal of variation around the mean, depending mainly on the number of days a consignment must await shipment. Since Palawan ships out around 50,000 tons of fish per annum, an average loss of ten percent would mean that somewhere on the order of 5,000 tons of fish per annum are spoiling due to shipping service infrequency.

All Puerto Princesa fish shippers, in 1993, were bemoaning the unacceptability of a week-long interval between vessel calls.

According to the shippers, the long interval between service calls was made worse by the fact the route being served was monopolized by the MV Dona Virginia. This monopoly and a week-long interval of vessel calls were said to be forcing the fish shippers to try to win the favor of both the Dona Virginia operator and the PPA.

The shippers were reportedly being requested by PPA to pay around P700/month to be able to stockpile their boxes of fish at the pier. They were also being forced to pay the management of MV Dona Virginia in Puerto Princesa P300/shipment, so as not to be shut out by the vessel management. This was over and above the payment (reportedly, P500, a bottle of wine and 20 kilos of fish) given to the chief mate of MV Dona Virginia, who was "always" involved in negotiating shut-outs.

All of the shippers who were interviewed felt that it would be ideal if another vessel, belonging to a different operator, were allowed to ply the route on a different schedule. The shippers would be pleased to have twice-a-week service to Manila. Only one large interisland vessel can berth at the port of Puerto Princesa at a time. Any new entrant (vessel) would therefore need to berth outside of the berthing schedule of MV Dona Virginia.

MV Dona Virginia has an exclusive contract with the PPA to stay at berth for 24 hours (from arrival to departure) at the port of Puerto Princesa. This vessel arrives at the port every Saturday and departs from the port every Sunday at noon. The berthing fee of MV Dona Virginia to the PPA is said to be confidential.

In the case of Cuyo Port, three of four fish traders interviewed were making direct shipments to Manila in 1993. The fish shipments were usually shipped on board the MV Asuncion XII. All of the fish traders interviewed complained about the high arrastre rate (P50/80-100 kg. box) at the port of Cuyo as compared to the arrastre at the North Harbor (P26.10/box).

The arrastre at the port of Cuyo had no cargo-handling equipment. Loading of shipments into the vessel was being done manually. This method often caused damage to, or spoilage of, the fish shipments. Each shipper was experiencing an average spoilage rate of 3 percent every shipment. They attributed this spoilage to arrastre handling.

The Cuyo arrastre system, in 1993, was very slow and made loading time-consuming. It was reportedly always causing delays of vessel departure. The vessel usually waited for all the shipments to be loaded, even if it was already a number of hours past the scheduled time of departure. The schedule of MV Asuncion XII was, accordingly, very irregular, and the scheduled

days of arrival and departure were not always being observed. For example, the fish shippers might expect beforehand that the vessel would arrive on a Thursday and depart on a Friday, only to discover that the vessel would be arriving and departing on other days.

The vessel also had the habit of making calls at various ports that were not part of its schedule, and fish shipments were thereby unfavorably affected. It generally required 36-40 hours for the Asuncion Shipping vessel to reach Manila from Cuyo. All shippers complained, also, of the limited vessel capacity and the voyage infrequency.

The shippers expressed themselves as being "used to" the very dirty and poor condition of facilities on board the MV Asuncion XII. However, all of them indicated that they worried about the captain of the vessel, who was said to be emotional and inclined to play favorites. He shut out any shippers who agitated him in some way. Shippers said that, on the average, one shipper was being shut out per month. The affected shippers then had to convert their fresh fish shipment into dried fish to be sold locally.

All fish traders were complaining of a shortage of the ice supply, which is a major component of fish shipments. Accordingly, shortage of ice can influence their decisions as to whether to continue or discontinue making fish shipments to Manila. The ice supply is controlled/monopolized by the biggest fish trader in Cuyo.

In addition to the above issues, all the shippers were experiencing losses due to a number of "incidental fees". They were all paying the following "fees" every shipment:

- P10-20 - Policeman fee along the way
- P10 - Security guard fee at Cuyo port
- P20 - Bureau of Fisheries and Aquatic Resources (BFAR)/Department of Agriculture (DA)
- P30/box - Municipal shipping permit fee
- P30/box - Police regulatory fee and Sanitary inspection fee

Livestock

In 1991, hogs, cattle and carabao were being shipped out from Brookes Point to Puerto Princesa bound to Manila. However, the shippers decided to stop shipping out livestock to Manila because of the irritating and discouraging system of processing of shipping documents, clearances, red tape, etc. in Puerto

Princesa. Due to this "red tape, etc.", the shippers sometimes ended up going back home to Brookes Point, without being able to make the intended shipment of livestock from Puerto Princesa to Manila. The shippers then had to wait for a week, before going back to Puerto Princesa to try again to catch the MV Dona Virginia. Some of the shippers could not continue to put up with the system, and decided to slaughter their livestock in their home area, and sell the meat for local consumption.

At Cuyo Port, three hog shippers were interviewed, who were shipping out hogs from Cuyo to Manila. The hogs were being shipped out as loose cargo on board the MV Asuncion XII. The average weight shrinkage in every shipment was reported as 4 kilos/hog. The hog shippers indicated that they were always experiencing trouble as regards confining and watching their hogs on board the vessel. When shipped aboard the Asuncion XII, the hogs were confined within an improvised fence on the forward part of the deck or alongside the railing of the vessel. There were cases when the hogs fell into the sea while the vessel was sailing (such an incident was said to occur about once or twice each year).

As mentioned above, the arrastre at Cuyo port had no cargo-handling equipment. The hogs were just carried one by one, or escorted to walk along a narrow plank onto the vessel. Cases of animals falling during loading of the vessel were said to happen fairly frequently, i.e., 2-3 times a month. The hogs are rescued from the sea during loading time, but are left behind if they fall during the voyage. On the average, a shipper was experiencing one hog per month with a broken leg. The shippers were not usually complaining in such cases, but expressed the view that the situation should be addressed by the management of the vessel or by the port authority. Proper loading/unloading system, stowage system, provision of well-secured and strongly-confining space for hogs on board the vessel, etc., would serve the purpose. One unrecovered hog (over and above shrinkage and broken-leg cases) is an important loss for small-scale shippers whose shipment sizes average only in the range of 8 to 12 hogs.

4. PASSENGER SERVICE STANDARDS

LSRS discussions in Palawan with government officials and shippers, as well as with passengers, indicate that Palawenos, from every portion of the province, are concerned about the province's isolation, from the rest of the Philippines, and the internal isolation of portions of the province from its center, Puerto Princesa. Thus, whatever are the results of the LSRS passenger surveys of existing services, the overriding point where Palawan passenger services are concerned is that there are too few services being provided.

The LSRS conducted passenger surveys on the three routes connecting Palawan Province with Manila, i.e., the service connections between Manila and the ports of Puerto Princesa, Coron, and Cuyo. An effort was also made to survey the Puerto Princesa-Cuyo-Iloilo route, but the LSRS was able to obtain only a very small survey sample (8 passengers on one leg and 3 on the other), which was not sufficient to yield significant results. The survey results obtained for the three routes connecting Manila and Palawan Province are discussed below.

Cuyo-Manila Route. The LSRS surveyed the only vessel serving the route, the MV Asuncion XII, and obtained a survey sample of 25 passengers. All 21 of the passengers who responded to the travel-frequency question indicated that they travel the route at least once per year. Most passengers in the survey sample were traveling while on vacation, including 4 students and 14 non-students. Responses to several LSRS survey questions were not significant because fewer than half of an, already small, sample responded. Ten passengers or fewer responded to questions regarding the adequacy of services to meet demand, service reliability, adequacy of space reservation, adequacy of baggage accommodation, and operator's concern for safety. The useful results that were obtained from the survey were limited to the following:

- Nearly all of the passengers rated the toilet/sanitation facilities as either fair (13 passengers) or good-to-excellent (10 passengers).
- Most passengers (17) expressed themselves as dissatisfied with bedding and blankets.
- Of 18 passengers responding to the question regarding crew courtesy and helpfulness, 13 passengers gave the crew a good-to-excellent rating.
- Of 15 passengers responding to the question on adequacy of space to move about, 14 found space to be

inadequate.

Puerto Princesa-Manila Route. The MV Dona Virginia, which was the only vessel serving the Puerto Princesa-Manila route, in 1993, was surveyed by the LSRS and a survey sample of 30 passengers was obtained. The vessel was providing only once-a-week service between Puerto Princesa and Manila, leaving from Puerto Princesa at noon each Sunday and requiring 19 hours of sailing to arrive at Manila. The passengers that were surveyed by the LSRS were mostly vacationers and infrequent travelers on the route (three-quarters were students or non-student vacationers or holiday-takers, and nearly all of the passengers responding to the travel-frequency question travel the route once or twice a year). The low frequency of travel on the route probably means that the passenger sample is not fully qualified to make judgments on some aspects of service, such as service reliability and the adequacy of service to meet demand.

The principal findings of the LSRS passenger survey aboard the MV Dona Virginia are:

- Most of the passengers surveyed thought that services were adequate to meet demand; this was the view of 23 passengers (77 percent of the survey sample), including all nine of the third class passengers who were interviewed. Perhaps because passengers were mainly vacationers and infrequent travelers, it did not bother them that services were provided just once per week.
- Responses to the service-reliability question were mainly favorable (63 percent), but, as stated above, this represented the judgment of people who travel the route just once or twice a year, and might have difficulty, therefore, assessing the regularity of on-time arrivals and departures.
- Although 57 percent of the passengers expressed a favorable view on the operator's concern for safety, 10 passengers (i.e., one-third of the survey sample, and 37 percent of the respondents to the question) expressed dissatisfaction with operator attention to safety.
- Twenty passengers, including the majority in each class, viewed the operator's space reservation system as unsatisfactory.
- Passengers were about evenly divided (total, and within each passenger class) as to whether or not the vessel boarding procedure was satisfactory.
- Only 4 of the surveyed passengers viewed space for

stowage of baggage as satisfactory and just 6 passengers had a favorable view of baggage security.

- One-half of the passenger survey sample viewed the vessel crew's attitude toward passengers as either poor (13 passengers) or unacceptable (2 passengers), but another 5 passengers gave the crew's courtesy and willingness to provide assistance a rating of good-to-excellent.
- None of the aspects of physical accommodation were rated highly by the interviewed passengers. The proportions of the survey sample who rated facilities as either poor or unacceptable were: food and the vessel canteen (67 percent), toilet/sanitation facilities (60 percent), ventilation (43 percent), drinking water availability (50 percent), and space to move about during voyage (47 percent).

Coron-Manila Route. The LSRS surveyed both of the Asuncion Shipping wooden-hulled vessels which were serving the Coron-Manila route, in February 1994, and obtained a survey sample of 203 passengers. Only three of passengers indicated that they had not travelled the route before, and a fourth passenger declined to answer a question regarding former travel on the route. Thirty-eight percent of the passengers were traveling on business at the time of the survey, and the same proportion of the passengers indicated that they travel the route more than four times a year. Thus, a large proportion of the surveyed passengers were frequent travellers, and ought to have been quite knowledgeable about service standards.

Useful results of the survey are:

- Passengers generally viewed the vessels as clean, comfortable, and well-maintained, with 90 percent of the sample indicating satisfaction in this respect. However, only 58 percent of the sample viewed the toilets and washing facilities as being in satisfactory condition throughout their voyage.
- A sizable 94 percent of the passengers surveyed felt that vessel open areas for passenger movement during the voyage were satisfactory.
- Passengers were dissatisfied with the waiting area before boarding, and 40 percent even rated the waiting area as "unacceptable". The boarding process, on the other hand, was generally viewed favorably by the passengers.
- The highest rating offered by interviewed passengers

was to the management and staff of the shipping line, with 97-99 percent of the passenger sample rating management, land-based staff and the vessel crew as satisfactory in terms of attitude and efficiency.

- Passengers were largely satisfied with service convenience, adequacy, reliability, and speed, although more than half of the respondents offered a rating of only "fair" in regard to schedule adherence.
- Half of the passengers thought that services had slightly improved over the past two years, and another nine percent of the passengers felt that considerable improvement had occurred.

The Coron-Batangas route was being served by two wooden-hulled vessels of Viva Shipping, in February 1994, and the LSRS obtained a combined survey sample of 198 passengers from the two vessels. Essentially, this route serves the same market as does the Coron-Manila route, so that the services of Asuncion Shipping and Viva are competitive. The Viva vessels were rated even slightly higher by their passengers than the ratings identified above for Asuncion Shipping, because larger numbers of passengers offered the highest ratings possible, such as "very clean" or "excellent", rather than only "satisfactory". However, the waiting area at Coron received low ratings from passengers of all four vessels plying the two routes.

Passenger service on the Coron-Taytay route is described in detail in Annex A of this report. That description makes clear that service standards are very low. The views of 19 other passengers (besides the LSRS team member) were sought during the voyage. Of these passengers, 15 viewed the seating area as being unclean, and 14 thought that the air comfort level was either unsatisfactory or unacceptable. Sixteen passengers viewed the toilet as unsatisfactory or unacceptable, and passengers expressed dissatisfaction, also, with meals, open areas, the waiting area before boarding, the boarding process, baggage security, the space reservation system, and operator management and land-based staff. However, the passengers rated three important aspects of service as satisfactory: 74 percent thought that crew attitude and efficiency was satisfactory or excellent; 94 percent gave the operator high marks for schedule adherence; and 89 percent considered that service speed was satisfactory or fast.

5. PUERTO PRINCESA-CEBU LINER SHIPPING DEVELOPMENTAL ROUTE

Liner Service Options

Puerto Princesa is 363 nautical miles (n.m.) to the south southwest of Manila. Information is unavailable on the exact nautical distance along a nearly straight line leading almost due east from Puerto Princesa to the port city of Cebu, but it is somewhat less than 340 n.m. This direct line between Puerto Princesa and Cebu would potentially offer a small distance advantage vis-a-vis the Puerto Princesa-Manila route. The long reach of this sea, and water depths of 500 to more than 2000 fathoms, however, make the direct route difficult and even dangerous for small vessels (this was the opinion of a number of shipping operators interviewed by the LSRS, as well as the opinion of the LSRS). The LSRS estimates that a 1500 DWT vessel is the minimum size that could operate the direct route safely and without considerable difficulty, and, therefore, that the "threshold" level of traffic needed to make the route attractive to an operator to initiate services would be some combination of cargo and passenger traffic that would make once-a-week service with a 1500 DWT vessel remunerative. This means that a fairly large diversion of cargo traffic from the Puerto Princesa-Manila route, as well as some diversion of passengers from Puerto Princesa-Cebu air transport services, would be necessary if Puerto Princesa-Cebu liner shipping services over a direct route are to be viable in the short term.

It is possible that services should be initiated with a smaller vessel that would ply a much less direct route, keeping to the shallower and more protected water of the "Cuyo corridor" between the Palawan main island and the island of Panay. At the southern edge of this corridor, water depths change from around 80 fathoms to more than 800 fathoms within a distance of only 10 n.m., and north of that steep underwater slope the shallower depths and the presence of bodies of land make sea conditions satisfactory for much smaller vessels than those able to ply the Sulu Sea. The route between Puerto Princesa and Iloilo passes through the Cuyo corridor, and the route distance is 260 n.m. The distance from Iloilo to Cebu is 175 n.m. Although the Puerto Princesa-Cebu "Cuyo corridor route" would pass just to the south of Iloilo, the avoidance of calling at that port would save an estimated 50 n.m., in comparison to the combined Puerto Princesa-Iloilo and Iloilo-Cebu shipping distances. Thus, the length of the Cuyo corridor route between Puerto Princesa and Cebu would be approximately 385 n.m., or somewhat longer than the length of the Puerto Princesa-Manila shipping service connection.

From the foregoing, the LSRS is evaluating in this chapter

the following two options for instituting liner shipping services between Puerto Princesa and Cebu:

- **Sulu Sea Option.** This option would be operated by a vessel of 1500 DWT or larger, accommodating mainly passengers and containerized cargo, but also some amount of breakbulk cargo. The option offers a small distance advantage in comparison to the Puerto Princesa-Manila route, where transit cargoes are concerned and for some portion of domestic trade, and would also be competitive with air transport for Puerto Princesa-Cebu passenger traffic. However, prospects for attainment of the requisite "threshold" levels of traffic, within a short period of time, would be necessary for inauguration of this service.

- **Cuyo Corridor Option.** This option would not require the early attainment of the Sulu Sea option "threshold" levels of traffic, but would also be less attractive to Palaweno shippers and passengers, because of the longer voyage distance and sailing time, and the associated higher costs. The LSRS presumes that a relatively small vessel operating the Puerto Princesa-Cebu route through this corridor would be providing passenger and breakbulk cargo services only, and would not accommodate significant numbers of containers (perhaps a few 5-ft. containers only). Figure 2 (page 7 of this report) shows these two route options.

A consideration in the market analysis of this chapter, as well as in the recommendation which the LSRS makes in PALSDERR regarding a Puerto Princesa-Cebu route, is the current inadequate state of development of Cebu Port. Whereas the medium to long-term prospect for the port to become a major international port, on the order of Manila (and not of Singapore or Kaohsiung), is good, the short to medium-term outlook is not at all good, since planning for development of the port has been delayed for much too long. This circumstance could significantly and adversely affect the attractiveness of Cebu Port as a port-of-call for world shipping, thus delaying the time when Cebu could become Palawan's principal port of transshipment for export/import cargoes. This possibility is one of the considerations discussed in the market analysis section of this chapter, which follows.

Market Analysis

PALSDERR Procedure

The market analysis done by PALSDERR in regard to the proposal for the franchising of Puerto Princesa-Cebu liner

shipping services comprises six steps:

- The basis for trade between the two provinces is first analyzed. This step entails analyzing the 1991, 1992 and 1993 cargo origin-destination (O-D) information (presented in Annex C) to identify what is moving between Palawan and Cebu, even in the absence of direct liner shipping services, and to assess the prospects for shifting cargoes originating or destined for Manila to a Cebu trip end, with the establishment of direct Palawan-Cebu liner shipping services. The volumes of potentially divertible cargo would be greater with the Sulu Sea route option, than with the Cuyo corridor option, because only the former would offer some voyage distance, time, and cost savings vis-a-vis the Manila route for some cargoes, whereas the Cuyo Corridor option would have incremental shipment time, distance and cost in comparison to the Manila route option. More importantly, the larger vessel employed for the Sulu Sea service option would offer containerized cargo services, as well as the break bulk service offered with the smaller vessel.
- Existing volumes of Cebu-Puerto Princesa air transport passenger traffic are identified, and analyzed to estimate the potential for passenger diversion to sea transport services.
- Potentials are considered for the generation of new passenger traffic volumes resulting from: relieving transport capacity constraints; and the lowering of transport costs in comparison with both air transport service and the indirect movements of passengers by sea through the port of Iloilo.
- Cargo and passenger traffic growth expectations are considered, partly on the basis of the trends of past growth, but also taking into consideration possibilities for growth trend acceleration resulting from: increased emphasis on tourism development; improved political stability and economic growth of the country in the 1990s, as compared to the 1980s, and the effects that such improvements will have on the growth of domestic tourism and trade; Palawan international trade growth prospects, and the effects that such growth would have on the generation of transit cargoes of the province; and the increasing importance of Cebu as an attractor of passenger traffic and an attractor and producer of goods in domestic trade.
- The potential for Cebu Port inadequacies to constrain the growth of cargo traffic through the port, in the

short to medium term, is taken into consideration.

- The relative desirability of the Sulu Sea and the Cuyo corridor options for the establishment of Puerto Princesa-Cebu liner shipping services is appraised, considering all of the foregoing, i.e., traffic growth and generation prospects and the constraints of the port of Cebu. One possibility is that the Cuyo corridor option would be the only viable option in the short term, but that the Sulu Sea option would be desirable in the medium or long term.

Puerto Princesa 1991-1993 Cargo Flows

Trade with Cebu

Tables C.5 and C.6 of Annex C indicate that bottles constituted nearly all cargo flows between Cebu and Puerto Princesa, in 1991-1993, with the bottles moving full in the Cebu to Puerto Princesa direction and moving empty in the opposite direction. Approximately 23,000 tons of bottled beer and other beverages were shipped from the Cebu and San Miguel wharves to Puerto Princesa, in 1991, with the 1992 and 1993 volumes diminishing, respectively, to 17,600 tons and 14,600 tons. Shipments of empty bottles from Puerto Princesa to the Cebu, San Miguel and Mandaue wharves totaled 9,200 tons in 1991, 6,700 tons in 1992, and 7,400 tons the following year. These shipments are mainly moved by tug/barge sets, own account or under contract, and are not very susceptible to conversion to liner shipping services.

Other commodities being traded between Cebu and Puerto Princesa are susceptible to conversion from tramper shipping to liner shipping, but are being moved in small volumes. As shown in Tables C.5 and C.6, these commodities include seaweed, copra, and natural gums from Puerto Princesa, and iron and steel products and cement being shipped from Cebu. The tonnages of these cargoes which might be deemed susceptible to conversion to liner shipping service averaged about 1100 tons/year in the Cebu-to-Puerto Princesa direction and about 300 tons/year in the opposite direction during 1991-1993. It is clear that the conversion of these minor flows will hardly have any affect on the viability on a Puerto Princesa-Cebu liner shipping service. If such a service is to be operated viably, then there must be considerable diversion of Puerto Princesa-Manila traffic to the Cebu-Puerto Princesa route.

Trade with Manila

As shown in Table C.5, Puerto Princesa cargo shipments to Manila averaged nearly 35,000 metric tons per annum during 1991-1993, and several commodities recorded shipments in excess of 1,000 tons in each of the three years: copra, fresh/chilled fish, preserved fish, unmilled maize, cashew nuts, and (as in the case of the Cebu trade) glass bottles. Shipments of both natural gums and furniture also exceeded 1,000 tons per annum in both 1991 and 1992, but each declined to less than 1,000 tons in 1993.

Cargo traffic in the other direction is much higher. As shown in Table C.6, annual average cargo volumes moving from Manila to Puerto Princesa were approximately 62,000 tons, during 1991-1993, roughly 77 percent higher than the cargo moving from Puerto Princesa to Manila. Shipments from Manila were not dominated by a few commodities, but rather constituted a broad array of commodities. There were, nevertheless, several commodities that registered more than 1,000 tons in each of the three years: dairy products, flour, beer, other alcoholic beverages, tobacco products, lubricants, soap & toiletries, household utensils, iron and steel basic products, and road vehicles.

From the standpoint of PALSDERR and the discussion in this chapter, it should be noted that most of the commodities moving from Manila to Puerto Princesa are also available at Cebu (either produced there or obtained from the Mindanao north coast or from imports arriving directly at Cebu). Some significant amount of this traffic would need to be diverted from Manila to Cebu (with Puerto Princesa as the other trip-end) if liner services between Cebu and Puerto Princesa are to achieve viability. The existing options for Palawenos to ship their exports and obtain their imports through Cebu are insufficient to attract any such trade, in part because transshipment at Iloilo is necessary, and in part because no container-accommodation capacity is provided between Puerto Princesa and Iloilo. It is also true that capacity constraints at Cebu Port discourage direct calls by international vessels there, and, partly for that reason, Cebu remains less attractive than Manila as a port for transshipment of exports and as a source of imported goods. If direct cargo services between Puerto Princesa and Cebu were provided, including the accommodation of containerized cargo, and the capacity constraints of Cebu Port could somehow be removed, it is likely that a sizable diversion of cargo from the Puerto Princesa-Manila route would result. In the absence of direct containerized cargo services, and with severe capacity constraints at Cebu, however, the amount of traffic diversion would be much less.

The severe capacity constraints at Cebu Port are unlikely to be removed before the year 2000, because the project for rehabilitation of the port has yet to be firmly scheduled

(although it is under discussion in 1994). As such, Manila will continue to dominate Cebu as a port of transshipment for Palawan exports and imports for at least that same period. Referring back to Tables 2 and 3 of Chapter 2, about half of Puerto Princesa's outbound cargo and one-quarter of its inbound cargo is containerized, and this probably includes nearly all exports, a sizable proportion of imports, plus some amount of domestic trade. Most of this containerized cargo traffic is on the Manila route, and constitutes somewhere in the range of 75-80 percent of cargo traffic on that route. Essentially, none of this containerized cargo traffic would be divertible to the Cuyo Corridor option for Puerto Princesa-Cebu service, but a portion of it would be divertible to the Sulu Sea option. After development of Cebu Port, to eliminate the existing capacity constraints, perhaps as much as 40-50 percent of the containerized cargo traffic would divert to Sulu Sea option services.

From the foregoing, it is probable that the Cuyo Corridor service option, had it existed during 1991-1993, would have diverted on the order of 5,000 mt/annum only. The Sulu Sea option might have diverted even 40,000 tons of traffic, in the absence of port capacity constraints at Cebu, but not more than half of that level when actual port constraints are taken into account. A Cuyo Corridor vessel would have had an average cargo load of 50 tons, operating between Cebu and Puerto Princesa during 1991-1993, on the basis of one round-trip per week, operating 50 weeks per year. Although the Sulu Sea service option might have attracted four times as much cargo from the Manila route, because of the capability of a larger vessel to accommodate 20-ft. containers, that level of traffic (i.e., about 16 loaded containers per voyage) would nevertheless be insufficient to justify the service.

With an average annual cargo flow of nearly 100,000 metric tons of cargo between Puerto Princesa and Manila, in 1991-1993, and prospects for cargo traffic growth, the Sulu Sea option might become viable within a few years, provided only that the port of Cebu is developed to become the rival of Manila for transshipment of the exports and imports of other areas of the Philippines. On the basis of both the historical cargo traffic trend at Puerto Princesa (see Tables 2 and 3) and the country's economic growth expectations for 1994 and later years, eight percent per annum growth of cargo at Puerto Princesa is a reasonable expectation, and would mean that traffic would double from the 1991-1993 average, to reach approximately 200,000 tons on the Puerto Princesa-Manila route in the year 2002. By about that year, also, the expansion and improvement of the port of Cebu should have been completed, enabling Cebu to compete with the port of Manila as the preferred port for export/import transshipment. At that time, then, the inauguration of Puerto Princesa-Cebu services across the Sulu Sea could divert 80,000 tons or more per

annum (an average of 800 tons per single-direction voyage) of Manila-Puerto Princesa cargo traffic, in which case the services probably would be viable.

Puerto Princesa-Cebu Air Passenger Traffic

PAL provided traffic information to the LSRS that indicated that the airline had posted a two-way passenger traffic volume of 9,089 passengers in 1991, and 7,940 passengers in 1992, between Puerto Princesa and Cebu City, with volumes being about equal in two directions. Based on PAL traffic information from the first eleven months of 1993 (December traffic information was unavailable when LSRS fieldwork was conducted in February 1994), passenger traffic was down from the preceding year, and sharply down from 1991. The 11-month total of 6,185 passengers, produces a 1993 average monthly traffic figure of 562 passengers, or approximately 280 passengers per direction. The numbers of passengers per direction per month in earlier years, from the recorded PAL traffic figures, were 160 (in 1988), 379 (in the peak year of 1991), and 331 (in 1992). If the figures are accurate, 1993 passenger traffic on the route was 15 percent down from 1992 and 26 percent down from 1991.

In early 1994, PAL was operating three flights weekly between Cebu and Puerto Princesa, with an intermediate stop at Iloilo, employing a 50-seat Fokker turboprop aircraft (F-50). This aircraft capacity and schedule give a service capacity of 650 passengers per month per direction. Thus, provided only that the service schedule was adhered to, during January-November 1993, the Cebu-Puerto Princesa traffic accounted for 43 percent capacity utilization (or load, or seat occupancy, factor). Traffic data on passengers traveling between Cebu and Iloilo and between Iloilo and Puerto Princesa were not obtained by the LSRS, so it is not possible to identify the overall capacity utilization factor for the aircraft. However, the PAL management decision to increase passenger capacity on the route, by employing a 141-seat jet (B737) on the route instead of the Fokker, suggests that the overall seat occupancy factor was high. Even though the service schedule is being reduced from 3 flights to 2 flights per week, with the April 1994 introduction of the higher-capacity aircraft, the passenger service capacity will rise by about 89 percent.

Based on other information obtained from the PAL office in Puerto Princesa, the ratio of tourist to non-tourist passengers on the average flight is approximately 20 percent. The estimated ratio of foreign tourists to local tourists is 8 percent, or slightly less than 2 percent of total passenger traffic at Puerto Princesa.

As shown in Table 1, the air passenger fare between Cebu and Puerto Princesa was P1,156, in 1993, and PAL indicates that the fare will climb to P1,418 with the introduction of jet service. By contrast, third class passage by sea would have been in the range of P350-400, in 1993, and first class passage might have been P700-750 (first class passage is not regulated, but most operators, in 1993, were charging somewhat less than double the regulated third class fares for first class service on the same routes). Allowing for some increase in sea transport fares during 1994, a third class passenger might be expected to save P1,000 in comparison to travel by air, and a first class passenger would save at least P600.

The current sailing times from Puerto Princesa to Iloilo, and from Iloilo to Cebu, are around 35 hours and 15 hours, respectively, for a total Puerto Princesa-Cebu travel time of 50 hours, before adding in waiting time at Iloilo. By air, travel time is currently under three hours, and that will be shortened to around two hours only, with the introduction of jet services in April 1994. When sea transport services are provided across the Sulu Sea, the travel time by sea will be reduced by more than half in comparison with the current service, including the transfer at Iloilo to another vessel (which calls just twice a week, so that "missed" connections frequently occur). A substantial conversion of passengers from air service to the Sulu Sea service option is likely to occur whenever these services can be inaugurated. Tour guides in Palawan, who were interviewed by the LSRS, indicated that most Europeans and Americans would likely shift to good-standard sea transport services, and an air passenger survey conducted by the LSRS (see Table 1 of Annex A) seemed to confirm that both Filipino and foreign travellers would be inclined to convert to sea transport services if good-standard services were being provided. However, even if 50 percent of Cebu-Puerto Princesa passenger traffic could be converted to direct sea services operated across the Sulu Sea, traffic would be insufficient to make operation of a 1500 DWT vessel across the Sulu Sea remunerative. That is, converted air passengers would not average more than about 50 per one-way voyage, in comparison to a capacity for several hundred passengers. Even when diversion of passengers from the Puerto Princesa-Iloilo sea route and generated passengers are considered, the potential 1993 passenger traffic for the Sulu Sea service option was probably less than 100 passengers per voyage.

As in the case of cargo traffic, however, the outlook for passenger traffic growth between Cebu and Palawan is good, and traffic volumes are likely to double from 1993 to the year 2000. This is, in fact, a conservative estimate because Cebu is already beginning to rival Manila as the air travel gateway to the Philippines, and very rapid passenger growth at the Mactan Airport can be anticipated to continue for several years. Thus, by the time Cebu Port has been expanded and otherwise upgraded,

probably soon after the turn of the millennium, the proposed shipping services between Puerto Princesa and Cebu, operating by the most direct route across the Sulu Sea, appear likely to be marginally viable, with an average load of about 60 full 20-ft. containers and 200 passengers, and good prospects for continued growth of traffic thereafter.

In the short to medium term, however, only the Cuyo Corridor service option is potentially viable, and is further discussed below.

Economic Analysis

From the discussion in the foregoing section, only the initiation of Cebu-Puerto Princesa services along the Cuyo Corridor route alternative appears to be a near-term possibility, because the traffic potential is not yet sufficiently high to make large vessel operation on the route potentially remunerative. The small vessel would not provide containerized cargo services, thereby limiting the potential diversion of cargo traffic from the Manila-Puerto Princesa route. It is not possible for the LSRS to provide a close approximation of the potential diversion of breakbulk cargo traffic to the Cuyo Corridor service option, but a rough approximation might be that 30-40 percent of the breakbulk cargoes would divert to the new service because these cargoes would virtually all be domestic, and Cebu would be nearly equal to Manila as a source for such commodities and as a market for Palawan produce, and the shipping distances would be nearly the same.

The economic benefits of such cargo diversion are not detectable by a broad investigation, however, since they would consist of several individual commodity price differentials between the Manila and Cebu markets, some of which would reflect domestic shipping cost differentials from other areas of the Philippines. Thus, maize and copra surpluses of Palawan are currently only shipped to the Manila market, but the proposed shipping services would permit Palawan grain and copra shippers to take advantage of higher prices that might sometimes exist at Cebu. The fact that Cebu is already the principal source for Palawan of bottled beverages (which are appropriate for tramper operations, and do not require the advent of liner services for development of trade between Cebu and Palawan), suggests that the source/market shift will occur, but benefits are not likely to be substantial for individual commodities.

Economic benefits are easier to identify where passengers are concerned. Although the slower, less direct service through the Cuyo Corridor probably would not attract as many air passengers as would the option of service across the Sulu Sea, a significant conversion would nevertheless result, saving P1,000

for some converted passengers and about P600 for those passengers that would opt for first class passage. In 1994, it is likely that somewhere in the range of 3,000 to 4,000 passengers could be converted from air travel to sea travel through the Cuyo Corridor, and that the gross benefits (before deduction of the value of lost time) would be on the order of P300,000. The net benefits would likely be about half that level.

Additional benefits would derive from the diversion of passenger traffic from the Puerto Princesa-Iloilo route, but the LSRS was unable to identify the proportion of these passengers who are traveling on to Cebu from Iloilo, so it is also not possible to estimate potential levels of annual benefits. The direct service between Puerto Princesa and Cebu would produce a time saving per passenger of at least 20 hours, and would also provide a cost saving of approximately P100 per diverted passenger.

6. PALAWAN-ZAMBOANGA LINER SHIPPING DEVELOPMENTAL ROUTE

Liner Service Options

The same types of liner service options that exist for the Cebu-Puerto Princesa liner shipping service, as discussed in Chapter 5, also exist for the Zamboanga-Palawan route. That is, Zamboanga lies directly across the deepest portion of the Sulu Sea from Puerto Princesa, and service over a direct route would require the operation of a relatively large vessel, able to negotiate high waves without appreciable difficulty. The route distance is about 260 n.m. The other service connection option is longer and is already being utilized to a limited extent by tramper operators. This option is to skirt the great depths of the Sulu Sea by passing from Zamboanga to the Pangutaran Island Group (a portion of the Sulu Archipelago), then by a semicircular route to the island of Cagayan de Tawi Tawi (located midway between the Sulu Archipelago and Palawan), and thence to the coast of Palawan.

Just as in the case of Puerto Princesa-Cebu services, a direct Zamboanga-Puerto Princesa route will only be operated when traffic reaches the requisite "threshold" levels that will make it possible for operations with a large (1500 DWT) liner vessel to attain viability. The vessel would have the advantage, as compared to much smaller vessels, of accommodating containerized cargo, as well as some breakbulk cargo. This "Sulu Sea" option would also provide minimum distance and time advantages vis-a-vis a "Cagayan de Tawi Tawi" option, and, after the threshold level of traffic would be reached, the Sulu Sea option would also offer cost advantages in comparison to the Cagayan de Tawi Tawi option. The latter option has the commanding advantage, however, of not requiring that the "threshold" levels of Puerto Princesa-Zamboanga traffic be reached, which is, of course, the reason why the Cagayan de Tawi Tawi option is being operated at the present time.

The Cagayan de Tawi Tawi option is not being operated at present to Puerto Princesa, however, but only to Brookes Point (approximately 320 n.m. from Zamboanga, via Cagayan de Tawi Tawi, and 87 n.m. south of Puerto Princesa), on the southeastern coast of Palawan Island. This accomplishes virtually the same interisland transport purpose as a connection to Puerto Princesa, however, and the LSRS treats the Brookes Point terminus as appropriate to the route option. The route between Zamboanga and Brookes Point is also being operated as a combination of two routes at the present time, with the Zamboanga-Cagayan de Tawi Tawi link being operated more-or-less regularly by wooden-hulled vessels of 75-115 DWT (68-100 GRT), and the connection between

Cagayan de Tawi Tawi and Brookes Point being operated less regularly by smaller vessels. In discussion with the LSRS, operators out of Zamboanga indicated that operation of Zamboanga-Brookes Point as a "through" route is a possibility, but still with Cagayan de Tawi Tawi as an intermediate port-of-call.

There is at least one important distinction between the Cebu-Puerto Princesa and the Zamboanga-Palawan liner shipping route options, and that is that, in the latter case, a portion of the Zamboanga hinterland will always be better served by the Cagayan de Tawi Tawi option. That is, in the case of the Cebu-Puerto Princesa route, the Sulu Sea option may eventually supplant services through the Cuyo Corridor entirely, as the latter will have no advantage vis-a-vis the Sulu Sea service option once the "threshold" traffic volumes necessary to operate across the Sulu Sea have been reached. Where the Zamboanga-Palawan route is concerned, however, the Cagayan de Tawi Tawi route option will continue to serve trade between the Sulu Archipelago and Palawan, even after services across the Sulu Sea between Puerto Princesa and Zamboanga have been inaugurated.

Market Analysis

Sulu Sea Service Option

Referring again to Tables C.5 and C.6 of Annex C, there is virtually no trade between Puerto Princesa and Zamboanga at present, with a miniscule 18 tons of cargo being shipped from Puerto Princesa to Zamboanga in 1991, and Zamboanga "returning the favor" the following year by shipping 14 tons of household utensils to Puerto Princesa. In 1993, the two-way trade amounted to 2 tons only. A route to Zamboanga could, like the proposed Cebu-Puerto Princesa services, divert some cargo traffic from the Manila-Puerto Princesa route. Zamboanga is served by direct vessel calls from Singapore, and some Palawan exports and imports could therefore be transshipped at Zamboanga. This might only occur, however, if container services are provided between Puerto Princesa and Zamboanga.

Zamboanga is not the equal of Cebu as a potential source of manufactures for Palawan, nor in terms of total international vessel direct calls, nor as a domestic market for Palawan products, and it would therefore be unrealistic to expect that Zamboanga could create as much diversion, as Cebu services potentially might, of Palawan cargo traffic from Manila. Also, in LSRS liner route market investigations, tourists indicated hesitancy about going to Zamboanga, even if good shipping service connections were provided, because of their impressions that civil unrest and lawlessness permeate the area. If, then, the

Sulu Sea option for Cebu-Puerto Princesa services appears some years away from viability, as concluded in Chapter 5, it is certainly also true for the Sulu Sea option for Zamboanga-Puerto Princesa services. Thus, for the short to medium term (say, through the year 2000), at least, serious consideration need not be given to establishing Palawan-Zamboanga liner shipping services across the Sulu Sea.

Cagayan de Tawi Tawi Option

Based on LSRS fieldwork in Palawan, there are around five motor launches that each make two round-trips per month between Brookes Point and Cagayan de Tawi Tawi. Each of these motor launches commonly accommodates 20-30 passengers on a single-direction voyage. It appears that these vessels do not provide "through" services to Zamboanga, and that somewhat larger vessels accommodate passengers on the Cagayan de Tawi Tawi-Zamboanga leg of their journeys. On the basis of number of vessels, average service frequency, and average load factor, the motor launches probably accommodate around 250 passengers per direction per month, or around 3,000 passengers per direction per year. If a larger vessel were to initiate once-a-week services on a Zamboanga-Brookes Point through route (with an intermediate call at Cagayan de Tawi Tawi), then the vessel would probably divert most of this traffic (if for no other reason than vessel seaworthiness and safety improvement), and would have an average passenger load of at least 50 in each direction on the Cagayan de Tawi Tawi-Brookes Point leg, and probably higher volumes on the Zamboanga to Cagayan de Tawi Tawi leg.

Referring again to Table C.5 of Annex C, Palawan shipped an average of approximately 7,500 tons per annum of copra to Manila, during 1991-1993, and all of this would be potentially divertible to Zamboanga where, in February 1994, a new coconut oil mill was under construction and existing mills were operating at less than full capacity. Some portions of Palawan grain surpluses already are being moved to Zamboanga or ports of the Sulu Archipelago through Brookes Point, and the annual amounts would be likely to rise as the result of the establishment of regular liner shipping service. Shipments of these grains from Puerto Princesa to Manila, in 1991-1993, averaged more than 7,000 tons per year. In the reverse direction (i.e., to Brookes Point), neither Zamboanga nor the islands of the Sulu Archipelago would be able to provide much cargo of the types shipped from Manila to Puerto Princesa, so the cargo load factor in the Zamboanga-to-Brookes-Point direction cannot be expected to be very high (as reported to the LSRS, during fieldwork, however, some amounts of unrecorded imports may be moving from Cagayan de Tawi Tawi to Brookes Point).

From the foregoing, it seems likely that a new liner shipping service between Zamboanga and Brookes Point could be expected to accommodate at least 1,000 tons per month, in 1995, in the Palawan-Zamboanga direction, but relatively little cargo in the reverse direction. Thus, on the average 1995 round-trip voyage, the liner vessel might be expected to accommodate 100-110 passengers and 220-250 metric tons of cargo. The appropriate vessel would be a steel-hulled passenger/cargo vessel of 400-500 DWT, with a capacity to accommodate up to 150 passengers.

Economic Analysis

The Cagayan de Tawi Tawi service option, which is the only realistic option for liner shipping services between Zamboanga and the province of Palawan in the short to medium term, would represent an upgrading of services that already exist. The copra cargo which the LSRS anticipates would shift from the Puerto Princesa-Manila route to a Zamboanga destination, with the proposed shipping service, may shift to some extent even without the proposed service, due to the otherwise underutilized coconut oil milling capacity in the vicinity of Zamboanga. In the absence of the proposed new liner service, the copra would be carried as some volumes are at present: by tramper to Cagayan de Tawi Tawi, and transshipped by wooden-hulled liner to Zamboanga. Only where grains are concerned does the LSRS presume that the liner service itself would be solely responsible for inducing some diversion from the Puerto Princesa-Manila route; the shift would occur because of the improved standard of service between Palawan and Zamboanga, compared to present services, and due to lower charges for shipment to Zamboanga and Sulu Archipelago ports.

