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APR 24 2017

PPA MEMORANDUM CIRCULAR
NO. 02 -2017

T O All Port Managers
All Department Managers
All Unit Heads
Others Concerned

SUBJECT : Revised Manual on Port Statistics and Port Performance Indicators

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In the interest of establishing a uniform set of procedures for the collection, processing and reporting of port statistical data as well as generating port performance indicators that can be adopted to assess the performance level of each port and facilitate comparison of performance among similarly situated ports, a Revised Manual on Port Statistics and Port Performance Indicators is hereby issued for implementation in the Philippine Ports Authority (PPA) The Corporate Planning Department (CPD) is the lead Responsibility Center which shall see through the proper utilization of the Manual by all concerned The CPD will ensure that updates, clarifications or changes, as necessary and warranted, are introduced to the Manual timely and disseminated for the information of users All Responsibility Centers are enjoined to provide needed support for the realization of the objectives of the Manual

This Order takes effect on 01 May 2017 and shall remain in force until revoked and/or amended

For compliance

JAY DANIEL R. SANTIAGO
General Manager

VISION

By 2020 PPA shall have provided globally competitive port services in the Philippines characterized by increased productivity efficiency connectivity comfort safety security and environmental sustainability

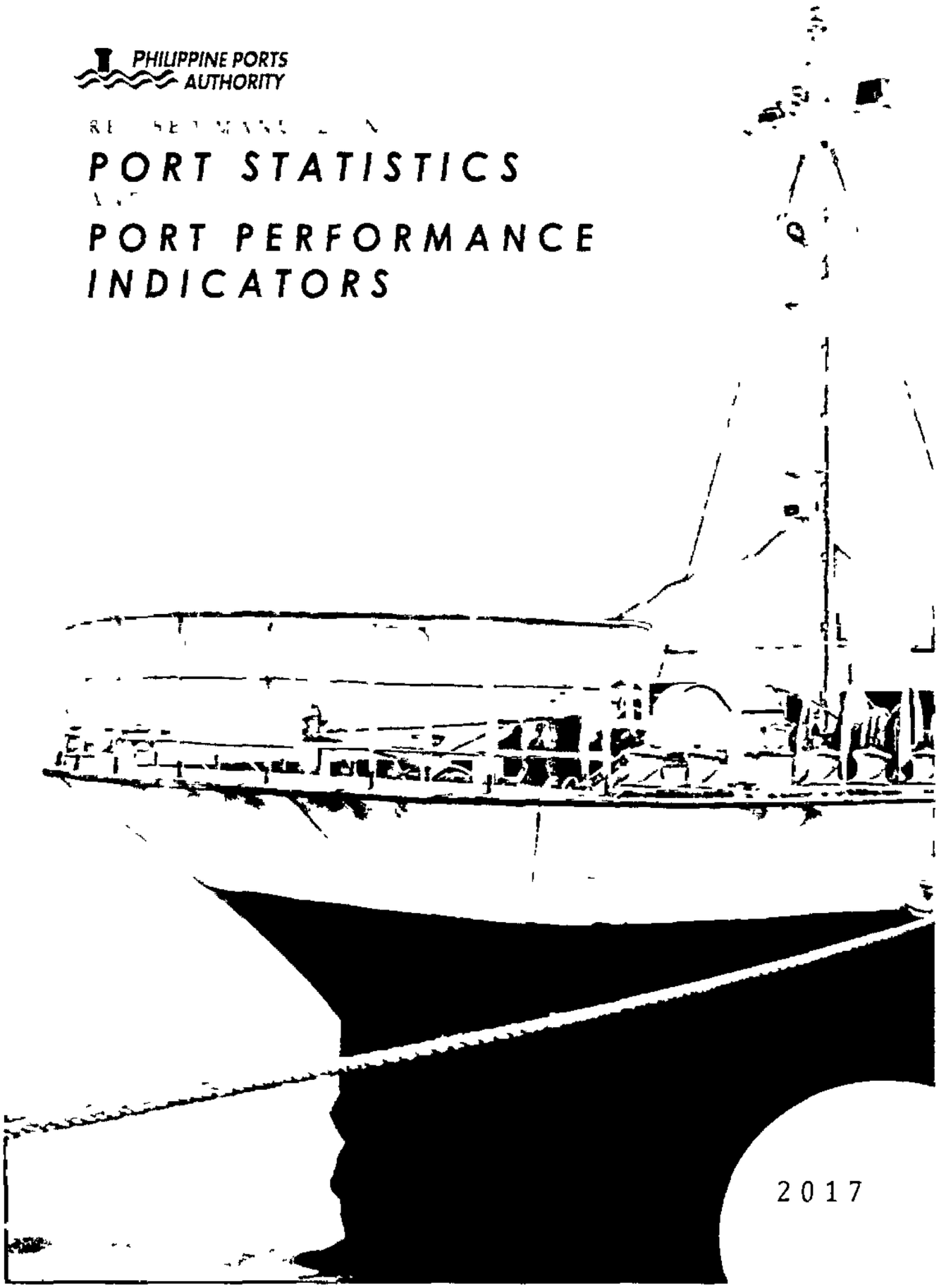
MISSION

1 *Provide reliable and responsive services in ports sustain development of communities and the environment and be a model corporate agency of the government*
2 *Establish a mutually beneficial equitable and fair relationship with partners and service providers*
3 *Provide meaningful and gainful employment while creating a nurturing environment that promotes continuous learning and improvement*
4 *Establish a world-class port operation that is globally competitive add ng value to the country s image and repu ation*

PHILIPPINE PORTS AUTHORITY

PORT STATISTICS

PORT PERFORMANCE INDICATORS



2017

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Port Statistics

The Philippine Ports Authority (PPA) is a Government-Owned and Controlled Corporation (GOCC) attached to the Department of Transportation (DOTr), with the power and authority to supervise, control, regulate, construct, maintain, operate and provide facilities and services as are necessary in the ports belonging to the Authority It has jurisdiction over base ports and terminal ports (government and private) Based on GCG Memorandum Circular No 2014-10 dated March 2014 (Rationalization of the Philippine Ports Authority), there are twenty-six (26) Port Management Offices (PMOs) and eighty-two (82) Terminal Management Offices (TMOs) comprising PPA, besides the Head Office

Port Statistics, among others, is used as basis for important management decisions involving infrastructure planning, port operations and organizational development With evidence of growth as indicated in port data, operational improvement and/or physical development should follow Increasing trend in port data indicates growing economic activities to which the port must be able to respond The efficiency of maritime transportation has become imperative to national competitiveness The contribution of ports services to the economy is accounted for under the Transportation, Storage, and Communications in Gross Domestic Product (GDP) and the share of water transportation is deemed significant, the Philippines being an archipelago Over the years, the gathering and reporting of PPA port statistics have continuously evolved prompted by the improving standards of measurements of port performance with influence largely introduced by UNCTAD and other organizations promoting best practices

The Revised Manual on Port Statistics and Port Performance Indicators is designed to guide those performing data collection, report preparation and data analysis roles on the types of data to be gathered, the use and importance of each type of data, the timing of preparation and submission of reports and other reference data to be considered when handling and interpreting port statistics Based on the generated reports and studies that use port statistical as inputs, proper authorities can be guided in formulating well thought of policies and making decisions that can influence the development planning and operational landscapes of the ports

The Revised Manual on Port Statistics and Port Performance Indicators is expected to be dynamic and needs to undergo regular review and updating to reflect the best practices in measuring port performance

Chapter 1

PORT MANAGEMENT OFFICES

(Under each PMO is a list of ports and/or piers under them and the type of traffic that they handle, i e Non-RoRo and/or Ro-Ro Non Ro-Ro can be specialized or a combination of breakbulk, bulk or containerized type of cargo Port can be a Baseport, Other Terminal Port, Other Government Port or Private Port)

New Nomenclature of PPA Port Management Offices (PMOs)

Manila/Northern Luzon Port Management Offices

Southern Luzon Port Management Offices

Visayas Port Management Offices

Northern Mindanao Port Management Offices

Southern Mindanao Port Management Offices

New Nomenclature of PPA

Port Management Offices (PMO)

(Based on GCG Memorandum Order No 2014 10 dated 25 March 2014)

OLD NAME	NEW NAME	CODE
MANILA/ NORTHERN LUZON PORT MANAGEMENT OFFICES		
PMO South Harbor	PMO NCR South	NCS
PMO North Harbor	PMO NCR North	NCN
PMO San Fernando	PMO Northern Luzon	NLZ
PMO Limay	PMO Bataan/Aurora	BNA
SOUTHERN LUZON PORT MANAGEMENT OFFICES		
PMO Batangas	PMO Batangas	BGS
PMO Legazpi	PMO Bicol	BCL
PMO Puerto Princesa	PMO Palawan	PLW
PMO Calapan	PMO Mindoro	MDO
	PMO Marinduque/Quezon	MRQ
	PMO Masbate	MSB
VISAYAS PORT MANAGEMENT OFFICES		
PMO Dumaguete	PMO Negros Oriental/Siquijor	NOS
PMO Iloilo	PMO Panay/Guimaras	PNG
PMO Tacloban	PMO Eastern Leyte/Samar	ELS
PMO Pulupandan	PMO Negros Occidental/Bacolod/BREDCO	NBB
PMO Ormoc	PMO Western Leyte/Biliran	WLB
PMO Tagbilaran	PMO Bohol	BHL
NORTHERN MINDANAO PORT MANAGEMENT OFFICES		
PMO Cagayan de Oro	PMO Misamis Oriental/Cagayan de Oro	MOC
PMO Iligan	PMO Lanao del Norte/Iligan	LNI
PMO Nasipit	PMO Agusan	AGS
PMO Surigao	PMO Surigao	SUG
PMO Ozamiz	PMO Misamis Occidental/Ozamiz	MOZ
SOUTHERN MINDANAO PORT MANAGEMENT OFFICES		
PMO Davao	PMO Davao	DVO
PMO General Santos	PMO SOCSKSARGEN	SSG
PMO Cotabato	PMO Cotabato	CBO
PMO Dapitan	PMO Zamboanga del Norte	ZDN
PMO Zamboanga	PMO Zamboanga	ZBA

LIST OF PORTS

2.1 MANILA/NORTHERN LUZON

A PORT MANAGEMENT OFFICE OF NCR NORTH (PMO NCN)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 PIER 2	✓	✓	
2 PIER 4	✓	✓	
3 PIER 6		✓	
4 PIER 8		✓	
5 PIER 10	✓	✓	
6 PIER 12		✓	
7 PIER 14		✓	
8 Marine Slipway (MSW)	✓	✓	
TMO - VITAS			
PRIVATE PORTS			