From the foregoing, the types of economic benefits to be produced by the new service will include the following:

- Passengers will be moved more quickly and safely between Zamboanga and Palawan than at present, with no need for a transfer at Cagayan de Tawi Tawi, and no need to board what are essentially tramper vessels for the Cagayan de Tawi Tawi-Brookes Point trip leg. The LSRS learned in conducting fieldwork at Zamboanga that passengers traveling from Zamboanga to Cagayan de Tawi Tawi are currently being substantially overcharged for the service, in comparison to MARINA's official rate for the route (the fare "overcharge" is P115). The LSRS was unable to learn the actual fares being imposed for passenger service between Cagayan de Tawi Tawi and Brookes Point, but notes that tramper vessel and motor banca passenger service charges are elsewhere generally high in comparison to liner shipping and ferry fares

between the same port pairs. At a minimum, the proposed service should be able to reduce fares by P100, and double that level of reduction is a real possibility. This would mean that fare savings, on an annual basis, would be on the order of P500,000-P1 million, in 1995, and passengers would also be benefitted from improved service standards.

- "Through" cargo shipments would save the costs, time delays, and cargo value losses associated with transshipment at Cagayan de Tawi Tawi.
- Cargo freight costs between Brookes Point and Zamboanga are also likely to be reduced, but the LSRS was unable to obtain actual cargo charges on the two route links at present, so no cost-per-ton saving can be estimated.
- Grains shipments diverted from Manila to Zamboanga would derive small net benefits comprised of shipping cost savings and market price differentials (which could be negative, i.e., higher prices might be obtainable at Manila than at Zamboanga).

7. CUYO-SAN JOSE LINER SHIPPING DEVELOPMENTAL ROUTE

Introduction

The Cuyo Island Group is located a little past midway from the northern end of the main island of Palawan Province toward the west coast of the island of Panay, i.e., the Panay province of Antique. Cuyo, the largest island of the group, had a 1990 population of about 25,300 persons. Cuyo Port serves the entire island group where transport services to other areas are concerned, and motor bancas provide services among the islands of the group, i.e., intragroup, interisland services.

Antique's principal port of San Jose de Buenavista (San Jose) is 58 n.m. to the east of Cuyo Port. The port of San Jose was upgraded by PPA, during 1992-1993, and virtually no services were being provided there during the upgrading period. Even after upgrading, the port can only accommodate relatively small interisland vessels, because of depth and width limitations of the port's approach channel. Water depth alongside the wharf is 4.0 meters.

Cuyo was the intermediate port-of-call for the three-times-monthly liner shipping services that was being operated between Puerto Princesa and Iloilo, in 1993, and that was essentially the only regular service connection that Cuyo had to either the Palawan provincial capital or the island of Panay. Motor launches of 30 GRT were providing tramper services to Cuyo from the Antique coast, and these were being permitted by the Philippine Coast Guard (PCG) to carry small numbers of passengers (10-15 per voyage), since no other transport services were available.

Cuyo also was being provided with weekly liner shipping services to Manila in 1993. Although these services were operated with a passenger/cargo vessel (most of which adhere closely to schedule), the Cuyo-Manila service reportedly had a poor record of reliability in terms of arrival at and departure from Cuyo, and in terms of making unscheduled and unannounced stops on the way to Manila. Allowing for unscheduled stops, the vessel generally required from 36 to 40 hours to reach Manila from Cuyo. The uncertainty of vessel arrival time (not only the hour, but also the day) at Cuyo made it difficult for shippers of fish to arrange for the essential ice for packing fish in styrofoam chests. The situation was made worse by the fact that the only ice-making plant in the Cuyo Islands had been leased out by the Bureau of Fisheries and Aquatic Resources (BFAR) to one of the fish traders, and the other traders were having a great deal of difficulty in obtaining ice from that source. Several fish

traders had already discontinued their operations because of the high financial risks entailed when both transport services and ice supplies were uncertain, and other fish traders informed the LSRS that they were considering the possibility of ceasing operations. If they were to, then Cuyo fishermen might have only a single buyer to deal with. (In 1994, the Philippine Fisheries Development Authority indicated that action was being taken to ensure that all Cuyo fish traders will have adequate access to ice supplies.)

Citizens of Cuyo informed the LSRS that they were more oriented to Panay than to any other area, and would like to have more frequent services to Panay. A connection between Cuyo and San Jose, operated three or more times per week, would bring an end to the relative isolation of the island group. Cuyunos would, in that case, be able to avail themselves of the daily shipping services to Manila provided at Iloilo Port, as well as the shipping services available at that port to a number of other destinations. Even more importantly, Panay Island itself offers employment, education and marketing opportunities, a source for making a large variety of purchases, and a source of medical and other services. Among the goods available from Panay is the ice supply essential for the preservation of fish shipments from Cuyo.

Two route options were initially proposed by the LSRS for consideration in this report: (i) a simple two-port operation, with three round-trips per week being provided by a passenger/cargo vessel; and (ii) a long-distance liner shipping route, with Cuyo-San Jose as one leg, and San Jose-Manila being the longer leg. The latter route would have the advantage for Cuyunos of offering a second direct connection to Manila; it would have the disadvantage of being only once-a-week service for some period of years, until Antique-Manila traffic would increase to a level warranting more frequent service. Only the first of these options is given fairly complete consideration in this chapter, however, for the following reasons:

- The frequency of both cargo and passenger services at Cuyo is very important to Cuyunos (as learned from LSRS interviews with many inhabitants of the Cuyo Islands). The frequent services would also help to preserve the value of the most important of Cuyo shipment commodities, fish.
- The San Jose-Manila connection can be considered on its own merits. In the Visayan Islands Shipping Services Evaluation Report (VISSER), the LSRS is recommending that an assessment be made of the extent to which Iloilo Port might desirably serve much of the island of Panay for export/import traffic and major long-distance domestic cargo flows, with development of both that

port and the island's road network. It is important to the entire island that it have a port at which the "threshold" levels of cargo traffic are reached to induce direct calls by international vessels, and to induce domestic shipping operators to provide frequent cargo services, including the accommodation of cargo in conventional, ventilated and reefer containers, and perhaps also the provision of other specialized cargo services. The desirable and probable future role of Iloilo Port in serving the province of Antique (as well as other areas of Panay) needs to be taken into consideration when assessing the need to provide long-distance liner services to San Jose, including connections to Manila, Batangas, Cebu, Cagayan de Oro and Davao.

As indicated above, the 1992-1993 upgrading of the port of San Jose did not result in enabling the port to accommodate large interisland vessels, and it is likely that Antique will need to continue to rely on Iloilo Port for, at least, containerized cargo services. If direct long-distance shipping services between San Jose and Manila are warranted, it is probably more for passenger services than for cargo services. The west coast of Panay, like the island's north coast, has a large potential for tourism, and direct services might aid Antique in the realization of this potential.

The upgrading of San Jose Port might become as important to Cuyunos as to Antiquenos, since the port represents the closest principal island landfall for the Cuyo Island Group. Should San Jose-Manila liner shipping services (not further evaluated in this report) be instituted, it would be desirable that their schedule be coordinated with San Jose-Cuyo liner services, in order to maximize the traffic and the benefits of the long-distance service.

Market Analysis

The following discussion considers, first, the interisland trade of Cuyo, and the possibility that some larger portion of that trade might be with Panay Island, provided only that frequent services between Cuyo and San Jose would be operated. Potential passenger traffic is then considered.

Cargo Traffic

Tables C.12 and C.13 of Annex C indicate the interisland cargo movements between the Cuyo Island Group and other parts of

the Philippines in 1991 through 1993. As shown in the tables, there was already a significant flow of cargo from San Jose to Cuyo, despite the lack of regularly scheduled services. Principal ports of Cuyo cargo origin and destination, however, were the three ports with which Cuyo has regular liner shipping service connections, i.e., Puerto Princesa, Iloilo and Manila. The port of San Jose, Occidental Mindoro also shows up as having been a major trading partner of the Cuyo Island Group, during 1991-1992, although that is mainly due to a sizable (5,700 metric tons) shipment of sand or gravel in 1991. The principal commodities in Cuyo's interisland trade are discussed below.

- **Rice.** Cuyo is a rice-deficit area, although small outflows of rice sometimes occur, as shown in Table C.12. These outflows are probably highly seasonal in nature. As indicated in Table C.13, more than 500 tons of rice was shipped, during 1991-1993, from San Jose to Cuyo, and nearly 500 additional tons of rice was shipped to Cuyo from the "other" San Jose (Occidental Mindoro). Puerto Princesa was the principal source of Cuyo supplemental rice supplies, however, shipping an average of 900 tons per annum to Cuyo, over the 1991-1993 period. A regular liner service between San Jose (Antique) and Cuyo might be expected to make Panay the principal source of rice for Cuyo, or even the sole source.
- **Sugar.** According to the trade figures, Cuyo received sugar shipments from Iloilo, in each year of the 1991-1993 period, and then shipped out larger quantities to Puerto Princesa. In 1991, the inflow was around 1100 tons and the outflow was more than 1400 tons. In 1992, the two flows increased considerably, with Iloilo shipping around 2,150 tons to Cuyo, and Cuyo shipping 4,668 tons to Puerto Princesa. In 1993, the respective sugar flows were 470 tons and nearly 6,200 tons. The LSRS did not obtain information on why the two flows occur, but presumes that it is due to the highly seasonal nature of sugarcane harvesting, which normally is done over a period of four to six months, and to the lack of suitable storage facilities in the Cuyo Island Group, i.e., rather than store Cuyo-produced sugar for up to six or eight months, it is apparently shipped out to Puerto Princesa soon after harvest, and supplemental supplies of sugar are then required in Cuyo before the next harvest begins. There is a good likelihood that some or all of the supplemental flows would arrive at Cuyo via San Jose, if regular and frequent services to Cuyo were operated from that port.
- **Copra.** Cuyo averaged shipping 600 tons of copra per annum to Manila, during 1991-1993. The trade

statistics indicate that Iloilo does not offer a competitive destination to Manila, and the LSRS does not, therefore, presume that any diversion of this cargo would occur as a result of the start-up of frequent San Jose-Cuyo service.

- **Fish.** In 1992, Iloilo replaced Manila as the main market for Cuyo fish, and this continued to be the case in 1993, as annual shipments to Manila dropped to only 64 tons for the year. (LSRS fieldwork at Cuyo indicated that Manila was the preferred destination of fish traders, and it may have been that the unavailability of ice to most traders had largely influenced the shift to Panay.) Panay north coast fishermen and fish traders are also increasingly opting for shipping through Iloilo (reportedly about 70 percent of their harvest in 1993), because the greater frequency and better reliability of shipping services there (as compared with Panay north coast ports) gives good assurance that their shipments to Manila will arrive there on time and in a well-preserved state; the fishermen accept the incremental road transport cost and the slightly higher shipping freight cost as the price they must pay for decreased risk of shipment deterioration and maintenance of their relationships with their buyers. A similar situation will open up for Cuyo fish traders, when there is frequent service between Cuyo and San Jose, with the added advantage that the uncertainty of ice supplies for packing will be largely overcome; relatively small amounts of ice would then be needed for the trip to San Jose, at which point additional ice could be packed in their styrofoam chests for movement to Iloilo, and probably onward movement to Manila. In the view of the LSRS, fish is a commodity virtually certain to be shifted from a direct Cuyo-Manila route (with infrequent and highly unreliable service) to Cuyo-San Jose and Iloilo-Manila routes, once frequent Cuyo-San Jose service is provided.

-- **Bottles.** Cuyo's empty bottle traffic shifted from Manila to Iloilo, in 1992, when more than 1,000 metric tons of bottles were shipped from Cuyo to Iloilo. This is another commodity which is likely to be diverted by frequent Cuyo-San Jose service. In fact, even without regular services between Cuyo and San Jose, 185 tons of bottles were moved from Cuyo to San Jose, in 1991, and the traffic grew by 40 percent the following year, as 263 tons of bottles were accommodated by small trampers plying between Cuyo and San Jose. In 1993, 244 tons of empty bottles were moved on this route.

As identified in Table C.13, the cargo moving from San Jose to Cuyo already amounted to more than 1,000 tons per annum in each year of the 1991-1993 period, despite the fact that only unscheduled motorized bancas were performing services between the two ports. The initiation of services with a passenger/cargo vessel, operating three round-trips per week, would probably divert virtually 100 percent of the current trumper cargo, as well as diverting some of the cargoes which have in the past been accommodated by liner shipping. If frequent services were in operation, in 1994, a minimum of 3,000 tons of cargo movement to Cuyo, and at least half that amount in the opposite direction could be expected to be accommodated by the new service. The Cuyo inflows would include more than 1,000 tons of sugar, nearly 1,000 tons of bottled beverages, at least 600 tons of rice, and several hundred tons of other commodities. In the outward direction, Cuyunos would be shipping mainly fish (500-600 tons) and nearly 1,000 tons of empty bottles.

Passenger Traffic

Cuyunos have no good option when they want to leave their island group. If they can afford it, there is a six-seater aircraft that provides services between Puerto Princesa and Cuyo. They can, otherwise, catch the weekly voyage to Manila, only it is highly unreliable in both the time (even the day) it arrives at Cuyo and the time it leaves, and, with unscheduled stops along the way, the voyage to Manila takes 36-40 hours. For the privilege of taking that trip, the Cuyunos pay P350. Traveling to the west coast of Panay (San Jose and other ports), Cuyunos must obtain the permission of the PCG to board a vessel otherwise unauthorized, unequipped, and probably unsafe for passenger services, and these vessels are very slow, requiring eight hours to negotiate about 60 n.m. The best option available to Cuyunos is three-times-a-month service to Iloilo and Puerto Princesa. This vessel is reportedly also very slow and the operator charges more than MARINA-approved rates.

In contrast to these travel options, a regular, frequent service between Cuyo and San Jose might be operated with a steel-hulled vessel in the range of 250-300 GRT, sailing the route in about five hours, and charging in the range of P70-80 for third class passage. In the view of the LSRS, virtually 100 percent of the passengers currently on the Cuyo-Iloilo voyage and certainly all of the passengers now traveling on trumbers would divert to the new service. It is quite likely, also, that some travellers to Manila will suddenly find Iloilo a satisfactory substitute destination, and other travellers, unswerving in their choice of Manila as their ultimate trip-end, will nevertheless opt for passing through Iloilo, where daily, well-operated passenger services to Manila are available.

Besides these diverted passenger volumes, there would be certain to be substantial generated passenger volumes. It is an unusual passenger service improvement which can generate more than 30-35 percent of additional passenger traffic in comparison to the amount of traffic that would have existed in the absence of the new service. The Cuyo-San Jose service being herein proposed, however, might even exceed that empirically-derived usual upper limit for generated traffic, since, in this case, Cuyunos would be essentially "freed" from the isolation that afflicts them, and about which they complained during LSRS interviews.

Just as a rough guide to the amount of passenger traffic which might be expected, with the inauguration of the new service, the island of Marinduque is located about the same distance from Luzon as Cuyo is from Panay, and Marinduquenos average a round-trip per capita per year between their island and Luzon. Even if the Cuyunos were to travel only half as frequently as the Marinduquenos, that would mean 1,000 round-trips per month between Cuyo and San Jose, or approximately an average of 70 passengers per one-way trip. This estimate is rough, but nevertheless is sufficient to confirm that a steel-hulled vessel in the range of 250-300 GRT would be appropriate for this route. On the average 1994 trip, this vessel would be carrying 20 tons of cargo and 70 passengers to Cuyo, and would return with just 10 tons of cargo and 70 passengers. The size of the vessel would allow for peaking of traffic and for several years of moderate traffic growth.

Economic Analysis

The economic benefits of this new service will not be high, because the service will mainly produce benefits which are difficult to measure in economic terms. The principal benefit, in fact, may be a psychological one - the ending of the relative isolation that afflicts the inhabitants of the two provinces that comprise the Cuyo Island Group. As "vistas" expand for Cuyunos and "the realm of the possible" enlarges, incremental production value could well follow, but it is not possible for the LSRS to estimate how improved community morale might result in improved economic incomes.

Travellers diverting from other sea services will be improving their comfort and saving their time, at least, and in the case of travellers shifting from small trampers to the regular liner service, there would probably also be much improved safety.

There will also be some readily measurable economic benefits, provided one has complete information on the existing

situation. Once-a-week or three-times-a-month services are not as satisfactory as three-times-a-week services. The more frequent services will reduce the amount of deterioration of perishable commodities such as fish, and will lower inventory costs for all commodities. Travellers will save days and sometimes even a week or more because of the availability of services when they need them.

8. INTRAPROVINCIAL LINER SHIPPING DEVELOPMENTAL ROUTES

Introduction

The shape and geographical extent of Palawan Province is such that portions of the province are more oriented to other areas than to the provincial capital of Puerto Princesa City. As indicated in the preceding chapter, the Cuyo Island Group is more oriented to Panay than to Puerto Princesa. This orientation to another area is also true for Palawan's far northern islands of Busuanga, Coron, Culion, and Linapacan. The trade of these islands passes mainly through the ports of Coron (on the island of Busuanga), and the principal shipping connections are to Manila and Batangas. Both of these Luzon ports are approximately as close to the port of Coron as is the Palawan capital of Puerto Princesa City.

As described in Annex A of this report, cargo shipping services between Coron and Puerto Princesa are provided by a vessel which occasionally calls at Cuyo as an intermediate stopover, and the vessel accommodates small numbers of passengers. Most passengers traveling between Busuanga Island and Puerto Princesa, however, are accommodated as far as the Palawan main island port of Taytay, from which point they must find road transport to reach Puerto Princesa. As these services are characterized in Annex A discussion, both the sea leg and the road transport leg are dangerous, uncomfortable, and uncertain.

Because of the unsatisfactory state of the Taytay-Puerto Princesa road and the road transport services offered at Taytay, the LSRS is not giving consideration to the institution of new liner services over the Coron-Taytay leg only, as at present. The discussion in this chapter considers the possibilities for instituting new liner shipping services to accommodate passengers mainly, or to accommodate both passengers and cargo, between Coron and Puerto Princesa. A possible extension of this service to Brookes Point is also given consideration.

Market Analysis

The 1991-1993 cargo movements passing through the port of Coron are discussed in the following paragraphs. The potential for cargo movements between Brookes Point and Coron are also discussed.

Coron Cargo Traffic, 1991-1993

Coron Port is the best served port of Palawan Province, with twice weekly liner shipping services to both Manila and Batangas. Tables C.9 and C.10 identify the cargo moving into and out of Coron Port in the years 1991 through 1993. These tables show the dominance of Manila and Batangas in the trade of Coron, and, on the other hand, the unimportance of Puerto Princesa as either a source of cargoes or as a market. The third ranking port as a Coron trading partner is the Occidental Mindoro port of San Jose. The traffic between Coron and Culion is of a different sort; Coron acts as the interisland port for both Busuanga Island and Culion Island, so that the cargoes being moved between the two islands are mostly being transshipped, and do not actually represent trade between the two islands.

Cargo traffic between Coron and Manila grew considerably during 1991-1993. In 1991, the cargo inflow from Manila totaled 3,400 tons, and a slightly higher total of 3,550 tons moved in the opposite direction, for a two-way total of nearly 7,000 tons. In 1992, the Coron inflow from Manila jumped to more than 5,000 tons, an increase of nearly 50 percent. Traffic in the other direction grew less, but nevertheless recorded growth on the order of 30 percent, to reach more than 4600 tons. In 1993, outflows from Coron exceeded 5,000 tons and inflows from Manila crossed the 6,000-ton mark. During the three-year period, Coron averaged shipping over 1,000 tons per annum of seafood (mostly fish) to Manila, and cashews became an important commodity of shipment in 1992-1993 (combined, 2-year shipment totals of more than 800 tons). Coron also shipped an annual average of more than 1,000 tons of household utensils to Manila. Commodities moving in the other direction are diverse, but bottled beverages and cement are among the more important.

Batangas is less important than Manila as a destination for Coron cargoes, but is more important than Manila as a source of goods. Cargo movement from the Batangas commercial port to Coron reached 4,600 tons, in 1991, and increased slightly to 4,800 tons the following year, before declining to a 1993 level of 4,200 tons. Milled rice and bottled beverages are important commodities in the Batangas-to-Coron direction, and empty bottles constituted 61-65 percent of the 1991 and 1992 cargo flows in the reverse direction, but declined proportionately to less than 60 percent of the total in 1993. In addition to bottles, cargoes moving from Coron to Batangas are mostly comprised of fish, cattle and carabao.

Coron sends almost nothing to Mindoro, but rice and salt shipments from Mindoro to Coron are significant. Average annual cargo shipments from Mindoro were somewhat more than 2000 tons, during 1991-1993, with rice and salt representing 70 percent and

26 percent of the total, respectively.

Coron's trade with Puerto Princesa was miniscule, in 1991, but reached a level of significance in 1992. In 1991, one ton of flour was shipped from Coron to Puerto Princesa, and nothing arrived at Coron from the provincial capital. Trade "boomed", in 1992, as Puerto Princesa shipped 750 tons of rice and 89 tons of other commodities to Coron, and the reverse cargo flow rose from one ton the previous year to reach a level of 206 tons. In 1993, 1,100 of rice was transported from Puerto Princesa to Coron by sea, but Coron shipped only 13 tons of cargo to Puerto Princesa. During the LSRS fieldwork at Coron, in February 1994, shipping operators performing services between Coron and the main island of Palawan Province confirmed that rice flows from south to north were continuing, and that little cargo was moving in the opposite direction.

Passenger Services

The once-a-week service between Coron and the mainland Palawan port of Taytay is unsatisfactory. A first-hand account of these services is presented in this report, as the final section of Annex A, and Annex B tables B.34 through B.49 present the detailed findings of an LSRS passenger survey aboard the ML Dioniemer, which is the sole vessel performing Coron-Taytay services. Chapter 4 of this report summarizes the results of the survey. Essentially, the passengers were dissatisfied with the uncomfortable conditions of travel and with several other aspects of service.

One of the worst aspects of the existing service, however, is the onward travel by road transport from Taytay, that is essential for the 95 percent of ML Dioniemer passengers who have an ultimate trip-end at Puerto Princesa. Passengers are loaded both inside and on the top of the small road vehicles available for these services, giving the vehicles a high center of gravity, and thereby making them unstable, especially when negotiating curves. On the day that a LSRS team member made the trip from Coron to Puerto Princesa, the vehicle he did not take turned over while en route to Puerto Princesa, and a few passengers were killed.

According to ML Dioniemer crew members, the normal passenger load is 20-30 per direction, and there were about 20 passengers on board at the time of the LSRS survey. Ostensibly, the vessel has a capacity for accommodating 70 passengers, which must be a truly horrible travel experience, considering the level of discomfort which already existed when less than half of that number of passengers were aboard the vessel.

Passengers pay P400 for the Coron-Taytay experience, and the charge for onward travel by road is P100. The total travel duration, from Coron to Puerto Princesa, is 1.5 days or somewhat longer, depending on how many hours are spent at Taytay awaiting road transport to Puerto Princesa. A direct liner shipping service from Coron to Puerto Princesa could be operated in 12 hours or less. Allowing for reclining seats and space for passengers to move about during the voyage, an appropriate vessel would be larger in size than the ML Dioniemer, yet have a lower passenger capacity than the ML Dioniemer's nominal capacity. The LSRS estimates that an appropriate charge for such service would be at least P750, which is P250 more than the combined charge for sea and road travel between Coron and Puerto Princesa. Even so, the LSRS estimates that 100 percent diversion of Coron-Puerto Princesa passengers would occur, leaving only the passengers with a trip-end at Taytay or its vicinity to continue to patronize the Coron-Taytay liner passenger service. The diversion would occur because of the greatly improved comfort of travel, the saving of at least one full 24-hour day in making the trip, and the considerably improved safety of the journey. The improvement in travel option would be so great, in fact, as to probably even result in some volumes of generated passenger traffic, despite the higher fare.

The tramper, ML Pia-Ry, accommodates some passengers traveling between Coron and Puerto Princesa, but the approval of the PCG must be given in order for the vessel to provide such services. Once liner passenger services are instituted between Coron and Puerto Princesa, the PCG will no longer have any reason for granting approval to a tramper vessel to accommodate passengers. Coron travellers indicate that they are wary of traveling aboard the ML Pia-Ry, in any case, because the operator's concern is cargo, and the vessel will divert to Cuyo, between Coron and Puerto Princesa, whenever there is a significant amount of cargo awaiting pick-up at Cuyo. Thus, another 10 passengers per direction per week would be expected to divert to a new service, as a result of terminating the passenger services provided by this tramper vessel.

From the foregoing, a new direct passenger service between Coron and Puerto Princesa would be anticipated to accommodate 40 or slightly more passengers per week per direction, were the service able to commence in 1994. By 1995, the passenger travel demand is likely to reach the range of 45 to 50 passengers per direction per week. Considering the economic growth prospects for Palawan, and especially its tourism potential, which is beginning to be realized, long-distance passenger travel to, from, and within the province is likely to grow at a rate of ten percent or more per annum for several years, probably extending well beyond the year 2000. This is especially true for the northern portion of the province, where the greatest tourism potential lies. Considering both this generally outlook for

Palawan passenger travel growth, and the repeated stress of nearly all Palawenos interviewed by the LSRS on the need to increase personal mobility, the market responsiveness to new Coron-Puerto Princesa services might be anticipated to generate a high traffic growth rate, well in excess of even ten percent per annum, during the early years after inauguration of the service. On that basis, the 100-passenger-per-direction-per-week traffic level will probably be reached on the Coron-Puerto Princesa route soon after the year 2000.

Brookes Point-Coron Traffic

Brookes Point is 87 n.m. to the south of Puerto Princesa, and it is possible that any new service that is initiated between Coron and Puerto Princesa should be extended to Brookes Point. That extension, however, would probably need to be justified by cargo service possibilities rather than by any expectation that significant numbers of passengers will want to travel by sea from Coron to southern Palawan, or that Puerto Princesa-Brookes Point road passenger services would lose any significant amount of traffic to a competing coastal sea transport service.

Coron is a potential source for a number of commodities required in southern Palawan, simply because of its frequent services to and from Manila and Batangas. That is, many of these commodities are currently coursed through Puerto Princesa (as shown in Table C.8), even though there is only a single delivery per week at that port. Similarly, any perishable commodities being shipped from southern Palawan to Luzon might preferably be transshipped at Coron, than at Puerto Princesa, because of the danger of shipment delay and cargo consignment deterioration at the latter port. If, on the other hand, a Batangas-Puerto Princesa service were to be franchised by MARINA, then the advantage of Coron vis-a-vis Puerto Princesa as a transshipment point for southern Palawan perishable commodities would be reduced, although not altogether eliminated.

Table C.7 does not indicate the full volumes of southern Palawan cargo shipments that are moved through Puerto Princesa, because most such shipments are moved to Puerto Princesa by road. LSRS fieldwork identified, however, that southern Palawan shippers are not pleased with the limited services available through the port of Puerto Princesa, and especially with the once-a-week schedule. Accordingly, it is likely that some significant proportion of the cargo traffic currently moving between the Brookes Point vicinity and the port of Puerto Princesa is divertible to a regular service to Coron, provided only that the service would be available on another day of the week (the liner vessel serving the Puerto Princesa-Manila route leaves Puerto Princesa at noon every Sunday).

Financial Analysis

Whereas it is possible that a small passenger/cargo vessel would be appropriate to the Coron-Puerto Princesa route, with the option of extending that service to Brookes Point, the LSRS opted to give consideration to the institution of services of a passenger vessel. This preference on the part of the LSRS is partly because of the identified urgency of instituting such passenger services, due to the social unacceptability of services currently being provided. The LSRS also considers, however, that the likelihood of financial viability is higher for the proposed passenger service than for alternative service possibilities.

The Izumi Maru is an eight-year-old passenger vessel which was available for purchase on the second-hand market in March 1994. The vessel has a rated size of 23 GRT and a capacity for 40 passengers. Vessel speed is given at 20.5 knots, making 12-hour service between Coron and Puerto Princesa easily possible. A complete financial appraisal of the employment of this vessel to perform passenger services between Coron and Puerto Princesa is presented as Annex D of this report. The financial appraisal is done by using the Domestic Shipping Operating Cost Model (DOSOCOMO), another product of the LSRS. Principal conclusions derived from this analysis are:

- The service could become quite profitable once the number of passengers accommodated in the average week reaches a level of about 100 per direction, i.e., about twice the projected potential traffic volume for 1995. The breakeven level of traffic would be lower than 100 passengers per direction, and is dependent on the service schedule that would be operated.
- With the inauguration of three-times-a-week service in the first year of operation, losses would exceed P2 million. The first year loss would be approximately P1.5 million if the service schedule is initially limited to two round-trips per week. The size of the first year loss could be lowered still more by limiting the service schedule to only one round-trip per week, but some potential traffic would be lost in that case; the objective of developing the market for the service probably justifies the operation of a second round-trip, even at relatively low traffic levels. That is, the twice-a-week service is probably necessary to accomplish the 100 percent diversion of Coron-Puerto Princesa passenger traffic presumed in the market analysis section of this chapter, and to generate some passenger traffic that would not exist in the absence of the new service.

- With a 70 percent load factor (probably realizable in 1986, with twice-a-week service), and a passenger fare of P750, a small loss would occur. The loss might be largely offset through the accommodation of two or three tons of cargo on each trip (Annex D presumes that cargo is limited to passenger baggage, leaving about 3.5 tons of cargo capacity unutilized).

- The LSRS is recommending in other of its reports the institution of seasonal schedules for many shipping services to better accommodate seasonal variation in demand. This approach will probably also be appropriate for the Coron-Puerto Princesa route, although there is no information currently available to the LSRS to indicate the extent to which there is seasonal variation in the level of passenger demand between Coron and Puerto Princesa. Thus, instead of going from twice-a-week services to thrice-a-week services, over the entire year, the increased service frequency might desirably be phased in over time, by initially providing the increased service frequency in only that period (or those periods) when demand is in excess of twice-a-week service capacity. By such phasing in of increased service frequency, the Coron-Puerto Princesa shipping operator would avoid the sudden drop in his load factor on the route if year-round thrice-a-week services were suddenly introduced. It is likely that thrice-a-week services will be needed for some portion of the year by the time that average weekly demand hits the 65-passenger-per-direction-per-week level (probably in 1997).

9. FINDINGS & RECOMMENDATIONS

PALSDERR Findings

PALSDERR has given consideration to the following proposals for new liner services to ports of Palawan Province:

- Increased frequency of services on the Puerto Princesa-Manila route and/or the initiation of services on the parallel Puerto Princesa-Batangas route.
- Service between Puerto Princesa and Cebu.
- Service between Palawan and Zamboanga.
- Cuyo-San Jose (Antique) service, with possible extension to Manila.
- Coron-Puerto Princesa service, with possible extension to Brookes Point.

It was not possible for the LSRS to do full feasibility studies of any of these services, but an effort was made to carry out sufficient analysis to separate proposals that deserve further near-term attention from those that do not. On this basis, the following conclusions appear to be justified:

- Either the Sulpicio vessel, MV Palawan Princess, which is franchised to operate between Manila and Puerto Princesa, should begin to perform services on the route, or another operator should be franchised to serve either the Manila-Puerto Princesa route or the Batangas-Puerto Princesa route. The Palawenos require more frequent service than once-a-week on this important route. Twice-a-week service would probably substantially reduce the level of fish spoilage losses (estimated by shippers at ten percent on the average) which have been occurring because of infrequent service on the Manila route.
- The Cuyo-San Jose service is the most urgently required of the services given consideration in PALSDERR. This is because the Cuyunos have no satisfactory shipping service connection to anywhere. Frequent (three-times-a-week) service would effectively end the isolation of the Cuyo Island Group, and it appears likely that services with a steel-hulled 250-300 GRT vessel could be operated profitably.
- Partly because of the desirable frequency of Cuyo-San

Jose services, it is preferable that these services be separate from any San Jose-Manila connection, which ought then to be examined and justified (or not) on its own merits. The availability of frequent, well-operated, and varied cargo services at Iloilo Port is something to be taken into account when consideration is given to the needs for long-distance shipping services at San Jose.

- The most direct routes between Puerto Princesa and both Cebu and Zamboanga are across the Sulu Sea, and services over these routes will one day provide the shortest, quickest, cheapest, and most attractive services possible between these ports. The "day" has not yet arrived, however, because the "threshold" levels of traffic that would permit the requisite size of vessel (1500 DWT) to operate regularly across the Sulu Sea are significantly higher than short to medium term traffic prospects. Moreover, it will be a very long time before both of these direct routes are justified, since the best traffic potential for both routes is the diversion of cargo traffic from the Manila-Puerto Princesa route. Cebu Port has good medium-to-long-term prospects for becoming more competitive with Manila as a port for Palawan export/import transshipment. The province of Cebu has excellent medium-term prospects as a domestic market for Palawan produce, and as a source to meet Palawan's needs for manufactured goods. From this, service between Puerto Princesa and Cebu, operating directly across the Sulu Sea, might become financially feasible after the port of Cebu has undergone major upgrading (probably by about the year 2000). Direct services across the Sulu Sea between Puerto Princesa and Zamboanga would then not be financially feasible for some further period of years.

- During the interim, before services across the Sulu Sea between Puerto Princesa and Cebu might become financially remunerative, services employing a smaller vessel, operating a longer route through the Cuyo Corridor, appear to be desirable. The LSRS is unable to identify the volumes of Puerto Princesa-Iloilo cargo and passenger traffic volumes which have ultimate trip-ends at Cebu, so that the potential savings in avoiding needs for cargo transshipment and passenger transfers at Iloilo Port also cannot be identified. It is possible, however, to roughly estimate the significant conversion of Cebu-Puerto Princesa air passenger traffic to sea travel which would likely result from the institution of direct Cebu-Puerto Princesa liner shipping services, and these same services are likely

to divert several thousand tons of cargo per annum from the Puerto Princesa-Manila route, although not nearly so much as would be diverted by new services with a large vessel across the Sulu Sea.

- Similarly, although direct services across the Sulu Sea may not be in prospect for a Puerto Princesa-Zamboanga route for many years, the institution of a "through" Zamboanga-Palawan service connection appears desirable. The service might use Brookes Point as one terminus, rather than Puerto Princesa, and make an intermediate call at Cagayan de Tawi Tawi. This is almost the service that is being provided at present, except that the liner service extends only from Zamboanga to Cagayan de Tawi Tawi, and the Cagayan de Tawi Tawi-Brookes Point services are provided by small tramper vessels that operate as required. One source of incremental cargo traffic between Palawan and Zamboanga is likely to be the attraction of Palawan copra by underutilized coconut oil mills in the vicinity of Zamboanga. Thus, a new liner service would be likely to accommodate significant volumes of incremental cargo (mainly, but not only, copra), as well as divert most of the cargo and passengers currently being accommodated aboard small trampers to the west of Cagayan de Tawi Tawi. An appropriate vessel for this route would be a steel-hulled passenger/cargo vessel of 400-500 DWT, with a capacity for about 150 passengers.

- Existing passenger services between Coron and the main island of Palawan Province are very low standard, and connecting road transport services that permit travellers from Coron to reach Puerto Princesa are uncertain and unsafe. The institution of direct passenger services between Coron and Puerto Princesa by sea is desirable. Such services would be marginally financially viable with a standard fare of P750, if instituted in 1995 with a schedule of two round-trips per week. With a fare of P800, the accommodation of small amounts of cargo traffic (2 or 3 tons per single-direction voyage, in addition to passenger baggage), and institution of services in 1996 or later, the services could be profitable almost from their commencement.

- There is some potential for trade between Coron and Brookes Point, mainly because of the frequent Coron-Luzon services (four round-trips per week), which makes Coron a potentially better port than Puerto Princesa for the shipment of southern Palawan cargoes, especially perishable cargoes, to Luzon (and perhaps onward to export markets). However, it was not

possible for the LSRS to identify the potential for diversion of southern Palawan cargoes from Puerto Princesa to Coron, since most of these cargoes now move between southern Palawan and Puerto Princesa by road, and thus were not shown in the NSO cargo origin-destination data available to the LSRS. In any case, the Coron-Puerto Princesa passenger services given consideration by the LSRS probably represent the least-financial-risk option for new intraprovincial services.

Recommendations

In regard to potential Palawan interprovincial and intraprovincial liner shipping services on existing routes and possible developmental routes, the LSRS recommends:

- That MARINA determine whether or not the MV Palawan Princess is going to perform services on its franchised Puerto Princesa-Manila route, and, if not, that the franchise be canceled, and a public invitation be issued by MARINA for applications to perform services on the route.
- That MARINA and PPA agree on a schedule for MARINA to publicly invite applications to perform services on interisland liner shipping routes with a Batangas Port terminus, with the Puerto Princesa-Batangas route being among those new routes for which applications will be welcomed.
- That MARINA investigate with PPA and the provincial government of Antique the possibility of initiating regular liner services homeported at San Jose and operating to Cuyo, with a schedule of three round-trips per week, and that MARINA subsequently issue a public invitation to the shipping industry to submit applications for the franchising of San Jose-Cuyo services.
- That MARINA and PPA, with the assistance of Iloilo Port master plan consultants, identify the optimal role of Iloilo Port in serving the island of Panay, under a presumption that the road network will be brought up to good standards, and identify the supplementary long-distance services desirable at other ports of the island, including the port of San Jose. Should a long-distance connection between San Jose and Manila or Batangas appear desirable, the schedule for that service ought to be coordinated with the schedule for San Jose-Cuyo services, i.e., one of the three Cuyo-San

Jose voyages a week should arrive at San Jose within 3 to 6 hours before a vessel departure for Manila.

- That MARINA invite applications to institute Puerto Princesa-Cebu services, indicating that official fork tariffs specified for the route will take into account the need of an operator to sail through the Cuyo Corridor, rather than directly across the Sulu Sea.
- That MARINA invite applications to institute "through" liner shipping services between Palawan (either Brookes Point or Puerto Princesa) and Zamboanga via the island of Cagayan de Tawi Tawi.
- That MARINA explore the possibility that Palawan intraprovincial liner shipping services might be operated either as a Coron-Puerto Princesa route or with a route extension to Brookes Point, and invite shipping operators to submit applications for providing passenger services or both passenger and cargo services over an intraprovincial route.

ANNEXES

ANNEX A

RESULTS OF SURVEYS OF PALAWAN SHIPPERS & OFFICIALS AND TRAVEL EXPERIENCE

Introduction

The LSRS conducted surveys of shippers and local government officials at Coron, Taytay, and Puerto Princesa in the province of Palawan, and of air transport passengers on the way to Coron and travel agencies at Puerto Princesa. A member of the LSRS team also made the pumpboat voyage from Coron to Taytay, and travelled by road from Taytay to Puerto Princesa, thereby providing insight into the state of existing transport services that could not have been fully gained from interviews alone. The results of these surveys and travel experiences are described in the following sections of this annex. Coron sea transport passengers were also surveyed, and the results of those surveys are presented in Annex B of this report.

Interviews with Air Travellers & Tour Guides

1. There were four chance passengers (i.e., out of 10 or 12 waitlisted passengers) who were accommodated on the Manila-Coron air flight on 06 February 1994. Two of these chance passengers revealed that their average trip frequency on the Coron-Manila route is three times a month. Another chance passenger commented that his average trip frequency for the same route is twice a month.

2. The chance passengers whose trip frequency is three times a month normally travel as waitlisted passenger on the route. They indicated that the probability of being accommodated on a given flight is around 65 percent. Because of the approximately one-third chance that they will be frustrated in trying to book passage just before flight time, they make it a practice to take their chances on Sunday flights rather than on Friday flights from Manila to Coron, since there is less road traffic in Manila on Sundays, compared to Fridays, and they therefore find it easier to return home on Sundays, once they have been unable to book passage.

3. There were eight local air travellers who were also interviewed on the flight to Coron. These travellers prefer to travel by air on the Manila-Coron route, since the liner vessels operating over this route are, in the view of these travellers, very dirty and unsafe for traveling. (These travellers thought, however, that

there was only one scheduled voyage from Coron to Manila - every Thursday - so perhaps their comments did not also pertain to the vessel plying the route on Saturdays from Coron.) The travellers indicated that, by taking the airflight, they save time and arrive fresh at Coron, instead on needing to recover from an arduous sea voyage.

4. There were seven tourist respondents on the Manila-Coron flight. These tourists indicated that they prefer air travel on the said route, since, like the local travellers, they do not like the existing condition of the vessels plying the route. They indicated a willingness to try the water mode of transport, if there were newer and safer vessels. They thought that the proposal to initiate liner services on the Puerto Princesa-Cebu route was a good one, and should be implemented. According to them, there are plenty of connecting trips at Cebu and, therefore, it would become possible for travellers to Palawan to avoid Manila altogether.

5. These tourists commented on the proposed liner shipping services between Puerto Princesa and Zamboanga by saying that the services would be desirable from the standpoint of offering tourists flexibility, i.e., they could go directly to Zamboanga City instead of via Cebu if they were interested in going to Zamboanga City. The tourists mentioned, however, that the current peace and order situation in western Mindanao might make many tourists disinclined to go there before the situation will have improved. At the time of the interview, these tourists did not have plans of visiting Zamboanga City. They had been hearing news on the peace and order problem in that area. They indicated that they enjoyed going to Palawan, Panay Island, and Puerto Galera (via Batangas), and were not inclined to proceed farther south in the Philippines. They added that they also liked to take liner vessels, especially the new ones, but that what counted most to them was their security/safety during voyages and at destinations.