B PORT MANAGEMENT OFFICE OF NCR SOUTH (PMO NCS)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 PIER 3		✓	
2 PIER 5		✓	
3 PIER 9		✓	
4 PIER 13***		✓	
5 PIER 15		✓	
6 ANCHORAGE/IBW/OBW		✓	
TMO – PASIG RIVER			
1 OTP PASIG BANK – GOV'T COASTWISE		✓	
2 OTP TERMINAL PASIG BANK – GOV'T BAY & RIVER		✓	
PRIVATE PORTS			

Note For Rehabilitation

MANILA INTERNATIONAL CONTAINER TERMINAL (MICT)

1) Manila International Container Terminal

C PORT MANAGEMENT OFFICE OF BATAAN/AURORA (PMO BNA)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 LAMAO		✓	
TMO - DINGALAN			
1 OTP DINGALAN		✓	
TMO - CAPINPIN			
1 OTP CAPINPIN		✓	
TMO - CASIGURAN			
1 OTP CASIGURAN		✓	
OTHER GOVERMENT PORT			
1 MARIVELES (Anchorage)		✓	
PRIVATE PORTS			

D PORT MANAGEMENT OFFICE OF NORTHERN LUZON (PMO NLZ)

	NAME	RORO	NON-RORO	REMARKS
TMO - BATANES				
1	OTP BASCO, BATANES		✓	
TMO – CAGAYAN/ISABEL/ILOCOS				
1	OTP APARRI (Anchorage)		✓	
2	OTP CURRIMAO		✓	
3	OTP CURRIMAO (Anchorage)		✓	
TMO - PANGASINAN				
1	OTP SUAL		✓	
2	OTP SUAL (Anchorage)		✓	
OTHER GOVERMENT PORTS				
1	ALAMINOS (Anchorage)		✓	
2	BALANGUI (Anchorage)		✓	
3	CABUGAO (Anchorage)		✓	
4	CALAYAN		✓	
5	CALAYAN (Anchorage)		✓	
6	CLAVERIA		✓	
7	DINAPIGUE (Anchorage)		✓	
8	ITBAYAT,BATANES PORT		✓	
9	MACONACON (Anchorage)		✓	
10	MATALVIS		✓	
11	PASUQUIN		✓	
12	SANCHEZ MIRA		✓	
13	SALOMAGUE (Anchorage)		✓	
14	SALOMAGUE (Anchorage)		✓	
15	STA CATALINA		✓	
16	SUAL (Anchorage)		✓	
17	VALANGA PORT		✓	
PRIVATE PORTS				

2.2 SOUTHERN LUZON

A PORT MANAGEMENT OFFICE OF BATANGAS (PMO BGS)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 BATANGAS	✓		
2 BATANGAS PHASE 1		✓	
3 BATANGAS PHASE 2		✓	
4 BATANGAS (Anchorage)		✓	
TMO - BAUAN			
1 OTP BAUAN		✓	
TMO - TABLAS			
4 OTP TABLAS	✓	✓	
TMO - ROMBLON			
1 OTP ROMBLON	✓	✓	
OTHER GOVERMENT PORTS			
1 AMBULONG	✓	✓	
2 AZAGRA	✓	✓	
3 CAJIDIOCAN	✓	✓	
4 CALATAGAN		✓	
5 NASUGBO		✓	
6 SAN JUAN		✓	
PRIVATE PORTS			

B PORT MANAGEMENT OFFICE OF BICOL (PMO BCL)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 LEGASPI		✓	
TMO - BULAN			
1 OTP BULAN	✓	✓	
TMO - MATNOG			
1 OTP MATNOG	✓		
TMO - CAMARINES			
1 OTP PASACAO		✓	
TMO - PIO DURAN			
1 OTP PIO DURAN	✓		
TMO - TABACO			
1 OTP TABACO	✓	✓	
TMO - CATANDUANES			
1 OTP VIRAC	✓	✓	
OTHER GOVERMENT PORTS			
1 BACACAY		✓	
2 BALATAN		✓	
3 BONGALON		✓	
4 CABUGAO,CATANDUANES		✓	
5 CARAMOAN CAM SUR		✓	
6 CASTILLA		✓	
7 CALANGCAWAN		✓	
8 CODON		✓	
9 GARCHITORENA		✓	
10 JOSE PANGANIBAN		✓	
11 LARAP OR CALAMBAYUNGAN		✓	

12	MALOBAGO RAPU-RAPU		✓	
13	NATO		✓	
14	PANTAO		✓	
15	PILAR		✓	
16	RAPU-RAPU		✓	
17	RAGAY		✓	
18	SAN JOSE SABANG PORT		✓	
19	SAN JOSE, SABANG TALISAY PORT		✓	
20	SAN ANDRES	✓	✓	
21	SORSOGON CITY		✓	
22	SULA BACACAY ALBAY		✓	
23	TAMBAN (Tinambac)		✓	
24	TANDOC (Siruma)		✓	
PRIVATE PORTS				

C PORT MANAGEMENT OFFICE OF PALAWAN (PMO PLW)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 PUERTO PRINCESA	✓	✓	
2 PUERTO PRINCESA(Anchorage)		✓	
TMO – BROOKE'S POINT			
1 OTP BROOKE'S POINT		✓	
TMO - CORON			
1 OTP CORON	✓	✓	
2 OTP CORON (Anchorage)		✓	
TMO - CULION			
1 OTP CULION		✓	
TMO - CUYO			
1 OTP CUYO	✓	✓	
TMO – EL NIDO			
1 OTP EL NIDO		✓	
OTHER GOVERMENT PORTS			
1 LIMINANGCONG		✓	
2 NARRA		✓	
3 TAYTAY - POBLACION		✓	
PRIVATE PORTS			

D PORT MANAGEMENT OFFICE OF MINDORO (PMO MDO)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 CALAPAN	✓	✓	
TMO - LUBANG/TILIK/LOOC			
1 OTP TILIK	✓	✓	
TMO - PUERTO GALERA			
1 OTP PUERTO GALERA	✓	✓	
TMO - ROXAS			
1 OTP DANGAY ROXAS	✓	✓	
TMO - SAN JOSE/ABRA DE ILOG			
1 OTP ABRA DE ILOG	✓	✓	
2 OTP SAN JOSE	✓	✓	
3 OTP SAN JOSE (Anchorage)		✓	
OTHER GOVERMENT PORTS			
1 BANSUD		✓	
2 BULALACAO	✓	✓	
3 MANSALAY		✓	
4 MAMBURAO		✓	
5 PINAMALAYAN		✓	
6 SABLAYAN	✓		
PRIVATE PORTS			

E PORT MANAGEMENT OFFICE OF MARINDUQUE/QUEZON (PMO MRQ)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 LUCENA	✓	✓	
TMO - BALANACAN			
1 OTP BALANACAN	✓	✓	
TMO - STA CRUZ (Buyabod)			
1 OTP STA CRUZ	✓	✓	
OTHER GOVERMENT PORT			
1 CAWIT	✓	✓	
PRIVATE PORTS			

F PORT MANAGEMENT OFFICE OF MASBATE (PMO MSB)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 MASBATE	✓	✓	
TMO - TICAO			
1 OTP SAN JACINTO		✓	
TMO - BURIAS			
1 OTP CLAVERIA		✓	
OTHER GOVERMENT PORTS			
1 AROROY		✓	
2 BATUAN		✓	
3 CATAINGAN		✓	
4 CAWAYAN		✓	
5 CALASUCHE (Milagros)		✓	
6 CALUMPANG		✓	
7 DIMASALANG		✓	
8 ESPERANZA		✓	
9 LAGUNDI OR BURGOS PORT		✓	
10 MANDAON		✓	
11 MONREAL		✓	
12 SAN FERNANDO		✓	
13 SAN PASCUAL		✓	
PRIVATE PORTS			

2.3 VISAYAS

A PORT MANAGEMENT OFFICE OF NEGROS ORIENTAL/SIQUIJOR (PMO NOS)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 DUMAGUETE	✓	✓	
NAME	**RORO**	**NON-RORO**	**REMARK**
TMO - LARENA			
1 OTP LARENA	✓	✓	
TMO - TANDAYAG			
1 OTP TANDAYAG		✓	
TMO - GUIHULNGAN			
1 OTP Guihulngan			
OTHER GOVERMENT PORTS			
1 BULADO	✓	✓	
2 LAZI		✓	
3 SIBULAN		✓	
4 SIQUIJOR	✓	✓	
5 TAMBISAN		✓	
PRIVATE PORTS			

B PORT MANAGEMENT OFFICE OF PANAY GUIMARAS (PMO PNG)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 FORT SAN PEDRO		✓	
2 ILOILO RIVER WHARF		✓	
3 ICPC,LOBOC		✓	
TMO - CAPIZ			
1 OTP CULASI	✓	✓	
TMO - AKLAN			
1 OTP DUMAGUIT		✓	
TMO - ILOILO			
1 OTP ESTANCIA	✓	✓	
2 OTP DUMANGAS	✓	✓	
TMO - GUIMARAS			
1 OTP JORDAN	✓	✓	
TMO - ANTIQUE			
1 OTP SAN JOSE ANTIQUE		✓	
OTHER GOVERMENT PORTS			
1 BASIAO,IVISAN		✓	
2 BORACAY		✓	
3 BURUANGA		✓	
4 CATICLAN (Anchorage)		✓	
5 CONCEPCION		✓	
6 LIPATA		✓	
7 NABAS		✓	
8 NEW WASHINGTON		✓	
9 NPC POWER BARGE BO		✓	
10 SAMBIRAY		✓	
11 SIBUNAG		✓	
PRIVATE PORTS			

C PORT MANAGEMENT OFFICE OF EASTERN LEYTE/SAMAR (PMO ELS)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 TACLOBAN		✓	
NAME	**RORO**	**NON-RORO**	**REMARK**
TMO - BORONGAN			
1 OTP BORONGAN		✓	
TMO - CALBAYOG			
1 OTP CALBAYOG		✓	
TMO - GUIUAN			
1 OTP GUIUAN		✓	
TMO - LILOAN			
1 OTP LILOAN		✓	
TMO - SAN ISIDRO			
1 OTP SAN ISIDRO		✓	
OTHER GOVERMENT PORTS			
1 ARTECHE, EASTERN SAMAR		✓	
2 BABATNGON		✓	
3 BASEY		✓	
4 CAPUL ISLAND		✓	
5 CARIGARA		✓	
6 HOMONHON		✓	
7 LAOANG		✓	
8 LAPINIG		✓	
9 LAS NAVAS		✓	
10 LILOAN		✓	
11 LLORENTE		✓	
12 MANICANI		✓	
13 MANGUINO-O		✓	
14 QUINAPUNDAN		✓	
15 SAN ANTONIO		✓	
16 SAN JOSE		✓	
17 SAN JUAN (Cabalian)		✓	
18 SOGOD		✓	
19 SAN RICARDO		✓	
20 TOLOSA		✓	
21 VICTORIA		✓	
PRIVATE PORTS			