6. The tourist guides from Aqua Tours, who were interviewed at Coron, indicated that Asian tourists (from Japan, Taiwan, Hong Kong, Singapore, and Malaysia, but excluding those from India and Pakistan) always choose air travel for interisland travel within the Philippines. The European tourists, on the other hand, usually prefer vessels for their interisland travel. Asian tourists always have a single destination only. The tourists who prefer having multiple destinations are nearly always Europeans and Americans.

7. The usual tourist travel pattern is Manila-Cebu by air, and then Cebu to their final destinations by air or by sea. The tour guides estimated that around 90 percent of the tourists using the Cebu City-Puerto Princesa City air route would be diverted to sea route once liner vessel services are available on the route. This will especially be true in the case of the Europeans. Where the proposed Puerto Princesa-Zamboanga liner services were concerned,

the Aqua Tours guides commented that there would be very few tourists who would patronize it, perhaps only missionaries or the relatively few adventurous tourists. The guides said that "news arrives faster abroad than in Manila regarding the Zamboanga peace and order situation".

Interviews at Coron

1. The terminal port supervisor of the Philippine Ports Authority (PPA) in Coron said that the approach to the port of Coron is a "channel" with plenty of corals at both sides. If a vessel is to dock inside the port, it is essential that it be guided by a pilot, who is very familiar with the port and its entrance, and is expert enough to be able to negotiate the vessel through the channel to a berth. The port can accommodate only two small motorized vessels at any one time, and larger vessels must stay at anchorage. The port supervisor indicated that two liner vessels are operating on the Coron-Manila route, and two other liner vessels are serving the Coron-Batangas route. Also, a liner vessel (a small motor launch) accommodates passengers and cargoes on the Coron-Taytay (mainland Palawan) route. The liner vessels serving the port of Coron are:

- a) MV Asuncion X Asuncion Shipping Lines (ASL)
(Wooden Hull)
Route: Manila-Coron-Culion
Frequency: Once a week
Schedule: Leaves Coron for Manila every Thursday between
 1000 and 1200 hours
GRT: 246.5 DWT: na NRT: 115.18 Pass. Cap.: 286 pax.
Speed: 8.5 knots

- b) MV Catalyn A (Wooden Hull) Asuncion Shipping Lines
Route: Manila-Coron-Culion
Frequency: Once a week
Schedule: Leaves Coron for Manila every Saturday between
 1200 and 1600 hours
GRT: 99.02 DWT: na NRT: 53.63 Pass. Cap.: 136 pax.
Speed: 8-9 knots

- c) MV Penafrancia Nueve Viva Shipping Lines (VSL)
(Wooden Hull)
Route: Batangas-Coron-Culion
Frequency: Once a week
Schedule: Leaves Coron for Batangas every Friday between
 1200 and 1600 hours
GRT: 310.05 DWT: 254.58 NRT: na Pass. Cap.: 360 pax.
Speed: 9-10 knots

- d) MV Socorro II Viva Shipping Lines
(Wooden Hull)

Route: Batangas-Coron-Culion
Frequency: Once a week
Schedule: Leaves Coron for Batangas every Monday at
1200 hours
GRT: 96.5 DWT: na NRT: na Pass. Cap.: 80-90 pax.
Speed: 9 knots

e) ML Dioniemer Dioniemer Shipping
(Wooden Hull)
Coron-Linapacan Island-Taytay (mainland Palawan)
Frequency: Once a week
Schedule: Leaves Coron for Taytay every Monday between
1000 and 1100 hours
GRT: 14 DWT: na NRT: na Pass. Cap.: 70 pax.
Speed: 12 knots

2. There is also a motor launch (the ML Pia-Ry) that plies the Coron-Puerto Princesa route twice a month (no specific day). Its size is 63.74 GRT and approximately 65 DWT. Its speed is 8.5 knots. The navigation time from Coron to Puerto Princesa is 20 hours. The captain/pilot of the motor launch indicated that the vessel can carry, at least, 1,000 cavans of rice (50 metric tons), which is on occasion the cargo load from Puerto Princesa to Coron. In addition to rice, the vessel's cargoes from Puerto Princesa to Coron are usually comprised of grocery items. The owner of these shipments is also the owner of the ML Pia-Ry. The backhaul cargoes, i.e., from Coron to Puerto Princesa, are sometimes fruits (when in season), or whatever items/goods might be available at Coron for shipment to Puerto Princesa City.

3. According to the captain of the ML Pia-Ry, the voyages back to Puerto Princesa City are financially insignificant, i.e., there is an imbalance of cargoes moved in two directions. The vessel only realizes earnings from cargo moved in the Puerto Princesa-Coron direction. The vessel officers considered cargo traffic data and charges as confidential information, and were unwilling to provide such information to the LSRS. Although the ML Pia-Ry is intended for cargoes, it also accommodates passengers on the Coron-Puerto Princesa route, in both directions. The captain commented that the vessel has a capacity for the accommodation of 50 passengers. The average passenger load per trip is 20 persons in each direction. They charge a passage rate of P450/passenger between Coron and Puerto Princesa.

4. The captain also revealed that they would like to operate as a liner for the regular accommodation of passengers and cargoes on the Coron-Puerto Princesa route, but considered that they could not yet apply for a liner route franchise because their vessel and supporting facilities are below the standards that are set by MARINA.

5. There were motor vessels that used to call at the port of

Coron, but had halted operations prior to 1994. These vessels were: the MV Asuncion XI, which operated on the Manila-Coron-El Nido route, and the MV Asuncion XII (which has been at least temporarily replaced by the MV Asuncion VI) for operation on the Manila-Coron-Cuyo route. Coron served as an intermediate port-of-call for these two routes. However, these two vessels ceased to make calls at the port of Coron since September and November, 1993, respectively.

6. The operator of these two vessels, reportedly, decided to discontinue their operation to Coron because of complaints/sentiments raised by shippers as regards their shipments bound for Manila. Reportedly, the fish shippers from both Cuyo and El Nido continuously suffered from fish shipment spoilage and ice shortage. This problem derived from the vessels staying overnight at the port of Coron, before proceeding to Manila. Sometimes spoilage of fish consignments occurred even when the vessels would not spend an entire night at Coron, as, for example, when the vessels would instead arrive at Coron at 0600 hours and leave at 1600 hours the same day. The travellers/traders from Coron alleged that the captains of the ASL vessels from Cuyo and El Nido chose to stay overnight at Coron because of "discos or drinking sessions". They mentioned that they used to avoid boarding the vessels coming from Cuyo and El Nido, if there were other available vessels bound for Manila and Batangas. They complained that the ASL vessels plying the routes to Cuyo and El Nido were always loaded and were generally very dirty, when arriving for their intermediate calls at Coron.

7. The inhabitants of Coron feel that the capacities and trip frequencies of the existing vessels that operate on the Coron-Manila and Coron-Batangas routes are sufficient to serve their trade/travel needs. In regard to these services, the Busuanguenos only complained about the food being served on board the vessels. They also revealed that they prefer to trade/market in Manila rather than in Puerto Princesa City for the following reasons:

a) There is not much difference in terms of distance from Coron to Manila as compared with the distance from Coron to Puerto Princesa City. The former distance is 185 n.m. and the latter is 165 n.m. The Busuanguenos estimated that both Manila and Puerto Princesa City can be reached from Coron in about the same travel time.

b) There are liner vessels regularly plying the Coron-Manila route, unlike the Coron-Puerto Princesa route, which can only be reached by using a small tramper vessel (the ML Pia-Ry) that sometimes passes by Cuyo before going to Puerto Princesa, or by using a pumpboat via Taytay (transfer point).

c) The goods/supplies at Puerto Princesa City are also shipped there from Manila. These goods/supplies therefore

command higher prices when bought from Puerto Princesa City rather than from Manila. In addition, Manila has more goods to offer and at lower prices than Puerto Princesa City.

8. There is an exporter from Coron who directly ships live lapu-lapu to Hong Kong. A foreign vessel directly bound for Hong Kong picks up the lapu-lapu shipments at the port of Coron. This vessel stays at anchorage near the port of Coron for only 2-3 hours to get these shipments. The exporter usually ships out 3.5 metric tons of live lapu-lapu to Hong Kong every time they receive special shipping permit from the Office of the Governor. The exporter disclosed that he could, and would like to, export 3.5-5 metric tons of live lapu-lapu twice or thrice a week to Hong Kong, but he is unable to do this because of a Palawan Government resolution banning the shipment of live fish without first obtaining special permits to do so from the Office of the Governor. Unfortunately, in the view of the exporter, processing/following-up of the necessary documents can take several weeks before approval is given, and approval may not be given. The exporter indicated that a shipper can usually obtain an approval about once a month or once every two months, but the rules are not clearly defined and a series of denials is always a possibility. The exporter indicates that the uncertainty of the current system makes it difficult for shippers to enter into contracts with buyers, or to strictly honor their contracts when they are entered into.

9. Another exporter ships out clam meat to Japan, but, in this case, transshipment via Manila is necessary. The exporter ships 22-23 boxes of clam meat (38-40 kilograms/box) to Japan twice a week. The exporter mentioned that she used to ship by air from Coron to Manila around two years ago. At present, she is shipping by sea, since there are now satisfactory regular liner vessels operating between Coron and Manila. Moreover, the cost of shipping by sea is relatively lower than by air. The freight rate by sea is P42/box and the freight by air is P14.70/kilogram, which translates to P588 for a 40-kg. box. The arrastre rate at the port of Coron is P9.90/box. The total transport cost saving per 22-box consignment is on the order of P11,700. Since shifting from air cargo service to liner shipping service, the exporter has never experienced a consignment shut-out. Spoilage is negligible, since the clam meat is shipped frozen, and does not thaw during the voyages.

10. The exporter of clam meat declined to elaborate on export costings/system from Manila to Japan since the consignee at Manila is the one responsible for that. The same exporter will also be exporting guava leaves (for their medicinal value) to Japan by June, 1994.

11. There were five fish traders who were interviewed in Coron. Each of four of these traders ships 4-5 boxes of fresh fish to

Manila 4-5 times a month. Each box contains 30-40 kilograms of assorted fresh fish, so the monthly average cargo per fish trader is 700 kgs. The other trader ships one large box of fresh fish (135 kilograms) to Manila every vessel voyage (twice a week), or approximately 1200 kgs. per month. The average freight rate (actual) of fresh fish from Coron to Manila is P1.61/kilogram. The average rate for arrastre/stevedoring is P0.17/kilogram. The average buying price of fresh fish is P28/kilogram, in Coron, and the average selling price in Manila is P46/kilogram. The P18/kg. price differential is more than enough to cover the P1.78/kg. of shipping and port costs, provided only that the fish arrive at Manila in satisfactory condition.

12. Another trader who was interviewed by the LSRS ships dried fish to Batangas. This trader ships three boxes of dried fish once a month. Each box of dried fish weighs an average of 50 kilograms. The freight rate is P10/box and the arrastre rate is P5/box. The buying price of dried fish in Coron is P30/kilogram and the selling price at destination is P45/kilogram.

13. There was another respondent who ships one tiklis (rattan/bamboo basket) of crab to Manila four times a month. The average weight of the crab shipment is 20 kilograms/tiklis. The freight rate is P150/tiklis, or P7.50/kilogram. The arrastre rate is P8/tiklis. The farm gate price of crabs is P50/kilogram and the selling price in Manila is P70/kilogram. Thus, the price differential is approximately 2.5 times the sea transport cost.

14. There were three traders of cattle who were interviewed by the LSRS at Coron. One trader ships 12 head of cattle to Batangas every six weeks. The other two traders ship 15 head/month and 10 head/month to Manila, respectively. Cattle weights range from 120 to 125 kilograms per head. The freight rate is P305/head and the arrastre rate is P22/head. The average buying price of cattle (live) in Coron is P6,000/head, and the selling price in Batangas is P7,500/head (live). The selling price of cattle in Manila ranges from P8,500-P9,000/head (live).- Thus, the cost of sea freight plus port handling represented, in February 1994, only 11-13 percent of the price differential between Manila and Coron and about 22 percent of the Batangas/Coron price differential.

15. All shippers, who were interviewed by the LSRS at Coron, complained about the arrastre and stevedoring manual handling system at that port. The shippers of fish and crabs lamented that improper handling and stockpiling oftentimes causes damage to their shipments as well as to the styrofoam boxes. These shippers estimated that damage to their shipments could be around 1-2 percent/trip (for most of the shippers of fresh fish who were interviewed by the LSRS, the average lost value per shipment, due solely to rough handling, is estimated at approximately P100). One of the shippers had twice experienced losing empty fish boxes for two consecutive months, even though these boxes are billed; the

boxes were never returned nor replaced.

16. The cattle shippers identified a need for upgrading the handling (loading and unloading) of cattle shipments. Cattle are loaded on board vessels at Coron by guiding them to walk across a two-foot-wide wooden plank spanning the water between the dock and the vessel. The shippers emphasized the need for proper handling equipment/loading system, improved lighting facilities, and rehabilitation of the port of Coron. They also suggested the possible introduction of a RORO vessel (the PPA terminal port supervisor at Coron also made mention of the desirability of RORO vessels and RORO port facilities, but he was equally concerned of the future fate of the arrastre once such vessels/facilities would be introduced in Coron).

17. None of the shippers interviewed in Coron had tried trading in Puerto Princesa City. They find Batangas and Manila to be more easily accessible, and with more attractive markets than Puerto Princesa City.

Interviews at Taytay

1. The Planning Officer of the municipality of Taytay explained that Taytay is basically a transfer point for travellers between Coron and Puerto Princesa City. The port of Taytay (town proper) at the east coast of this municipality caters to the small motor launch (ML Dioniemer) plying the Taytay-Coron route every Saturday. The passenger fare from Taytay to Coron is P400/person.

2. There are public utility vehicles that ply the Taytay-Puerto Princesa City route every day. One minibus leaves Taytay between 1400 and 1500 hours bound for Puerto Princesa City, and one public utility jeepney (PUJ) leaves at 1800 hours for Puerto Princesa. There is an additional trip provided between 2300 and 2400 hours, whenever there are plenty of passengers going to Puerto Princesa. The passenger fare from Taytay to Puerto Princesa is P100/passenger by jeepney, or P95/passenger by bus.

3. Taytay is approximately 220 kilometers (and 117 n.m.) from Puerto Princesa City and around 82 n.m. from Coron. The road condition from Taytay to Puerto Princesa City is very poor, with only around 4.5 percent of the total road length being asphalted. The land travel time from Taytay to Puerto Princesa is 10 hours and the navigation time from Taytay to Coron is around 23 hours, i.e., including the overnight stay at a port of Linapacan island (the intermediate port-of-call), since the motor launch plying that route is not suited to navigate at night and the approach to the port of Taytay has plenty of corals.

4. The average passenger load per trip (one direction) on the

Taytay-Coron route is around 30 passengers (minimum of 20 passengers). Approximately 95 percent of the Coron-Taytay passengers on board the ML Dioniemer have Puerto Princesa City as their final destination.

5. The products that are shipped out from Taytay to Puerto Princesa City are mostly dried fish and cashew/mango (when in season and in small amounts). The harvest season of cashew nuts is March to May. Most of the cashew nuts from Taytay are directly shipped to Manila, and only insignificant amounts of cashews are shipped to Puerto Princesa City. The products that come from Puerto Princesa City are rice, grocery items, bottled products and fuel. The products that are shipped out from Taytay to Coron are fresh fish, livestock, rice and corn. Limited amounts of grocery items are shipped also in the Coron to Taytay direction.

6. There are no traders/shippers in Taytay who export agricultural products. The local folks of Taytay generally prefer Puerto Princesa City than Coron as regards marketing/shopping of goods. However, there was one shipper to Coron, who was interviewed in Taytay. This shipper ships 4-6 hogs to Coron once or sometimes twice a month. The hogs usually weigh 30-45 kilograms/head. The freight rate from Taytay to Coron is P100/head, irrespective of size or weight.

7. The same shipper also ships around 5-10 cavans (i.e., consignments of 250-500 kgs.) of rice to Coron once a month. The freight rate is P50/sack. The backhaul cargoes are assorted groceries, i.e., around 3-4 boxes of groceries (approximately 30 kilograms/box). The freight rate is P25/box. This shipper is satisfied with the services being provided by ML Dioniemer (the shipper was once the captain of this vessel).

8. The crew of the ML Dioniemer are the ones who load/unload the shipments at the port of Taytay (Poblacion). A 7-inch-wide plank is used when the motor launch is able to get close to the pier; otherwise, the crew uses a borrowed 5-foot x 6-foot flat boat to carry both the passengers and shipments from/to the seashore. There are sometimes porterage fees of around P2-5/box, and sometimes none at all, depending on the moods of the vessel crew and the shippers/ passengers they are dealing with.

9. There are two functional ports at Taytay. These ports are in the town proper (poblacion) at the east coast of the municipality, and in Liminamcong, i.e., a district or barrio of Taytay at its west coast. Dried fish are usually shipped out from Taytay to Manila, Puerto Princesa City and Coron through the east coast port, and fresh fish are usually shipped out from Taytay to Manila through the west coast port.

10. There are two vessel (batel) calls every month at the eastern port of Taytay bound for Manila. There are batels available every

week at the port of Liminamcong (west coast) bound for Manila. The average size of the batels at the port of Liminamcong is 114 GRT. Reportedly, one of the batels calling at Liminamcong can accommodate 300 passengers bound for Manila. However, the same batel is also said to be providing tramping services.

11. Liminamcong is not directly accessible by road from the town proper of Taytay. One has to take a tricycle (15-minute drive, 8-kilometer distance) from the poblacion to the coast of Malampaya Sound, and then take a two-hour pumpboat ride to reach the port of Liminamcong. There are no passenger/cargo pumpboats or motor launches that operate between Coron and Liminamcong. Liminamcong is considered as the trading center of the northwest area of the Palawan mainland. Its trade orientation is Metro Manila.

Interviews at Puerto Princesa

1. There were three traders/exporters interviewed in Puerto Princesa City. These traders were: Oceano Trading, T.Y.C. Trading and Amex Trading.

2. Oceano Trading ships 103 sacks of cashews (during harvest season) to Manila once a month. Each sack of cashews weighs 50 kilograms. The cashews are shipped as containerized cargo in 10-ft. containers. The freight rate from Puerto Princesa to Manila is P5,000/10-foot van. According to the company's manager, they do not have any problem with shipping services, stating that existing services are satisfactory "in all aspects". They ship their cargo to the Manila North Harbor, and rely on their Manila agent to take care of everything from that point onward.

3. In response to an LSRS query regarding the future possibility of using Cebu as a point of transshipment for export cargoes, the manager indicated that that is not a real possibility in their case. The company's headquarters is in Manila (the Puerto Princesa office is just a buying station), and their bankers and cargo agents are in Manila. By contrast, the company has no office of cargo agents in Cebu.

4. The T.Y.C Trading Company is an exporter of cashews, as well as a trader of rice and corn. In this case, the owner/manager responded to an LSRS query regarding the adequacy of liner cargo services by simply saying, "no problem, no comment, everything good, everything fine and everything smooth", and then excused himself, having concluded the interview.

5. Both the Department of Trade and Industry and the Planning Office of the Governor of Palawan recommended to the LSRS that the Amex Trading Company be interviewed. This company is trading/exporting copra, cashews, corn and seaweed. In regard to

the last, however, the manager of the Puerto Princesa office indicated that the company was new in the business of seaweed buying and exporting, and he was therefore unable to assess the adequacy of shipping services for seaweed accommodation. The manager indicated that the Puerto Princesa office is, in fact, only a buying station. The company's headquarters is in Manila.

6. Amex Trading ships seaweed from Puerto Princesa to Cebu via Manila. Sometimes, they hire a motor launch (40 to 50-ton capacity at a rate of P1.00-1.50/kilogram) for a direct shipment from Puerto Princesa to Cebu. They consider that the initiation of regular liner shipping services on the Puerto Princesa-Cebu route would be desirable. They indicated, however, that they were not yet able to estimate what the cost savings might be if they were then able to use Cebu as their cargo transshipment point, instead of continuing to transship at Manila.

7. The above traders/shippers (except for T.Y.C Trading) pointed out that Cebu could be a potential market for them, and hoped that they would be able to establish business contacts in that city, once liner shipping cargo services on a direct route from Puerto Princesa to Cebu could be established.

8. Three tourists who were interviewed at the airport of Puerto Princesa indicated that they would favor the introduction of liner passenger services on a direct Puerto Princesa-Cebu route, and the tourists also considered that a connection between Puerto Princesa and Zamboanga would be a good idea. The two proposed shipping services, they felt, would offer tourists a number of travel options, whereas few good options are currently available, especially for tourists who would prefer to sail (rather than to go by air).

9. In the meeting with the Puerto Princesa office manager of Philippine Air Lines (PAL), the LSRS was able to obtain the following information:

a) Effective April 1, 1994, PAL will replace the 50-seat Fokker plane being used to serve the Cebu-Iloilo-Puerto Princesa route with two B737 jets. The B737 has a capacity for 141 passengers. The flight frequency will be twice a week, i.e., every Wednesday and Sunday.

b) The air fare for Puerto Princesa-Cebu (direct flight) is the same as air fare via Iloilo, i.e., P1,418/passenger aboard a B737, compared with P1,183/passenger aboard the Fokker.

c) There are always chance passengers on every flight from Puerto Princesa, bound for either Cebu or Manila. The details are provided hereunder:

o Ave. No. of Chance Passengers/Flight:

To Cebu ----- 25 passengers
To Manila --- 50 passengers

o Ave. No. of Chance Passengers Accommodated/Flight:

To Cebu ----- 10 passengers
To Manila --- 30 passengers

o Estimated Ratio of Tourist to Non-Tourist Passengers:

To Cebu ----- 20 %
To Manila --- 30 %

o Estimated Ratio of Foreign Tourists to Local Tourists:

To Cebu ----- 8 % foreign tourists
To Manila --- 8 % foreign tourists

10. Based on interviews of airport porters and tricycle drivers, who are familiar with the check-in system at the Puerto Princesa airport, a chance passenger can negotiate for flight accommodation, with payment of P50-P100. One driver, however, revealed that there are cases when negotiations can reach more than P100, especially during the peak travel season.

11. A passenger interview survey was conducted at the Puerto Princesa airport, and the survey results are presented in Table 1. Data on air passenger traffic from/to Puerto Princesa are presented in Table 2.

Interviews at Cuyo

The LSRS interviewed three livestock (hog) traders and three fish traders at Cuyo Port. The information obtained in these interviews is presented in several points below.

1. The average weekly shipment of hogs from Cuyo to Manila (the destination of all of the hogs) is around 30 head, i.e., normally 8 to 12 head per trader. The weight of the animals is usually within the range of 40-50 kgs.

2. The liner shipping freight rate per hog is P56, and the combined arrastre and PPA port charges add to P5/hog.

3. Each hog shipper hires two escorts that attend the hogs during transit. The salary of the escorts ranges from P800 to P1000 per month. Divided over four monthly shipments and approximately 40 head of livestock/month/trader, the average cost for escort security and care is P450/voyage and P45/animal. On the average, the animals of each shipper consume three drums of water (provided by the shipping operator at no cost to the shipper) and three sacks of rice bran (30-35 kgs. per sack), with the latter costing P2.50-P3.00/kg., or approximately P30/animal. Thus the all-in port-to-port shipment cost per animal is P136, of which the freight cost

represents slightly over 40 percent. The Cuyo backyard price for hogs (i.e., the price paid by the traders) is P27/kg. (live hog), and the selling price in Manila is P39 or P40/kg. on the same live hog basis. The price differential per average animal (of 45 kgs.) is therefore around P540, or slightly higher, and the all-in port-to-port shipment cost represents about one-quarter of this amount.

4. The trading is profitable provided the traders' animals do not lose too much weight during the voyage and most or all of the animals survive the voyage. The voyage takes 36-40 hours aboard the vessel, MV Asuncion XII. The long voyage duration is partly due to the slowness of the vessel, but due as well to the making of one or more unscheduled calls along the way. The voyage duration not only results in some weight loss of the hogs, but improves the chances that one or more will be lost overboard. The hogs are all shipped as "loose" cargo, and would just roam the deck except that the shippers make an improvised fence for each voyage to keep the animals penned up in a small area near the prow of the vessel. This helps to limit animal losses, but the shippers indicate that the animals are sometimes so active that one or more will fall into the sea. On the average, however, only about two animals a year are lost in this manner.

5. A few animals are also lost during the loading process, although most that fall into the sea while the vessel is still docked are rescued by arrastre gang members. Livestock are loaded on board by using a plank of 2 or 2.5 feet in width to span the water between the vessel and the pier; livestock are either required to "walk the plank" themselves or the arrastre gang members carry them one-by-one across to the vessel.

6. On the average, the hog shippers maintain, their animals lose 3-5 kgs. of weight during transit between Cuyo and Manila. That is a loss of approximately P160/animal on the average, and is more than the all-in port-to-port costs of shipment. If a single animal is lost because of falling into the sea, that is an additional value loss of something over P1,600, and is roughly equivalent to the profit the trader might otherwise make on a single consignment.

7. Each hog shipper distinguishes his hogs from those of the other traders by shaving a mark of some sort on the back of each animal, and then painting the shaved area with "his" color.

8. Although only hogs, and not cattle, are shipped from Cuyo at present, the hog shippers indicated that cattle used also to be shipped from Cuyo to Manila. Cattle shipments came to an abrupt end when a vessel loaded with a large number of Cuyo cattle sank. The shippers had large portions of their capital tied up in the cattle on board the vessel, and they could not recover and continue their businesses after the MV Amie sank on December 23, 1991, between Cuyo and Mindoro.

Table A.1

Passenger Air Transport Interview Survey

Embarkation:	a_/	:	P	:	P	:	P	:	P	:	P	:	P	:	P	:	P	:	P	:	P	:
Disembarkation:		:	C	:	C	:	C	:	C	:	C	:	I	:	I	:	C	:	C	:	C	:
Trip Purpose:		:		:		:		:		:		:		:		:		:		:		:
o Home		:	x	:		:		:		:		:	x	:	x	:		:		:		:
o Business		:		:		:		:		:		:		:		:		:		:		:
o Work		:		:		:		:		:		:		:		:		:		:		:
o Vacation		:		:		:		:		:		:		:		:		:		:		:
o Tour		:		:	x	:	x	:	x	:		:		:		:		:		:		:
o Medication		:		:		:		:		:		:		:		:		:		:		:
o Personal		:		:		:		:		:		:		:		:		:	x	:	x	:
o School		:		:		:		:		:		:		:		:		:		:		:
o Others		:		:		:		:		:		:		:		:		:		:		:
Ave. Trip Frequency on this Route:		:		:		:		:		:		:		:		:		:		:		:
o Per Week		:		:		:		:		:		:		:		:		:		:		:
o Per Month		:	1	:		:		:		:	2	:		:		:	1	:		:	2	:
o Per Year		:		:	1	:	1	:	1	:		:	2	:	1	:		:	3	:		:
Reason for Taking Air Transport:		:		:		:		:		:		:		:		:		:		:		:
o Fare/Economical		:		:		:		:		:		:		:		:		:		:		:
o Speed		:	x	:	x	:		:	x	:	x	:	x	:		:	x	:		:	x	:
o Comfort/Convenience		:		:		:	x	:	x	:		:	x	:	x	:	x	:	x	:	x	:
o Regularity of Schedule		:		:		:		:		:	x	:	x	:		:	x	:	x	:	x	:
o Urgency		:		:		:		:		:		:		:		:		:		:		:
o No Other Means of Transport		:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:
Is it Possible to Shift to Water Transport?		:		:		:		:		:		:		:		:		:		:		:
o Yes		:	x	:	x	:	x	:	x	:	*	:	x	:	x	:	x	:	x	:	x	:
o No		:		:		:		:		:		:		:		:		:		:		:
Reason for Shifting to Water Transport:		:		:		:		:		:		:		:		:		:		:		:
o Lower Fare with only Third Class Accommodation.		:		:		:		:		:		:		:		:		:		:		:
o Lower Fare with First Class Accommodation, at least:		:		:		:		:		:		:		:		:		:		:		:
10 % lower than air fare		:		:		:		:		:		:		:		:		:		:		:
20 % lower than air fare		:		:		:		:		:		:		:		:		:		:		:
30 % lower than air fare		:	x	:		:		:		:		:		:		:		:		:		:
50 % (or more) lower than air fare		:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:
o If Not an Urgent Matter.		:		:		:		:		:	x	:		:	x	:	x	:	x	:	x	:
o If Schedule is regular:		:		:		:		:		:		:		:		:		:		:		:
Weekly:		:		:		:		:		:		:		:		:		:		:		:
Once		:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:	x	:
Twice		:		:		:	x	:		:	x	:		:	x	:	x	:	x	:	x	:
Monthly:		:		:		:		:		:		:		:		:		:		:		:

Once	:	:	:	:	:	:	:	:	:	:	:	:
Twice	:	:	:	:	:	:	:	:	:	:	:	:
Thrice	:	:	:	:	:	:	:	:	:	:	:	:
Are You Now Traveling as a Chance/Waitlisted Passenger?												
o Yes	:	x	:	:	:	:	:	:	:	:	:	:
o No	:	:	x	x	x	x	x	x	x	x	x	x

(continuation of Table 1)

Have You Ever Been a Chance/Waitlisted Pass. on this Route?												
o Yes	:	x	:	:	:	x	:	:	x	:	:	x
o No	:	:	x	x	x	:	x	x	:	x	:	:

If Yes, How Many Times You Have Been a Chance/Waitlisted Passenger on this Route?:

	:	NA	:	:								
--	---	----	---	----	---	----	---	----	---	----	---	---

o Per Week	:	:	:	:	:	:	:	:	:	:	:	:
o Per Month	:	:	:	:	:	:	:	:	:	:	:	:
o Per Year	:	5	:	:	:	7	:	:	5	:	:	3

And How Many Times You Have Been Accommodated to Travel as Chance/Waitlisted Passenger on this route?

o Per Week	:	:	:	:	:	:	:	:	:	:	:	:
o Per Month	:	:	:	:	:	:	:	:	:	:	:	:
o Per Year	:	3	:	:	:	5	:	:	4	:	:	3

-
- P - Puerto Princesa
 - C - Cebu
 - I - Iloilo
 - a_/ - Group of three going to Ozamis (by boat from Cebu)
 - * - maybe

Table A.2

Air Passenger Traffic By Route, 1987-1993

O - D	1987	1988	1991	1992	a_/ 1993
Puerto - Manila	45,862	53,051	41,144	46,653	43,650
Manila - Puerto	45,513	51,843	41,492	46,719	44,755
Total	91,375	104,894	82,636	93,372	88,405
Puerto - Cebu	-	1,904	4,606	4,047	3,299
Cebu - Puerto	-	1,930	4,483	3,893	2,886
Total	-	3,834	9,089	7,940	6,185
Puerto - Iloilo	-	-	3,920	5,140	4,043
Iloilo - Puerto	-	-	3,797	5,026	4,136
Total	-	-	7,717	10,166	8,170

Source: National Statistics Office (NSO), Puerto Princesa City
a_/ - January to November

9. The hog traders indicated that they were looking forward to the establishment of services between Cuyo and Batangas, although they were only certain they would use the service if it called at Cuyo on a different day of the week than the existing service to Manila. If the schedules of the two services would be nearly identical, then they would only use the service if the total delivery cost to their market in La Loma were lower than the current service, i.e., the combined cost of sea freight, arrastre, trucking, feeds and animal weight loss would need to be lower via Batangas than via Manila in order to induce them to shift.

10. The three fish traders interviewed by the LSRS indicate that they each ship every week to Manila, with individual consignment sizes ranging from 20 to 40 boxes of fish, and the range of box weight being 80-100 kgs. Thus, on the average, each shipper ships about 2.7 metric tons of fish per voyage.

11. The freight rate is P200/box of fish; the Cuyo arrastre charge is P54/box; and the PPA port fee is just P1.20/box. The shippers lamented the high arrastre charge at Cuyo, indicating that it was more than twice the Manila North Harbor charge of P26.10/box of fish.

12. The trucking charge at Cuyo, to move fish approximately 500 meters from the fish landing to the commercial port, is P50/box of fish. According to the shippers, this charge is excessive for such a short distance, and they are going to begin moving the fish themselves in home-made "pushcarts", to avoid paying the high trucking service charge. At Manila, the trucking charge is P70/box, from the North Harbor to Malabon, the final destination of the shipments.

13. The fish traders estimate that they experience an average spoilage rate of 2 to 3 percent of their shipments, during the 40-hour sailing time from Cuyo to Manila. To preserve their fish, they must pack them in ice chests, with about a one-to-one ratio of fish to ice. Very little ice is produced on Cuyo, and what is produced is unavailable to most traders, so that the traders must obtain their ice from Coron, Iloilo, Antique, or even from Manila.

14. The fish shippers indicate that they must regularly pay P10 to the guards at the gate of Cuyo Port, P10-20 to policemen at the port, P20 to the representative of the Bureau of Fisheries and Aquatic Resources (BFAR), P30/box of fish as a shipping permit fee to the Municipal Office, and P30/box as a police regulatory and sanitary inspection fee.

15. Despite the costs of shipping, fish trading is profitable because of the large price differential between Cuyo and Manila. They must pay an average landed price for fish of P25/kg., and the Manila prices range from P40 to P45 per Kg. The all-in transport and packing cost per kg. is about P12, including informal payments,

leaving them a margin of P3 to P8 per kg. with which to earn a profit. If there were no spoilage losses, the traders could potentially make an average profit of more than P7,000 per voyage, but spoilage reduces the amount of profit by around 20 percent.

16. The fish traders noted that the arrastre contractor at Cuyo Port operates entirely on a manual basis, having no cargo-handling equipment of any type. The traders maintain that the loading method causes damage to their shipments, since the system is very slow and there are normally delays in departure. (On the other hand, even with the slowness of both the cargo handling and the voyage, the shippers estimate that losses average under three percent, as discussed above.)

17. The MV Asuncion XII is the only vessel providing a cargo service connection to Manila, and the shippers say they are at the mercy of the captain of the vessel. Shut-outs occur at the whim of the captain, whenever he is upset with a shipper, and the shippers characterize the captain as an emotional man, easily aroused to anger. The "liner" service is actually rather irregular, according to the shippers, and the vessel may not arrive on a Friday and depart on Saturday, as scheduled. This non-adherence to schedule is the common case, and not merely an occasional case.

18. The largest of the Cuyo fish traders (none of the three interviewed by the LSRS) leases the BFAR ice plant, and restricts (in various ways) the volume and/or the timeliness of ice purchases by the other traders. The uncertainty of whether or not they will have sufficient ice, at the MV Asuncion loading time, to satisfactorily pack their fish has caused some of the previous traders to drop from competition, and the remaining traders (i.e., the LSRS interviewees) are also wondering if they should cease their operations at Cuyo. (If they did so, the Cuyo fishermen would be forced to sell their catches, except what is locally consumed, to the sole remaining trader.)

19. The fish traders did not think that the inauguration of services between Cuyo and Batangas would be very helpful to them, because Navotas/Malabon (at Manila) is the final destination of their shipments. On the other hand, the fish traders and the hog traders were all generally in favor of additional services to Manila and a variety of other destinations. Once-a-week service, on days which cannot be foretold, is not sufficient for the needs of shippers or of travellers.

Coron - Puerto Princesa Travel Experience

The Coron-Puerto Princesa route is composed of two route/mode links. These are: the Coron-Taytay sea link and the Taytay-Puerto

Princesa road link. The former route link is served by a small motor launch (ML Dioniemer) and the latter route link is served by two public utility vehicles (a minibus and a jeepney).

The LSRS survey member boarded the ML Dioniemer at around 0900 hours, on Monday, 14 February 1994, having to negotiate his way on board by balancing on a constantly swaying 7-inch wide and 7-foot long plank (without railings). The size of the motor launch is 14 GRT, with a capacity for 70 passengers. It looked to the LSRS survey member like a triangular speed boat with outriggers. The passage fare from Coron to Taytay was P400/passenger (no ticket/no receipt).

There were no cots available for the passengers. The passengers sat side by side along wall-to-wall wooden benches that were arranged in seven rows. Each bench measured 8 to 10 feet long with 7-inch wide seat and 7-inch wide backrest. The passengers could go inside and outside of the boat by squeezing through the

small side windows, or through the only (but wider) window fronting the passenger seats. The passenger area was located on the mid-front section of the boat and the kitchen area was located on the mid-back section of the boat. The engine room was located in the middle section bordering the passenger and kitchen areas. The cargo compartment was directly underneath the passenger area flooring. Four passenger seats had to be removed during loading or unloading of baggage at the ports of call.

A common toilet for both male and female passengers could be found on the outside of the boat. It was attached (as an overhang) on the left side near the stern of the boat. It measured approximately 2 feet x 2 feet x 2 feet, without a roof. A drum filled with water and fastened on the outside of the boat could be found a few steps before the entrance to the toilet. The toilet had no "built-in" door covering to close or to open, but only a 2 feet x 2 feet plastic sheet covering, that was unfavorably vulnerable to strong wind. There were no toilet fixtures/accessories inside the toilet. One could only find a 5 to 6-diameter hole at the center of the toilet floor.

There were 7-inch wide planks attached to both sides of the boat. These planks served as the walking platform alongside the boat for passengers going inside or coming out of the boat through the windows. The boat might have had safety facilities and accessories, but any such were not visible on board.

The vessel left the port of Coron at 1000 hours. Lunch was served at around 1230 hours. It consisted of two cups of rice and a small slice of fried fish (approximately 2 inches x 2 inches x 1/2 inch). Drinking water was available in a water jug. All male passengers used only two or three glasses among them to drink

water, i.e., one at a time. This was also the case for the female passengers.

At around 1300 hours, the waves were no longer tolerable, having the effect of causing nausea for many of the passengers. These big waves were said to be due to the strong northeast wind. Most passengers were, noticeably, seasick (including the LSRS team member). Some passengers were regularly rushing to and from the toilet while the others were trying to find relief with the disposable plastic pouches available on board.

The boat reached the intermediate port-of-call on the coast of Linapacan Island, a municipality of Palawan, at 1600 hours. The passengers were allowed to temporarily disembark from the boat to buy food on the island, where the means of transportation are walking and pushcarts. The vessel left the port of Linapacan at 1700 hours.

During the second phase of the voyage, one of the engines malfunctioned twice. At one point in time, both the engines went dead. That occurred around 1900 hours, while the vessel afloat on the open sea, and the crew took the opportunity to serve dinner (which was just like the lunch). Fortunately, the engine repair work required 15-20 minutes only. The boat was then able to proceed, i.e., in the dark. The lighting system being used to guide the boat consisted of two flashlights and one petromax/coleman (alcohol lamp).

At around 2000 hours, the officers/crew decided to anchor the boat somewhere near an islet for the night. They were able to anchor the vessel after three attempts. The boat at anchorage was constantly swaying because of waves, but, at first, it was tolerable. However, after 20-30 minutes, the constant swaying of the boat became unbearable, because high waves began to rock the boat. The passengers learned later that the boat had been slowly carried away by big waves to a deeper part of the sea, i.e., the vessel was no longer in original anchorage location, apparently because the anchor had not really been secured in the first place.

The crew/officers on board decided to raise the anchor and navigate in the dark (with flashlights/alcohol lamp). After one hour of navigation (around 2130 hours), they decided to make the necessary anchorage since the boat was not suited to travel at night, especially along a sea lane where corals abound. The vessel then stayed at anchorage the whole night. It was very uncomfortable for the passengers trying to sleep in sitting positions, with the boat constantly swaying in the dark, i.e., there were no lights.

At around 0530 hours the following day (Tuesday), the crew served the breakfast, i.e., one cup of coffee only, and served to passengers one at a time. However, according to the LSRS team

member, all discomforts of the previous night were compensated for by the sight of the beautiful, soothing, and pristine surroundings. The vessel was surrounded by clear and refreshing blue water, greeneries, beautiful atolls/islets with white sand beaches, and grand rock formations. The totality of the view was described by the LSRS team member as "simply beautiful". The vessel moved on at around 0545 hours, and reached the port of Taytay at around 0930 hours (Tuesday). A borrowed 5-foot x 6-foot flat boat was used to bring both the passengers and baggage near to the shore. The passengers, who opted to have their feet get wet, simply disembarked from the flat boat and walked through the knee-deep water to finally reach the shore. In the cases of those passengers who did not want to get wet, they were literally carried by the crew from the flat boat to the shore. There were no extra payments for these efforts. The travel time from Coron to Taytay was 23.5 hours.

Before the disembarkation of passengers from the boat, one could notice a lone minibus already waiting at the port of Taytay. There were around 23 passengers disembarking from the boat, and 20 of these passengers arranged with the waiting minibus for seat reservations (the minibus was scheduled to leave Taytay bound for Puerto Princesa at 1430-1500 hours). The baggage of these 20 passengers was loaded onto the minibus by the crew of ML Dioniemer. The LSRS team member was still suffering from motion sickness, however, and the minibus looked decidedly unattractive, so he declined to join this group of passengers for the scheduled 1500 hours departure for Puerto Princesa. (It was later learned that the minibus had "turned turtle" soon after it got underway, shortly after 1500 hours, on its way to Puerto Princesa City. Three persons were confirmed dead-on-the-spot, including the conductor, and there were passengers who had suffered dislocated joints, broken limbs, head concussions and/or other bruises.)

The Taytay-Puerto Princesa road route is served by only the above-described minibus, with a seating capacity for 30 passengers, and by a public utility jeepney (PUJ) with a seating capacity for 18 passengers. The PUJ departs daily during the hour of 1800-1900 hours. Both the minibus (before its accident) and the PUJ provided two types of transport accommodation, i.e., "inside load accommodation" and "top load accommodation". As the words connote, the "inside load" means that the passenger rides inside the vehicle and the "top load" means that the passenger rides on the roof top of the vehicle. (The implications for the center of gravity and the tendency to overturn when negotiating curves quickly is clear.) These vehicles are always fully loaded, i.e., both inside and on the roof top. The passenger fare to Puerto Princesa is P100.

If passengers are unable to obtain a seat on either the minibus (at least temporarily out of order following its accident) or on the PUJ, then they normally have to stay overnight at Taytay, waiting for the next available vehicle trip (on the following day).

Fortunately, in the case of the LSRS staff member, a road vehicle operator decided to provide his vehicle for a midnight trip from Taytay to Puerto Princesa. The vehicle left Taytay a few minutes before 2300 hours (Tuesday). The vehicle was fully loaded (as is always the case). The terrain between Taytay and Puerto Princesa is very rugged (mountainous) and the road condition is very poor (earth and gravel).

The road travel from Taytay to Puerto Princesa was "rough". Road dust did not spare anybody on board the vehicle, to the extent that anyone could write with their fingers on anything with a smooth surface. Black shoes turned brownish white because of the thick dust. The vehicle arrived at Puerto Princesa at around 0930 hours (Wednesday). The travel time from Taytay to Puerto Princesa was 10 hours, i.e., excluding the 5.5-hour waiting time at Taytay. The total travel time (including waiting time) from Coron to Puerto Princesa via Taytay was 39 hours.

ANNEX B

PALAWAN PASSENGER SURVEY RESULTS

For PALSDERR, the LSRS conducted passenger surveys, in 1993, at the Manila North Harbor to assess the adequacy of passenger services on the routes between Manila and the Palawan ports of Puerto Princesa and Cuyo. Surveys were also conducted, during February 1994, at the port of Coron, Busuanga Island. Three routes were surveyed at Coron, as shown in Table B.1 of this annex.

Questions asked of passengers for the purposes 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 three ports of Palawan are presented in Tables B.2 through B.80, following. The tables that apply to each of the five surveyed routes are:

- Coron-Manila (B.2 through B.17)
- Coron-Batangas (B.18 through B.33)
- Coron-Taytay (B.34 through B.49)
- Cuyo-Manila (B.50 through B.64)
- Puerto Princesa-Manila (B.65 through B.80)

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	
Coron - Manila					
02/12/94	Catalyn - A/ASL	-	-	103	103
02/10/94	Asuncion X/ASL	-	-	100	100
Sub-total : Coron - Manila		-	-	203	203
Coron - Batangas					
02/13/94	Socorro II/VSL	-	-	71	71
02/11/94	Penafancia Nueve/VSL	-	-	127	127
Sub-total : Coron - Batangas		-	-	198	198
Coron - Taytay					
02/14/94	ML Dioniemer/DL	-	-	19	19
Cuyo, Palawan - Manila					
07/30-31/93	Asuncion/ASL	-	-	25	25
Puerto Princesa - Manila					
08/08-09/93	Dona Virginia/WLI	-	-	30	30
Total		-	-	475	475

Note : VSL (Viva Shipping Lines), ASL (Asuncion Shipping Line), DL (Dioniemer Lines).

CORON - MANILA ROUTE

TABLE B.2
PURPOSE OF TRAVEL

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Marketing of goods	23	22	17	17	40	20
Provincial fiestas	1	1			1	0
Vacation (non-student)	3	3	16	16	19	9
Employment change			1	1	1	0
Other business related	22	21	14	14	36	18
School break/holiday	5	5			5	2
Buying/shopping	8	8	12	12	20	10
Medical	9	9	5	5	14	7
Family affairs	7	7	9	9	16	8
Other travel purposes	25	24	26	26	51	25
Total	103	100	100	100	203	100

TABLE B.3
FREQUENCY OF TAKING PARTICULAR VOYAGE

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
18 times a month	1	1			1	0
1 - 4 times a year	62	60	63	63	125	62
5 - 10 times a year	24	23	23	23	47	23
11 - 15 times a year	11	11	11	11	22	11
20 - 25 times a year	4	4	2	2	6	3
30 - 36 times a year	1	1	1	1	2	1
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very clean			3	3	3	1
Satisfactory	89	86	94	94	183	90
Not clean	13	13	3	3	16	8
Unacceptable	1	1			1	0
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very comfortable			4	4	4	2
Satisfactory	89	86	93	93	182	90
Not Comfortable	13	13	3	3	16	8
No answer	1	1			1	0
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Clean & well maintained			2	2	2	1
Satisfactory	64	62	52	52	116	57
Unsatisfactory	39	38	46	46	85	42
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent			2	2	2	1
Satisfactory	64	62	78	78	142	70
Inadequate	39	38	11	11	50	25
Unacceptable			1	1	1	0
Don't drink water			8	8	8	4
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	1	1	3	3	4	2
Satisfactory	87	84	91	91	178	88
Unsatisfactory	15	15	5	5	20	10
Unacceptable			1	1	1	0
Total	103	100	100	100	203	100

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

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Meals:						
Excellent	1	1	7	7	8	4
Satisfactory	48	47	38	38	86	42
Unsatisfactory	1	1	54	54	55	27
Unacceptable	53	51	1	1	54	27
Total	103	100	100	100	203	100
Meal Service:						
Excellent	1	1	6	6	7	3
Satisfactory	54	52	70	70	124	61
Unsatisfactory	48	47	24	24	72	35
Total	103	100	100	100	203	100

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

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent			6	6	6	3
Satisfactory	100	97	85	85	185	91
Inadequate	2	2	4	4	6	3
Unacceptable	1	1	2	2	3	1
No answer			3	3	3	1
Total	103	100	100	100	203	100

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

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent			4	4	4	2
Satisfactory	23	22	21	21	44	22
Unsatisfactory	20	19	43	43	63	31
Unacceptable	57	55	25	25	82	40
No answer	3	3	7	7	10	5
Total	103	100	100	100	203	100

**TABLE B.12
BOARDING PROCESS**

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Easy and Safe			3	3	3	1
Satisfactory	65	63	80	80	145	71
Unsatisfactory	34	33	10	10	44	22
Chaotic	2	2	1	1	3	1
No answer	2	2	6	6	8	4
Total	103	100	100	100	203	100

**TABLE B.13
BAGGAGE SECURITY ON BOARD THE VESSEL**

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	1	1	7	7	8	4
Fair	96	93	85	85	181	89
Poor	4	4	7	7	11	5
No answer	2	2	1	1	3	1
Total	103	100	100	100	203	100

TABLE B.14
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Convenience of Booking :						
Excellent	2	2	10	10	12	6
Satisfactory	99	96	86	86	185	91
Difficult	2	2	3	3	5	2
No answer			1	1	1	0
Total	103	100	100	100	203	100
Security of Booking :						
Excellent	2	2	7	7	9	4
Satisfactory	93	90	82	82	175	86
Difficult	3	3	3	3	6	3
No answer	5	5	8	8	13	6
Total	103	100	100	100	203	100

TABLE B.15
RATING OF MANAGEMENT AND STAFF

	CATALYN-A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Management Attitude of Service Quality :						
Excellent	5	5	9	9	14	7
Satisfactory	97	94	89	89	186	92
Unsatisfactory	1	1	1	1	2	1
No answer			1	1	1	0
Total	103	100	100	100	203	100
Land Based Staff Attitude to Passenger & Efficiency :						
Excellent	5	5	8	8	13	6
Satisfactory	97	94	91	91	188	93
Unsatisfactory	1	1			1	0
Unacceptable			1	1	1	0
Total	103	100	100	100	203	100
Vessel Crew Attitude to Passenger Attitude & Efficiency :						
Excellent	4	4	8	8	12	6
Satisfactory	96	93	89	89	185	91
Unsatisfactory	3	3	1	1	4	2
No answer			2	2	2	1
Total	103	100	100	100	203	100

TABLE B.16
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Sufficient and Convenient :						
Excellent			5	5	5	2
Generally good	25	24	61	61	86	42
Fair	55	53	25	25	80	39
Very poor	2	2			2	1
Don't have view	21	20	8	8	29	14
No answer			1	1	1	0
Total	103	100	100	100	203	100
Adherence to Schedule/Reliability:						
Excellent	3	3	5	5	8	4
Generally good	11	11	41	41	52	26
Fair	68	66	47	47	115	57
Don't have view	21	20	7	7	28	14
Total	103	100	100	100	203	100
Service Speed:						
Fast			1	1	1	0
Satisfactory	77	75	88	88	165	81
Very slow	5	5	2	2	7	3
Slow	6	6	2	2	8	4
Don't have view	14	14	5	5	19	9
No answer	1	1	2	2	3	1
Total	103	100	100	100	203	100

TABLE B.17
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	CATALYN A		ASUNCION X		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Have not travelled this route before	3	3			3	1
Services have considerably improved	4	4	15	15	19	9
Slight improvement on services	46	45	55	55	101	50
Services are less good now	2	2	1	1	3	1
Service standards have not changed	22	21	15	15	37	18
Cannot estimate change	25	24	14	14	39	19
No answer	1	1			1	0
Total	103	100	100	100	203	100

CORON - BATANGAS ROUTE

**TABLE B.18
PURPOSE OF TRAVEL**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Marketing of goods	11	15	8	6	19	10
Provincial fiestas			1	1	1	1
Vacation (non-student)	14	20	27	21	41	21
Employment change	2	3	4	3	6	3
Other business related	6	8	15	12	21	11
School break/holiday	4	6	7	6	11	6
Buying/shopping	8	11	8	6	16	8
Medical	3	4	7	6	10	5
Family affairs	5	7	14	11	19	10
Other travel purposes	18	25	35	28	53	27
No answer			1	1	1	1
Total	71	100	127	100	198	100

**TABLE B.19
FREQUENCY OF TAKING PARTICULAR VOYAGE**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
2-4 times a month	2	3	6	5	8	4
10 times a month	1	1			1	1
18 times a month			1	1	1	1
1-4 times a year	46	65	103	81	149	75
5-8 times a year	11	15	9	7	20	10
10-15 times a year	10	14	6	5	16	8
No answer	1	1	2	2	3	2
Total	71	100	127	100	198	100

**TABLE B.20
CLEANLINESS OF SLEEPING/EATING AREA
AT THE START OF THE VOYAGE**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very clean	4	6	20	16	24	12
Satisfactory	60	85	103	81	163	82
Not clean	7	10			7	4
No answer			4	3	4	2
Total	71	100	127	100	198	100

**TABLE B.21
AIR COMFORT LEVEL OF SEATING/SLEEPING AREA**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Very comfortable	3	4	16	13	19	10
Satisfactory	57	80	104	82	161	81
Not comfortable	11	15	6	5	17	9
No answer			1	1	1	1
Total	71	100	127	100	198	100

**TABLE B.22
CLEANLINES AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Clean & well maintained	4	6	29	23	33	17
Satisfactory	45	63	90	71	135	68
Unsatisfactory	21	30	8	6	29	15
No answer	1	1			1	1
Total	71	100	127	100	198	100

**TABLE B.23
ADEQUACY OF ON-BOARD DRINKING WATER AVAILABILITY**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	4	6	13	10	17	9
Satisfactory	55	77	98	77	153	77
Inadequate	12	17	12	9	24	12
Unacceptable			2	2	2	1
Don't drink water			2	2	2	1
Total	71	100	127	100	198	100

**TABLE B.24
COMFORT AND CLEANLINES OF EATING AREAS ON-BOARD**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	3	4	17	13	20	10
Satisfactory	48	68	105	83	153	77
Unsatisfactory	14	20	4	3	18	9
Unacceptable	6	8			6	3
No answer			1	1	1	1
Total	71	100	127	100	198	100

**TABLE B.25
MEALS AND MEAL SERVICE ON BOARD**

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Meals:						
Excellent	3	4	9	7	12	6
Satisfactory	32	45	43	34	75	38
Unsatisfactory	35	49	70	55	105	53
Unacceptable	1	1	5	4	6	3
Total	71	100	127	100	198	100
Meal Service:						
Excellent	5	7	9	7	14	7
Satisfactory	49	69	67	53	116	59
Unsatisfactory	14	20	43	34	57	29
Unacceptable	2	3	7	6	9	5
No answer	1	1	1	1	2	1
Total	71	100	127	100	198	100

TABLE B.26
VESSEL OPEN AREAS FOR PASSENGER

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	5	7	11	9	16	8
Satisfactory	63	89	99	78	162	82
Inadequate	1	1	10	8	11	6
Unacceptable	1	1			1	1
No answer	1	1	7	6	8	4
Total	71	100	127	100	198	100

TABLE B.27
WAITING AREA BEFORE BOARDING, IN TERMS OF COMFORT & CLEANLINESS

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent			2	2	2	1
Satisfactory	20	28	27	21	47	24
Unsatisfactory	27	38	59	46	86	43
Unacceptable	19	27	20	16	39	20
No answer	5	7	19	15	24	12
Total	71	100	127	100	198	100

TABLE B.28
BOARDING PROCESS

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Easy and Safe	1	1	3	2	4	2
Satisfactory	55	77	61	48	116	59
Unsatisfactory	10	14	46	36	56	28
Chaotic	1	1	5	4	6	3
No answer	4	6	12	9	16	8
Total	71	100	127	100	198	100

TABLE B.29
BAGGAGE SECURITY ON BOARD THE VESSEL

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Excellent	7	10	14	11	21	11
Fair	57	80	100	79	157	79
Poor	4	6	11	9	15	8
Serious problem	2	3	1	1	3	2
No answer	1	1	1	1	2	1
Total	71	100	127	100	198	100

TABLE B.30
SHIPPING LINES RESERVATION SYSTEM IN
REGARD TO CONVENIENCE & SECURITY OF BOOKING

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Convenience of Booking :						
Excellent	2	3	23	18	25	13
Satisfactory	68	96	67	53	135	68
Unacceptable			14	11	14	7
Difficult			12	9	12	6
No answer	1	1	11	9	12	6
Total	71	100	127	100	198	100
Security of Booking :						
Excellent	2	3	23	18	25	13
Satisfactory	52	73	67	53	119	60
Unacceptable	4	6	14	11	18	9
Difficult	7	10	12	9	19	10
No answer	6	8	11	9	17	9
Total	71	100	127	100	198	100

TABLE B.31
RATING OF MANAGEMENT AND STAFF

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Management Attitude of Service Quality :						
Excellent	9	13	35	28	44	22
Satisfactory	60	85	88	69	148	75
Unsatisfactory	1	1	3	2	4	2
No answer	1	1	1	1	2	1
Total	71	100	127	100	198	100
Land Based Staff Attitude to Passenger & Efficiency :						
Excellent	9	13	24	19	33	17
Satisfactory	59	83	97	76	156	79
Unsatisfactory	2	3	6	5	8	4
No answer	1	1			1	1
Total	71	100	127	100	198	100
Vessel Crew Attitude to Passenger Attitude & Efficiency :						
Excellent	10	14	31	24	41	21
Satisfactory	59	83	95	75	154	78
Unsatisfactory	1	1	1	1	2	1
No answer	1	1			1	1
Total	71	100	127	100	198	100

TABLE B.32
RATING OF SERVICE SCHEDULE, ADHERENCE AND SPEED

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Sufficient and Convenient :						
Excellent	7	10	20	16	27	14
Generally good	49	69	89	70	138	70
Fair	6	8	11	9	17	9
Very poor	4	6			4	2
Don't have view	5	7	7	6	12	6
Total	71	100	127	100	198	100
Adherence to Schedule/Reliability:						
Excellent	8	11	20	16	28	14
Generally good	37	52	72	57	109	55
Fair	16	23	31	24	47	24
Don't have view	10	14	4	3	14	7
Total	71	100	127	100	198	100
Service Speed:						
Fast	11	15	27	21	38	19
Satisfactory	51	72	92	72	143	72
Very slow	2	3	1	1	3	2
Slow			4	3	4	2
Don't have view	4	6			4	2
No answer	3	4	3	2	6	3
Total	71	100	127	100	198	100

TABLE B.33
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	SOCORRO II		PENAFRANCIA NUEVE		TOTAL	
	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE	THIRD CLASS	% SHARE
Have not travelled this route before	3	4	7	6	10	5
Services have considerably improved	4	6	10	8	14	7
Slight improvement on services	26	37	78	61	104	53
Services are less good now			2	2	2	1
Service standards have not changed	18	25	19	15	37	19
Cannot estimate change	20	28	11	9	31	16
Total	71	100	127	100	198	100

CORON - TAYTAY ROUTE (MOTOR BOAT)

TABLE B.34
PURPOSE OF TRAVEL

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Other business related	9	47
Medical	1	5
Family affairs	1	5
Other travel purposes	8	42
Total	19	100

TABLE B.35
FREQUENCY OF TAKING PARTICULAR VOYAGE

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
1-3 times a year	8	42
5-7 times a year	2	11
10-12 times a year	4	21
24 times a year	5	26
Total	19	100

TABLE B.36
CLEANLINESS OF SLEEPING/EATING AREA
AT THE START OF THE VOYAGE

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Satisfactory	4	21
Not clean	15	79
Total	19	100

TABLE B.37
AIR COMFORT LEVEL OF
SEATING/SLEEPING AREA

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Satisfactory	5	26
Not comfortable	7	37
Unacceptable	7	37
Total	19	100

TABLE B.38
CLEANLINESS AND MAINTENANCE OF TOILET
AND WASHING FACILITIES DURING THE VOYAGE

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Clean & well maintained	1	5
Satisfactory	1	5
Unsatisfactory	3	16
Unacceptable	13	68
No answer	1	5
Total	19	100

**TABLE B.39
ADEQUACY OF ON-BOARD
DRINKING WATER AVAILABILITY**

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Satisfactory	12	63
Inadequate	3	16
Unacceptable	3	16
Don't drink water	1	5
Total	19	100

**TABLE B.40
COMFORT AND CLEANLINESS
OF EATING AREAS ON-BOARD**

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Excellent	1	5
Satisfactory	2	11
Unsatisfactory	1	5
Unacceptable	15	79
Total	19	100

**TABLE B.41
MEALS AND MEAL SERVICE ON BOARD**

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Meals:		
Satisfactory	3	16
Unsatisfactory	15	79
Unacceptable	1	5
Total	19	100
Meal Service:		
Satisfactory	3	16
Unsatisfactory	15	79
Unacceptable	1	5
Total	19	100

**TABLE B.42
OPEN AREAS FOR PASSENGER**

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Excellent	1	5
Satisfactory	4	21
Inadequate	10	53
Unacceptable	4	21
Total	19	100

**TABLE B.43
WAITING AREA BEFORE BOARDING,
IN TERMS OF COMFORT & CLEANLINESS**

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Satisfactory	1	5
Unsatisfactory	2	11
Unacceptable	16	84
Total	19	100

TABLE B.44
BOARDING PROCESS

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Easy and Safe	1	5
Satisfactory	5	26
Unsatisfactory	12	63
Chaotic	1	5
Total	19	100

TABLE B.45
BAGGAGE SECURITY ON BOARD THE VESSEL

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Excellent	1	5
Fair	1	5
Poor	16	84
No answer	1	5
Total	19	100

TABLE B.46
RESERVATION SYSTEM IN REGARD TO
CONVENIENCE & SECURITY OF BOOKING

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Convenience of Booking :		
Satisfactory	5	26
Unacceptable	2	11
Difficult	10	53
No answer	2	11
Total	19	100
Security of Booking :		
Satisfactory	2	11
Difficult	1	5
Difficult	15	79
No answer	1	5
Total	19	100

TABLE B.47
RATING OF MANAGEMENT AND STAFF

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Management Attitude of Service Quality :		
Satisfactory	8	42
Unsatisfactory	9	47
No answer	2	11
Total	19	100
Land Based Staff Attitude to Passenger & Efficiency :		
Excellent	2	11
Satisfactory	4	21
Unsatisfactory	10	53
No answer	3	16
Total	19	100
Vessel Crew Attitude to Passenger Attitude & Efficiency :		
Excellent	7	37
Satisfactory	7	37
Unsatisfactory	4	21
No answer	1	5
Total	19	100

TABLE B.48
RATING OF SERVICE SCHEDULE,
ADHERENCE AND SPEED

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Sufficient and Convenient :		
Generally good	4	21
Fair	1	5
Very poor	4	21
Don't have view	10	53
Total	19	100
Adherence to Schedule/Reliability:		
Excellent	1	5
Generally good	17	89
Fair	1	5
Total	19	100
Service Speed:		
Fast	5	26
Satisfactory	12	63
No answer	2	11
Total	19	100

TABLE B.49
CHANGE OF SERVICES OVER THE PAST TWO YEARS

	ML DIONIEMER	
	NO. OF PASSENGERS	% SHARE
Have not travelled this route before	1	5
Slight improvement on services	3	16
Service standards have not changed	6	32
Cannot estimate change	9	47
Total	19	100

CUYO, PALAWAN - MANILA ROUTE

**TABLE B. 50
PURPOSE OF TRAVEL**

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
Employee	1	4
Business	4	16
Student	4	16
Vacation	14	56
Others	2	8
Total	25	100

**TABLE B. 51
FREQUENCY OF TAKING THE VOYAGE**

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
1-3 times a month	3	12
Thrice a year	3	12
Twice a year	4	16
Once a year	11	44
No Answer	4	16
Total	25	100

**TABLE B. 52
SERVICES ADEQUATE FOR DEMAND**

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	10	40
NO	0	0
NO ANSWER	15	60
TOTAL	25	100

**TABLE B. 53
RELIABLE AND ON TIME**

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	0	0
NO	10	40
NO ANSWER	15	60
TOTAL	25	100

TABLE B. 54
GOOD SPACE RESERVATION

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	7	28
NO	3	12
NO ANSWER	15	60
TOTAL	25	100

TABLE B. 55
GOOD BAGGAGE ACCOMMODATION/SECURITY

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	8	32
NO	0	0
NO ANSWER	17	68
TOTAL	25	100

TABLE B. 56
ADEQUATE CONCERN FOR SAFETY

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	8	32
NO	0	0
NO ANSWER	17	68
TOTAL	25	100

TABLE B. 57
ORGANIZED BOARDING PROCEDURE

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	8	32
NO	0	0
NO ANSWER	17	68
TOTAL	25	100

TABLE B. 58
ACCOMMODATION STANDARDS

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
FOOD/CANTEEN		
POOR	9	36
FAIR	6	24
GOOD/EXCEL	8	32
NO ANSWER	2	8
TOTAL	25	100
TOILET/SANITARY FACILITIES		
UNACCEPTABLE	1	4
FAIR	13	52
GOOD/EXCEL	10	40
NO ANSWER	1	4
TOTAL	25	100
BEDDINGS/BLANKETS		
POOR	17	68
FAIR	2	8
GOOD/EXCEL	1	4
NO ANSWER	5	20
TOTAL	25	100
LEISURE FACILITIES		
UNACCEPTABLE	3	12
POOR	1	4
FAIR	6	24
GOOD/EXCEL	4	16
NO ANSWER	11	44
TOTAL	25	100
VENTILATION		
UNACCEPTABLE	3	12
POOR	1	4
FAIR	6	24
GOOD/EXCEL	4	16
NO ANSWER	11	44
TOTAL	25	100
CREW'S COURTESY/ASSISTANCE		
POOR	3	12
FAIR	2	8
GOOD/EXCEL	13	52
NO ANSWER	7	28
TOTAL	25	100
DRINKING FOUNTAINS, ETC.		
POOR	4	16
FAIR	1	4
GOOD/EXCEL	10	40
NO ANSWER	10	40
TOTAL	25	100
SPACE TO MOVE AROUND		
UNACCEPTABLE	1	4
POOR	13	52
FAIR	1	4
NO ANSWER	10	40
TOTAL	25	100

TABLE B. 59
BAGGAGE CARRIED BY PASSENGERS

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
BAGS		
1-2	16	80
3-4	2	100
BOXES		
1-2	4	20
5 Above	1	100
TOTAL		
1-2 Baggage	20	80
3-4 Baggage	2	8
5 above Baggage	1	4
NO ANSWER	2	8
TOTAL	25	100

TABLE B. 60
ADEQUATE BAGGAGE STORAGE

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	1	4
NO	9	36
NO ANSWER	15	60
TOTAL	25	100

TABLE B. 61
IS BAGGAGE STORAGE SECURED

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	8	32
NO	4	16
NO ANSWER	13	52
TOTAL	25	100

TABLE B. 62
CHANGE OF SERVICES OVER THE PAST TWO YEARS

MV ASUNCION (3rd Class Only)		
	NO. OF PASSENGERS	% SHARE
YES	1	4
NO	1	4
NO ANSWER	23	92
TOTAL	25	100

TABLE B. 63
CONGESTED TRAVEL DURING PEAK SEASON
BEEN A SERIOUS PROBLEM

	MV ASUNCION (3rd Class Only)	
	NO. OF PASSENGERS	% SHARE
YES	4	16
NO	0	0
NO ANSWER	21	84
TOTAL	25	100

TABLE B. 64
PASSENGER SUGGESTIONS

	MV ASUNCION (3rd Class Only)	
	NO. OF PASSENGERS	% SHARE
Good, only vessel available/no other vessel for this route	2	8
Good services but limited on space	4	16
Passengers has no comments	1	4
Good cooperation of passengers and employees	5	20
This company needs additional employees	1	4
No Answer	12	48
Total	25	100

PUERTO PRINCESA - MANILA ROUTE

TABLE B.65
PURPOSE OF TRAVEL

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
EMPLOYEE					
BUSINESS		3	2	5	17
STUDENT	3		4	7	23
VACATION/HOLIDAY	2	12	2	16	53
OTHERS			1	1	3
NO ANSWER		1		1	3
TOTAL	5	16	9	30	100

TABLE B.66
FREQUENCY OF TAKING PARTICULAR VOYAGE

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Twice a day	1			1	3
Once a month		1		1	3
Twice a year		3	3	6	20
Once a year	4	10	5	19	63
No answer		2	1	3	10
Total	5	16	9	30	100

TABLE B.67
SERVICES ADEQUATE FOR DEMAND

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	3	11	9	23	77
NO	2	4		6	20
NO ANSWER		1		1	3
TOTAL	5	16	9	30	100

TABLE B.68
RELIABILITY OF SERVICE

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	2	8	9	19	63
NO	2	5		7	23
NO ANSWER	1	3		4	13
TOTAL	5	16	9	30	100

TABLE B.69
GOOD SPACE RESERVATION

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	1	4	3	8	27
NO	4	10	6	20	67
NO ANSWER		2		2	7
TOTAL	5	16	9	30	100

TABLE B.70
GOOD BAGGAGE ACCOMMODATION/SECURITY

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	2	6	6	14	47
NO	3	8	3	14	47
NO ANSWER		2		2	7
TOTAL	5	16	9	30	100

TABLE B.71
ADEQUATE CONCERN FOR SAFETY

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	2	8	7	17	57
NO	3	5	2	10	33
NO ANSWER		3		3	10
TOTAL	5	16	9	30	100

TABLE B.72
ORGANIZED BOARDING PROCEDURE

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	2	6	4	12	40
NO	3	7	3	13	43
NO ANSWER		3	2	5	17
TOTAL	5	16	9	30	100

TABLE B.73
(Continued)
ACCOMMODATION STANDARDS

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
FOOD/CANTEEN					
UNACCEPTABLE	1	1	1	3	10
POOR	3	10	4	17	57
FAIR		2	3	5	17
GOOD/EXCEL.	1	2	1	4	13
NO ANSWER		1		1	3
TOTAL	5	16	9	30	100
TOILET/SANITARY FACILITIES					
UNACCEPTABLE	1		1	2	7
POOR	2	10	4	16	53
FAIR	1	4	3	8	27
GOOD/EXCEL.	1	1	1	3	10
NO ANSWER		1		1	3
TOTAL	5	16	9	30	100
BEDDINGS/BLANKETS					
UNACCEPTABLE		1	2	3	10
POOR	4	2	3	9	30
FAIR		11	3	14	47
GOOD/EXCEL.	1	1	1	3	10
NO ANSWER		1		1	3
TOTAL	5	16	9	30	100
LEISURE FACILITIES					
UNACCEPTABLE			2	2	7
POOR	3	6	2	11	37
FAIR	1	4	4	9	30
GOOD/EXCEL.	1	3	1	5	17
NO ANSWER		3		3	10
TOTAL	5	16	9	30	100
VENTILATION					
UNACCEPTABLE		1	2	3	10
POOR	2	5	3	10	33
FAIR	2	4	3	9	30
GOOD/EXCEL.	1	4	1	6	20
NO ANSWER		2		2	7
TOTAL	5	16	9	30	100
CREW'S COURTESY/ASSISTANCE					
UNACCEPTABLE			2	2	7
POOR	1	8	4	13	43
FAIR	2	4	1	7	23
GOOD/EXCEL.	2	1	2	5	17
NO ANSWER		3		3	10
TOTAL	5	16	9	30	100
DRINKING FOUNTAINS ETC.					
UNACCEPTABLE	2	1	2	5	17
POOR	2	4	4	10	33
FAIR		5	1	6	20
GOOD/EXCEL.	1	2	2	5	17
NO ANSWER		4		4	13
TOTAL	5	16	9	30	100
SPACE TO MOVE AROUND					
UNACCEPTABLE	1	3	1	5	17
POOR	2	3	4	9	30
FAIR	1	5	2	8	27
GOOD/EXCEL.	1	1	2	4	13
NO ANSWER		4		4	13
TOTAL	5	16	9	30	100

**TABLE B.74
BAGGAGE CARRIED BY PASSENGERS**

KIND OF BAGGAGE NO. OF BAGGAGE	MV DONA VIRGINIA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
BOXES					
1 - 2	2	5	3	10	34
3 - 4		4		4	50
5 - Above		1	1	2	100
BAGS					
1 - 2	4	10	5	19	66
3 - 4		2	2	4	50
TOTAL					
1 - 2 Baggage	6	15	8	29	74
3 - 4 Baggage		6	2	8	21
5 - Above baggage		1	1	2	5
TOTAL	6	22	11	39	100

**TABLE B.75
WEIGHT OF BAGGAGE AND EXTRA CHARGES PAID**

	MV DONA VIRGINIA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
WEIGHT					
8-10 kilos		2	1	3	10
13-20 kilos			1	1	3
45-55 kilos		2	2	4	13
Hand carry			1	1	3
No answer	5	12	4	21	70
TOTAL	5	16	9	30	100
EXTRA CHARGES PAID					
No answer	5	16	9	30	100
TOTAL	5	16	9	30	100

**TABLE B.76
ADEQUATE BAGGAGE STORAGE**

	MV DONA VIRGINIA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	1	2	1	4	13
NO	3	10	3	16	53
NO ANSWER	1	4	5	10	33
TOTAL	5	16	9	30	100

**TABLE B.77
IS BAGGAGE STORAGE SECURED**

	MV DONA VIRGINIA (Only Vessel Surveyed)				
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	3	2	1	6	20
NO		9	3	12	40
NO ANSWER	2	5	5	12	40
TOTAL	5	16	9	30	100

TABLE B.78
CHANGE OF SERVICES OVER THE PAST TWO YEARS

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES			1	1	3
NO					
NO ANSWER	5	16	8	29	97
TOTAL	5	16	9	30	100

TABLE B.79
CONGESTED TRAVEL DURING PEAK SEASON
BEEN A SERIOUS PROBLEM

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
YES	4	8	5	17	57
NO	1		1	2	7
NO ANSWER		8	3	11	37
TOTAL	5	16	9	30	100

TABLE B.80
PASSENGER SUGGESTIONS

MV DONA VIRGINIA (Only Vessel Surveyed)					
	FIRST CLASS	SECOND CLASS	THIRD CLASS	TOTAL	% SHARE
Additional vessel that will travel from Manila	2	2	3	7	23
Provide additional utility side, proper preparation of food, securities & crews		1		1	3
Don't allow overloading		1		1	3
Toilet must be open everytime			2	2	7
No answer	3	12	4	19	63
TOTAL	5	16	9	30	100

ANNEX C

PALAWAN ECONOMY & INTERISLAND TRADE

Geography & Land Use

Palawan is the largest province of the Philippines with nearly 1.5 million hectares of land area, or approximately five percent of the national land area. The province comprises nearly 1800 islands and islets, and is politically subdivided into 21 municipalities and one city. The island of Palawan is the principal island of the province, with a length of 425 kilometers and a width that ranges from 40 kilometers to just 8.5 kilometers. Palawan Island extends along a northeast-southwest axis, between the Sulu Sea and the South China Sea.

The province is extended further to the northeast and the southwest by smaller islands beyond the ends of the main island. The island farthest to the northeast is Busuanga, and the principal islands of Culion and Linapacan lie between Busuanga and Palawan islands. Just to the south of the main island lie the islands of Bugsuk, Pandanan and Bancalan, and Balabac Island is the province's southernmost island. The total length of the province's northeast-southwest axis, stretching from Busuanga to Balabac is 650 kilometers.

Dumaran Island lies off the northeast coast of the main island, and water depths drop substantially from the south to the north of this island. The Cuyo Island Group lies to the east of Dumaran Island, about midway between that island and the southwest coast of Panay Island.

Palawan Province has a total land area of nearly 1.5 million hectares. In 1991, approximately 22 percent of the land area was classified as "alienable and disposable", and about the same proportion remained in virgin forest. Many of the small islands are designated as "reserves", and approximately 24 percent of the province's total area was so designated in 1991. Besides these three principal land use classifications, approximately 9 percent of the Palawan's land area was classified as "timberland", somewhat over 6 percent was classified as "residual forest", roughly one-eighth of the province's area was "open brushland/grassland", and "coastal mangroves" comprised nearly 2 percent of the total area.

The province is divided administratively into the capital of Puerto Princesa City and 21 municipalities. Puerto Princesa, with a land area of more than 210,000 hectares, is the second largest city in the Philippines, after Davao City. Table C.1 indicates the land areas of the principal islands of Palawan Province and their respective municipalities.

Table C. 1

Palawan Province Land Areas By Island & Municipality

Islands & Municipalities	Areas (Square Kilometers)
Palawan Island	
Puerto Princesa City	2106.7
Aborlan	908.8
Narra	700.0
Brookes Point	1303.4
Bataraza	957.0
Quezon	1912.8
San Vicente	842.5
Roxas	1220.3
Taytay	1390.5
El Nido	465.1
Subtotal : Palawan Island	11807.1
Northern Palawan Islands	
Busuanga	392.9
Coron	1214.4
Abordo	155.2
Subtotal : Northern Palawan Islands	1762.5
Cuyo Island Group	
Cuyo	57.3
Agutaya	32.9
Subtotal: Cuyo Island Group	90.2
Dumaran Island	
Dumaran	435.0
Araceli	176.0
Subtotal: Dumaran Island	611.0
Balabac (Island & Municipality)	581.6
Other Municipalities & Islands	
Cagayancillo	15.4
Magsaysay	27.7
Jose Rizal & Kalayaan	1.1
Subtotal: Other Municipalities & Islands	44.2
Province Total Area	14896.6

Source: Palawan Provincial Office of the Department of Trade & Industry (DTI).

Whereas Palawan Province comprises approximately five percent of the land area of the Philippines, the province's population of nearly 530,000 persons (1990 census) represents less than one percent of the nation's population. Thus, Palawan is relatively sparsely populated. This circumstance has permitted Palawan to preserve the highest forest cover in the Philippines (54 percent). Approximately one-sixth of the province's land area is currently under cultivation, proportion of and of the total under cultivation, roughly one-third is in tree crops (49,000 hectares of coconut palms, 20,000 hectares of cashew trees, and 1,000 hectares of coffee).

Structure of the Palawan Economy

Table C.2 identifies the 1990 employment of Palawan, and the dominance of the agriculture, fishing and forestry grouping, which accounted for more than 60 percent of total employment in the province. There is very limited manufacturing in the province, other than the operation of 450 rice mills. Tourism represents the province's principal growth industry. Oil extraction is becoming of importance, as well, but will not have a significant effect on employment growth. The more important economic subsectors and industries of Palawan Province are discussed in the following paragraphs.

Crop Subsector

Palawan grows only a few crops in significant quantities. These include palay, corn, coconuts, cashews and bananas. Although mango and other fruit trees would be appropriate for Palawan, in terms of preventing environmental degradation and enhancing the attractiveness of the province for tourism, very few such trees are yet being planted in the province. Palawan is also a deficit area for all types of vegetables. Table C.3 indicates the principal crop production levels attained by the Palawan crop subsector in 1990.

Table C.3

Palawan Principal Crop Production Levels, 1990

Crop	Harvested Area (has.)	Production (mt)	Yield (mt/has)
Palay	62,720	132,487	2.11
Cashew	19,730	10,240	0.52
Coconut	48,937	83,640*	1.71
Banana	10,780	83,641	7.76
Corn	18,900	4,042	0.21

* 344 million nuts

Source: Palawan Provincial Planning and Development Office

Table C. 2

**Palawan Gainful Employment By Major Industry *
Group, 1990**

Major Industry Group	Employment
Agriculture, Fishing & Forestry	84,495
Mining & Quarrying	1,109
Manufacturing	4,725
Utilities (electricity, gas & water)	313
Construction	4,748
Commerce (wholesale & retail trade)	10,345
Transportation, Storage & Communications	4,505
Business Services (finance, insurance, real estate, etc.)	1,099
Community, Social & Personal Services	18,449
Other (not adequately defined)	6,140
Total	135,928

* According to the 1990 population census, Palawan Province had a total population of 528,287 persons in that year. The 1992 labor force of the province was reportedly 151,835 persons, of whom 136,290 were employed and 15,545 were unemployed. If these figures are correct, employment grew by only 0.13 percent per annum from 1990-1992.

Source: Palawan Office of the Governor, Provincial Planning and Development Office (PPDO)

The rice yield is actually comprised of three yields, i.e., those obtained in irrigated, rainfed and upland areas. Palaweno upland farmers are estimated to plant around 14,000 hectares of rice per year, from which they obtain extremely low yields that average only around 55 kgs per hectare. In rainfed areas, yield climb to an average of 2.1 mt per hectare, from a provincial total of slightly over 10,000 hectares. There are 210 irrigation systems in Palawan, covering an aggregate service area of 24,243 hectares, all of which is dedicated to the production of palay. Planted palay area, in 1990, was 38,600 hectares on irrigated land, which means that the irrigation service area had an average cropping intensity of 1.59. The yield planted hectare was 2.6 mt. The yield cropping intensity work out to an annual production level of 4.14 mt of palay per irrigated hectare of land, nearly twice what it is possible to obtain in the province's rainfed area.

The corn yield indicated in Table C.3 is extremely low, but may not be correctly estimated. That is, interisland trade information (discussed later in this annex) suggests that Palawan surpluses of corn alone (i.e., excluding provincial consumption of its own corn) exceed the production level shown in Table C.3. Besides corn shipments from the province, Palawan ships out its surpluses of cashews and copra, since there are no processing and packaging facilities locally.

Livestock Subsector

Palawan has been experiencing the same population trends in the livestock sector as those of the Philippines as a whole, namely: cattle and carabao population have declined from levels of the early 1980s; hog populations have meanwhile been increasing; and poultry populations have been rising, to reach levels that are roughly equivalent in numbers of head to human populations in the same areas. As shown in Table C.4, the cattle population of Palawan declined from an average of around 20,000 head in the early 1980s to a range of 12,000-15,000 head during the 1987-1992 period. The carabao population averaged 26,600 head during the 1980-1986 period, before falling to an average of fewer than 22,000 head during 1989-1991. The Palawan hog population has meanwhile been increasing fairly rapidly; whereas the hog population was fewer than 50,000 head in every year of the 1980-1986 period, the population exceeded 82,000 head in both 1991 and 1992. The province's poultry population exceeded one head per capita in 1991 and again in 1992.

Fishing Subsector

An estimated 65 percent of Philippine commercial fish production comes from the 178 fishing grounds of Palawan Province, and according to the Philippine Fisheries Development Authority (PFDA), 60 percent of the landed catch at Metro

Table C.4
Palawan Livestock & Poultry Population, 1980-1992
(Thousands of Head)

Group & Type	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
Livestock													
<i>Cattle</i>	18.7	20.5	20.8	16.6	17.7	15.7	15.7	12.3	12.2	12.5	12.5	13.8	14.9
<i>Carabao</i>	25.6	28.5	22.6	26.7	28.7	26.2	28.3	22.3	23.6	21.7	22.6	21.3	(N.D.)
<i>Hogs</i>	45.8	48.1	48.1	49	46	40.1	42.6	51.6	56.4	78.3	63.6	82.2	82.2
<i>Goats</i>	(N.D.)	(N.D.)	(N.D.)	15	22.7	20	18.4	19.3	19.5	32.6	24.5	22.9	20.2
Poultry													
<i>Chickens</i>	512.6	576.8	493.3	490.8	449.4	501	506.2	492.7	427.4	477.4	488.4	636.3	622.3
<i>Ducks</i>	8.2	3.2	5.7	3.5	7.6	14.7	13.8	15.4	14.5	19.4	13.4	19	22.3

Source: Bureau of Agricultural Statistics.