D PORT MANAGEMENT OFFICE OF NEGROS OCCIDENTAL/BACOLOD/BANAGO/BREDCO (PMO NBB)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 BANAGO	✓	✓	
TMO - PULUPANDAN			
1 OTP PULUPANDAN	✓	✓	
TMO - SAN CARLOS			
1 OTP SAN CARLOS	✓	✓	
2 OTP SAN CARLOS LAYUP GOV'T		✓	
3 OTP SAN CARLOS (Anchorage)		✓	
TMO - DANAO			
1 OTP DANAO	✓	✓	
OTHER GOVERMENT PORTS			
1 DAANBANWA		✓	
2 LGU PORT – CADIZ		✓	
3 LGU PORT – SAGAY		✓	
4 PACO BEACH – BEACHING		✓	
5 SALVACION		✓	
PRIVATE PORTS			

E PORT MANAGEMENT OFFICE OF WESTERN LEYTE/BILIRAN (PMO WLB)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 ORMOC	✓	✓	
TMO - BAYBAY			
1 OTP BAYBAY	✓	✓	
TMO - HILONGOS			
1 OTP HILONGOS	✓	✓	
TMO - MAASIN/GUADALUPE/LIMASAWA			
1 OTP MAASIN	✓		
2 OTP MAASIN (Tramping)		✓	
TMO - PALOMPON/SAN ISIDRO			
1 OTP PALOMPON	✓	✓	
TMO - ISABEL			
1 OTP ISABEL	✓		
TMO - NAVAL/MARIPIPI			
1 OTP NAVAL	✓	✓	
2 OTP MARIPIPI		✓	
OTHER GOVERMENT PORST			
1 BATO	✓	✓	
2 BONTOC		✓	
3 CAIBIRAN (Tramping)		✓	
4 GUADALUPE		✓	
5 ISABEL		✓	
6 LIMASAWA		✓	
7 LIMASAWA (Anchorage)		✓	
PRIVATE PORTS			

F PORT MANAGEMENT OFFICE OF BOHOL (PMO BHL)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 OTAGBILARAN	✓	✓	
2 OTAGBILARAN (Anchorage)		✓	
TMO - JAGNA			
1 OTP JAGNA	✓	✓	
TMO - TALIBON			
1 OTP TALIBON	✓	✓	
TMO - TUBIGON			
1 OTP TUBIGON	✓	✓	
TMO - UBAY			
1 OTP UBAY	✓	✓	
TMO - GETAFE			
1 OTP GETAFE	✓	✓	
TMO - LOON			
1 OTP LOON (Catagbacan)		✓	
OTHER GOVERMENT PORST			
1 BIEN-UNIDO		✓	
2 CLARIN		✓	
3 TAPAL		✓	
PRIVATE PORTS			

2.4 NORTHERN MINDANAO

A. PORT MANAGEMENT OFFICE OF MISAMIS ORIENTAL/CAGAYAN DE ORO (PMO MOC)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 CAGAYAN DE ORO	✓	✓	
2 CAGAYAN DE ORO (Anchorage)		✓	
TMO - BALINGOAN			
1 OTP BALINGOAN	✓	✓	
TMO - CAMIGUIN			
1 OTP BENONI	✓	✓	
TMO - OPOL			
1 OTP Opol			
OTHER GOVERMENT PORTS			
1 BALBAGON	✓	✓	
2 GUINSILIBAN	✓	✓	
3 MEDINA		✓	
4 MOLUGAN		✓	
5 CUGMAN		✓	
6 KIMAYA		✓	
PRIVATE PORTS			

B PORT MANAGEMENT OFFICE OF LANAO DEL NORTE/ILIGAN (PMO LNI)

NAME	RORO	NON-RORO	REMARK
BASEPORT			
1 ILIGAN	✓	✓	
TMO - TUBOD			
1 OTP Tubod			
PRIVATE PORTS			

C PORT MANAGEMENT OFFICE OF MISAMIS OCCIDENTAL/OZAMIS (PMO MOZ)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 DAIMA	✓		
2 OZAMIZ	✓	✓	
3 OZAMIZ (Anchorage)		✓	
TMO - JIMENEZ			
1 OTP JIMENEZ		✓	
TMO - PLARIDEL			
1 OTP PLARIDEL	✓		
OTHER GOVERMENT PORT			
1 SAN VICENTE BAJO		✓	
PRIVATE PORTS			

D PORT MANAGEMENT OFFICE OF SURIGAO (PMO SUG)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 SURIGAO	✓	✓	
TMO - SIARGAO			
1 OTP DAPA	✓	✓	
2 OTP DAPA MUNICIPAL WHARF		✓	
TMO - DINAGAT			
1 OTP SAN JOSE	✓	✓	
TMO - TANDAG			
1 OTP TANDAG		✓	
TMO - LIPATA			
1 OTP LIPATA		✓	
OTHER GOVERMENT PORTS			
1 ALBOR		✓	
2 ARAS-ASAN		✓	
3 CANTILAN		✓	
4 DEL CARMEN		✓	
5 DINAGAT		✓	
6 HAYANGABON		✓	
7 LORETO		✓	
8 MALIMONO		✓	
9 STA MONICA		✓	
10 NONOC		✓	
11 PLACER		✓	
12 SOCCORO		✓	
PRIVATE PORTS			