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Manila's Navotas fishing port is supplied by vessels operating in the Sulu Sea, to the east of Palawan. According to the Bureau of Fisheries and Aquatic Resources (BFAR), the 1988 fish harvest of Palawan province totalled 57,860 tons. Of that total, roughly 54 percent derived from municipal fishing, and nearly all of the remainder from commercial fishing (less than 0.2 percent of the provincial fish catch derives from inland fishing).

Like other areas of the Philippines, illegal fishing methods constitute a problem in the coastal waters of Palawan. These methods include the use of dynamite, which destroys fish at all stages of development, and the use of cyanide, especially in areas of coral reefs. These methods are having the predictable effects of destroying the coral reefs, which are the habitat for lapulapu (grouper) and other commercial species of fish, and of reducing the numbers of fish dry. In late 1994, there is not yet evidence that efforts to enforce the law in regard to methods of fishing are having any effects on fishing practices. A major public awareness program is needed to convince the Palaweño municipal fishermen of where their own long-term best interests lie.

Mining Sector

In 1992, the principal production of the Palawan mining sector was the extraction of 464,000 mt of nickel ore. The Rio Tuba Nickel Mining Corporation is located in Bataraza Municipality, the southernmost municipality of Palawan Island. The only other significant production of the mining sector, in 1992, comprised 13,500 mt of chromite ore and nearly 46,500 mt of silica sand.

In 1992, drilling for crude petroleum began in the oilfields of West Linapacan. As indicated in Chapter 2, these activities were probably largely responsible for the tripling of cargo traffic at Coron Port from 1992 to 1993. Reportedly, 1993 production of crude petroleum in the West Linapacan oilfields totalled 2.85 million barrels. Although this production does not have a direct effect on Palawan's employment, the province's earnings from crude oil extraction will permit the Palawan Government to finance a variety of infrastructure improvement projects.

Tourism Industry

The Department of Tourism (DOT) has declared northern Palawan as a pilot ecotourism area, and the tourism industry has begun to develop in the vicinity of El Nido, on the northwest coast of Palawan Island. Club Noah has been developed at El Nido itself (32 cottages), and a second facility (20 beach front

units) has been developed at nearby Pangalusian Island. Besides El Nido, the DOT has identified potential for tourism development in the municipalities of Taytay and Coron.

Whatever might be the long-term potential for tourism development in the northern municipalities of Palawan Province, it is the province's capital, Puerto Princesa City, which is receiving attention in the short term. It was announced in November 1994, that the Tung Li Development Philippines Company, a consortium of Filipino and Taiwanese businessmen, will be investing \$200 million to develop the Palawan-Beach Resort Project on a 170-hectare site in Puerto Princesa City. The development will include 1000 resort cottages to be arranged in several "villages". The developers indicate that the project will generate more than 2,000 jobs and will have other benefits for the city, such as an Ocean Museum, a floral garden, a tree park (arboredum), improved local infrastructure, and technology transfers.

Interisland Sea Trade

Interisland trade of Puerto Princesa City is mostly with Manila, as shown in Tables C.5 and C.6. Over the three-year period, 1991-1993, more than 12,000 mt of fish and other seafood were shipped from Puerto Princesa to Manila, and other Manila-bound three-year flows included more than 18,000 mt of corn and 3,000 mt of rice, about 22,500 mt of copra, 5,000 mt of furniture, 4,000 mt of natural gums, 2,600 mt of metal building parts, and 1,500 mt of metal scrap. The shipment of an average of 6,000 mt of corn per annum to Manila casts doubt on the accuracy of the corn production figure shown in Table C.3, although the production figure relates to 1990, whereas the trade figures are for the 1991-1993 period.

Table C.5 gives an indication of the importance of sea transport for intraprovincial distribution of a variety of commodities, including fuel, sugar, beer, aerated beverages, cement, salt, and fertilizers. Some of these derive from other provinces. The table shows that interisland cargo movements are fairly large from Puerto Princesa to Cuyo, whereas very limited shipments are made to the northern islands of Busuanga and Linapacan. Shipments from Puerto Princesa to Balabac Island are made both to the municipal port of Mangsi and to the private port belonging to Agricultural Investors Inc. Although Puerto Princesa and Brookes Point are connected by a paved road, there are nevertheless shipments of several hundred tons of cargo per year between them by sea.

Table C.6 indicates that Puerto Princesa received large volumes of a variety of commodities from Manila, during 1991-

1993, including three-year totals of 10,000 mt of dairy products, 12,000 mt of beer, 18,000 mt of flour, and 5,500 mt of tobacco products. Although only tramper vessels operate between Mindanao and Puerto Princesa, Mindanao is the principal source of cement for Palawan. Shipments of cement to Puerto Princesa, during 1991-1993, included nearly 8,000 mt from the Floro Cement Corporation wharf at Lugait and nearly 28,000 mt from the Iligan Cement Corporation wharf at Kiwalan. Trampers were also employed to ship nearly 33,000 mt of mineral water and aerated beverages and 21,600 mt of beer from Cebu ports to Puerto Princesa over the 1991-1993 period.

Table C.7 indicates the sea shipments which were made from Brookes Point during 1991-1993. Principal flows were 33,000 of corn and 19,000 mt of copra shipped out to Manila. The combined three-year corn shipments from Brookes Point and Puerto Princesa to Manila exceeded 50,000 mt, and the combined shipments of copra exceeded 40,000 mt. Whereas the volumes of copra shipments appear to be in accord with the Table C.3 estimates of production, the Palawan corn surpluses suggest that Palawan corn production levels are several times higher than the figure obtained from Bureau of Agricultural Statistics for 1990.

Table C.8 indicates that inward shipments of cargo at Brookes Point are mainly from Puerto Princesa. Direct shipments from Manila averaged only about 170 mt of cargo per annum, during 1991-1993.

Table C.9 identifies that the port of Coron shipped mainly to Manila, during 1991-1993, but also that the port represented the point of transshipment for cargoes moving to the islands of Culion and Linapacan. Table C.10 indicates that Batangas vied with Manila as the source of northern Palawan supplies. Principal outflows to Manila, over the three-year period, included more than 3,000 tons of fish and roughly an equal quantity of household utensils. Table C.11 indicates the extent to which Culion Island is dependent on Coron Port for its supplies of all sorts.

Table C.12 and C.13 identify, respectively, the destinations of Cuyo cargo outflows and the ports of origin of its inflows. Cuyo shipments to Manila declined, over the 1991-1993 period, whereas the level of Cuyo cargo shipments to Iloilo rose from less than 500 mt in 1991, to 1,800 in 1992 and 2,700 mt in 1993. The largest volume of cargo out of Cuyo, however, was directed to Puerto Princesa. An average of 5,400 mt of sugar per annum was shipped from Cuyo to Puerto Princesa, during 1992-1993, with fertilizer shipment averaging in excess of 2,200 mt per annum and aerated beverages averaging 1,600 mt per annum, during the same two years. Some of these volumes probably represented transshipped cargo originating on Panay Island. Table C.13 identifies that nearly 4,000 mt of sugar, 2,000 mt of aerated

beverages, and 1,500 mt of fertilizers were shipped from Panay Island ports to Cuyo, during 1991-1993.

Other than the four principal ports of Palawan Province, there are very limited outward flows of cargo. Several of these ports have significant inward flows of cargo however. Table C.14 identifies the cargo inflows at Roxas Port; Tables C.15 and C.16 identify the cargo volumes unloaded at two Taytay port facilities; Table C.17 identifies the 1991-1993 cargo inflows at Linapacan Island; Table C.18 indicates that cargo inflows at Busuanga Port were nearly discontinued in 1993; Narra Port inflows are identified in Table C.19; and shipments to Balabac's municipal port and private port are indicated, respectively, in Tables C.20 and C.21. Cargos shipped to all other Palawan Province ports are grouped in Table C.22. These ports include El Nido, San Vicente, Quezon, Agutaya, Araceli, Dumarán, Abordo, Cagayancillo, Kalayaan and Magsaysay.

Table C.23 and C.24 indicate the air cargoes accommodated, during 1991-1993, at the Puerto Princesa airport. It should be noted that cargo flows are expressed in kilograms. Thus, only the shipments of fresh, chilled and frozen fish and shellfish are really significant in Table C.23, as nearly 1,000 tons of these commodities were shipped by air from Puerto Princesa to Manila in 1993.

The NSO commodity classification is much more complex and detailed than the groupings shown in Tables C.5 through C.24. Table C.25 shows how the NSO classification relates to the summary classification developed by the LSRS.

TABLE C. 5
PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows	9		
916	Special purpose road vehicles	18		
PORT OF BATANGAS STA. CLARA, BATANGAS				
125	Other seafood	5	10	10
OTHER MUNICIPAL PORTS (BATANGAS)				
	Minor flows			19
233	Mineral water & aerated beverages			15
BAUAN PIER, BAUAN, BATANGAS				
125	Other seafood	17	13	
CULASI, ROXAS CITY, CAPIZ				
	Minor flows		4	19
132	Milled rice			22
133	Unmilled maize		46	77
172	Copra		69	122
SAN MIGUEL CORPORATION				
	Minor flows		10	
CEBU CITY				
	Minor flows	11	5	9
000	All other commodity	18	9	39
124	Seaweed	78		
172	Copra	285		
233	Mineral water & aerated beverages			347
234	Beer			11
322	Natural gums	136	99	41
716	Other chemical products	53		
735	Household utensils	9	10	51
819	Glass bottles	5,579	5,035	6,279
825	Metal building parts		18	0
MANDAUE, MANDAUE CITY				
	Minor flows	2		
233	Mineral water & aerated beverages	144		
735	Household utensils	15		
819	Glass bottles	2,710		
OTHER PRIVATE PORTS (CEBU)				
	Minor flows			2
819	Glass bottles			430
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows		6	
124	Seaweed	30		
819	Glass bottles	865	1,677	696
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
	Minor flows			8
122	Fish, preserved	18		10
728	Apparel		13	
ILOILO, ILOILO CITY				
	Minor flows	44	70	51
000	All other commodity	23	17	26
122	Fish, preserved	97	170	181
132	Milled rice	6	322	622
133	Unmilled maize	83	5	1
162	Bananas	10		
173	Cashew nuts	77		
195	Rattan	24	18	8
227	Animal Feeds	27	45	254

TABLE C. 5
PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
233	Mineral water & aerated beverages			20
311	Unprocessed wood (excluding firewood)	39	2	6
424	Metal waste and scrap	10	0	
819	Glass bottles	85	847	938
825	Metal building parts	1	10	12
915	Road transport equipment	28	31	15
OTHER PRIVATE PORTS (ILOILO)				
233	Mineral water & aerated beverages		27	
ILIGAN CITY				
132	Milled rice			22
TACLOBAN, LEYTE DEL NORTE				
	Minor flows	2		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	97	70	48
000	All other commodity	726	1,502	667
111	Cattle & Carabao	384	497	161
112	Goats	21	7	3
113	Swine	205	203	28
121	Fish, fresh or chilled	1,515	2,071	1,410
122	Fish, preserved	2,289	2,600	1,106
123	Frozen shellfish	300	164	81
124	Seaweed	132	213	53
125	Other seafood	474	342	363
131	Palay	2	1	51
132	Milled rice	425	1,070	1,890
133	Unmilled maize	7,621	7,746	3,330
134	Corn grits & meal			19
142	Peas & beans	0	45	15
146	Fieldcrop legumes	196	407	165
155	Other vegetables	5	21	4
162	Bananas	87	107	67
165	Mangoes, avocados, guavas, mangosteen	19	26	3
167	Other fresh fruit	4	25	17
172	Copra	7,838	9,058	5,511
173	Cashew nuts	2,540	1,336	1,059
174	Coffee beans (untreated)	56	60	52
177	Natural rubber & latex	2		59
183	Other processed fibers	1	34	
194	Bamboo	11		0
195	Rattan	1,168	702	50
196	Other vegetable raw materials	13	1	40
197	Other agricultural commodities (n.e.s.)	43	12	27
211	Meat	2	70	22
214	Hides & skins	47	43	39
215	Animal oils	25	15	41
216	Other animal products	50	224	389
226	Other food preparations	63	26	164
227	Animal Feeds	4	383	130
232	Processed coffee, cocoa & tea	8	48	40
233	Mineral water & aerated beverages			13
234	Beer	456	61	3
235	Other alcoholic beverages	4	9	20
250	Tobacco products	10	30	
311	Unprocessed wood (excluding firewood)	71	48	0
313	Wood charcoal	39	39	18
322	Natural gums	1,688	1,693	610

TABLE C. 5
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
412	Salt		11	
413	Sands & gravel	1	2	27
424	Metal waste and scrap	651	734	134
513	Gas oils	8	1	61
522	Lubricants	14	2	4
612	Inorganic chemicals	2	19	2
618	Other fertilizers		108	
619	Petrochemicals	28	65	17
712	Vitamins & pharmaceuticals	11	20	6
713	Soap & toiletries	98	11	1
715	Pest control products	6	18	
722	Tires	33	21	18
724	Veneer & plywood	2	20	15
725	Wood & cork products	145	237	170
728	Apparel	20	85	38
733	Meters & measuring instruments	56		
735	Household utensils	83	74	35
814	Building stone	24	19	
818	Glass & products (excluding bottles)	49	36	25
819	Glass bottles	4,074	5,576	4,139
821	Iron & steel basic products	20	12	14
825	Metal building parts	793	1,229	637
913	Lighting & electrical parts	7	12	27
915	Road transport equipment	260	497	172
916	Special purpose road vehicles	10		38
921	Furniture	3,441	1,475	831
BALANACAN, MARINDUQUE				
	Minor flows			2
MASBATE, MASBATE				
819	Glass bottles	139		
CAGAYAN DE ORO				
	Minor flows	5	2	1
132	Milled rice	10		2
PULUPANDAN, NEGROS OCCIDENTAL				
	Minor flows	1	18	
000	All other commodity		51	
818	Glass & products (excluding bottles)		17	
915	Road transport equipment	12		
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		7	
000	All other commodity		10	
CULION, CULION COLONY, PALAWAN				
	Minor flows			2
811	Cements			14
OTHER MUNICIPAL PORTS PALAWAN				
	Minor flows	26	47	48
000	All other commodity	69	139	171
121	Fish, fresh or chilled		1	46
125	Other seafood	6		12
132	Milled rice	96	127	383
224	Sugar	26	21	10
227	Animal Feeds		1	18
233	Mineral water & aerated beverages	48	93	71
234	Beer	54	511	41
235	Other alcoholic beverages	11	10	4
412	Salt	88	15	154

TABLE C. 5
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
423	Other metallic ores & concentrates			759
511	Gasoline & aviation fuel	38	17	56
512	Kerosene	16	16	7
513	Gas oils	45	76	67
522	Lubricants		18	13
618	Other fertilizers		205	15
724	Veneer & plywood	65	6	39
728	Apparel	17	37	22
735	Household utensils	2	12	3
811	Cements	186	249	251
819	Glass bottles		3	291
821	Iron & steel basic products	15	17	32
825	Metal building parts	3	11	7
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	19	31	26
000	All other commodity	202	439	217
133	Unmilled maize	40		
172	Copra	25		
173	Cashew nuts	121		
212	Dairy products	18		1
221	Flour & related products from grain	28	37	34
224	Sugar	41	36	18
226	Other food preparations	36	16	26
227	Animal Feeds	1	4	15
234	Beer	3		30
412	Salt	33	133	201
523	Other products	1	12	2
618	Other fertilizers	37	135	
724	Veneer & plywood	16	27	15
729	Carpets, blankets, other woven products	39	35	33
735	Household utensils	8	23	13
811	Cements	6	80	176
817	Tiles & building ceramics	84		
821	Iron & steel basic products	109	63	50
BUSUANGA CONCEPCION CAUSEWAY BUSUANGA ISLAND, PALAWAN				
	Minor flows			14
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows		6	
132	Milled rice		750	1,100
511	Gasoline & aviation fuel		11	
513	Gas oils		30	
618	Other fertilizers		32	
819	Glass bottles		16	
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows	84	67	28
000	All other commodity	199	64	168
122	Fish, preserved	14	28	25
131	Palay	21	14	9
132	Milled rice	581	983	1,246
133	Unmilled maize	9	46	8
172	Copra	35	2	
173	Cashew nuts	17	24	63
195	Rattan	13	15	3
197	Other agricultural commodities (n.s.s.)	7	52	86
221	Flour & related products from grain	25	3	7

TABLE C. 5
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
226	Other food preparations	37	63	10
227	Animal Feeds	208	310	368
233	Mineral water & aerated beverages		16	33
234	Beer	0	70	
235	Other alcoholic beverages	15	35	
236	Coconut oil	10		
237	Other vegetable oils		21	
311	Unprocessed wood (excluding firewood)	79	34	26
413	Sands & gravel	27		
418	Petroleum	160	35	18
511	Gasoline & aviation fuel	65	217	1
513	Gas oils	31	421	39
522	Lubricants	58	78	43
735	Household utensils	22	9	6
811	Cements	67	150	80
819	Glass bottles	32	531	119
821	Iron & steel basic products	4	9	22
912	Communications equipment	1	39	0
913	Lighting & electrical parts	10	3	1
915	Road transport equipment	18	14	10
LINAPACAN CAUSEWAY, PALAWAN				
	Minor flows		10	
513	Gas oils		10	
MANGSI, BALABAC, PALAWAN				
	Minor flows	39	30	7
000	All other commodity	51	93	89
132	Milled rice	58	20	3
221	Flour & related products from grain	3	2	15
224	Sugar	15	13	8
233	Mineral water & aerated beverages	73	69	69
234	Beer	64	54	95
412	Salt	18	8	2
511	Gasoline & aviation fuel	21	9	30
512	Kerosene	38	21	24
513	Gas oils	54	8	12
811	Cements	157	42	45
821	Iron & steel basic products	11	7	37
NARRA CAUSEWAY				
	Minor flows	37	7	
000	All other commodity	19	48	
133	Unmilled maize			38
172	Copra	0		113
412	Salt	171		
615	Urea		50	
618	Other fertilizers	221	330	
729	Carpets, blankets, other woven products	19		
ROXAS TIMBER LANDING, PALAWAN				
	Minor flows	3	1	
133	Unmilled maize	75	120	27
172	Copra		135	394
233	Mineral water & aerated beverages	736	475	
234	Beer	246	138	54
811	Cements	68		
819	Glass bottles		141	28
TAYTAY CAUSEWAY, PALAWAN				

TABLE C. 5
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	Minor flows		2	2
819	Glass bottles			47
TAYTAY-LIMINANGCONG CAUSEWAY PALAWAN				
	Minor flows		2	
233	Mineral water & aerated beverages			63
811	Cements		38	
819	Glass bottles		48	
OTHER PRIVATE PORTS PALAWAN				
234	Beer	38		
AGRICULTURAL INVESTORS INCORPORATED BALABAC, PALAWAN				
	Minor flows	25	19	10
000	All other commodity	56	48	11
132	Milled rice	27		5
224	Sugar	33	6	2
233	Mineral water & aerated beverages	64	36	6
234	Beer	61	38	2
512	Kerosene	21	13	2
811	Cements	34	10	22
PAGDANAN TIMBER PRODUCTS INCORPORATED PORT BARTON, SAN VI				
	Minor flows			2
PHILAND TIMBER INCORPORATED PANAKAN, NAWA, PALAWAN				
412	Salt		256	
RIO TUBA NICKEL MINING CORPORATION RIO TUBA, BATARAZA, PA				
	Minor flows		0	5
132	Milled rice			12
233	Mineral water & aerated beverages			66
OTHER MUNICIPAL PORTS ROMBLON				
	Minor flows		2	
MAKAR WHARF, GEN. SANTOS CITY SOUTH COTABATO				
	Minor flows			0
125	Other seafood			10
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows		3	
ZAMBOANGA, ZAMBOANGA DEL SUR				
000	All other commodity	18		

TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER MUNICIPAL PORTS (AGUSAN DEL NORTE)				
311	Unprocessed wood (excluding firewood)		107	
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows	9		
197	Other agricultural commodities (n.s.s.)	78		
618	Other fertilizers	16		
915	Road transport equipment	21		
BATAAN REFINING COMPANY BO. LAMAO, LIMAY, BATAAN				
511	Gasoline & aviation fuel	2,326	2,507	1,449
512	Kerosene	1,681	2,136	2,285
513	Gas oils	25,542	9,580	8,592
522	Lubricants	400		
PORT OF BATANGAS STA. CLARA, BATANGAS				
618	Other fertilizers		500	
BAUAN PIER, BAUAN, BATANGAS				
	Minor flows	6		
221	Flour & related products from grain	100		
PACIFIC FLOUR MILLS INCORPORATED, TABANGAO, BATANGAS CITY				
	Minor flows			14
000	All other commodity			11
221	Flour & related products from grain	474	191	150
224	Sugar			125
523	Other products			18
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C				
511	Gasoline & aviation fuel		250	
512	Kerosene		143	
513	Gas oils		350	
CORTES RIVER QUAY, BOHOL				
916	Special purpose road vehicles			28
CULASI, ROXAS CITY, CAPIZ				
	Minor flows			1
OTHER MUNICIPAL PORTS (CATANDUANES)				
	Minor flows		4	
CEBU CITY				
	Minor flows	25	20	32
000	All other commodity	3		50
221	Flour & related products from grain		2	41
233	Mineral water & aerated beverages	6,546	8,944	10,634
235	Other alcoholic beverages	56		446
715	Pest control products	13		105
729	Carpets, blankets, other woven products			18
819	Glass bottles		474	330
821	Iron & steel basic products	264		
915	Road transport equipment	1	2	38
LOOC, MANDAUE CITY				
	Minor flows	3		
MANDAUE, MANDAUE CITY				
	Minor flows		16	14
132	Milled rice			20
234	Beer			539
311	Unprocessed wood (excluding firewood)		8	73
412	Salt			16
735	Household utensils		10	
811	Cements		80	
821	Iron & steel basic products		48	

TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
APO CEMENT, TIHAAN, NAGA, CEBU				
811	Cements			72
ATLAS CONSOLIDATED MINING AND DEVELOPMENT CORP. (A C M D C)				
618	Other fertilizers	525		
PETRON, LOOC, MANDAUE				
511	Gasoline & aviation fuel			35
512	Kerosene			23
513	Gas oils			21
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows	1		
233	Mineral water & aerated beverages	5,259	1,276	
234	Beer	11,191	7,426	2,99
819	Glass bottles			50
SASA GOVERNMENT WHARF SASA, DAVAO CITY				
	Minor flows	3		
000	All other commodity	8		3
724	Veneer & plywood	16		
OTHER PRIVATE PORTS (DAVAO SUR)				
811	Cements	8,346	5,760	4,341
821	Iron & steel basic products	25		
ILOILO, ILOILO CITY				
	Minor flows	38	41	2
000	All other commodity	88	75	339
132	Milled rice	42	1	29
133	Unmilled maize	1		30
146	Fieldcrop legumes	27	24	7
166	Melons & papaya	11	3	14
192	Other oil seeds	68	6	10
221	Flour & related products from grain	87	147	492
224	Sugar	2,237	2,016	201,990
225	Molasses & related products		19	2
226	Other food preparations	31	98	186
227	Animal Feeds	26	19	143
233	Mineral water & aerated beverages	308	655	1,242
234	Beer	400	1	
412	Salt	8	141	128
522	Lubricants		0	14
523	Other products	20	2	7
612	Inorganic chemicals	1	8	12
615	Urea	180		75
616	Other nitrogenous fertilizers	10		
618	Other fertilizers	612	584	2,125
712	Vitamins & pharmaceuticals	1	46	
713	Soap & toiletries	41	2	2
716	Other chemical products	128	1	1
722	Tires	19	67	16
735	Household utensils	13	66	15
811	Cements	20	19	367
813	Limes	15		4
819	Glass bottles	35		63
821	Iron & steel basic products	1	3	12
912	Communications equipment	14	1	
915	Road transport equipment	20	38	36
925	Other household equipment	2	15	24

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TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
PORT COMPLEX BRGY. LOBAC, ILOILO CITY				
	Minor flows			11
221	Flour & related products from grain		8	60
224	Sugar		60	10
ILIGAN CITY				
	Minor flows			5
ILIGAN CEMENT CORPORATION, KIWALAN, ILIGAN CITY				
000	All other commodity	0		39
724	Veneer & plywood	34	1,046	46
811	Cements	10,488	5,742	11,664
TACLOBAN, LEYTE DEL NORTE				
	Minor flows		8	
ORMOC, ORMOC CITY CAUSEWAY/PIER LEYTE DEL NORTE				
413	Sands & gravel			260
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows		4	
132	Milled rice		23	3
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	31	63	11
000	All other commodity	8,162	16,949	21,456
114	Poultry	15	3	40
121	Fish, fresh or chilled		38	24
125	Other seafood	226	304	175
132	Milled rice	2,508	570	689
133	Unmilled maize	1	2	63
141	Potatoes	59	96	68
142	Peas & beans	131	67	200
146	Fieldcrop legumes	13	13	2
151	Tomatoes	49	115	91
152	Onions & shallots	408	916	1,041
153	Root vegetables	6	6	15
154	Leafy vegetables	110	355	373
155	Other vegetables	135	131	90
161	Citrus fruit	6	29	34
162	Bananas	10		
163	Temperate fruits	33	61	45
166	Melons & papaya	13		
167	Other fresh fruit	11	22	13
191	Cut flowers	4	5	11
192	Other oil seeds	12	46	1
193	Other spices	3	4	16
197	Other agricultural commodities (n.e.s.)	27	17	317
211	Meat	115	132	57
212	Dairy products	2,455	3,165	4,459
213	Eggs	437	397	292
221	Flour & related products from grain	4,059	5,289	9,103
222	Other field crop & vegetable meal, etc.	31	20	231
223	Preserved fruits & products	17	5	1
224	Sugar	1,156	264	166
225	Molasses & related products	2	21	1
226	Other food preparations	4,192	3,057	2,795
227	Animal Feeds	420	844	721
231	Fruit & vegetable juices	116	335	318
232	Processed coffee, cocoa & tea	251	180	631
233	Mineral water & aerated beverages	920	335	14

TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
234	Beer	3,184	4,573	4,275
235	Other alcoholic beverages	4,133	3,664	4,435
250	Tobacco products	1,911	1,930	1,726
311	Unprocessed wood (excluding firewood)	12	31	10
412	Salt	301	377	604
413	Sands & gravel	28	38	22
414	Marble	76	58	42
416	Building stone	54	5	
417	Coal, lignite, bitumen, peat, shale	102	24	75
418	Petroleum		18	
419	Other non-metallic minerals	1	28	3
511	Gasoline & aviation fuel	130	65	111
512	Kerosene	39	196	20
513	Gas oils	436	161	147
522	Lubricants	1,126	1,589	1,385
523	Other products	405	977	1,070
611	Organic chemicals	34	11	8
612	Inorganic chemicals	467	522	439
615	Urea	25		
617	Phosphatic fertilizers	110		
618	Other fertilizers	585	183	93
619	Petrochemicals	19	13	29
711	Paints, inks & coloring agents	93	28	43
712	Vitamins & pharmaceuticals	818	738	717
713	Soap & toiletries	1,861	2,323	1,652
714	Plastics	59	34	41
715	Pest control products	49	109	48
716	Other chemical products	151	66	118
722	Tires	406	259	272
723	Other rubber products	63	33	15
724	Veneer & plywood	462	697	332
725	Wood & cork products	457	947	774
727	Textiles	250	197	123
728	Apparel	445	325	283
729	Carpets, blankets, other woven products	225	253	83
731	Trunks, suitcases & handbags	15	4	20
732	Medical & optical instruments	26	62	12
733	Meters & measuring instruments	11	7	1
734	Photographic equipment & materials	10	6	5
735	Household utensils	1,932	2,560	2,758
811	Cements	146	325	1,079
814	Building stone	167	142	51
816	Bricks & blocks	17	54	14
817	Tiles & building ceramics	113	34	11
818	Glass & products (excluding bottles)	25	123	94
819	Glass bottles	15	95	17
821	Iron & steel basic products	1,719	1,716	1,307
823	Aluminum products	23	36	6
824	Other metal products	2	1	19
825	Metal building parts	1,406	404	627
826	Building equipment	20	18	40
911	Office equipment	8	31	5
912	Communications equipment	69	54	69
913	Lighting & electrical parts	494	350	460
915	Road transport equipment	1,439	1,838	1,684

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TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
916	Special purpose road vehicles	102	70	200
917	Other transport equipment & parts	47	37	46
918	Other equipment & parts	8	13	21
921	Furniture	153	226	1,073
922	Lamps	3	16	6
923	Washing & drying machines	30	5	79
924	Refrigerators & freezers	149	312	527
925	Other household equipment	378	357	217
MASBATE, MASBATE				
233	Mineral water & aerated beverages	403		
FLORO CEMENT CORPORATION LUGAIT, MISAMIS ORIENTAL				
	Minor flows			1
724	Veneer & plywood	40	13	10
811	Cements	2,922	960	4,032
PULUPANDAN, NEGROS OCCIDENTAL				
	Minor flows			5
172	Copra			160
173	Cashew nuts			16
224	Sugar	40		
BREDCO, RECLAMATION AREA, BACOLOD CITY, NEGROS OCCIDENTAL				
	Minor flows		2	
224	Sugar	304		
233	Mineral water & aerated beverages	276		
VICTORIAS MILL. CORPORATION INC. DAAN BANUA, VICTORIAS, N				
	Minor flows	8		
DUMAGUETE CITY				
	Minor flows	0		
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	32	30	5
000	All other commodity	127	64	125
132	Milled rice	16	52	7
221	Flour & related products from grain	55	10	1
227	Animal Feeds	21		8
412	Salt	407	663	437
523	Other products	13		
612	Inorganic chemicals	11	1	
618	Other fertilizers	261	403	
724	Veneer & plywood	16	22	14
735	Household utensils	54	42	43
811	Cements	0		18
821	Iron & steel basic products	129	110	189
915	Road transport equipment	25	10	
SAN JOSE DECK & WAREHOUSING INC. WHARF, SAN JOSE, OCCIDEN				
	Minor flows			4
000	All other commodity			23
412	Salt			50
735	Household utensils			18
821	Iron & steel basic products			17
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows			2
124	Seaweed	18		
132	Milled rice	12		10
216	Other animal products			12
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	9	22	3

TABLE C. 6
 PUERTO PRINCESA CITY, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
000	All other commodity		58	
221	Flour & related products from grain	1	100	
311	Unprocessed wood (excluding firewood)			10
821	Iron & steel basic products		48	
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows	55	82	40
000	All other commodity	58	187	446
132	Milled rice	19	76	1
146	Fieldcrop legumes	8	36	10
166	Melons & papaya	12	3	50
172	Copra		18	3
221	Flour & related products from grain	30	335	570
224	Sugar	1,446	4,668	6,178
225	Molasses & related products		11	2
226	Other food preparations	8	152	193
227	Animal Feeds		57	134
233	Mineral water & aerated beverages	137	1,468	1,771
411	Natural fertilizers	20		
412	Salt	50	113	261
413	Sands & gravel		3	68
511	Gasoline & aviation fuel		11	
522	Lubricants		1	14
523	Other products	0	15	4
612	Inorganic chemicals		30	17
615	Urea		65	
618	Other fertilizers	369	1,660	2,562
722	Tires	16	24	18
724	Veneer & plywood	0	1	11
729	Carpets, blankets, other woven products	1	10	6
735	Household utensils	22	9	38
811	Cements		28	25
819	Glass bottles		283	
821	Iron & steel basic products	17	3	71
825	Metal building parts	2	25	2
912	Communications equipment	5	30	
915	Road transport equipment	3	24	30
925	Other household equipment		1	24
OTHER MUNICIPAL PORTS ROMBLON				
	Minor flows	39		
221	Flour & related products from grain	13		
235	Other alcoholic beverages	20		
523	Other products	25		
821	Iron & steel basic products	11		
ROMBLON, ROMBLON				
	Minor flows	1		
413	Sands & gravel	79		
414	Marble	310		
PLACER, SURIGAO DEL NORTE				
000	All other commodity			195
915	Road transport equipment			50
916	Special purpose road vehicles			105
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows			2
735	Household utensils		14	

TABLE C.7
BROOKE'S PT., CAUSEWAY, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows	0	0	6
111	Cattle & Carabao	4	32	75
131	Palay			2,630
133	Unmilled maize	158		
OTHER MUNICIPAL PORTS (BATANGAS)				
	Minor flows		5	3
111	Cattle & Carabao		57	125
133	Unmilled maize		125	12
172	Copra		150	383
819	Glass bottles		2	17
BAUAN PIER, BAUAN, BATANGAS				
	Minor flows	9		5
133	Unmilled maize	88		78
172	Copra	150		
ATLANTIC GULF & PACIFIC CORPORATION, STA. MARIA, BAUAN, B				
	Minor flows			1
111	Cattle & Carabao		45	108
172	Copra		388	
819	Glass bottles		25	
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
234	Beer	96		
ILOILO, ILOILO CITY				
133	Unmilled maize	39		
172	Copra	100		
SAN FERNANDO, LA UNION				
	Minor flows		3	
000	All other commodity		234	
916	Special purpose road vehicles		120	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	14	27	31
000	All other commodity	6	6	16
111	Cattle & Carabao	40	139	39
122	Fish, preserved	2	12	1
132	Milled rice	9	252	147
133	Unmilled maize	15,912	9,226	7,952
171	Coconuts		28	
172	Copra	8,376	6,088	4,607
197	Other agricultural commodities (n. e. s.)	14	6	8
227	Animal Feeds		57	3
313	Wood charcoal	2	32	30
322	Natural gums	105	177	48
424	Metal waste and scrap	36	13	11
819	Glass bottles	163	177	91
CAGAYAN DE ORO				
132	Milled rice			70
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		18	
172	Copra		237	
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows			2
124	Seaweed	18		
132	Milled rice	12		10
216	Other animal products			12

TABLE C.7
 BROOKE'S PT., CAUSEWAY, PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER MUNICIPAL PORTS PALAWAN				
	Minor flows	4	10	
111	Cattle & Carabao		66	
132	Milled rice	48	156	3
133	Unmilled maize		268	
172	Copra		15	
413	Sands & gravel		18	
819	Glass bottles		23	
BUSUANGA CONCEPCION CAUSEWAY BUSUANGA ISLAND, PALAWAN				
	Minor flows	3		
413	Sands & gravel	15		13
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	1		
134	Corn grits & meal	50		
MANGSI, BALABAC, PALAWAN				
	Minor flows	7	13	
132	Milled rice		317	16
233	Mineral water & aerated beverages	1	3	11
413	Sands & gravel	17		
OTHER PRIVATE PORTS PALAWAN				
	Minor flows	4		6
AGRICULTURAL INVESTORS INCORPORATED BALABAC, PALAWAN				
	Minor flows	4		
RIO TUBA NICKEL MINING CORPORATION RIO TUBA, BATARAZA, PA				
	Minor flows	1		
TAGBITA SILICA INDUSTRIES INCORPORATED TAGBITA, QUEZON, P				
	Minor flows	4		
CATBALOGAN, WESTERN SAMAR				
132	Milled rice			550
PANGUTARAN (SIMBAHAN) CAUSEWAY LANDING PANGUTARAN, SULU				
132	Milled rice		43	154
CAGAYAN DE SULU, TAWI-TAWI				
	Minor flows	25	16	24
000	All other commodity	7	14	
132	Milled rice	563	1,230	593
195	Rattan			200
OTHER MUNICIPAL PORTS (TAWI-TAWI)				
	Minor flows			5
132	Milled rice	15		53
ZAMBOANGA, ZAMBOANGA DEL SUR				
132	Milled rice			15
172	Copra		3,955	666

TABLE C.8
BROOKE'S PT., CAUSEWAY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
LOOC, MANDAUE CITY				
	Minor flows		1	
ILOILO, ILOILO CITY				
412	Salt	60		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	24	22	23
000	All other commodity	37	9	107
412	Salt	12		
618	Other fertilizers	25	195	25
724	Veneer & plywood	1		26
811	Cements			24
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	14	12	4
000	All other commodity	15	3	15
227	Animal Feeds		10	
412	Salt		30	54
618	Other fertilizers		50	175
811	Cements			24
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	19	31	26
000	All other commodity	202	439	217
133	Unmilled maize	40		
172	Copra	25		
173	Cashew nuts	121		
212	Dairy products	18		1
221	Flour & related products from grain	28	37	34
224	Sugar	41	36	18
226	Other food preparations	36	16	26
227	Animal Feeds	1	4	15
234	Beer	3		30
412	Salt	33	133	201
523	Other products	1	12	2
618	Other fertilizers	37	135	
724	Veneer & plywood	16	27	15
729	Carpets, blankets, other woven products	39	35	33
735	Household utensils	8	23	13
811	Cements	6	80	176
817	Tiles & building ceramics	84		
821	Iron & steel basic products	109	63	50
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows		11	17
000	All other commodity		11	91
111	Cattle & Carabao		26	1
133	Unmilled maize		18	
172	Copra		15	
221	Flour & related products from grain			12
412	Salt		68	173
811	Cements			24
819	Glass bottles		14	1
821	Iron & steel basic products		9	16

TABLE C.9
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows	15	45	67
000	All other commodity	3	25	28
111	Cattle & Carabao	186	157	117
121	Fish, fresh or chilled	82	285	356
122	Fish, preserved	47	41	28
233	Mineral water & aerated beverages	37	4	2
234	Beer	14	3	4
513	Gas oils		12	3
819	Glass bottles	754	881	856
825	Metal building parts	43	42	60
TAGBILARAN CITY				
	Minor flows		13	
111	Cattle & Carabao		12	
121	Fish, fresh or chilled		35	
CULASI, ROXAS CITY, CAPIZ				
	Minor flows	3		15
TACLOBAN, LEYTE DEL NORTE				
412	Salt			300
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	72	91	60
000	All other commodity	61	733	136
111	Cattle & Carabao	13	56	51
113	Swine	4	21	18
121	Fish, fresh or chilled	582	374	1,048
122	Fish, preserved	342	432	402
124	Seaweed	5	5	16
125	Other seafood	72	99	73
132	Milled rice	13	94	21
165	Mangoes, avocados, guavas, mangosteen	23	164	75
167	Other fresh fruit	144	119	3
172	Copra	133	63	244
173	Cashew nuts	81	386	460
195	Rattan	7	15	16
196	Other vegetable raw materials	0	11	5
197	Other agricultural commodities (n.e.s.)	9	8	55
216	Other animal products	15	31	19
227	Animal Feeds	11	31	9
233	Mineral water & aerated beverages	32	50	24
235	Other alcoholic beverages	0	17	5
250	Tobacco products	1	7	15
412	Salt		7	14
424	Metal waste and scrap	7	16	57
511	Gasoline & aviation fuel	32	0	
512	Kerosene	1	12	1
513	Gas oils	2	9	13
523	Other products	2	10	50
612	Inorganic chemicals	4	25	29
734	Photographic equipment & materials	2	21	7
735	Household utensils	1,143	876	1,142
811	Cements	15	50	9
819	Glass bottles	269	671	823
821	Iron & steel basic products	0	10	0
825	Metal building parts	532	209	284
915	Road transport equipment	9	19	1

TABLE C.9
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows			
124	Seaweed	5	5	7
132	Milled rice	25		
311	Unprocessed wood (excluding firewood)	1	25	2
412	Salt			18
819	Glass bottles		20	7
		10		
TILIK CAUSEWAY/PIER LUBANG ISLAND, OCCIDENTAL MINDORO				
	Minor flows	8		
SAN JOSE DECK & WAREHOUSING INC. WHARF, SAN JOSE, OCCIDEN				
	Minor flows			3
412	Salt			25
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	9	22	3
000	All other commodity		58	
221	Flour & related products from grain	1	100	
311	Unprocessed wood (excluding firewood)			10
821	Iron & steel basic products		48	
CULION, CULION COLONY, PALAWAN				
	Minor flows	47	91	53
000	All other commodity	307	650	670
121	Fish, fresh or chilled	35	26	26
122	Fish, preserved	2	15	1
132	Milled rice	426	220	172
133	Unmilled maize	29		
135	Other unmilled grains	22		
142	Peas & beans	45	1	3
155	Other vegetables	11	13	14
212	Dairy products	0	71	1
221	Flour & related products from grain	70	72	19
224	Sugar	88	164	83
226	Other food preparations	73	30	46
227	Animal Feeds	43	54	31
233	Mineral water & aerated beverages	153	136	52
234	Beer	113	58	33
235	Other alcoholic beverages	32	30	38
311	Unprocessed wood (excluding firewood)	0	0	42
412	Salt	109	12	29
418	Petroleum	47	34	
511	Gasoline & aviation fuel	71	16	40
512	Kerosene	20	29	19
513	Gas oils	19	567	142
522	Lubricants	17	15	58
523	Other products	3	3	83
612	Inorganic chemicals	2	2	13
618	Other fertilizers	7	12	8
711	Paints, inks & coloring agents	4	2	16
724	Veneer & plywood	19	13	13
735	Household utensils	71	68	192
811	Cements	219	135	233
819	Glass bottles	18	88	19
821	Iron & steel basic products	48	30	44
825	Metal building parts	11	10	15
OTHER MUNICIPAL PORTS PALAWAN				
	Minor flows	13	6	34
000	All other commodity	22	52	34

TABLE C.9
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT OUTWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
233	Mineral water & aerated beverages	12	17	7
234	Beer	12	14	6
235	Other alcoholic beverages			16
511	Gasoline & aviation fuel	0	13	8
512	Kerosene	8	13	10
513	Gas oils	13	13	28
811	Cements	4	8	37
915	Road transport equipment	20		
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows			33
000	All other commodity			30
235	Other alcoholic beverages			43
511	Gasoline & aviation fuel	30		34
512	Kerosene	10		3
513	Gas oils	20		19
522	Lubricants			17
523	Other products			10
811	Cements			25
LINAPACAN CAUSEWAY, PALAWAN				
	Minor flows	7	22	8
000	All other commodity	21	64	16
132	Milled rice	29	39	22
233	Mineral water & aerated beverages	9	13	4
234	Beer	9	11	4
412	Salt	27	270	10
511	Gasoline & aviation fuel		15	3
512	Kerosene	2	41	47
513	Gas oils	7	47	47
811	Cements	36	69	18
821	Iron & steel basic products		10	
NARRA CAUSEWAY				
512	Kerosene			39
513	Gas oils			39
ROXAS TIMBER LANDING, PALAWAN				
	Minor flows	20		
235	Other alcoholic beverages	10		
511	Gasoline & aviation fuel	162	80	
512	Kerosene	22	80	
513	Gas oils	152	80	
TAYTAY CAUSEWAY, PALAWAN				
	Minor flows			2
234	Beer			14
OTHER PRIVATE PORTS PALAWAN				
	Minor flows		2	
511	Gasoline & aviation fuel			38
512	Kerosene		83	24
513	Gas oils		163	102
OTHER MUNICIPAL PORTS ROMBLON				
511	Gasoline & aviation fuel		40	
512	Kerosene		40	
513	Gas oils		40	

TABLE C.10
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows	27	35	65
000	All other commodity	1,224	1,264	785
132	Milled rice	602	1,171	499
135	Other unmilled grains	0	10	2
155	Other vegetables	3	27	17
167	Other fresh fruit	3	65	6
197	Other agricultural commodities (n.e.s.)	0	14	5
221	Flour & related products from grain	114	125	214
224	Sugar	276	300	367
226	Other food preparations	35	19	54
227	Animal Feeds	77	66	134
233	Mineral water & aerated beverages	633	481	523
234	Beer	578	530	365
235	Other alcoholic beverages	13		10
236	Coconut oil	1	13	9
311	Unprocessed wood (excluding firewood)	11	2	1
424	Metal waste and scrap			14
512	Kerosene	2		26
513	Gas oils	0	203	339
522	Lubricants	96	38	80
618	Other fertilizers	52	64	56
724	Veneer & plywood	17	7	15
725	Wood & cork products	9	17	13
811	Cements	183	103	391
819	Glass bottles	661	257	139
821	Iron & steel basic products	12	12	18
915	Road transport equipment	1	20	97
PACIFIC FLOUR MILLS INCORPORATED, TABANGAO, BATANGAS CITY				
221	Flour & related products from grain		10	
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C				
511	Gasoline & aviation fuel		414	127
512	Kerosene		596	277
513	Gas oils	330	759	127
523	Other products		240	
SHELL, SHELL ISLAND, CEBU CITY				
511	Gasoline & aviation fuel	40		
512	Kerosene	35		
513	Gas oils	20		
ILOILO, ILOILO CITY				
	Minor flows	15		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	45	50	75
000	All other commodity	386	1,058	1,151
121	Fish, fresh or chilled			101
132	Milled rice	159	227	298
155	Other vegetables	14	7	33
212	Dairy products	1	40	
221	Flour & related products from grain	187	149	62
224	Sugar	88	68	21
226	Other food preparations	108	42	56
227	Animal Feeds	46	40	18
233	Mineral water & aerated beverages	340	578	416
234	Beer	199	275	449
235	Other alcoholic beverages	248	243	339

TABLE C.10
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
250	Tobacco products	71	44	38
311	Unprocessed wood (excluding firewood)	0	28	4
412	Salt	4	3	308
417	Coal, lignite, bitumen, peat, shale			200
511	Gasoline & aviation fuel	51	82	98
512	Kerosene	41	130	67
513	Gas oils	281	244	461
522	Lubricants	9	120	124
523	Other products	16	13	49
618	Other fertilizers	1	61	6
711	Paints, inks & coloring agents	7	16	12
713	Soap & toiletries	2	10	19
724	Veneer & plywood	52	63	133
725	Wood & cork products	6	6	32
727	Textiles	2	3	12
735	Household utensils	276	640	826
811	Cements	689	609	503
814	Building stone		10	
819	Glass bottles	2	3	20
821	Iron & steel basic products	76	156	104
825	Metal building parts	9	40	52
913	Lighting & electrical parts	8	26	4
915	Road transport equipment	26	19	64
916	Special purpose road vehicles			10
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		6	12
000	All other commodity		1	36
121	Fish, fresh or chilled			26
132	Milled rice	2,154	1,327	713
227	Animal Feeds	18	76	6
233	Mineral water & aerated beverages			11
234	Beer			15
412	Salt	386	355	795
512	Kerosene		10	
513	Gas oils		10	
735	Household utensils			30
811	Cements			16
821	Iron & steel basic products		3	28
SAN JOSE DECK & WAREHOUSING INC. WHARF, SAN JOSE, OCCIDEN				
	Minor flows			14
000	All other commodity			14
132	Milled rice			328
412	Salt			13
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		6	
132	Milled rice		750	1,100
511	Gasoline & aviation fuel		11	
513	Gas oils		30	
618	Other fertilizers		32	
819	Glass bottles		16	
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	1		
134	Corn grits & meal	50		
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows	17		21

TABLE C.10
CORON CAUSEWAY/WHARF, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
412	Salt			25
811	Cements	172		
821	Iron & steel basic products	20		
COTTA, LUCENA CITY				
	Minor flows		5	
000	All other commodity		25	
OTHER MUNICIPAL PORTS ROMBLON				
	Minor flows		2	
000	All other commodity		87	
511	Gasoline & aviation fuel		120	
512	Kerosene		120	48
513	Gas oils		120	97
817	Tiles & building ceramics		50	
916	Special purpose road vehicles		16	
SURIGAO CITY, SURIGAO DEL NORTE				
	Minor flows			7

TABLE C. 11
CULION, CULION COLONY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
ISABELA WHARF, BASILAN CITY				
735	Household utensils	20	28	
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows	5		
ATLANTIC GULF & PACIFIC CORPORATION, STA. MARIA, BAUAN, B				
	Minor flows	5	8	
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	22	20	
000	All other commodity	13	22	
132	Milled rice	85		
235	Other alcoholic beverages	13		
513	Gas oils			
811	Cements	9		
821	Iron & steel basic products	0	73	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows			
132	Milled rice	248	110	
412	Salt	117	64	
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows			
811	Cements			
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	47	91	
000	All other commodity	307	650	
121	Fish, fresh or chilled	35	26	
122	Fish, preserved	2	15	
132	Milled rice	426	220	
133	Unmilled maize	29		
135	Other unmilled grains	22		
142	Peas & beans	45	1	
155	Other vegetables	11	13	
212	Dairy products	0	71	
221	Flour & related products from grain	70	72	
224	Sugar	88	164	
226	Other food preparations	73	30	
227	Animal Feeds	43	54	
233	Mineral water & aerated beverages	153	136	
234	Beer	113	58	
235	Other alcoholic beverages	32	30	
311	Unprocessed wood (excluding firewood)	0	0	
412	Salt	109	12	
418	Petroleum	47	34	
511	Gasoline & aviation fuel	71	16	
512	Kerosene	20	29	
513	Gas oils	19	567	
522	Lubricants	17	15	
523	Other products	3	3	
612	Inorganic chemicals	2	2	

TABLE C. 11
CULION, CULION COLONY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
618	Other fertilizers	7	12	8
711	Paints, inks & coloring agents	4	2	16
724	Veneer & plywood	19	13	13
735	Household utensils	71	68	192
811	Cements	219	135	233
819	Glass bottles	18	38	19
821	Iron & steel basic products	48	30	44
825	Metal building parts	11	10	15
JOLO, SULU				
	Minor flows		1	
SIASI, SULU				
	Minor flows	1	1	

TABLE C.12
 CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN MIGUEL CORPORATION NUMANCIA, AKLAN				
	Minor flows		5	
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows	14	3	17
819	Glass bottles	185	263	244
OTHER MUNICIPAL PORTS (ANTIQUE)				
	Minor flows	5	12	11
121	Fish, fresh or chilled		18	
131	Palay		10	
233	Mineral water & aerated beverages		3	19
ANINI-Y, ANINI-Y, ANTIQUE				
819	Glass bottles	10		
OTHER PRIVATE PORTS (ANTIQUE)				
	Minor flows		8	
CULASI, ROXAS CITY, CAPIZ				
	Minor flows	1		3
MANDAUE, MANDAUE CITY				
124	Seaweed		40	60
ILOILO, ILOILO CITY				
	Minor flows	18	45	51
000	All other commodity	26	22	64
121	Fish, fresh or chilled	20	32	6
122	Fish, preserved	80	341	217
124	Seaweed	23		
132	Milled rice	5	169	635
162	Bananas	11		
195	Rattan	35	7	15
196	Other vegetable raw materials		22	3
197	Other agricultural commodities (n.e.s.)			22
221	Flour & related products from grain	12	0	0
227	Animal Feeds	0	30	285
233	Mineral water & aerated beverages	4	79	72
311	Unprocessed wood (excluding firewood)	103	3	10
413	Sands & gravel			143
735	Household utensils	10	9	5
811	Cements		12	
819	Glass bottles	111	1,013	1,111
825	Metal building parts	15	11	24
915	Road transport equipment	1	36	18
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	29	46	25
000	All other commodity	27	149	49
111	Cattle & Carabao	25	16	16
113	Swine	61	68	34
121	Fish, fresh or chilled	128	104	27
122	Fish, preserved	58	88	37
124	Seaweed	66	1	
125	Other seafood	19		
132	Milled rice	0	21	0
133	Unmilled maize	60	131	
155	Other vegetables		13	
167	Other fresh fruit	68	106	22
172	Copra	649	751	388
173	Cashew nuts	96	55	81
192	Other oil seeds	46		

TABLE C.12
 CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
	197 Other agricultural commodities (n.e.s.)	3	42	
	216 Other animal products	1	27	3
	227 Animal Feeds		18	
	413 Sands & gravel	587	357	151
	416 Building stone		45	
	735 Household utensils	0	8	123
	819 Glass bottles	419	173	111
	821 Iron & steel basic products	17		
	825 Metal building parts	5	14	36
	915 Road transport equipment	22		
CAGAYAN DE ORO				
	Minor flows		2	
	819 Glass bottles		23	
OTHER MUNICIPAL PORTS OCC. MINDORO				
	Minor flows			0
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	1	2	
	132 Milled rice	28		
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	55	82	40
	000 All other commodity	58	187	446
	132 Milled rice	19	76	1
	146 Fieldcrop legumes	8	36	10
	166 Melons & papaya	12	3	50
	172 Copra		18	3
	221 Flour & related products from grain	30	335	570
	224 Sugar	1,446	4,668	6,178
	225 Molasses & related products		11	2
	226 Other food preparations	8	152	193
	227 Animal Feeds		57	134
	233 Mineral water & aerated beverages	137	1,468	1,771
	411 Natural fertilizers	20		
	412 Salt	50	113	261
	413 Sands & gravel		3	68
	511 Gasoline & aviation fuel		11	
	522 Lubricants		1	14
	523 Other products	0	15	4
	612 Inorganic chemicals		30	17
	615 Urea		65	
	618 Other fertilizers	369	1,660	2,562
	722 Tires	16	24	18
	724 Veneer & plywood	0	1	11
	729 Carpets, blankets, other woven products	1	10	6
	735 Household utensils	22	9	38
	811 Cements		28	25
	819 Glass bottles		283	
	821 Iron & steel basic products	17	3	71
	825 Metal building parts	2	25	2
	912 Communications equipment	5	30	
	915 Road transport equipment	3	24	30
	925 Other household equipment		1	24
OTHER MUNICIPAL PORTS PALAWAN				
	Minor flows	7	5	2
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows		11	17

TABLE C.12
 CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT OUTWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (MT)		
		1991	1992	1993
000	All other commodity		11	91
111	Cattle & Carabao		26	1
133	Unmilled maize		18	
172	Copra		15	
221	Flour & related products from grain			12
412	Salt		68	173
811	Cements			24
819	Glass bottles		14	1
821	Iron & steel basic products		9	16
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	17		21
412	Salt			25
811	Cements	172		
821	Iron & steel basic products	20		
MANGSI, BALABAC, PALAWAN				
	Minor flows			2
NARRA CAUSEWAY				
618	Other fertilizers		50	
ROXAS TIMBER LANDING, PALAWAN				
	Minor flows	14	11	17
000	All other commodity	3	31	4
235	Other alcoholic beverages	3	100	
412	Salt	19	15	71
511	Gasoline & aviation fuel	30		
512	Kerosene	10		
513	Gas oils	40		
618	Other fertilizers			25
TAYTAY CAUSEWAY, PALAWAN				
234	Beer			115
OTHER PRIVATE PORTS PALAWAN				
	Minor flows			28
224	Sugar			176
227	Animal Feeds			18
233	Mineral water & aerated beverages			46
618	Other fertilizers			87
PAGDANAN TIMBER PRODUCTS INCORPORATED PORT BARTON, SAN VI				
	Minor flows	3		
PHILAND TIMBER INCORPORATED PANAKAN, NAWA, PALAWAN				
	Minor flows	8		
513	Gas oils	15		
LORETO, DINAGAT ISLAND SURIGAO DEL NORTE				
	Minor flows			1

TABLE C.13
CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows	19	9	13
000	All other commodity	75	61	81
132	Milled rice	244	234	72
221	Flour & related products from grain	14	1	4
224	Sugar	10	4	2
227	Animal Feeds	7	25	26
233	Mineral water & aerated beverages	252	301	352
234	Beer	227	244	246
235	Other alcoholic beverages	3	42	21
512	Kerosene	12	11	51
618	Other fertilizers		0	25
724	Veneer & plywood	2	17	3
811	Cements	163	101	139
819	Glass bottles	1	38	72
OTHER MUNICIPAL PORTS (ANTIQUE)				
	Minor flows		12	
132	Milled rice		15	
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows		8	14
000	All other commodity		7	28
132	Milled rice		8	11
221	Flour & related products from grain		10	2
233	Mineral water & aerated beverages		7	43
234	Beer		7	15
513	Gas oils			39
CABAHUG, LOOC, MANDAUE				
	Minor flows			13
132	Milled rice			42
311	Unprocessed wood (excluding firewood)			60
413	Sands & gravel			173
811	Cements			600
ILOILO, ILOILO CITY				
	Minor flows	69	54	14
000	All other commodity	375	284	382
132	Milled rice	181	2	5
221	Flour & related products from grain	127	244	140
224	Sugar	1,120	2,149	471
226	Other food preparations	108	188	40
227	Animal Feeds	101	38	65
233	Mineral water & aerated beverages	74	891	152
234	Beer	8	11	
412	Salt	3	127	60
418	Petroleum	11	21	7
512	Kerosene	59	97	71
522	Lubricants	2	1	14
523	Other products	24	29	17
612	Inorganic chemicals	2	11	5
615	Urea		112	18
618	Other fertilizers	368	763	261
722	Tires	10	12	0
724	Veneer & plywood	14	13	2
735	Household utensils	14	8	5
811	Cements	863	164	124
819	Glass bottles	5	179	

TABLE C.13
CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
821	Iron & steel basic products	63	24	117
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	64	29	37
000	All other commodity	142	258	259
121	Fish, fresh or chilled	2		22
125	Other seafood	14		
132	Milled rice	17	1	30
173	Cashew nuts	25	5	
192	Other oil seeds	11		
221	Flour & related products from grain	53	6	10
224	Sugar	35		6
226	Other food preparations	28	2	25
231	Fruit & vegetable juices	12		
233	Mineral water & aerated beverages	15	23	23
234	Beer	131	21	29
235	Other alcoholic beverages	226	181	273
413	Sands & gravel	32		
511	Gasoline & aviation fuel	11	12	97
512	Kerosene	45	10	8
513	Gas oils	2	37	40
522	Lubricants	4	118	44
523	Other products	7	18	24
724	Veneer & plywood	18	52	34
729	Carpets, blankets, other woven products	35		1
735	Household utensils	12	63	194
811	Cements	571	611	501
821	Iron & steel basic products	90	90	95
915	Road transport equipment	32	11	10
921	Furniture	10	6	10
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	15	24	14
000	All other commodity	3	149	50
132	Milled rice	85	387	3
173	Cashew nuts		12	
227	Animal Feeds	7	81	5
233	Mineral water & aerated beverages		14	10
234	Beer		16	10
235	Other alcoholic beverages		71	92
412	Salt		61	54
413	Sands & gravel	5,700		
511	Gasoline & aviation fuel		69	
513	Gas oils	2	10	
735	Household utensils	10	5	3
811	Cements	16	111	52
819	Glass bottles		10	
821	Iron & steel basic products	9	22	4
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	84	67	28
000	All other commodity	199	64	168
122	Fish, preserved	14	28	25
131	Palay	21	14	9
132	Milled rice	581	983	1,246
133	Unmilled maize	9	46	8
172	Copra	35	2	
173	Cashew nuts	17	24	63

TABLE C.13
 CUYO CAUSEWAY & TIMBER LANDING PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
195	Rattan	13	15	3
197	Other agricultural commodities (n.e.s.)	7	52	86
221	Flour & related products from grain	25	3	7
226	Other food preparations	37	63	10
227	Animal Feeds	208	310	368
233	Mineral water & aerated beverages		16	33
234	Beer	0	70	
235	Other alcoholic beverages	15	35	
236	Coconut oil	10		
237	Other vegetable oils		21	
311	Unprocessed wood (excluding firewood)	79	34	26
413	Sands & gravel	27		
418	Petroleum	160	35	18
511	Gasoline & aviation fuel	65	217	1
513	Gas oils	31	421	39
522	Lubricants	58	78	43
735	Household utensils	22	9	6
811	Cements	67	150	80
819	Glass bottles	32	531	119
821	Iron & steel basic products	4	9	22
912	Communications equipment	1	39	0
913	Lighting & electrical parts	10	3	1
915	Road transport equipment	18	14	10
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows			33
000	All other commodity			30
235	Other alcoholic beverages			43
511	Gasoline & aviation fuel	30		34
512	Kerosene	10		3
513	Gas oils	20		19
522	Lubricants			17
523	Other products			10
811	Cements			25

TABLE C. 14
 ROXAS TIMBER LANDING, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER MUNICIPAL PORTS (AGUSAN DEL NORTE)				
311	Unprocessed wood (excluding firewood)	11		
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C				
511	Gasoline & aviation fuel		455	
512	Kerosene		95	
513	Gas oils	200	215	
523	Other products		240	
CEBU CITY				
	Minor flows	63		10
000	All other commodity	39		6
111	Cattle & Carabao	55		
151	Tomatoes	17		6
221	Flour & related products from grain	32		3
226	Other food preparations	11		
227	Animal Feeds	424		97
235	Other alcoholic beverages	70		
311	Unprocessed wood (excluding firewood)	2		235
618	Other fertilizers	18		
723	Other rubber products	1		14
724	Veneer & plywood	27		16
725	Wood & cork products	14		3
735	Household utensils	31		16
819	Glass bottles	12		
821	Iron & steel basic products	20		47
OTHER PRIVATE PORTS (DAVAO SUR)				
811	Cements	2,220		
ILOILO, ILOILO CITY				
	Minor flows	36	19	
224	Sugar	10	37	
227	Animal Feeds	13	3	
412	Salt	62	80	
811	Cements	10		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	68	56	44
000	All other commodity	111	202	177
125	Other seafood	17	21	11
132	Milled rice	114		3
221	Flour & related products from grain	183	107	85
224	Sugar	440	182	18
226	Other food preparations	142	42	217
234	Beer	1	3	238
235	Other alcoholic beverages	234	155	286
412	Salt	99	195	136
413	Sands & gravel		17	
618	Other fertilizers	48	25	
724	Veneer & plywood	50	17	12
735	Household utensils	48	11	37
811	Cements	83	129	132
821	Iron & steel basic products	52	17	86
825	Metal building parts	11		0
915	Road transport equipment	40		
SAN CARLOS CITY, NEGROS OCCIDENTAL				
811	Cements		440	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		9	

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TABLE C. 14
 ROXAS TIMBER LANDING, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
412	Salt	146	247	300
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	3	1	
133	Unmilled maize	75	120	27
172	Copra		135	394
233	Mineral water & aerated beverages	736	475	
234	Beer	246	138	54
811	Cements	68		
819	Glass bottles		141	28
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	20		
235	Other alcoholic beverages	10		
511	Gasoline & aviation fuel	162	80	
512	Kerosene	22	80	
513	Gas oils	152	80	
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows	14	11	17
000	All other commodity	3	31	4
235	Other alcoholic beverages	3	100	
412	Salt	19	15	71
511	Gasoline & aviation fuel	30		
512	Kerosene	10		
513	Gas oils	40		
618	Other fertilizers			25
OTHER PRIVATE PORTS PALAWAN				
	Minor flows			6

TABLE C.15
TAYTAY-LIMINANGKONG CAUSEWAY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows			8
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	19	13	40
000	All other commodity	240	418	303
121	Fish, fresh or chilled			33
132	Milled rice	116	56	30
221	Flour & related products from grain	36	48	28
224	Sugar	14	41	49
226	Other food preparations	7	9	104
233	Mineral water & aerated beverages	132	107	92
234	Beer	223	95	111
235	Other alcoholic beverages	18	40	38
412	Salt	374	423	579
511	Gasoline & aviation fuel	84	51	48
512	Kerosene	58	54	95
513	Gas oils	65	167	100
522	Lubricants		14	7
612	Inorganic chemicals	6	25	10
725	Wood & cork products	27	16	33
735	Household utensils	41	88	72
811	Cements	90	144	257
825	Metal building parts	21	27	35
917	Other transport equipment & parts		1	27
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		1	
132	Milled rice		11	
412	Salt		198	72
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		2	
233	Mineral water & aerated beverages			63
811	Cements		38	
819	Glass bottles		48	

TABLE C. 16
TAYTAY CAUSEWAY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows			4
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	26	21	9
000	All other commodity	149	201	91
132	Milled rice	28	49	
221	Flour & related products from grain	12	1	4
233	Mineral water & aerated beverages	80	46	23
234	Beer	76	63	297
235	Other alcoholic beverages	11	28	22
412	Salt	109	148	89
511	Gasoline & aviation fuel	21	37	13
512	Kerosene	58	36	12
513	Gas oils	152	103	22
811	Cements	35	49	1
821	Iron & steel basic products	14	1	1
825	Metal building parts	13	13	4
917	Other transport equipment & parts		16	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	27	26	
132	Milled rice	42	57	
234	Beer	10	12	
412	Salt	196	115	
511	Gasoline & aviation fuel		12	
512	Kerosene	25	12	
513	Gas oils	22	10	
819	Glass bottles	2	13	
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		2	2
819	Glass bottles			47
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows			2
234	Beer			14
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
234	Beer			115

TABLE C. 17
LINAPACAN CAUSEWAY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	14	24	12
000	All other commodity	21	107	93
132	Milled rice	31	37	19
221	Flour & related products from grain		16	14
234	Beer	1	9	181
412	Salt	5	62	29
511	Gasoline & aviation fuel		22	14
512	Kerosene	1	15	9
513	Gas oils	3	19	15
618	Other fertilizers		50	
735	Household utensils		12	2
811	Cements	21	16	27
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
000	All other commodity			13
226	Other food preparations			15
412	Salt	60		15
618	Other fertilizers			15
724	Veneer & plywood			10
735	Household utensils			25
821	Iron & steel basic products			14
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows		10	
513	Gas oils		10	
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	7	22	8
000	All other commodity	21	64	16
132	Milled rice	29	39	22
233	Mineral water & aerated beverages	9	13	4
234	Beer	9	11	4
412	Salt	27	270	10
511	Gasoline & aviation fuel		15	3
512	Kerosene	2	41	47
513	Gas oils	7	47	47
811	Cements	36	69	18
821	Iron & steel basic products		10	
JOLO, SULU				
000	All other commodity	30		
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows		5	1
000	All other commodity			41

TABLE C. 18
 BUSUANGA CONCEPCION CAUSEWAY, BUSUANGA ISLAND, PALAWAN
 SEA TRANSPORT INWARD DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
PASACAO, CAMARINES SUR				
111	Cattle & Carabao	42		
ILOILO, ILOILO CITY				
000	All other commodity	10		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	28	22	
000	All other commodity	5	24	
132	Milled rice	64	785	
416	Building stone	77		
513	Gas oils	22		
811	Cements	12	8	
821	Iron & steel basic products	13	209	
915	Road transport equipment	4	37	
916	Special purpose road vehicles		10	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows		17	
132	Milled rice		31	
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows			14
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	3		
413	Sands & gravel	15		13

TABLE C.19
NARRA CAUSEWAY, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
PILIPINAS SHELL PETROLEUM CORPORATION, TABANGAO, BATANGAS C				
511	Gasoline & aviation fuel		563	250
512	Kerosene		320	63
513	Gas oils	330	695	100
523	Other products		240	
ILOILO, ILOILO CITY				
618	Other fertilizers	223		
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	0	11	
311	Unprocessed wood (excluding firewood)		21	
618	Other fertilizers	61	50	
821	Iron & steel basic products	0	68	
916	Special purpose road vehicles		20	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
618	Other fertilizers	90		
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	37	7	
000	All other commodity	19	48	
133	Unmilled maize			38
172	Copra	0		113
412	Salt	171		
615	Urea		50	
618	Other fertilizers	221	330	
729	Carpets, blankets, other woven products	19		
CORON CAUSEWAY/WHARF, PALAWAN				
512	Kerosene			39
513	Gas oils			39
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
618	Other fertilizers		50	
OTHER MUNICIPAL PORTS ROMBLON				
512	Kerosene			42
513	Gas oils		380	372

TABLE C. 20
MANGSI, BALABAC, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
LOOC, MANDAUE CITY				
	Minor flows	1		
MANDAUE, MANDAUE CITY				
	Minor flows		1	3
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	39	30	7
000	All other commodity	51	93	89
132	Milled rice	58	20	3
221	Flour & related products from grain	3	2	15
224	Sugar	15	13	8
233	Mineral water & aerated beverages	73	69	69
234	Beer	64	54	95
412	Salt	18	8	2
511	Gasoline & aviation fuel	21	9	30
512	Kerosene	38	21	24
513	Gas oils	54	8	12
811	Cements	157	42	45
821	Iron & steel basic products	11	7	37
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	7	13	
132	Milled rice		317	16
233	Mineral water & aerated beverages	1	3	11
413	Sands & gravel	17		
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows			2
JOLO, SULU				
	Minor flows		5	
ZAMBOANGA, ZAMBOANGA DEL SUR				
	Minor flows		10	1
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR				
	Minor flows	7		
412	Salt	17		
INTERNATIONAL COPRA EXPORT CORPORATION CAMPO ISLAM, ZAMBO				
	Minor flows	8		
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA				
	Minor flows	12	1	
000	All other commodity	36	3	
122	Fish, preserved	10		
132	Milled rice	16	1	
233	Mineral water & aerated beverages	46	1	
412	Salt	379	23	

TABLE C. 21
 AGRICULTURAL INVESTORS INC., BALABAC, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	25	19	10
000	All other commodity	56	48	11
132	Milled rice	27		5
224	Sugar	33	6	2
233	Mineral water & aerated beverages	64	36	6
234	Beer	61	38	2
512	Kerosene	21	13	2
811	Cements	34	10	22
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	4		

TABLE C. 22
OTHER MUNICIPAL PORTS, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
OTHER MUNICIPAL PORTS (AGUSAN DEL NORTE)				
311	Unprocessed wood (excluding firewood)		95	
AGSUR FOREST PRODUCTS BADING, BUTUAN CITY				
	Minor flows		20	
000	All other commodity		36	
413	Sands & gravel		240	
825	Metal building parts		22	
916	Special purpose road vehicles		20	
SAN JOSE DE BUENAVISTA, ANTIQUE				
	Minor flows	15	12	
132	Milled rice	13	2	
BATAAN REFINING COMPANY BO. LAMAO, LIMAY, BATAAN				
513	Gas oils	916		
PORT OF BATANGAS STA. CLARA, BATANGAS				
	Minor flows		6	7
000	All other commodity			75
197	Other agricultural commodities (n.e.s.)		23	14
612	Inorganic chemicals			12
618	Other fertilizers			48
714	Plastics		19	
CEBU CITY				
	Minor flows			3
000	All other commodity			26
233	Mineral water & aerated beverages	516	415	
DANAO CITY				
	Minor flows			2
OPON (MUELLE DE OSMENA) LAPU-LAPU CITY				
	Minor flows		8	
000	All other commodity		23	
413	Sands & gravel		60	
811	Cements		60	
OTHER MUNICIPAL PORTS (CEBU)				
	Minor flows		9	7
000	All other commodity			25
413	Sands & gravel		750	330
LOOC, MANDAUE CITY				
	Minor flows		3	17
000	All other commodity		19	38
132	Milled rice	3	2	10
233	Mineral water & aerated beverages		20	
311	Unprocessed wood (excluding firewood)			521
412	Salt		22	
413	Sands & gravel		72	
522	Lubricants		30	
811	Cements		101	120
821	Iron & steel basic products			20
MANDAUE, MANDAUE CITY				
	Minor flows	6		47
132	Milled rice		9	16
311	Unprocessed wood (excluding firewood)			53
413	Sands & gravel			464
811	Cements	44	7	5
915	Road transport equipment	5		50

TABLE C. 22
OTHER MUNICIPAL PORTS, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
916	Special purpose road vehicles			12
CABAHUG, LOOC, MANDAUE				
	Minor flows	4		11
000	All other commodity	1	2	15
124	Seaweed		20	
132	Milled rice	3	2	10
412	Salt		20	
724	Veneer & plywood	11		1
SAN MIGUEL RECLAMATION QUANO RECLAMATION				
	Minor flows			8
132	Milled rice			15
311	Unprocessed wood (excluding firewood)			3,750
811	Cements		4	224
821	Iron & steel basic products			125
OTHER PRIVATE PORTS (DAVAO SUR)				
811	Cements		1,300	
ILOILO, ILOILO CITY				
	Minor flows	18	8	7
132	Milled rice	15	10	8
211	Meat	70		
226	Other food preparations	23	0	
227	Animal Feeds			12
233	Mineral water & aerated beverages	22	3	3
234	Beer	12	1	1
235	Other alcoholic beverages	13	3	
412	Salt	10	13	
522	Lubricants	44	1	
618	Other fertilizers		25	
811	Cements	10	1	81
813	Limes		5	39
ILIGAN CEMENT CORPORATION, KI WALAN, ILIGAN CITY				
811	Cements		1,000	
MARIA CRISTINA CHEMICAL INDUSTRIES, AGUS, BURUUN, ILIGAN				
916	Special purpose road vehicles	45		
ORMOC, ORMOC CITY CAUSEWAY/PIER LEYTE DEL NORTE				
000	All other commodity			194
413	Sands & gravel			1,570
916	Special purpose road vehicles			20
COTABATO, COTABATO CITY, MAGUINDANAO				
	Minor flows		4	
132	Milled rice		20	
172	Copra		71	
234	Beer			20
MANILA (FIRST DISTRICT) NORTH HARBOR				
	Minor flows	46	13	42
000	All other commodity	869	909	1,233
125	Other seafood	11	13	4
132	Milled rice	345	209	55
155	Other vegetables	14		1
167	Other fresh fruit	10	1	
197	Other agricultural commodities (n.e.s.)	1	1	65
212	Dairy products	215	70	11
221	Flour & related products from grain	111	72	56
224	Sugar	204	183	71
225	Molasses & related products		950	

TABLE C. 22
OTHER MUNICIPAL PORTS, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
226	Other food preparations	116	101	30
227	Animal Feeds	47	19	6
233	Mineral water & aerated beverages	237	162	130
234	Beer	447	260	169
235	Other alcoholic beverages	256	141	66
250	Tobacco products	163	5	5
311	Unprocessed wood (excluding firewood)	19	27	2
412	Salt	233	198	123
511	Gasoline & aviation fuel	103	98	76
512	Kerosene	80	136	53
513	Gas oils	154	134	97
522	Lubricants	511	65	65
523	Other products	8	9	19
611	Organic chemicals	13	14	
612	Inorganic chemicals	17	0	12
618	Other fertilizers	38	2	
712	Vitamins & pharmaceuticals	32	32	0
713	Soap & toiletries	277	38	16
715	Pest control products	11	11	
716	Other chemical products	13	0	
722	Tires	176		
724	Veneer & plywood	39	41	55
725	Wood & cork products	47	41	22
728	Apparel	24	17	1
729	Carpets, blankets, other woven products	13	2	1
735	Household utensils	141	132	203
811	Cements	401	253	521
817	Tiles & building ceramics	0		135
818	Glass & products (excluding bottles)	0		12
821	Iron & steel basic products	42	36	169
825	Metal building parts	42	34	166
913	Lighting & electrical parts	53	32	92
915	Road transport equipment	62	21	45
916	Special purpose road vehicles	135		
MASBATE, MASBATE				
	Minor flows			
FLORO CEMENT CORPORATION LUGAIT, MISAMIS ORIENTAL				
811	Cements	1,000		
OTHER PRIVATE PORTS (NEGROS OCC)				
	Minor flows	16		9
BREDCO, RECLAMATION AREA, BACOLOD CITY, NEGROS OCCIDENTAL				
	Minor flows		4	
SAN JOSE (CAMINAWIT), CAUSEWAY/PIER, MANGARIN, SAN JOSE,				
	Minor flows	43	4	19
000	All other commodity	33	8	6
114	Poultry			25
121	Fish, fresh or chilled	15		
124	Seaweed	18		
132	Milled rice	292	77	25
142	Peas & beans	17		
211	Meat	15		
233	Mineral water & aerated beverages	20	1	0
234	Beer	17	1	1
412	Salt	136	88	755
413	Sands & gravel	1,200		

TABLE C. 22
OTHER MUNICIPAL PORTS, PALAWAN SEA TRANSPORT INWARD
DOMESTIC CARGO FLOWS 1991-1993
(Continued)

ORIGIN	COMMODITY	CARGO (MT)		
		1991	1992	1993
419	Other non-metallic minerals	1,800		
513	Gas oils	18		35
522	Lubricants	300		22
819	Glass bottles	14	5	2
915	Road transport equipment	58		37
SAN JOSE DECK & WAREHOUSING INC. WHARF, SAN JOSE, OCCIDEN				
	Minor flows			6
513	Gas oils			35
PUERTO PRINCESA CITY, PALAWAN				
	Minor flows	26	47	48
000	All other commodity	69	139	171
121	Fish, fresh or chilled		1	46
125	Other seafood	6		12
132	Milled rice	96	127	383
224	Sugar	26	21	10
227	Animal Feeds		1	18
233	Mineral water & aerated beverages	48	93	71
234	Beer	54	511	41
235	Other alcoholic beverages	11	10	4
412	Salt	88	15	154
423	Other metallic ores & concentrates			759
511	Gasoline & aviation fuel	38	17	56
512	Kerosene	16	16	7
513	Gas oils	45	76	67
522	Lubricants		18	13
618	Other fertilizers		205	15
724	Veneer & plywood	65	6	39
728	Apparel	17	37	22
735	Household utensils	2	12	3
811	Cements	186	249	251
819	Glass bottles		3	291
821	Iron & steel basic products	15	17	32
825	Metal building parts	3	11	7
BROOKE'S PT. CAUSEWAY, PALAWAN				
	Minor flows	4	10	
111	Cattle & Carabao		66	
132	Milled rice	48	156	3
133	Unmilled maize		268	
172	Copra		15	
413	Sands & gravel		18	
819	Glass bottles		23	
CORON CAUSEWAY/WHARF, PALAWAN				
	Minor flows	13	6	34
000	All other commodity	22	52	34
233	Mineral water & aerated beverages	12	17	7
234	Beer	12	14	6
235	Other alcoholic beverages			16
511	Gasoline & aviation fuel	0	13	8
512	Kerosene	8	13	10
513	Gas oils	13	13	28
811	Cements	4	8	37
915	Road transport equipment	20		
CUYO CAUSEWAY & TIMBER LANDING PALAWAN				
	Minor flows	7	5	2

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TABLE C. 22
 OTHER MUNICIPAL PORTS, PALAWAN SEA TRANSPORT INWARD
 DOMESTIC CARGO FLOWS 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (MT)				
		1991	1992	1993		
COTTA, LUCENA CITY						
	Minor flows	3				
JOLO, SULU						
	Minor flows		3			
167	Other fresh fruit	14				
OTHER PRIVATE PORTS ZAMBOANGA DEL SUR						
	Minor flows	0				
NEW ZAMBOANGA UNIVERSAL ENTERPRISES INCORPORATED (BENGO) BA						
	Minor flows	5				
000	All other commodity	18				
412	Salt	60				

TABLE C. 23
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT OUTWARD
 CARGO FLOWS FOR 1991-1993

DESTINATION	COMMODITY	CARGO (KG)		
		1991	1992	1993
BACOLOD				
	000 All other commodity	105	185	28
	735 Household utensils	266	156	34
	Other minor flows	69	57	59
BAGUIO				
	122 Fish, preserved	185	43	39
	Other minor flows	55	8	32
BUTUAN				
	Other minor flows		6	
CAGAYAN				
	000 All other commodity	179	576	29
	Other minor flows	25	20	5
CALBAYOG				
	000 All other commodity		112	32
CATARMAN				
	Other minor flows			1
CAUAYAN				
	122 Fish, preserved	255	55	
	Other minor flows	3	25	
CEBU				
	000 All other commodity	1,946	959	2,320
	121 Fish, fresh or chilled	2	1	417
	122 Fish, preserved	341	179	112
	123 Frozen shellfish	5	7	1,935
	161 Citrus fruit	278	334	298
	211 Meat	212		5
	216 Other animal products			559
	226 Other food preparations	253	185	136
	713 Soap & toiletries		422	4
	735 Household utensils	55	41	108
	915 Road transport equipment	23	172	111
	923 Washing & drying machines			195
	Other minor flows	237	175	260
COTABATO				
	Other minor flows		2	27
DAVAO				
	000 All other commodity	80	308	269
	122 Fish, preserved	35	38	906
	161 Citrus fruit			1,700
	735 Household utensils	15	19	336
	911 Office equipment	5		135
	915 Road transport equipment	70	309	162
	Other minor flows	19	137	142
DIPOLOG				
	Other minor flows		35	27
DUMAGUETE				
	Other minor flows	26	67	166
GENERAL SANTOS				
	915 Road transport equipment			111
	Other minor flows	72	92	1
ILIGAN				
	Other minor flows		29	
ILOILO				
	000 All other commodity	526	528	1,193
	121 Fish, fresh or chilled	1	2	4,162

TABLE C. 23
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT OUTWARD
 CARGO FLOWS FOR 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (KG)		
		1991	1992	1993
	123 Frozen shellfish	689	933	83
	211 Meat		26	2,422
	226 Other food preparations	78	121	153
	728 Apparel	50	23	185
	735 Household utensils	11	59	261
	915 Road transport equipment	182	44	440
	Other minor flows	159	193	195
JOLO				
	Other minor flows	16	17	
KALIBO				
	Other minor flows	34	43	6
LAOAG				
	Other minor flows	59	5	5
LEGAZPI				
	915 Road transport equipment			104
	Other minor flows	123	103	50
MAMBURAO				
	Other minor flows	37	22	13
MANILA				
	000 All other commodity	6,278	3,738	54,749
	111 Cattle & Carabao	164	86	541
	121 Fish, fresh or chilled	768,228	814,163	779,070
	122 Fish, preserved	4	5	15,828
	123 Frozen shellfish	135,530	181,289	212,431
	125 Other seafood	940	1	1,901
	141 Potatoes		12	1,029
	161 Citrus fruit	1	1	1,476
	211 Meat	79	317	2,992
	214 Hides & skins	237		
	216 Other animal products	1	3	5,929
	221 Flour & related products from grain	38	223	288
	224 Sugar	91	22	134
	226 Other food preparations	27	43	18,123
	711 Paints, inks & coloring agents		142	
	712 Vitamins & pharmaceuticals	930	217	359
	713 Soap & toiletries	137	56	389
	723 Other rubber products	63	1	126
	728 Apparel	501	476	1,611
	729 Carpets, blankets, other woven products	395	363	244
	731 Trunks, suitcases & handbags	19	144	282
	732 Medical & optical instruments	446		
	733 Meters & measuring instruments	99	15	1,490
	734 Photographic equipment & materials	202	49	5,437
	735 Household utensils	226	1,010	1,430
	813 Limes	113	80	
	825 Metal building parts	194	240	70
	911 Office equipment	1,252	738	1,402
	912 Communications equipment	659	563	925
	913 Lighting & electrical parts	371	265	162
	915 Road transport equipment	4	4	6,322
	917 Other transport equipment & parts	172	191	599
	923 Washing & drying machines	559	158	468
	Other minor flows	432	479	443
MARINDUQUE				
	Other minor flows	16	9	7

TABLE C. 23
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT OUTWARD
 CARGO FLOWS FOR 1991-1993
 (Continued)