E PORT MANAGEMENT OFFICE OF AGUSAN (PMO AGS)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 NASIPIT	✓	✓	
2 NASIPIT (Anchorage)		✓	
TMO - BUTUAN			
1 OTP BUTUAN		✓	
TMO - MASAO			
1 OTP MASAO		✓	
OTHER GOVERMENT PORTS			
1 BUTUAN		✓	
2 MASAO		✓	
PRIVATE PORTS			

2.5 SOUTHERN MINDANAO

A. PORT MANAGEMENT OFFICE OF SOCSARGEN (PMO SSG)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 MAKAR WHARF	✓	✓	
TMO - SARANGANI			
1 OTP Sarangani			
PRIVATE PORTS			

B PORT MANAGEMENT OFFICE OF DAVAO (PMO DVO)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 SASA WHARF		✓	
2 DALIAO (Anchorage)		✓	
3 LANAO (Anchorage)		✓	
4 MACO (Anchorage)		✓	
5 PANABO (Anchorage)		✓	
6 STA ANA (Anchorage)		✓	
7 TIBUNGCO (Anchorage)		✓	
TMO - MATI			
1 OTP MATI WHARF		✓	
TMO - BABAK/SAMAL			
1 OTP BABAK		✓	
2 OTP MAE WESS		✓	
OTHER GOVERMENT PORTS			
1 BANAY-BANAY		✓	
2 DAVAO FISHPORT		✓	
3 PUNTA LINAO		✓	
4 SAN ISIDRO		✓	
PRIVATE PORTS			

C PORT MANAGEMENT OFFICE OF ZAMBOANGA (PMO ZBA)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 ZAMBOANGA	✓	✓	
TMO - ISABELA			
1 OTP BASILAN	✓	✓	
TMO - ZAMBOANGA DEL SUR			
1 OTP PAGADIAN		✓	
2 OTP MARGOSATUBIG		✓	
TMO - ZAMBOANGA SIBUGAY			
1 OTP IPIL		✓	
2 OTP MALANGAS		✓	
OTHER GOVERMENT PORTS			
1 CAWIT (Anchorage)		✓	
2 MASINLOC (Anchorage)		✓	
3 RECODO (Anchorage)		✓	
4 SANGALI (Anchorage)		✓	
5 TALISAYAN (Anchorage)		✓	
PRIVATE PORTS			

D PORT MANAGEMENT OF ZAMBOANGA DEL NORTE (PMO ZDN)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 DAPITAN	✓	✓	
TMO - LILOY			
1 OTP LILOY		✓	
TMO - SINDANGAN			
1 OTP SINDANGAN		✓	
OTHER GOVERMENT PORTS			
1 GALAS	✓		
2 NABILID		✓	
PRIVATE PORTS			

E PORT MANAGEMENT OFFICE OF COTABATO (PMO CBO)

NAME	RORO	NON-RORO	REMARKS
BASEPORT			
1 COTABATO		✓	
TMO – SULTAN KUDARAT			
1 OTP KALAMANSIG		✓	

Chapter 2

Definition of Terms

Definition of Terms

Anchorage – A place with sufficient depth of water where vessels anchor within the harbour *(QMS 2016)*

Arrastre - A person/entity who/which performs portside cargo handling operations, e g receiving, handling, custody, security and delivery of cargo passing over piers, quays or wharves, transit sheds/warehouses and open storages within the jurisdictional area of responsibility of the authorized contractor/operator

Average Draft of Vessel - Derived by adding the drafts upon arrival and upon departure of all vessels and dividing them by 2

Beam of Vessel - The width of a vessel at the widest point or a point alongside the ship at the midpoint of its length

Berth – A specified length of quay wall where a vessel can tie up *(UNCTAD PMS Vol 4)*

Berthing/Docking - Manoeuvring of a vessel from anchorage position or from a pilot station to a berth, including the process of stationing the vessel alongside the pier quay or wharf

Breakwaters - Physical structure that protects port infrastructure from the sea *(UNCTAD PMS Vol 4)*

Bulk Cargo - Cargo that is unpacked or undivided into parts and handled in mass It may come in any of the following forms solid, pulverized liquid semi-liquid or gas

Cargo Throughput - Total volume of cargo discharged and loaded at the port It includes breakbulk liquid bulk dry bulk containerized cargo transit cargo, and transhipment

Coastwise/Domestic Trade - A term applied in a general sense to the trade carried on between ports of the same country

Container - A large metal box in which goods are stuffed and handled as one unit The standard sizes are 20 ft x 8 ft , 40 ft x 8 ft , 45 ft x 8 ft

Container Freight Station - A warehouse or transit shed adjacent to the container yard used for stuffing and stripping of container cargo

Container Terminal - A port facility designed to provide an integrated use of berthing facilities for containership and harbour transport system for containers and their contents

Container Yard (CY) - A designated area in a container terminal usually adjacent to the marshalling yard where containers and chassis are received stacked and dispatched

Containerized Cargo - Cargo packed in vans or containers for easy handling and transporting of the same as a unit

Controlling Depth - The least depth of water in the navigable parts of the waterway, which limits the allowable draft of vessels