DESTINATION	COMMODITY	CARGO (KG)		
		1991	1992	1993
MASBATE				
	Other minor flows		7	22
NAGA				
	Other minor flows	17	3	8
OZAMIS				
	Other minor flows		5	
PAGADIAN				
	Other minor flows		15	8
ROXAS				
	Other minor flows	5	1	
SAN JOSE				
	161 Citrus fruit			103
	Other minor flows	6	46	1
SURIGAO				
	000 All other commodity	71	71	235
	Other minor flows		82	1
TABLAS				
	000 All other commodity	561	4	18
	Other minor flows			14
TACLOBAN				
	000 All other commodity	111	1	
	Other minor flows		4	
TAGBILARAN				
	Other minor flows	1	1	
TAWI-TAWI				
	000 All other commodity		132	
	735 Household utensils		496	
	Other minor flows	3		3
TUGUEGARAO				
	122 Fish, preserved	224	120	211
	Other minor flows	55	7	23
VIRAC				
	Other minor flows	2		1
ZAMBOANGA				
	000 All other commodity	207	639	3
	Other minor flows	54	92	54

TABLE C. 24
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT INWARD
 CARGO FLOWS FOR 1991-1993

ORIGIN	COMMODITY	CARGO (KG)		
		1991	1992	1993
BACOLOD				
000	All other commodity	25	39	543
735	Household utensils	21	8	4,449
821	Iron & steel basic products	623		
911	Office equipment			130
	Other minor flows	101	39	49
BAGUIO				
000	All other commodity	135	17	138
141	Potatoes	2	311	143
735	Household utensils		125	20
	Other minor flows		4	69
BUTUAN				
	Other minor flows		1	
CAGAYAN				
000	All other commodity	11	201	32
111	Cattle & Carabao		233	
913	Lighting & electrical parts		127	
	Other minor flows	192	28	
CALBAYOG				
	Other minor flows			26
CATARMAN				
	Other minor flows		1	
CAUAYAN				
	Other minor flows		1	2
CEBU				
000	All other commodity	1,393	2,832	6,423
111	Cattle & Carabao		1	126
211	Meat	115	25	17
212	Dairy products	124	3	
712	Vitamins & pharmaceuticals	290	377	857
713	Soap & toiletries	368	21	203
723	Other rubber products	196		
727	Textiles	45	430	23
728	Apparel	188	598	1,299
729	Carpets, blankets, other woven products		155	13
734	Photographic equipment & materials		30	225
735	Household utensils	1,064	544	401
911	Office equipment		77	143
912	Communications equipment	157	37	41
913	Lighting & electrical parts	219	129	83
915	Road transport equipment	65	606	475
923	Washing & drying machines	385	43	37
	Other minor flows	324	210	287
COTABATO				
	Other minor flows	14	24	24
DAVAO				
000	All other commodity	1,198	759	1,159
111	Cattle & Carabao	1	550	
161	Citrus fruit	258	1	206
226	Other food preparations	117	7	1,283
727	Textiles	5	193	
915	Road transport equipment	629	295	240
	Other minor flows	261	234	323
DIPOLOG				
	Other minor flows	3	11	20

TABLE C. 24
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT INWARD
 CARGO FLOWS FOR 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (KG)		
		1991	1992	1993
DUMAGUETE				
821	Iron & steel basic products		138	
	Other minor flows	215	37	57
GENERAL SANTOS				
	Other minor flows	36		28
ILOILO				
000	All other commodity	1,045	1,231	5,937
111	Cattle & Carabao	762	2	588
123	Frozen shellfish	5,002		105
211	Meat	14	129	5,779
221	Flour & related products from grain	202	40	39
226	Other food preparations	49	159	17
227	Plant residues (mostly suitable for feed)	136	49	
712	Vitamins & pharmaceuticals	63	108	149
713	Soap & toiletries	4	732	21
722	Tires		652	406
727	Textiles	54	218	112
728	Apparel	870	567	604
731	Trunks, suitcases & handbags	280	74	40
735	Household utensils	134	846	73
825	Metal building parts	242		22
912	Communications equipment	55	30	126
913	Lighting & electrical parts	426	155	105
915	Road transport equipment	507	1	1,218
923	Washing & drying machines	39	907	179
	Other minor flows	336	107	353
JOLO				
161	Citrus fruit	118	46	91
	Other minor flows	211	83	
KALIBO				
	Other minor flows	1	9	
LAOAG				
141	Potatoes			116
727	Textiles	136		
729	Carpets, blankets, other woven products	142	16	28
	Other minor flows	99		2
LEGAZPI				
111	Cattle & Carabao	102		
735	Household utensils	2	280	308
	Other minor flows	35	6	57
MAMBURAO				
	Other minor flows	13	1	2
MANILA				
000	All other commodity	171,844	701,210	598,943
111	Cattle & Carabao	8	5	3,979
121	Fish, fresh or chilled	195	409	830
122	Fish, preserved		126	126
123	Frozen shellfish		225	78
125	Other seafood	48	163	56
141	Potatoes	22	41,069	23,127
146	Fieldcrop legumes	1	244	37
161	Citrus fruit	2	12	6,306
211	Meat	202	415	43,353
212	Dairy products	3	59	3,086
213	Eggs	259	16	25,856

TABLE C. 24
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT INWARD
 CARGO FLOWS FOR 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (KG)		
		1991	1992	1993
221	Flour & related products from grain	1	8	8,017
222	Other field crop & vegetable meal, etc.	102		5
223	Preserved fruits & products		12	184
224	Sugar	106	32	238
226	Other food preparations	116	14	5,321
227	Plant residues (mostly suitable for feed)	64	799	316
231	Fruit & vegetable juices	9		810
232	Processed coffee, cocoa & tea	33	173	47
235	Other alcoholic beverages	199	99	
250	Tobacco products	398		6,423
511	Gasoline & aviation fuel	75	18	173
612	Inorganic chemicals		128	17
711	Paints, inks & coloring agents	118	193	47
712	Vitamins & pharmaceuticals	273	253	26,279
713	Soap & toiletries	5	800	2,595
716	Other chemical products	27	15	113
722	Tires	617	1	917
723	Other rubber products	989	1,022	585
725	Wood & cork products	772	615	6,322
727	Textiles	1,068	150	1,749
728	Apparel	1,789	1,375	11,238
729	Carpets, blankets, other woven products	786	576	464
731	Trunks, suitcases & handbags	348	1	1,450
732	Medical & optical instruments	3	9	2,080
733	Meters & measuring instruments	1,343	411	422
734	Photographic equipment & materials	8,255	820	13,931
735	Household utensils	861	22,663	14,284
813	Limes	120	107	
816	Bricks & blocks	217	49	182
817	Tiles & building ceramics	38	277	38
818	Glass & products (excluding bottles)	934	917	838
819	Glass bottles	141	227	167
821	Iron & steel basic products	477	220	238
823	Aluminum products	166	210	1,208
824	Other metal products		105	
825	Metal building parts	1,572	854	7,735
826	Building equipment	73	156	58
911	Office equipment	497	230	8,282
912	Communications equipment	1,306	779	3,613
913	Lighting & electrical parts	5	2,135	4,824
914	Medical diagnostic equipment	10	8	153
915	Road transport equipment	40,557	562	38,474
917	Other transport equipment & parts	1,453	1,048	714
923	Washing & drying machines	2	1	1,359
925	Other household equipment	982	492	933
	Other minor flows	346	489	433
MARINDUQUE				
	Other minor flows	17	2	1
MASBATE				
	Other minor flows	1	2	17
NAGA				
	Other minor flows	1	1	83
PAGADIAN				
	Other minor flows	29	7	
SAN JOSE				

TABLE C. 24
 PUERTO PRINCESA, PALAWAN AIR TRANSPORT INWARD
 CARGO FLOWS FOR 1991-1993
 (Continued)

ORIGIN	COMMODITY	CARGO (KG)		
		1991	1992	1993
	Other minor flows	57	64	89
SURIGAO				
	Other minor flows	13		
TACLOBAN				
	Other minor flows	6		
TANDAG				
	Other minor flows	2	1	
TUGUEGARAO				
	Other minor flows	6	2	5
VIRAC				
	Other minor flows	2	4	
ZAMBOANGA				
	Other minor flows	43	73	64

TABLE C. 25
COMMODITY SUMMARY CLASSIFICATION B *

Summary Numbers	Commodities	NSO Numbers
100	Unprocessed Agricultural Commodities	
110	Live Animals	
111	Cattle & Carabao	00111 & 00119
112	Goats	00122
113	Swine	00131 & 00139
114	Poultry	00141 & 00149
115	Other live animals	00151 & 00190
120	Fisheries products	
121	Fish, fresh or chilled	03411 - 03418 (inclusive)
122	Fish, preserved	03513 - 03530 (inclusive)
123	Frozen shellfish	03611 - 03619 (inclusive)
124	Seaweed	29297
125	Other seafood	03620 - 03722 (inclusive)
130	Grains	
131	Paddy	04120
132	Milled rice	04231
133	Unmilled maize	04410 & 04490
134	Corn grits & meal	04721
135	Other unmilled grains	04120 + 04520 - 04599 (inclusive)
140	Other fieldcrops	
141	Potatoes	05410
142	Peas & beans	05421 - 05423 (inclusive)
143	Root crops	05481 & 05483
144	Sugarcane	05488
145	Tobacco	12110 & 12120
146	Fieldcrop legumes	22211 - 22220 (inclusive)
150	Vegetables	
151	Tomatoes	05440
152	Onions & shallots	05451
153	Root vegetables	05455
154	Leafy vegetables	05453 & 05454
155	Other vegetables	05452 & 05456 - 05459 (inclusive)
160	Fruits	
161	Citrus fruit	05711 - 05729 (inclusive)
162	Bananas	05730
163	Temperate fruits	05740 - 05752 (inclusive)
164	Pineapples	05795
165	Mangoes, avocados, guavas, mangosteen	05797
166	Melons & papaya	05791
167	Other fresh fruit	05779, 05798 & 05799
170	Tree crops	
171	Coconuts	05771
172	Copra	22310
173	Cashew nuts	05773
174	Coffee beans (untreated)	07111
175	Cocoa beans	07210
176	Palm nuts & kernels	22320
177	Natural rubber & latex	23110, 23129, 23221, 23222
180	Fibers	
181	Abaca	26551
182	Coconut fibers	26571
183	Other unprocessed fibers	26130, 26310, 26410, 26521, 26541, 26581
190	Other agricultural commodities	
191	Cut flowers	29271
192	Other oil seeds	22250, 22350 & 22370
193	Other spices	07527, 07528 & 08111
194	Bamboo	29231
195	Rattan	29232
196	Other vegetable raw materials	29239
197	Other agricultural commodities (n.e.s.)	29253 - 29269 (inclusive) & 29272, 29292 & 29299
200	Processed agricultural commodities	
210	Animal products	
211	Meat	01111 - 01790 (inclusive)
212	Dairy products	02211 - 02499 (inclusive)
213	Eggs	02510
214	Hides & skins	21111 - 21199 (inclusive)
215	Animal oils	41111 - 41139 (inclusive)
216	Other animal products	29115 - 29199 (inclusive)

TABLE C. 25
 COMMODITY SUMMARY CLASSIFICATION B *

(Continued)

Summary Numbers	Commodities	NSO Numbers
220	Processed solid foods from crops	
221	Flour & related products from grain	04610, 04620 & 04722 - 04850 (inclusive)
222	Other field crop & vegetable meal, etc.	05489 - 05674 (inclusive)
223	Preserved fruits & products	05810 - 05897 (inclusive)
224	Sugar	06111 - 06129 (inclusive)
225	Molasses & related products	06151 - 06199 (inclusive)
226	Other food preparations	06221, 06229 & 09101 - 09899 (inclusive)
227	Plant residues (mostly suitable for feeds)	08111 - 08199 (inclusive)
230	Beverages & Vegetable Oils	
231	Fruit & vegetable juices	05910 - 0599 (inclusive)
232	Processed coffee, cocoa & tea	07112 - 07131 & 07432 (inclusive)
233	Mineral water & aerated beverages	11101 & 11102
234	Beer	11230
235	Other alcoholic beverages	11220 + 11241 - 11249 (inclusive)
236	Coconut oil	42231 & 42239
237	Other vegetable oils	42119 - 42229 & 42241 - 43110 (inclusive)
240	Processed fibers	
241	Cotton, carded or combed	26340
242	Jute, hemp, sisal	26490, 26529 & 26549
243	Abaca	26559
244	Coconut fiber	26579
245	Vegetable fibers	26589
246	By-products & residue of cotton	26320 - 26339 (inclusive)
250	Tobacco products	12220 - 12239 (inclusive)
300	Forestry products	
310	Wood	
311	Unprocessed wood (excluding firewood)	24730 - 24752 (inclusive)
312	Firewood (fuelwood)	24501
313	Wood charcoal	24502
314	Wood chips & scrap	24611 - 24620 (inclusive)
315	Railway sleepers	24811 & 24819
316	Wood pulp	25141 - 25192 (inclusive)
320	Other forestry products	
321	Cork	24402 & 24404
322	Natural gums	23130 & 29229
400	Mining & quarrying products	
410	Non-metallic minerals	
411	Natural fertilizers	27210 - 27232 (inclusive)
412	Salt	27830
413	Sands & gravel	27331 - 27340 (inclusive)
414	Marble	27312
415	Limestone & dolomite	27322 & 27823
416	Building stone	27313
417	Coal, lignite, bitumen, peat, shale	27896, 27897, 32122 - 32222 (inclusive)
418	Petroleum	33300
419	Other non-metallic minerals	27323, 27324, 27419, 27722, 27824 - 27829, 27840 - 27895 (inclusive) & 27898, 27899
420	Metallic Minerals	
421	Ferrous ores & concentrates	28140
422	Copper ores & concentrates	28310
423	Other metallic ores & concentrates	28510 - 28799 (inclusive) + 28919
424	Metal waste and scrap	28210 - 28239 & 28810 - 28826 (inclusive) + 28929
500	Petroleum & Coal Products	
510	Petroleum fuels	
511	Gasoline & aviation fuel	33411
512	Kerosene	33421
513	Gas oils	33430
514	Fuel oils	33440
520	Other petroleum & coal products	
521	Coke	32520
522	Lubricants	33450
523	Other products (excluding chemicals)	33512 - 34420 (inclusive)
600	Chemicals & Commercial Fertilizers	
610	Chemicals	
611	Organic chemicals	51111 - 51699 (inclusive)
612	Inorganic chemicals	52210 - 52499 (inclusive)
613	Synthetic fibers	26659 - 26722 (inclusive)
614	Synthetic rubber	23219
615	Urea	56216

TABLE C. 25
COMMODITY SUMMARY CLASSIFICATION B *

(Continued)

Summary Numbers	Commodities	NSO Numbers
616	Other nitrogenous fertilizers	56211 - 56215 (inclusive) & 56219
617	Phosphatic fertilizers	56222 & 56229
618	Other fertilizers	56231 - 56299 (inclusive)
619	Petrochemicals	57111 - 57990 (inclusive)
700	Consumer non-durable products	
710	Chemical products	
711	Paints, inks & coloring agents	53119 - 53355 (inclusive)
712	Vitamins & pharmaceuticals	54111 - 54293 (inclusive)
713	Soap & toiletries	55131 - 55435 (inclusive)
714	Plastics	58120 - 58299 (inclusive)
715	Pest control products	59110 - 59149 (inclusive)
716	Other chemical products	59211 - 59899 (inclusive)
720	Downstream agriculture-derived products	
721	Leather & products	61141 - 61290 (inclusive)
722	Tires	62510 - 62594 (inclusive)
723	Other rubber products	62119 - 62145 & 62911 - 62999 (inclusive)
724	Veneer & plywood	63411 - 63444 (inclusive)
725	Wood & cork products	63311, 63319, 63491 - 63599 (inclusive)
726	Paper & paper products	64110 - 64299 (inclusive)
727	Textiles	65122 - 65793 (inclusive)
728	Apparel	84111 - 85190 (inclusive)
729	Carpets, blankets, other woven products	65819 - 65969 (inclusive) + 92127 & 82129
730	Utensils	
731	Trunks, suitcases & handbags	83111 - 83199 (inclusive)
732	Medical & optical instruments	87115 - 87240 (inclusive)
733	Meters & measuring instruments	87311 - 87479 (inclusive)
734	Photographic equipment & materials	88111 - 88439 (inclusive)
735	Household utensils	88531 - 88599 & 89311 - 89997 & 66521 - 66629 (inclusive)
800	Building Materials & Related Goods	
810	Non-metallic Materials	
811	Cements	66122 - 66129 (inclusive)
812	Cement clinkers	66121
813	Limes	66111 - 66113 (inclusive)
814	Building stone	66132 - 66139 (inclusive)
815	Asphalt and similar material	66181
816	Bricks & blocks	66231 - 66241 (inclusive)
817	Tiles & building ceramics	66242 - 66399 (inclusive)
818	Glass & products (excluding bottles)	66411 - 66496 (inclusive)
819	Glass bottles	66511
820	Metallic Materials	
821	Iron & steel basic products	67131 - 67959 (inclusive)
822	Copper products	68211 - 68272 (inclusive)
823	Aluminum products	68411 - 68427 (inclusive)
824	Other metal products	68113 - 68125, 68312 - 68324 & 68511 - 68914 (inclusive)
825	Metal building parts	69111 - 69313 (inclusive)
826	Building equipment	81100 - 81311 (inclusive)
900	Equipment & Consumer Durables	
910	Equipment	
911	Office equipment	75113 - 75997 (inclusive)
912	Communications equipment	76110 - 76281 & 76411 - 76494 (inclusive)
913	Lighting & electrical parts	77111 - 77329 & 77811 - 77829 (inclusive)
914	Medical diagnostic equipment	77412 - 77429 (inclusive)
915	Road transport equipment	78120, 78219 & 78311 - 78689 (inclusive)
916	Special purpose road vehicles	78211 & 78221 - 78229 (inclusive)
917	Other transport equipment & parts	79219 - 79394 & 82111 - 82119 (inclusive)
918	Other equipment & parts	77841 - 77889
920	Household durables	
921	Furniture	82131 - 82180 (inclusive)
922	Lamps	81312 - 81399 (inclusive)
923	Washing & drying machines	77511 & 77512
924	Refrigerators & freezers	77521 & 77522
925	Other household equipment	77530 - 77612 (inclusive)
000	All commodities n.e.s	

* The commodity classification system of the National Statistics Office (NSO) is sufficiently detailed in most respects, and more detailed than needed by the LSRS or MARINA in regard to many commodity groups. Accordingly, the LSRS reclassified commodities, grouping NSO commodity numbers, to produce this "summary classification B". In March 1994, there is not yet a "summary classification A", which is intended to be MARINA's commodity classification for rate determination, i.e., class A, B, and C commodities.

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ANNEX D

**FINANCIAL ANALYSIS & PROJECTIONS
OF A LINER SHIPPING PASSENGER SERVICE
BETWEEN THE PALAWAN PROVINCE PORTS
OF CORON AND PUERTO PRINCESA**

VESSEL PARTICULARS			
	PROVIDED	DERIVED	COMBINED PARTICULARS
VESSEL NAME	Izumi Maru		Izumi Maru
TYPE	Passenger Boat		Passenger Boat
BUILT	1986 - Japan		1986 - Japan
AGE	8		8
GRT	23.00	99	23.00
NRT	NA	NA	NA
LENGTH	19.50		19.50
BREADTH	4.50		4.50
DEPTH	2.20		2.20
DRAFT	0.90		0.90
CLASS	JG		JG
DWT	NA	5	5
PAXCAP	40		40
VEHCAP (12(Trk)	NA	NA	NA
VEHCAP (PCU)	NA	NA	NA
CREW	5	8	5
DECKS	2		2
MAIN ENG	Yanmar 8KHK-UTI		Yanmar 8KHK-UTI
NO. OF MAIN ENG	2		2
HORSEPOWER, MAIN ENG.	440		440
HORSEPOWER, AUX ENG.	20	20	20
SPEED	20.5		21
FUEL CONS. AT SEA (Li/Hr)	NA	106	106
AUX. ENG. CONS. PER DAY	NA	67	67
CIF PRICE (in USD '000)			0
(in million Yen)			
(in million Pesos)	2.50		2.50
BROKER	DI		DI

**LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PASSAGE AND FREIGHT RATE ASSUMPTIONS**

on Route: Coron - Puerto Princesa v.v.
with Distance of : 180 miles

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	AVG.
% Increase in Passage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% Increase in Freight	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PUERTO PRINCESA-CORON 180 n. miles													
Passenger Fare:													
Super De Luxe	800	800	800	800	800	800	800	800	800	800	800	800	800
First Class	750	750	750	750	750	750	750	750	750	750	750	750	750
Freight per kg.	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
CORON-PUERTO PRINCESA 180 n. miles													
Passenger Fare:													
Super De Luxe	800	800	800	800	800	800	800	800	800	800	800	800	800
First Class	750	750	750	750	750	750	750	750	750	750	750	750	750
Freight per kg.	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
0 n. miles													
Passenger Fare:													
Super De Luxe	0	0	0	0	0	0	0	0	0	0	0	0	0
First Class	0	0	0	0	0	0	0	0	0	0	0	0	0
Freight per kg.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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**LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PRICE ASSUMPTIONS TO FINANCIAL PROJECTIONS**

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	AVG.
Common Carrier's Tax as % of gross revenue	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Fuel Prices (P/li.):													
- Bunker	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06
- SFO	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57
- ADO	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
Lube Prices (P/li.):													
- System oil	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43
- Hydraulic oil	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59
PPA Charges (P/GRT per day or fraction)	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188	0.0188
Clearing Expenses per round voyage	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00
Mooring & Unmooring per round voyage	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00	250.00
Employees' Benefits													
a) SSS Contribution/head	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70	202.70
b) Medicare Contr./head	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50	37.50
c) Extra Medicals/head	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
d) Uniform Exp/head	3,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00
e) 13th Month Pay-Amort as % of Salaries	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
f) Bonuses as % of monthly pay	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12.5%
g) Other Benefits as % of monthly pay	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Passenger Meals in P per pax per round voyage	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
Crew Subsistence/head per day	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00
Fresh Water per m. ton	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 PRICE ASSUMPTIONS TO FINANCIAL PROJECTIONS (continuation)

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	AVG.
Stores :	D/Dock												
a) Ropes & Cables	51,000	0	0	0	0	0	0	0	0	0	0	0	51,000
b) Paints & Thinners	14,960	440	440	440	440	440	440	440	440	440	440	440	19,800
c) Cleaning Supplies	233	233	233	233	233	233	233	233	233	233	233	233	2,800
d) Steward Supplies	213	213	213	213	213	213	213	213	213	213	213	213	2,560
e) Electrical Stores	1,788	0	0	1,788	0	0	1,788	0	0	1,788	0	0	7,150
f) Other Stores	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68,194	887	887	2,674	887	887	2,674	887	887	2,674	887	887	83,310
Spare Parts: (inventory is replaced as items are consumed)													
a) Main Engine in P per													
hp per 1,000 hrs	40	40	40	40	40	40	40	40	40	40	40	40	40.00
b) Aux Engine in P per													
hp per 1,000 hrs	40	40	40	40	40	40	40	40	40	40	40	40	40.00
c) Other Equipment as % of the													
original value of the vsl	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.10%
Repairs & Maintenance as % of the													
original value of the vsl	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	0.13%	1.50%
Annual Drydocking : (as accrued expense each month)													
a) General Services, includes													
- Tugboat hire	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	1,167	14,000
- Docking/undocking	454	454	454	454	454	454	454	454	454	454	454	454	5,450
- Laycharge	908	908	908	908	908	908	908	908	908	908	908	908	10,900
- Other Services	833	833	833	833	833	833	833	833	833	833	833	833	10,000
Total	3,363	3,363	3,363	3,363	3,363	3,363	3,363	3,363	3,363	3,363	3,363	3,363	40,350
b) Hull Preservation	1,495	1,495	1,495	1,495	1,495	1,495	1,495	1,495	1,495	1,495	1,495	1,495	17,945
c) Anchors, Chains &													
Lockers	870	870	870	870	870	870	870	870	870	870	870	870	10,435
d) Rudder, Propeller &													
Shaft Works	3,358	3,358	3,358	3,358	3,358	3,358	3,358	3,358	3,358	3,358	3,358	3,358	40,295
e) Sea Valve, Sea Chest													
and Strainers	323	323	323	323	323	323	323	323	323	323	323	323	3,870
f) Tank Works	547	547	547	547	547	547	547	547	547	547	547	547	6,568
g) Pipe Works	0	0	0	0	0	0	0	0	0	0	0	0	0

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PRICE ASSUMPTIONS TO FINANCIAL PROJECTIONS (continuation)

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	AVG.
Annual Drydocking : (continuation)													
h) Machinery Works	0	0	0	0	0	0	0	0	0	0	0	0	0
i) Electrical Works	0	0	0	0	0	0	0	0	0	0	0	0	0
j) Cargo Gear Works	0	0	0	0	0	0	0	0	0	0	0	0	0
j) Other Shipyard Accts	19	19	19	19	19	19	19	19	19	19	19	19	230
k) Lifeboat/raft Servicing	1,333	1,333	1,333	1,333	1,333	1,333	1,333	1,333	1,333	1,333	1,333	1,333	16,000
Total of Items a) to k)	11,308	11,308	11,308	11,308	11,308	11,308	11,308	11,308	11,308	11,308	11,308	11,308	135,693
Add: VAT 10%	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131	1,131	13,569
Total Drydocking	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	149,262
Taxes & Licenses													
a) Municipal License	10,000	0	0	0	0	0	0	0	0	0	0	0	10,000
b) Municipal Taxes as % of gross revenue	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
c) MARINA Supervision as % of paid-in capital								0.50%					0.50%
Hull & Machinery Insurance													
as % of vessel value amortized monthly	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	7.0%
H & M Insur. Deductible	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	250,000
Protection & Indemnity													
in Pesos per GRT amortized monthly	13.29	13.29	13.29	13.29	13.29	13.29	13.29	13.29	13.29	13.29	13.29	13.29	159.50
Passenger Accident													
Insurance/head per yr amortized monthly	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	60.00
Vessel Forms & Tickets:													
a) Passenger Ticket & Forms per passenger	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350
b) Bill of Lading Cost per shipment of cargo	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT
LOAN 1 AMORTIZATION SCHEDULE

Assume: Starting Balance -		2000000
Interest Rate -		19.00%
Loan Repayment -		5 yrs.

YEAR 1 >>>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR 1
Amortization No.	1	2	3	4	5	6	7	8	9	10	11	12	
No. of Days	31	28	31	30	31	30	31	31	30	31	30	31	
Beginning Bal. LTD	2000000	1980550	1957646	1937504	1916009	1895185	1873020	1851493	1829614	1806411	1783793	1759865	
Projected Payments	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	626063
Interest Rate Prevlg	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	
Interest on LTD	32722	29268	32029	30677	31348	30007	30645	30292	28969	29555	28243	28793	
Interest on Accr.Int	0	0	0	0	0	0	0	0	0	0	0	0	
Paymt of Accr. Int.	0	0	0	0	0	0	0	0	0	0	0	0	0
Paymt of Int. on LTD	32722	29268	32029	30677	31348	30007	30645	30292	28969	29555	28243	28793	362550
Payment of Principal	19450	22904	20143	21495	20824	22165	21527	21879	23203	22617	23929	23379	263514
Accrued Int. Payable	0	0	0	0	0	0	0	0	0	0	0	0	
Ending Bal. LTD	1980550	1957646	1937504	1916009	1895185	1873020	1851493	1829614	1806411	1783793	1759865	1736486	

YEAR 2 >>>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR 2
Amortization No.	13	14	15	16	17	18	19	20	21	22	23	24	
No. of Days	31	28	31	30	31	30	31	31	30	31	30	31	
Beginning Bal. LTD	1736486	1712725	1685864	1661274	1635406	1609991	1583311	1557043	1530346	1502405	1474814	1445993	
Projected Payment	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	626063
Interest Rate Prevlg	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	
Interest on LTD	28411	25310	27583	26304	26757	25492	25905	25475	24230	24581	23351	23658	
Interest on Accr.Int	0	0	0	0	0	0	0	0	0	0	0	0	
Paymt of Accr. Int.	0	0	0	0	0	0	0	0	0	0	0	0	0
Paymt of Int. on LTD	28411	25310	27583	26304	26757	25492	25905	25475	24230	24581	23351	23658	307056
Payment of Principal	23761	26862	24589	25868	25415	26680	26267	26697	27941	27591	28821	28514	319007
Accrued Int. Payable	0	0	0	0	0	0	0	0	0	0	0	0	
Ending Bal. LTD	1712725	1685864	1661274	1635406	1609991	1583311	1557043	1530346	1502405	1474814	1445993	1417479	

YEAR 3 >>>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR 3
Amortization No.	25	26	27	28	29	30	31	32	33	34	35	36	
No. of Days	31	28	31	30	31	30	31	31	30	31	30	31	
Beginning Bal. LTD	1417479	1388499	1356846	1326873	1295710	1264738	1232591	1200585	1168056	1134379	1100766	1066023	
Projected Payment	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	626063
Interest Rate Prevlg	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	
Interest on LTD	23192	20519	22200	21009	21199	20025	20167	19643	18494	18560	17429	17441	
Interest on Accr.Int	0	0	0	0	0	0	0	0	0	0	0	0	
Paymt of Accr. Int.	0	0	0	0	0	0	0	0	0	0	0	0	0
Paymt of Int. on LTD	23192	20519	22200	21009	21199	20025	20167	19643	18494	18560	17429	17441	239877
Payment of Principal	28980	31653	29972	31163	30973	32147	32005	32529	33678	33612	34743	34731	386187
Accrued Int. Payable	0	0	0	0	0	0	0	0	0	0	0	0	
Ending Bal. LTD	1388499	1356846	1326873	1295710	1264738	1232591	1200585	1168056	1134379	1100766	1066023	1031293	

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT

LOAN 1 AMORTIZATION SCHEDULE - Page 2 of 2

YEAR 4 >>>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR 4
Amortization No.	37	38	39	40	41	42	43	44	45	46	47	48	
No. of Days	31	28	31	30	31	30	31	31	30	31	30	31	
Beginning Bal. LTD	1031293	995994	958540	922051	884479	846778	808013	769061	729472	688850	647948	606035	
Projected Payment	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	626063
Interest Rate Previg	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	
Interest on LTD	16873	14719	15683	14599	14471	13407	13220	12583	11550	11270	10259	9915	
Interest on Accr.Int	0	0	0	0	0	0	0	0	0	0	0	0	
Paymt of Accr. Int.	0	0	0	0	0	0	0	0	0	0	0	0	0
Paymt of Int. on LTD	16873	14719	15683	14599	14471	13407	13220	12583	11550	11270	10259	9915	158550
Payment of Principal	35299	37453	36489	37573	37701	38765	38952	39589	40622	40902	41913	42257	467514
Accrued Int. Payable	0	0	0	0	0	0	0	0	0	0	0	0	
Ending Bal. LTD	995994	958540	922051	884479	846778	808013	769061	729472	688850	647948	606035	563779	

YEAR 5 >>>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR 5
Amortization No.	49	50	51	52	53	54	55	56	57	58	59	60	
No. of Days	31	28	31	30	31	30	31	31	30	31	30	31	
Beginning Bal. LTD	563779	520831	476356	431978	386645	340799	294023	246662	198526	149497	99771	49179	
Projected Payment	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	52172	49984	623875
Interest Rate Previg	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	
Interest on LTD	9224	7697	7794	6840	6326	5396	4811	4036	3143	2446	1580	805	
Interest on Accr.Int	0	0	0	0	0	0	0	0	0	0	0	0	
Paymt of Accr. Int.	0	0	0	0	0	0	0	0	0	0	0	0	0
Paymt of Int. on LTD	9224	7697	7794	6840	6326	5396	4811	4036	3143	2446	1580	805	60096
Payment of Principal	42948	44475	44378	45332	45846	46776	47361	48136	49029	49726	50592	49179	563779
Accrued Int. Payable	0	0	0	0	0	0	0	0	0	0	0	0	
Ending Bal. LTD	520831	476356	431978	386645	340799	294023	246662	198526	149497	99771	49179	0	

LINER SHIPPING ROUTE RATIONALIZATION PROJECT

OPERATING ASSUMPTIONS

For Vessel: **Izumi Maru**

on Route: **Coron - Puerto Princesa v.v.**

with Route Length of: **360 miles/rd voyage**

YEAR >>	1	2	3	4	5	6	7	8	9	10
Calendar Days	365	365	366	365	365	365	366	365	365	365
Commission Days	291	291	292	288	291	291	292	288	291	291
Prov. for D/Docking	10	10	10	13	10	10	10	13	10	10
Prov. for Afloat Rep	4	4	4	4	4	4	4	4	4	4
Prov. for BadWeather	60	60	60	60	60	60	60	60	60	60
No. of RdTrips/Day	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Total No. of RdTrips	146	146	146	144	146	146	146	144	146	146
Fuel Requirements :										
a) Per Round Trip (Main Engine)										
- Bunker	0	0	0	0	0	0	0	0	0	0
- SFO	0	0	0	0	0	0	0	0	0	0
- ADO	1,854	1,892	1,929	1,854	1,892	1,929	1,968	1,854	1,892	1,929
b) Per Day (Aux Engine)										
- ADO	67	69	70	67	69	70	71	67	69	70
c) Total Consumption										
- Bunker	0	0	0	0	0	0	0	0	0	0
- SFO	0	0	0	0	0	0	0	0	0	0
- ADO	293,677	299,550	306,576	290,694	299,550	305,541	311,724	293,475	299,550	305,541
d) Fuel Prices (P/li.):										
- Bunker	4.06	4.26	4.47	4.69	4.93	5.18	5.43	5.71	5.99	6.29
- SFO	6.57	6.90	7.24	7.61	7.99	8.39	8.80	9.24	9.71	10.19
- ADO	7.00	7.35	7.72	8.10	8.51	8.93	9.38	9.85	10.34	10.86
Lube Requirements (li.):										
a) Total Consumption										
- System oil	2,643	2,696	2,759	2,616	2,696	2,750	2,806	2,641	2,696	2,750
- Hydraulic oil	147	150	153	145	150	153	156	147	150	153
b) Lube Prices (P/li.):										
- System oil	37.43	39.30	41.27	43.33	45.50	47.77	50.16	52.67	55.30	58.07
- Hydraulic oil	32.59	34.22	35.93	37.73	39.61	41.59	43.67	45.86	48.15	50.56
Water Consum. (MT):										
	786.262	788.892	793.458	784.76	791.462	791.566	793.87	785.176	791.882	791.99
No. of Personnel: (see Schedule)										
Deck Dept.	4	4	4	4	4	4	4	4	4	4
Engine Dept.	3	3	3	3	3	3	3	3	3	3
Steward Dept.	1	1	1	1	1	1	1	1	1	1
Port Personnel	3	3	3	3	3	3	3	3	3	3
Gen. Admin.	3	3	3	3	3	3	3	3	3	3
Total	14									

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 TRAFFIC & LOAD FACTOR PROJECTIONS
 YEARS 1 TO 10

MV Izumi Maru

YEAR >>	1	2	3	4	5	6	7	8	9	10
PUERTO PRINCESA-CORON										
Passengers:										
Super De Luxe	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	2,631	3,946	5,129	5,180	5,231	5,283	5,335	5,388	5,441	5,495
Freight/Baggage (in MTons)	39	58	75	75	75	75	75	75	75	75
CORON-PUERTO PRINCESA										
Passengers:										
Super De Luxe	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	2,631	3,946	5,129	5,180	5,231	5,283	5,335	5,388	5,441	5,495
Freight/Baggage (in MTons)	39	58	75	75	75	75	75	75	75	75
0										
Passengers:										
Super De Luxe	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	0	0	0	0	0	0	0	0	0	0
Freight/Baggage (in MTons)	0	0	0	0	0	0	0	0	0	0
UNIT-MILES SERVED:										
Passenger-Miles	947,160	1,420,560	1,846,440	1,864,800	1,883,160	1,901,880	1,920,600	1,939,680	1,958,760	1,978,200
Ton-Miles	14,040	20,880	27,000	27,000	27,000	27,000	27,000	27,000	27,000	27,000
Passenger Load Factor	45%	68%	88%	90%	90%	91%	91%	94%	93%	94%
Cargo Load Factor	7%	10%	13%	13%	13%	13%	13%	13%	13%	13%
Passenger Revenue:										
PUERTO PRINCESA-CORON	1,973,250	2,959,500	4,231,425	4,273,500	4,749,748	4,796,964	5,329,665	5,382,612	5,979,659	6,039,005
CORON-PUERTO PRINCESA	1,973,250	2,959,500	4,231,425	4,273,500	4,749,748	4,796,964	5,329,665	5,382,612	5,979,659	6,039,005
0	0	0	0	0	0	0	0	0	0	0
Total Passenger Revenue	3,946,500	5,919,000	8,462,850	8,547,000	9,499,496	9,593,928	10,659,330	10,765,224	11,959,318	12,078,010
Freight Revenue:										
PUERTO PRINCESA-CORON	35,100	52,200	74,250	74,250	81,750	81,750	90,000	90,000	99,000	99,000
CORON-PUERTO PRINCESA	35,100	52,200	74,250	74,250	81,675	81,675	89,843	89,843	98,827	98,827
0	0	0	0	0	0	0	0	0	0	0
Total Freight Revenue	70,200	104,400	148,500	148,500	163,425	163,425	179,843	179,843	197,827	197,827

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 CONSOLIDATED INCOME STATEMENT

YEAR >>	1	2	3	4	5	6	7	8	9	10
VESSEL REVENUE, NET	3,896,199	5,842,698	8,353,010	8,434,635	9,373,033	9,464,632	10,513,997	10,616,715	11,792,430	11,907,562
VOYAGE EXPENSES	2,252,941	2,406,262	2,579,177	2,566,968	2,770,813	2,960,903	3,165,514	3,129,007	3,347,794	3,578,850
RUNNING EXPENSES	2,046,426	2,265,933	2,470,455	2,610,933	2,784,768	3,032,831	3,239,055	3,438,049	3,684,119	3,926,035
TERMINAL EXPENSES	610,572	656,873	707,207	762,445	822,149	887,187	959,143	1,037,125	1,122,807	1,216,117
CONTRIBUTION TO OVERHEAD	(1,013,740)	513,630	2,596,170	2,494,288	2,995,304	2,583,712	3,150,285	3,012,532	3,637,710	3,186,560
ADMINISTRATIVE & OVERHEAD	937,747	970,905	1,063,556	1,102,352	1,208,247	1,251,382	1,370,314	1,421,510	1,558,472	1,619,320
OPERATING INCOME	(1,951,487)	(457,274)	1,532,614	1,391,936	1,787,056	1,332,330	1,779,971	1,591,022	2,079,238	1,567,240
LESS: Bank Interest	362,550	307,056	239,877	158,550	60,096					
Other Interest	0	0	0	0	0	0	0	0	0	0
OTHER INCOME, NET	58,200	64,020	70,422	77,464	85,211	93,732	103,105	113,415	124,757	137,233
NET INC. BEFORE TAX	(2,255,836)	(700,311)	1,363,159	1,310,851	1,812,171	1,426,061	1,883,076	1,704,438	2,203,995	1,704,473
PROVIS. FOR INC. TAX	0	0	477,106	458,798	634,260	499,121	659,077	596,553	771,398	596,566
NET INCOME (LOSS)	(2,255,836)	(700,311)	886,053	852,053	1,177,911	926,940	1,223,999	1,107,885	1,432,596	1,107,907

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 PROJECTED PROFIT AND LOSS STATEMENT - Years 1 to 10

MV Izumi Maru

YEAR >>	1	2	3	4	5	6	7	8	9	10
VESSEL REVENUE:										
Passage	3,946,500	5,919,000	8,462,850	8,547,000	9,499,496	9,593,928	10,659,330	10,765,224	11,959,318	12,078,010
Freight	70,200	104,400	148,500	148,500	163,425	163,425	179,843	179,843	197,827	197,827
Less: ComCar Tax	120,501	180,702	258,341	260,865	289,888	292,721	325,175	328,352	364,714	368,275
NET REVENUE	3,896,199	5,842,698	8,353,010	8,434,635	9,373,033	9,464,632	10,513,997	10,616,715	11,792,430	11,907,562
VOYAGE EXPENSES:										
Fuel & Lubes	2,159,455	2,312,776	2,485,370	2,474,444	2,677,327	2,867,417	3,071,707	3,036,484	3,254,308	3,485,364
PPA Charges	2,549	2,549	2,557	2,524	2,549	2,549	2,557	2,524	2,549	2,549
Clearing Expenses	54,563	54,563	54,750	54,000	54,563	54,563	54,750	54,000	54,563	54,563
Mooring & Unmooring	36,375	36,375	36,500	36,000	36,375	36,375	36,500	36,000	36,375	36,375
TOTAL VOY EXPENSES	2,252,941	2,406,262	2,579,177	2,566,968	2,770,813	2,960,903	3,165,514	3,129,007	3,347,794	3,578,850
VESSEL RUNNING EXPENSES:										
Salaries & Wages	538,500	592,350	651,585	716,744	788,418	867,260	953,986	1,049,384	1,154,323	1,269,755
Empl. Benefits	169,534	180,085	192,406	205,981	220,913	237,338	255,406	275,281	297,143	321,191
Subsistence	154,820	197,772	244,170	269,188	296,348	324,873	358,683	393,553	434,355	477,815
Fresh Water	19,657	21,695	24,042	26,133	28,968	31,900	35,168	38,238	42,445	46,727
Stores & Spare Parts	173,418	181,913	191,349	199,486	210,587	221,116	232,586	242,476	255,970	268,768
Repairs & Maint.	37,500	39,375	41,344	43,411	45,581	47,861	50,254	52,766	55,405	58,175
Accrued Drydocking	149,262	156,727	164,564	172,794	181,434	190,507	200,033	210,035	220,537	231,565
Taxes & Licenses	57,667	137,968	189,727	191,410	210,758	212,647	234,283	236,401	260,643	263,017
Hull & Machy Insur	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000	425,000
Other Insurance & P&I	6,069	6,069	6,069	6,069	6,069	6,069	6,069	6,069	6,069	6,069
Vsl Depreciation	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000
Amortiz. of Capex- Vsl	20,000	20,000	20,000	20,000	20,000	100,000	100,000	100,000	100,000	100,000
Misc Vsl Expenses	120,000	132,000	145,200	159,720	175,692	193,261	212,587	233,846	257,231	282,954
TOTAL RUNNING EXP	2,046,426	2,265,933	2,470,455	2,610,933	2,784,768	3,032,831	3,239,055	3,438,049	3,684,119	3,926,035
VSL CONTRIB TO OVRHD	(403,168)	1,170,503	3,303,377	3,256,733	3,817,452	3,470,898	4,109,428	4,049,658	4,760,517	4,402,677

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LINER SHIPPING ROUTE RATIONALIZATION PROJEC' MV Izumi Maru
 PROJECTED PROFIT AND LOSS STATEMENT - Years 1 to 10 (Cont'd)

YEAR >>	1	2	3	4	5	6	7	8	9	10
VSL CONTRIB TO OVRHD	(403,168)	1,170,503	3,303,377	3,256,733	3,817,452	3,470,898	4,109,428	4,049,658	4,760,517	4,402,677
TERMINAL EXPENSES:										
Salaries & Wages	246,000	270,600	297,660	327,426	360,169	396,185	435,804	479,384	527,323	580,055
Empl.' Benefits	72,497	77,622	63,260	89,461	96,282	103,786	112,040	121,119	131,106	142,092
Subsistence	38,325	41,610	45,018	49,275	53,655	58,035	63,684	68,985	75,555	82,125
Vsl Forms & Tickets	921	1,450	1,979	2,099	2,225	2,360	2,502	2,654	2,814	2,984
Office Rental	24,000	26,400	29,040	31,944	35,138	38,652	42,517	46,769	51,446	56,591
Light & Water	24,000	26,400	29,040	31,944	35,138	38,652	42,517	46,769	51,446	56,591
Gasoline & Oil	24,229	25,440	26,712	28,048	29,450	30,923	32,469	34,092	35,797	37,587
Postage & tel.	24,000	24,000	24,000	24,160	24,000	24,000	24,000	24,180	24,000	24,000
Transport & Travel	48,000	50,400	52,920	55,566	58,344	61,262	64,325	67,541	70,918	74,464
Repairs & Maint.	9,000	9,450	9,923	10,419	10,940	11,487	12,061	12,664	13,297	13,962
Donations/Repres.	18,000	18,900	19,845	20,837	21,879	22,973	24,122	25,328	26,594	27,924
Advert./Notices	36,000	37,800	39,690	41,675	43,758	45,946	48,243	50,656	53,188	55,848
Amortiz. of Capex-Term	33,600	33,600	33,600	33,600	33,600	33,600	33,600	33,600	33,600	33,600
Miscellaneous	12,000	13,200	14,520	15,972	17,569	19,326	21,259	23,385	25,723	28,295
TOTAL TERMINAL EXP	610,572	656,873	707,207	762,445	822,149	887,187	959,143	1,037,125	1,122,807	1,216,117
TOTAL CONTRIBUTION TO OVERHEAD	(1,013,740)	513,630	2,596,170	2,494,288	2,995,304	2,583,712	3,150,285	3,012,532	3,637,710	3,186,560

LINER SHIPPING ROUTE RATIONALIZATION PROJECT

YEAR >> 1 2 3 4 5 6 7 8 9 10

GEN ADMINISTRATIVE EXPENSES:											
Salaries & Allow.	168,000	184,800	203,280	223,608	245,969	270,566	297,622	327,384	360,123	396,135	
Empl.' Benefits	72,497	77,622	83,260	89,461	96,282	103,786	112,040	121,119	131,106	142,092	
Ship Mgt Fee	360,000	360,000	396,000	396,000	435,600	435,600	479,160	479,160	527,076	527,076	
Legal & Audit Fee	68,000	68,000	74,800	74,800	82,280	82,280	90,508	90,508	99,559	99,559	
Board Honora & Mtg	70,000	70,000	84,000	84,000	100,800	100,800	120,960	120,960	145,152	145,152	
Supplies & Xerox	47,550	49,928	52,424	55,045	57,797	60,687	63,722	66,908	70,253	73,766	
Postage & tel.	30,100	31,605	33,185	34,845	36,587	38,416	40,337	42,354	44,471	46,695	
Transport & Travel	18,000	18,900	19,845	20,837	21,879	22,973	24,122	25,328	26,594	27,924	
Repairs & Maint.	6,000	6,300	6,615	6,946	7,293	7,658	8,041	8,443	8,865	9,308	
Donations/Repres.	18,000	18,900	19,845	20,837	21,879	22,973	24,122	25,328	26,594	27,924	
Advert./Notices	33,000	34,650	36,383	38,202	40,112	42,117	44,223	46,434	48,756	51,194	
Taxes & Licenses	9,600	12,000	14,400	16,800	19,200	19,200	19,200	19,200	19,200	19,200	
Insurance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	
Depreciation	0	0	0	0	0	0	0	0	0	0	
Miscellaneous	12,000	13,200	14,520	15,972	17,569	19,326	21,259	23,385	25,723	28,295	
	937,747	970,905	1,063,556	1,102,352	1,208,247	1,251,382	1,370,314	1,421,510	1,558,472	1,619,320	

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**LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PROJECTED CASH FLOW - YEARS 1 TO 10**

MV Izumi Maru

YEAR >>	1	2	3	4	5	6	7	8	9	10
CASH INFLOW :										
Incr. in Paid-In Capital	0	0	0	0	0	0	0	0	0	0
Loan Proceeds	2,000,000	0	0	0	0	0	0	0	0	0
Incr. in STLoans- C I	0	0	0	0	0	0	0	0	0	0
Sale of Assets	0	0	0	0	0	0	0	0	0	750,000
Insurance Proceeds	0	0	0	0	0	0	0	0	0	0
Net Income After Tax	-2,255,836	-700,311	886,053	852,053	1,177,911	926,940	1,223,999	1,107,885	1,432,596	1,107,907
Incr. in Accum. Deprec'n	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000	175,000
Incr. in Amort. of Capex	53,600	53,600	53,600	53,600	53,600	133,600	133,600	133,600	133,600	133,600
Incr. in Accts Payable	2,184,375	2,338,226	2,511,349	2,500,723	2,703,553	2,893,777	3,098,209	3,063,317	3,281,121	3,512,347
Incr. in Interest Payable	362,550	307,056	239,877	158,550	60,096	0	0	0	0	0
Incr. in Drydocking Prov.	149,262	156,727	164,564	172,794	181,434	190,507	200,033	210,035	220,537	231,565
Incr. in Accrued R&Maint	219,918	230,738	242,615	253,315	267,108	280,463	294,901	307,906	324,671	340,905
Incr. in Inc. Tax Payable	0	0	477,106	458,798	634,260	499,121	659,077	596,553	771,398	596,566
Incr. in Othr Taxes Paybl	187,768	330,670	462,468	469,075	519,846	524,568	578,659	583,953	644,557	650,492
Incr. in Prov. for Insur.	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069
Incr. in SSS/Med Payable	41,614	41,614	41,614	41,614	41,614	41,614	41,614	41,614	41,614	41,614
TOTAL CASH INFLOW >>	3,574,319	3,389,388	5,710,315	5,591,589	6,270,489	6,121,658	6,861,159	6,675,931	7,481,164	7,996,064
CASH OUTFLOW :										
Acquisition of Vsl, P & E	2,500,000	0	0	0	0	0	0	0	0	0
Payment of Loan Interest	362,550	307,056	239,877	158,550	60,096	0	0	0	0	0
Payment of LTD Principal	263,514	319,007	386,187	467,514	563,779	0	0	0	0	0
Liqdtn of STLoans - C I	0	0	0	0	0	0	0	0	0	0
Payment of Trade Accts	1,989,739	2,338,010	2,496,922	2,501,609	2,686,650	2,877,925	3,081,173	3,066,225	3,262,971	3,785,774
Payment for Drydocking	149,262	156,727	164,564	172,794	181,434	190,507	200,033	210,035	220,537	231,565
Payments for R & Maint.	219,918	211,510	241,626	252,423	265,958	279,350	293,697	306,822	323,274	339,552
Payment of Com. Car. Tax	91,125	166,026	239,414	260,250	282,812	292,030	317,263	327,578	355,850	367,407
Payment of Income Tax	0	0	357,829	463,375	471,118	537,483	455,946	650,546	524,556	843,408
Payment of Taxes & Lic.	55,075	149,968	204,127	208,210	229,958	231,847	253,483	255,601	279,843	282,217
Payment of Insur. Premium	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069	456,069
Advances for Insur. Accts	0	0	0	0	0	0	0	0	0	0
Payment of SSS/Med Acct	31,210	41,614	41,614	41,614	41,614	31,210	31,210	31,210	31,210	41,614
Capex Disbursements	288,000	0	0	0	0	668,000	0	0	0	0
Cash Dividends	0	0	0	0	0	0	0	0	0	0
TOTAL CASH OUTFLOW >>	6,386,461	4,145,986	4,828,228	4,982,405	5,239,488	5,564,421	5,088,875	5,304,085	5,454,310	6,347,604
NET CASH INFLOW	-2,812,143	-756,598	882,087	609,184	1,031,001	557,237	1,772,284	1,371,846	2,026,854	1,648,460
BEGINNING CASH BALANCE	1,500,000	-1,312,143	-2,068,740	-1,186,653	-577,470	453,532	1,010,769	2,783,053	4,154,899	6,181,753
ENDING CASH BALANCE	-1,312,143	-2,068,740	-1,186,653	-577,470	453,532	1,010,769	2,783,053	4,154,899	6,181,753	7,830,213

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 PROJECTED BALANCE SHEET - YEARS 1 TO 10

ASSETS											
YEAR >>	0	1	2	3	4	5	6	7	8	9	10
Current Assets:											
Cash	1,500,000	(1,312,143)	(2,088,740)	(1,186,653)	(577,470)	453,532	1,010,769	2,783,053	4,154,899	6,181,753	7,830,213
Claims Receivable	0	0	0	0	0	0	0	0	0	0	0
Prepaid Expenses	0	0	0	0	0	0	0	0	0	0	0
	1,500,000	(1,312,143)	(2,088,740)	(1,186,653)	(577,470)	453,532	1,010,769	2,783,053	4,154,899	6,181,753	7,830,213
Property & Eqmpt:											
Vessel	0	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	0
Transportation Eqmpt	0	0	0	0	0	0	0	0	0	0	0
Furniture & Fixtures	0	10,000	10,000	10,000	10,000	10,000	20,000	20,000	20,000	20,000	20,000
Office Eqmpt	0	148,000	148,000	148,000	148,000	148,000	296,000	296,000	296,000	296,000	296,000
Other Property & Eqmpt	0	110,000	110,000	110,000	110,000	110,000	620,000	620,000	620,000	620,000	620,000
	0	2,768,000	2,768,000	2,768,000	2,768,000	2,768,000	3,436,000	3,436,000	3,436,000	3,436,000	936,000
Less: Accumulated Depreciation											
Vessel	0	175,000	350,000	525,000	700,000	875,000	1,050,000	1,225,000	1,400,000	1,575,000	0
Transportation Eqmpt	0	0	0	0	0	0	0	0	0	0	0
Furniture & Fixtures	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	18,000	20,000
Office Eqmpt	0	29,600	59,200	88,800	118,400	148,000	177,800	207,200	236,800	266,400	296,000
Other Property & Eqmpt	0	22,000	44,000	66,000	88,000	110,000	212,000	314,000	416,000	518,000	620,000
Total Depreciation	0	228,600	457,200	685,800	914,400	1,143,000	1,451,800	1,760,200	2,068,800	2,377,400	936,000
Net Book Value	0	2,539,400	2,310,800	2,082,200	1,853,600	1,625,000	1,984,400	1,675,800	1,367,200	1,058,600	0
Other Assets	0	0	0	0	0	0	0	0	0	0	0
TOTAL ASSETS	1,500,000	1,227,257	242,060	895,547	1,276,130	2,078,532	2,995,169	4,458,853	5,522,099	7,240,353	7,830,213

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LIABILITIES												
YEAR >>	0	1	2	3	4	5	6	7	8	9	10	
Current Liabilities:												
Accounts Payable	0	194,636	194,852	209,279	208,394	225,296	241,148	258,184	255,276	273,427	0	
Accrued Expenses Payable	0	0	19,228	20,218	21,110	22,259	23,372	24,575	25,659	27,056	28,409	
Accrued Taxes Payable	0	41,568	56,244	75,171	75,786	82,861	83,552	91,464	92,238	101,103	101,971	
Income Tax Payable	0	0	0	119,276	114,699	277,841	239,480	442,611	388,618	635,460	388,618	
Interest Payable	0	0	0	0	0	0	0	0	0	0	0	
SSS/Medicare Payable	0	10,403	10,403	10,403	10,403	10,403	20,807	31,210	41,614	52,017	52,017	
	0	246,608	280,728	434,348	430,392	618,661	608,359	848,044	803,405	1,089,063	571,015	
Others Payable	0	0	0	0	0	0	0	0	0	0	0	
Long Term Liabilities	0	1,736,486	1,417,479	1,031,293	563,779	0	0	0	0	0	0	
Stockholder's Equity:												
Authorized Capital	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	
Subscribed Capital	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	
Paid-in Capital	1,500,000	1,600,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
Retained Earnings:												
Balance, Beginning	0	(2,075,978)	(2,255,836)	(2,956,147)	(2,070,094)	(1,218,041)	(40,130)	886,810	2,110,809	3,218,694	4,651,290	
Add: Net Income (Loss)	0	(179,860)	(700,311)	886,053	852,053	1,177,911	926,940	1,223,999	1,107,885	1,432,596	1,107,907	
Less: Cash Dividends	0	0	0	0	0	0	0	0	0	0	0	
Balance, Ending	0	(2,255,836)	(2,956,147)	(2,070,094)	(1,218,041)	(40,130)	886,810	2,110,809	3,218,694	4,651,290	5,759,198	
Total Stockholder's Eqty	1,500,000	(755,836)	(1,456,147)	(570,094)	281,959	1,459,870	2,386,810	3,610,809	4,718,694	6,151,290	7,259,198	
TOTAL LIAB. & STOCK. EQTY	1,500,000	1,227,267	242,060	895,547	1,276,130	2,078,532	2,995,169	4,458,853	5,622,099	7,240,353	7,830,213	

LINER SHIPPING ROUTE RATIONALIZATION PROJECT

OPERATING ASSUMPTIONS -

For Vessel: Izumi Maru

on Route: Coron - Puerto Princesa v.v.

w/ Rt. Length :

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MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
Calendar Days	31	28	31	30	31	30	31	31	30	31	30	31	365
Commission Days	15	28	31	29	31	30	20	21	20	20	20	26	291
Prov. for D/Docking	10	0	0	0	0	0	0	0	0	0	0	0	10
Prov. for Afloat Rep/Maint.	1	0	0	1	0	0	1	0	0	1	0	0	4
Prov. for BadWeather	5	0	0	0	0	0	10	10	10	10	10	5	60
No. of RdTrips/Day	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Total No. of RdTrips	7.5	14	15.5	14.5	15.5	15	10	10.5	10	10	10	13	145.5
Fuel Requirements :													
a) Per Rd Trip (Main Engine)													
- Bunker	0	0	0	0	0	0	0	0	0	0	0	0	0
- SFO	0	0	0	0	0	0	0	0	0	0	0	0	0
- ADO	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854	1,854
b) Per Day (Aux Engine)													
- ADO	67	67	67	67	67	67	67	67	67	67	67	67	67
c) Total Consumption													
- Bunker	0	0	0	0	0	0	0	0	0	0	0	0	0
- SFO	0	0	0	0	0	0	0	0	0	0	0	0	0
- ADO	15,319	27,844	30,827	28,905	30,827	29,833	20,628	21,555	20,560	20,628	20,560	26,191	293677
d) Fuel Prices (P/li.):													
- Bunker	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06	4.06
- SFO	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57	6.57
- ADO	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
Lube Requirements (li.):													
a) Total Consumption													
- System oil	138	251	277	260	277	268	186	194	185	186	185	236	2,643
- Hydraulic oil	6	14	15	14	15	15	10	11	10	10	10	13	147
b) Lube Prices (P/li.):													
- System oil	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43	37.43
- Hydraulic oil	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59	32.59
Water Consum. (MT):	46	62	69	67	69	67	68	69	66	69	66	69	786
No. of Personnel: (Sch. A)													
Deck Dept.	4	4	4	4	4	4	4	4	4	4	4	4	4
Engine Dept.	3	3	3	3	3	3	3	3	3	3	3	3	3
Steward Dept.	1	1	1	1	1	1	1	1	1	1	1	1	1
Port Personnel	3	3	3	3	3	3	3	3	3	3	3	3	3
Gen. Admin.	3	3	3	3	3	3	3	3	3	3	3	3	3
Total	14	14	14	14	14	14	14	14	14	14	14	14	14

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT

TRAFFIC & LOAD FACTOR ASSUMPTIONS

MV Izumi Maru

Based on a market share of **100%** of passengers and **100%** of freight

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PUERTO PRINCESA-CORON 180 n. miles													
Passengers:													
Super De Luxe	0	0	0	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	74	135	212	326	400	362	133	181	166	179	177	286	2,631
Freight/Extra Baggage (in MT)	1	2	4	4	6	6	2	2	3	3	2	4	39
CORON-PUERTO PRINCESA 180 n. miles													
Passengers:													
Super De Luxe	0	0	0	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	74	135	212	326	400	362	133	181	166	179	177	286	2,631
Freight/Extra Baggage (in MT)	1	2	4	4	6	6	2	2	3	3	2	4	39
0 0 n. miles													
Passengers:													
Super De Luxe	0	0	0	0	0	0	0	0	0	0	0	0	0
First Class (in pax)	0	0	0	0	0	0	0	0	0	0	0	0	0
Freight/Extra Baggage (in MT)	0	0	0	0	0	0	0	0	0	0	0	0	0
UNIT-MILES SERVED:													
Passenger-Miles	26,640	48,600	76,320	117,360	144,000	130,320	47,880	65,160	59,760	64,440	63,720	102,960	947,160
Ton-Miles	360	720	1,440	1,440	2,160	2,160	720	720	1,080	1,080	720	1,440	14,040
Passenger Load Factor	25%	24%	34%	56%	65%	60%	33%	43%	42%	45%	44%	55%	45%
Cargo Load Factor	3%	4%	7%	7%	10%	10%	5%	5%	8%	8%	5%	8%	7%
Passenger Revenue:													
PUERTO PRINCESA-CORON	55,500	101,250	159,000	244,500	300,000	271,500	99,750	135,750	124,500	134,250	132,750	214,500	1,973,250
CORON-PUERTO PRINCESA	55,500	101,250	159,000	244,500	300,000	271,500	99,750	135,750	124,500	134,250	132,750	214,500	1,973,250
0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Passenger Revenue	111,000	202,500	318,000	489,000	600,000	543,000	199,500	271,500	249,000	268,500	265,500	429,000	3,946,500
Freight Revenue:													
PUERTO PRINCESA-CORON	900	1,800	3,600	3,600	5,400	5,400	1,800	1,800	2,700	2,700	1,800	3,600	35,100
CORON-PUERTO PRINCESA	900	1,800	3,600	3,600	5,400	5,400	1,800	1,800	2,700	2,700	1,800	3,600	35,100
0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Freight Revenue	1,800	3,600	7,200	7,200	10,800	10,800	3,600	3,600	5,400	5,400	3,600	7,200	70,200

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 CONSOLIDATED INCOME STATEMENT

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
VESSEL REVENUE, NET	109,416	199,917	315,444	481,314	592,476	537,186	197,007	266,847	246,768	265,683	261,027	423,114	3,896,199
VOYAGE EXPENSES	117,471	213,732	236,632	221,860	236,632	228,998	158,106	165,245	157,611	158,106	157,611	200,938	2,252,941
RUNNING EXPENSES	247,027	151,271	155,938	160,768	162,563	182,337	154,500	162,204	153,552	156,130	153,920	206,215	2,046,426
TERMINAL EXPENSES	57,666	47,581	47,114	46,966	47,180	58,248	47,087	47,104	46,930	47,103	46,933	70,640	610,572
CONTRIBUTION TO OVERHEAD	-312,748	-212,667	-124,240	51,701	146,101	67,602	-162,685	-107,705	-111,325	-95,656	-97,437	-54,680	-1,013,740
ADMINISTRATIVE & OVERHEAD	86,087	72,637	76,087	69,937	90,087	88,187	70,087	70,087	72,937	70,087	69,937	101,587	937,747
OPERATING INCOME	-398,836	-285,304	-200,327	-18,236	56,014	-20,585	-232,773	-177,792	-184,262	-165,743	-167,374	-156,267	-1,951,487
LESS: Bank Interest	32,722	29,268	32,029	30,677	31,348	30,007	30,645	30,292	28,969	29,555	28,243	28,793	362,550
Other Interest	0	0	0	0	0	0	0	0	0	0	0	0	0
OTHER INCOME, NET	3,000	5,600	6,200	5,800	6,200	6,000	4,000	4,200	4,000	4,000	4,000	5,200	58,200
NET INC. BEFORE TAX	-428,558	-308,972	-226,157	-43,114	30,865	-44,592	-259,417	-203,885	-209,231	-191,298	-191,618	-179,860	-2,255,836
PROVIS. FOR INC. TAX	0	0	0	0	0	0	0	0	0	0	0	0	0
NET INCOME (LOSS)	-428,558	-308,972	-226,157	-43,114	30,865	-44,592	-259,417	-203,885	-209,231	-191,298	-191,618	-179,860	-2,255,836

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PROJECTED PROFIT AND LOSS STATEMENT - YEAR ONE

MV Izumi Maru

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
VESSEL REVENUE:													
Passage	111,000	202,500	318,000	489,000	600,000	543,000	199,500	271,500	249,000	268,500	265,500	429,000	3,946,500
Freight	1,800	3,600	7,200	7,200	10,800	10,800	3,600	3,600	5,400	5,400	3,600	7,200	70,200
Less: ComCar Tax	3,384	6,183	9,756	14,886	18,324	16,614	6,093	8,253	7,632	8,217	8,073	13,086	120,501
NET REVENUE	109,416	199,917	315,444	481,314	592,476	537,186	197,007	266,847	246,768	265,683	261,027	423,114	3,896,199
VOYAGE EXPENSES:													
Fuel & Lubes	112,647	204,740	226,676	212,546	226,676	219,364	151,678	158,496	151,184	151,678	151,184	192,586	2,159,455
PPA Charges	137	242	268	251	268	259	178	186	177	178	177	227	2,549
Clearing Expenses	2,813	5,250	5,813	5,438	5,813	5,625	3,750	3,938	3,750	3,750	3,750	4,875	54,563
Mooring & Unmooring	1,875	3,500	3,875	3,625	3,875	3,750	2,500	2,625	2,500	2,500	2,500	3,250	36,375
TOTAL VOY EXPENSES	117,471	213,732	236,632	221,860	236,632	228,998	158,106	165,245	157,611	158,106	157,611	200,938	2,252,941
VESSEL RUNNING EXPENSES:													
Salaries & Wages	43,500	43,500	43,500	43,500	43,500	43,500	46,250	46,250	46,250	46,250	46,250	46,250	538,500
Empl. Benefits	30,347	6,347	6,347	6,347	6,347	28,097	6,576	6,576	6,576	6,576	6,576	52,826	169,534
Pax Meals & Subsistence	10,160	10,540	12,920	14,920	16,680	15,840	11,340	12,300	11,720	12,260	11,940	14,400	154,820
Fresh Water	1,159	1,547	1,716	1,666	1,725	1,668	1,712	1,714	1,658	1,714	1,659	1,719	19,657
Stores & Spare Parts	72,998	9,541	10,488	11,637	10,468	10,159	8,858	7,377	7,068	8,856	7,068	8,923	173,418
Repairs & Maint.	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	3,125	37,500
Accrued Drydocking	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	12,438	149,262
Taxes & Licenses	11,128	2,061	3,252	4,962	6,108	5,538	2,031	10,251	2,544	2,739	2,691	4,362	57,667
Hull & Machy Insurance	35,417	35,417	35,417	35,417	35,417	35,417	35,417	35,417	35,417	35,417	35,417	35,417	425,000
Other Insurance & P&I	506	506	506	506	506	506	506	506	506	506	506	506	6,069
Vsl Depreciation	14,583	14,583	14,583	14,583	14,583	14,583	14,583	14,583	14,583	14,583	14,583	14,583	175,000
Amortiz. of Capex-Vsl	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	20,000
Misc Vsl Expenses	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	120,000
TOTAL RUNNING EXP	247,027	151,271	155,938	160,768	162,563	182,337	154,500	162,204	153,552	156,130	153,920	206,215	2,046,426
VSL CONTRIB TO OVRHD	-255,082	-165,086	-77,126	98,686	193,281	125,850	-115,599	-60,601	-64,395	-48,553	-50,504	15,960	-403,168

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT
 PROFIT AND LOSS STATEMENT - YEAR ONE (cont'd.)

MV Izumi Maru

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
VSL CONTRIB TO OVRHD	-255,082	-165,086	-77,126	98,686	193,281	125,850	-115,599	-60,601	-64,395	-48,553	-50,504	15,960	-403,168
TERMINAL EXPENSES:													
Salaries & Wages	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	20,500	246,000
Empl. Benefits	11,729	2,729	2,729	2,729	2,729	12,979	2,729	2,729	2,729	2,729	2,729	23,229	72,497
Subsistence	3,255	2,940	3,255	3,150	3,255	3,150	3,255	3,255	3,150	3,255	3,150	3,255	38,325
Vsl Forms & Tickets	26	47	74	114	140	127	47	63	58	63	62	100	921
Office Rental	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	24,000
Light & Water	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	24,000
Gasoline & Oil	2,056	1,865	2,056	1,993	2,056	1,993	2,056	2,056	1,993	2,056	1,993	2,056	24,229
Postage & tel.	2,550	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	1,950	24,000
Transport & Travel	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	48,000
Repairs & Maint.	750	750	750	750	750	750	750	750	750	750	750	750	9,000
Represent./Donations	2,000	2,000	1,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	4,000	18,000
Advert./Notices	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	36,000
Depreciation & Amortization	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	33,600
Miscellaneous	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	12,000
TOTAL TERMINAL EXP	57,666	47,581	47,114	46,986	47,180	58,248	47,087	47,104	46,930	47,103	46,933	70,640	610,572
TOTAL CONTRIBUTION TO OVERHEAD	-312,748	-212,667	-124,240	51,701	146,101	67,602	-162,685	-107,705	-111,325	-95,656	-97,437	-54,680	-1,013,740

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LINER SHIPPING ROUTE RATIONALIZATION PROJECT

MONTH >>	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
GEN ADMINISTRATIVE EXPENSES:													
Salaries & Allow.	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	168,000
Empl.' Benefits	11,729	2,729	2,729	2,729	2,729	12,979	2,729	2,729	2,729	2,729	2,729	23,229	72,497
Ship Mgt Fee	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	360,000
Legal & Audit Fee	4,000	4,000	4,000	4,000	24,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	68,000
Board Honora & Mtg	5,000	5,000	5,000	5,000	5,000	10,000	5,000	5,000	5,000	5,000	5,000	10,000	70,000
Supplies & Xerox	4,050	3,600	4,050	3,900	4,050	3,900	4,050	4,050	3,900	4,050	3,900	4,050	47,550
Postage & tel.	3,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	30,100
Transport & Travel	3,000	0	3,000	0	0	3,000	0	0	3,000	0	0	6,000	18,000
Repairs & Maint.	500	500	500	500	500	500	500	500	500	500	500	500	6,000
Represent./Donations	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	18,000
Advert./Notices	5,000	5,000	5,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	33,000
Taxes & Licenses	800	800	800	800	800	800	800	800	800	800	800	800	9,600
Insurance	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	2,083	25,000
Depreciation	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	12,000
TOTAL ADMIN. EXP	86,087	72,637	76,087	69,937	90,087	88,187	70,087	70,087	72,937	70,087	69,937	101,587	937,747

LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PROJECTED CASH FLOW - YEAR ONE

MV Izumi Maru

MONTH >>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
CASH INFLOW :													
Incr. in Paid-In Capital	0												0
Loan Proceeds	2000000												2000000
Incr. in STLoans- C I	0	0	0	0	0	0	0	0	0	0	0	0	0
Sale of Assets	0	0	0	0	0	0	0	0	0	0	0	0	0
Insurance Proceeds	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Income After Tax	-428558	-308972	-226157	-43114	30865	-44592	-259417	-203885	-209231	-191298	-191618	-179860	-2255836
Incr. in Accum. Deprec'n	14583	14583	14583	14583	14583	14583	14583	14583	14583	14583	14583	14583	175000
Incr. in Amort. of Capex	4467	4467	4467	4467	4467	4467	4467	4467	4467	4467	4467	4467	53600
Incr. in Accts Payable	115223	206737	228700	214610	228766	221441	153675	160509	153192	153691	153196	194636	2184375
Incr. in Interest Payable	32722	29268	32029	30677	31348	30007	30645	30292	28969	29555	28243	28793	362550
Incr. in Drydocking Prov.	12438	12438	12438	12438	12438	12438	12438	12438	12438	12438	12438	12438	149262
Incr. in Accrued R&Maint	76873	13416	14343	15512	14343	14034	12731	11252	10943	12731	10943	12798	219918
Incr. in Inc. Tax Payable	0	0	0	0	0	0	0	0	0	0	0	0	0
Incr. in Othr Taxes Paybl	15312	9044	13808	20648	25232	22952	8924	19304	10978	11756	11564	18248	187768
Incr. in Prov. for Insur.	38006	38006	38006	38006	38006	38006	38006	38006	38006	38006	38006	38006	456069
Incr. in SSS/Med Payable	3468	3468	3468	3468	3468	3468	3468	3468	3468	3468	3468	3468	41614
TOTAL CASH INFLOW >>	1884534	22454	135686	311296	403516	316803	19519	90435	67811	89396	85291	147577	3574319
CASH OUTFLOW :													
Acquisition of Vessel	2500000	0	0	0	0	0	0	0	0	0	0	0	2500000
Payment of Loan Interest	32722	29268	32029	30677	31348	30007	30645	30292	28969	29555	28243	28793	362550
Payment of LTD Principal	19450	22904	20143	21495	20824	22165	21527	21879	23203	22617	23929	23379	263514
Liqdth of STLoans - C I	0	0	0	0	0	0	0	0	0	0	0	0	0
Payment of Trade Accts	0	115223	206737	228700	214610	228766	221441	153675	160509	153192	153691	153196	1989739
Payment for Drydocking	44779	104483	0	0	0	0	0	0	0	0	0	0	149262
Payments for R & Maint.	54980	0	0	54980	0	0	54980	0	0	54980	0	0	219918
Payment of Com. Car. Tax	0	0	0	19323	0	0	49824	0	0	21978	0	0	91125
Payment of Income Tax	0	0	0	0	0	0	0	0	0	0	0	0	0
Payment of Taxes & Lic.	10000	0	0	8841	0	0	19008	7500	0	9726	0	0	55075
Payment of Insur. Premium	137319	0	0	106250	0	0	106250	0	0	106250	0	0	456069
Advances for Insur. Accts	0	0	0	0	0	0	0	0	0	0	0	0	0
Payment of SSS/Med Acct	0	0	0	10403	0	0	10403	0	0	10403	0	0	31210
Capex Disbursements	268000	0	0	0	0	0	0	0	0	0	0	0	268000
Cash Dividends	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CASH OUTFLOW >>	3067249	271878	258909	480669	266782	280938	514078	213347	212681	408701	205863	205368	6386461
NET CASH INFLOW	-1182714	-249423	-123223	-169373	136735	35865	-494559	-122911	-144870	-319305	-120572	-57791	-2812143
BEGINNING CASH BALANCE	1500000	317286	67862	-55361	-224734	-87999	-52134	-546693	-669604	-814475	-1133779	-1254351	1500000
ENDING CASH BALANCE	317286	67862	-55361	-224734	-87999	-52134	-546693	-669604	-814475	-1133779	-1254351	-1312143	-1312143

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**LINER SHIPPING ROUTE RATIONALIZATION PROJECT
PROJECTED BALANCE SHEET - YEAR 1**

ASSETS	0	1	2	3	4	5	6	7	8	9	10	11	12
MONTH >>	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Current Assets:													
Cash	1,500,000	317,288	87,882	(55,381)	(224,734)	(87,999)	(52,134)	(546,883)	(669,604)	(814,475)	(1,133,779)	(1,264,351)	(1,312,143)
Claims Receivable	0	0	0	0	0	0	0	0	0	0	0	0	0
Prepaid Expenses	0	131,853	135,892	135,248	191,054	140,809	90,165	145,971	85,527	45,083	100,888	50,444	0
	1,500,000	448,939	253,554	79,887	(33,680)	52,610	38,031	(400,722)	(574,078)	(769,392)	(1,032,891)	(1,203,907)	(1,312,143)
Property & Eqpmt:													
Vessel	0	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
Transportation Eqpmt	0	0	0	0	0	0	0	0	0	0	0	0	0
Furniture & Fixtures	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Office Eqpmt	0	148,000	148,000	148,000	148,000	148,000	148,000	148,000	148,000	148,000	148,000	148,000	148,000
Other Property & Eqpmt	0	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000	110,000
	0	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000	2,788,000
Less: Accumulated Depreciation													
Vessel	0	14,583	29,167	43,750	58,333	72,917	87,500	102,083	116,667	131,250	145,833	160,417	175,000
Transportation Eqpmt	0	0	0	0	0	0	0	0	0	0	0	0	0
Furniture & Fixtures	0	167	333	500	667	833	1,000	1,167	1,333	1,500	1,667	1,833	2,000
Office Eqpmt	0	2,467	4,933	7,400	9,867	12,333	14,800	17,267	19,733	22,200	24,667	27,133	29,600
Other Property & Eqpmt	0	1,833	3,667	5,500	7,333	9,167	11,000	12,833	14,667	16,500	18,333	20,167	22,000
Total Depreciation	0	19,050	38,100	57,150	76,200	95,250	114,300	133,350	152,400	171,450	190,500	209,550	228,600
Net Book Value	0	2,748,950	2,729,900	2,710,850	2,691,800	2,672,750	2,653,700	2,634,650	2,615,600	2,596,550	2,577,500	2,558,450	2,539,400
Other Assets	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL ASSETS	1,500,000	3,197,889	2,983,454	2,790,737	2,658,120	2,725,360	2,691,731	2,233,928	2,041,522	1,827,158	1,544,609	1,354,543	1,227,257

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LIABILITIES													
MONTH >>	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Current Liabilities:													
Accounts Payable	0	116,223	206,737	228,700	214,610	228,766	221,441	153,675	160,509	163,192	163,691	153,196	194,836
Accrued Expenses Payable	0	21,894	36,309	49,652	10,185	24,528	38,562	(3,687)	7,565	18,508	(23,741)	(12,798)	0
Accrued Taxes Payable	0	5,312	14,356	28,164	20,648	45,880	68,832	8,924	20,728	31,704	11,756	23,320	41,568
Income Tax Payable	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Payable	0	0	0	0	0	0	0	0	0	0	0	0	0
SSS/Medicare Payable	0	3,468	6,936	10,403	3,468	6,936	10,403	3,468	6,936	10,403	3,468	6,936	10,403
	0	145,896	263,338	316,920	248,911	306,110	339,238	162,379	195,738	213,808	145,174	170,654	246,608
Others Payable	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term Liabilities	0	1,980,550	1,957,646	1,937,504	1,916,009	1,895,185	1,873,020	1,851,493	1,829,614	1,806,411	1,783,793	1,759,865	1,736,486
Stockholder's Equity:													
Authorized Capital	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Subscribed Capital	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
Paid-in Capital	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Retained Earnings:													
Balance, Beginning	0	0	(428,558)	(737,530)	(963,687)	(1,006,800)	(975,935)	(1,020,527)	(1,279,945)	(1,483,829)	(1,693,060)	(1,884,358)	(2,075,976)
Add: Net Income (Loss)	0	(428,558)	(308,972)	(226,157)	(43,114)	30,865	(44,592)	(259,417)	(203,865)	(209,231)	(191,298)	(191,618)	(179,860)
Less: Cash Dividends	0	0	0	0	0	0	0	0	0	0	0	0	0
Balance, Ending	0	(428,558)	(737,530)	(963,687)	(1,006,800)	(975,935)	(1,020,527)	(1,279,945)	(1,483,829)	(1,693,060)	(1,884,358)	(2,075,976)	(2,265,836)
Total Stockholder's Eqty	1,500,000	1,071,442	762,470	536,313	493,200	524,065	479,473	220,055	16,171	(193,060)	(384,358)	(575,976)	(755,836)
TOTAL LIAB. & STOCK. EQTY	1,500,000	3,197,889	2,983,454	2,790,737	2,658,120	2,725,360	2,691,731	2,233,928	2,041,522	1,827,158	1,544,609	1,354,543	1,227,257

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VESSEL UTILIZATION AND COST ANALYSIS

Control Sheet No. : 1

Operator : OpCode: Fleet Size: No. of VsIs Fleet GRT:

VESSEL SPECIFICATIONS

Vessel: Izumi Maru				Vsl Type: Passenger	GRT: 23.00	Year Built: 1986
Length (m): 19.50	Breadth: 4.50	Depth: 2.20	LdDraft: 0.90	Speed: 20.5		
Passenger Capacity				Cargo Carrying Capacity		
1st Class: 40	In Cabins: 0	DWT: 5	TEU: NA	PCU: NA		
2nd Class: 0	In Dorms: 0	Bale: NA	Grain: NA			
3rd Class: 0	Seated: 40	Class:				
Machinery			Fuel/Lube Consumption		Crew Complement	
No.:	BHP:	RPM:	Bunker /SFO (tpd):	0.00	Officers :	3
Marin Eng.:	2	440	Diesel (tpd):	1.01	Ratings :	5
Max. Eng.:	NA	20	Lube (li. per day):	38.00	Apprentices:	0

VESSEL PERFORMANCE DATA

Routes Served	Route Description	Rt. Code	Rt. Length	No. of Voyages	Total Naut. Miles Run
	Coron - Puerto Princesa v.v.	D0001	360	145.5	52,380
Totals >>				145.5	52,380

Days in Commission: Total -	291	Estimated Days At Sea -	106.5	In Port -	184.5
Days Out of Commission: Total -	74	Under Repair Afloat -	4	On Drydock -	10
		Due to Bad Weather -	60	Laid-up -	0

CAPACITY COMPUTATIONS

Rt. Code	Passenger Capacity Provided (in Pax-Miles)				Cargo Capacity Provided (in Unit-Miles as appropriate)				
	1st Cl	2nd Cl	3rd Cl	Class	Ton-Miles	TEU-Miles	PCU-Miles	CBM-Miles	
D0001	2,095,200	0	0	0	257,225	NA	NA	NA	
Totals >>									
	2,095,200	0	0	0	257,225	0	0	0	

COST ALLOCATION COMPUTATION

Percentage Share in Daily Running Cost :	Cargo -	16.4%	Passengers -	83.6%
Voyage Expenses:	As Reported	Cargo Share	Pax Share	
Fuel	2,159,455	354,539	1,804,916	
Port Charges	93,486	15,349	78,138	
Running Expenses: (Excluding Interest and Depreciation)				3,260,905
	On Vessel	On Ancillary Assets		Add: Cost of Capital
Invested Capital:	2,500,000	268,000		489,892
Appraisal Increment	0	0		
		Total Running Cost		3,750,797
Running Cost:	Annual	Cargo Share	Pax Share	
At Sea	1,372,243	225,295	1,146,948	
In Port	2,378,554	390,511	1,988,044	
Traffic-Related Expenses:				
Cargo-related Expenses	0	0		
Passenger-related Expenses	52,620		52,620	
Sub-Total Operating Cost	6,056,358	985,693	5,070,665	
CCTax	197,490	32,142	165,348	
Commissions	329,150	53,570	275,580	
TOTAL OPERATING COST	6,582,998	1,071,405	5,511,593	

COST PER UNIT SPACE CALCULATIONS

	Cargo Operations			Passenger Operations		
	Cost	Per Unit	Per Unit-Mile	Cost	Per Pax	Per Pax-Mile
Voyage Expenses:	Unit in MTons					
Fuel	354,539		1.38	1,804,916		0.86
Port Charges	15,349	21.48		78,138	13.43	
Running Cost:						
At Sea	225,295		0.88	1,146,948		0.55
In Port	390,511	546.54		1,988,044	341.59	
Traffic-Related Expenses						
Cargo-related Expenses	0	0.00				
Passenger-related Expenses				52,620	9.04	
Sub-Total Operating Cost	985,693	1,379.53	3.33	5,070,665	871.25	2.42
CCTax	32,142	44.98	0.12	165,348	28.41	0.08
Commissions	53,570	74.97	0.21	275,580	47.35	0.13
Ave. Cost Coefficients >>>		X	Y		X	Y
With Cost Function : Cost /Unit = X + Y * Distance		1,499.49	4.17		947.01	2.63