Breakbulk- Cargo that is handled in units, packages crates bags and the like

Deadweight Tonnage (DWT) - The total carrying capacity of a ship expressed in long tons (2 240 lbs) on a specified draft The deadweight tonnage includes the total weight of cargoes, fuel, water in tanks stores, baggage, passengers crew, and their effects but exclude the water in the boilers

Depth - The vertical distance measured at the middle of the vessel's length from top of keel or top of ceiling to top of upper deck at sides or amidships

Disembarkation - The act of landing or going ashore from a ship

Dockage Report – A form used by computerized and non-computerized port which specifies the name of vessel voyage number flag registry, ship operator/owner, vessel particulars (GRT LOA) port calls (last/next) and vessel movement from anchorage up to departure from berth *(QMS 2016)*

Down/Idle Time –The total time work on the vessel actually comes to a stop

Draft Maximum - The deepest draft of a vessel measured upon arrival and upon departure

Draft of Vessel - The depth of the ship measured vertically from the waterline to the lowest part of the vessel s hull, propellers or other reference point

Dues - Include harbour fees, tonnage and wharfage dues and other dues or fees imposed by virtue of the existing laws as P D 857

Dwell Time –The number of hours spent by a vessel from waiting time to berth until the time of completion of the un-berthing process on final departure

Dry Bulk–This pertains to unpacked solid goods

Embarkation - The act of boarding a vessel or ship

Foreign Trade - A term applied to the trade carried on between a Philippine port and a foreign port

Freight - The price paid to a ship owner for the transport of goods or merchandise by sea from one specific port to another The word freight is also used to denote goods which are in the process of being transported from one place to another

Full Container Load (FCL) - A container loaded with cargoes belonging to one consignee covered by one bill of lading and meant for door-to-door delivery

Gang - A group of cargo workers employed to work in a hatch

Gross gang-hours - The total number of hours rendered by gangs in discharging and loading cargo, including the gangs idle time This is computed by obtaining the difference between the time the gang started and the time they finished work

- **Net gang-hours** - The total number of hours actually spent by gangs in discharging and loading cargo excluding the gangs idle time This is computed by obtaining the difference between gross gang hours and idle gang hours
- **Idle gang-hours** - The difference between the gross-gang hours and net gang-hours

Gross Registered Tonnage or Gross Tonnage- This is the volume of all enclosed spaces of a ship The measure of the internal volume of space within a vessel expressed in terms of 100 cubic feet a ton, except for the following spaces shelter deck spaces with permanent middle line openings at least four feet long lavatories for officers and crew, shelters for deck passengers on short voyages, condensed space close-in spaces solely for machinery, cookhouse and bakeries, wheelhouse Since 1994 when the results of the 1969 International Tonnage Measurement Convention came into force, Gross Registered Tonnage (GRT) has been referred to as Gross Tonnage (GT)

Infrastructure - The fixed and immoveable parts of a harbour such as land, roads quay walls and breakwaters *(UNCTAD PMS Vol 4)*

Harbour - A protected part of the sea, lake or other body of water used by vessels as a place of safety *(QMS 2016)*

Hatch - An opening in a vessel s deck through which cargo can be lowered

Length Overall (LOA) - The total length from the foremost to the aftermost points of a vessel s hull

Less Container Load (LCL) - A container loaded with cargoes belonging to two or more consignees

Liquid Bulk – It refers to unpacked liquid goods that can be handled through a pipeline is stored and transported on the vessel or vehicle in tanks

Loading - The operation of transferring cargo from the quay of barge into the hold or on to the deck of a ship It is not complete until the cargo has been removed from the slings and placed in the hold or on the deck of a vessel

Lo-lo (lift-on lift-off) – Cargo handling method by which vessels are loaded or unloaded by either ship or shore cranes *(Port Reform Toolkit World Bank Group)*

Manifest (Clearance or Entrance for Cargo and Passenger) - A document containing a listing of a commodity items/passengers carried by a vessel The manifest is one of the requirements for clearance/entrance of vessel

Marshalling Yard - A place where containers are stacked and arranged according to the sequence or withdrawal to consignee or transferred to CY-CFS or CY inside Port/Customs Zone It is also where the containers are arranged prior to loading to a carrying vessel in accordance with the sequence of loading in the storage plan

Metric Ton - The weight measurement equivalent to 2 204 6 lbs or 1,000 kilograms

Mooring - Securing to a dock or to a buoy or anchoring with two anchors

Net Registered Tonnage (NRT) - This is derived from gross tonnage by the deduction of space allowed for navigation machinery, and crew accommodation The total enclosed space of a vessel expressed in 100 cubic feet to a ton, excluding the following spaces

- Propelling space which includes machinery and boiler spaces, and shaft trunks in crew ships excluding store rooms and cabin,
- Master and crew spaces
- Spaces for helm capstan, anchor gears and spaces used for the navigation of the ship, such as chart room signals and boatswain stores,
- Donkey boiler and engine if connected to main pimps,
- Water ballast spaces other than the double bottoms,
- Sail room which is limited to 2 5% of the gross tonnage of ships wholly propelled by sails

Since 1994 when the results of the 1969 International Tonnage Measurement Convention came into force, Net Registered Tonnage (NRT) has been referred to as Net Tonnage (NT)

Net Service Time – This refers to the vessel working time

Packaging - Form of shipping cargoes either as breakbulk or conventional bulk or containerized

Packing or Stuffing - Loading of cargoes inside a container

Pallet - A portable platform or deck, generally about 6 ft x 4 ft on which goods can be attached to form a unit load which can be transported usually by a mechanical appliance such as forklift trucks Pallet usually stands on bearers with a clearance of several inches leaving a space into which forklift can penetrate for lifting purposes

Pier – Any structure built into the sea but not parallel to the coastline and includes any stage, stair loading place landing stare, jetty floating barge on pontoon and any bridge or other works connected therewith (QMS 2016)

Port – A place where ships may anchor or tie up for the purpose of shelter, repair loading or discharge of cargo or for other such activities connected with water borne-commerce, and including all the land and water areas and the structures, equipment and facilities related to the functions *(QMS 2016)*

- **Terminal Port** – For purposes of this Manual, a terminal is defined as a generic term for a front line unit consisting of a port facility or a number of port facilities, government or private There are different kinds of terminal such as those engaged in multi-purpose operations as opposed to specialized or dedicated to a single type of operation e g bulk terminal
- **Base Port (BP)**- A center or hub of operations and is, in most cases, the busiest terminal in a PMO
- **Other Terminal Port (OTP)** – For this Manual Other Terminal Port shall refer to a port under the umbrella of PPA with lesser activities compared to a baseport This operational definition should not be confused with the same term referred to by other agencies
- **Other Government Port** (OGP) - A public port owned and maintained by other government entities, e g LGU These ports have, generally, smaller scale of operations compared to what is referred to in this Manual as Other Terminal Port There are ports under the LGU but are included in the statistical reporting system of PPA These ports are grouped under Other Government Ports
- **Private Port** - A port owned and maintained by a private entity It may be commercial or non-commercial as may be allowed by PPA

Port Dues – Charge against vessel engaged in foreign trade, including those engaged in barter trade that enter any port whether private or government on each bases in gross registered tonnage (GRT) of the vessel (QMS 2016)

Port Management Office (PMO) - The PPA s administrative and operational arm There are twenty-six (26) PMOs which oversees the Base ports and Terminal Management Offices (TMOs)

Port of Origin – Defined as the last port of call *(QMS 2016)*

Quay walls - The basic physical infrastructure provided to berth ship *(UNCTAD PMS Vol 4)*

Roll On/Roll Off (Ro-Ro) Vessels - Specially designed vessels for carrying trailers, cars and other rolling equipment which is discharged through the bow or stern ramps or both

Shipcalls - The number of vessels which call or arrive at a particular port at any given time

Spacing Factor - is an arbitrary rate (expressed in percent) which is being used to indicate the spacing between vessels when at berth The normal factor is ten percent (10%) of LOA *(PPA MANUAL ON THE REVISED SYSTEM ON PORT STATISTICS)*

Stevedore – Person who provides cargo handling service in the Philippines the term refers to a person of company engaged in cargo handling on-board a vessel as opposed to arrastre

Stevedoring Services - All works performed on board vessel i e , the process or act of loading and unloading cargo, stowing inside hatches compartments and on deck or open spaces on board vessel

Stripping - Unloading goods from a container

Terminal Management Office (TMO) – Refers to an administrative unit overseeing the operation of a terminal in delivering frontline services

Time on Berth – This is also described as the Service Time It is the number of hours a vessel spent from the time of completing the berthing process to the time of completion of the un-berthing process on final departure It may include the downtime/idle time of the vessel while on berth

Transshipment – The shipment of goods or containers to an intermediate country of destination then to yet another country of final destination The port intermediate country is referred to as transshipment port

Transit Cargo - Cargo discharged and loaded from a port of origin to a port of destination through another port

Transit Shed - A covered building on the pier or wharf used for storage of cargo in transit, that is cargo recently unloaded from or soon to be loaded to a ship

Twenty-Foot-Equivalent Unit (TEU) - The unit of measurement equivalent to a container s length of 20 feet It is often used to express the capacity of container ships or container terminals (Wikipedia)

Vessel – includes any ship or boat or any description of a vessel or boat, or any artificial contrivance used or capable of being used as a means of transportation on water *(QMS 2016)*

Waiting Time – The number of hours spent by a vessel from the time of first reporting at the port to the time of completion of the berthing process before working

Wharf - A continuous structure built parallel to the margin of the sea or alongside riverbanks, canals, or waterways where vessels may lie alongside to receive or discharge cargo embark or disembark passengers, or lie at rest (QMS 2016)

Chapter 3

Description of Reports

Annual Projection Report

Monthly Statistical Report

Quarterly Statistical Report

Annual Statistical Report

Description of Reports

Consolidation of data from Port Management Offices (PMOs) is done by the Head Office Statisticians monthly, quarterly, and annually The reports contain information on number of vessels, cargo throughput, container traffic (TEUs), passenger traffic, and number of vehicles carried by Ro-Ro vessels These are published in the PPA website except for Annual Projection Report (APR) and Monthly Statistical Report (MSR) which are available upon request

3 1 Annual Projection Report (APR)

It contains annual projection by PMO per port which can be pro-rated on a monthly basis with corresponding economic reasons as a basis for forecasting This is accomplished annually and shall be made available by the end of January

3 2 Monthly Statistical Report (MSR)

It is an internal report which contains the comprehensive details on ship particulars cargoes passengers, containers (TEUs), and Ro-Ro traffic which are reported by PMO per port for each month of the year MSR is submitted by the PMO on or before the 15th day of the following month Consolidation of MSR by Head Office Statistician is completed after ten (10) working days upon receipt of data MSR consists of the following

- Port Traffic Summary (PTS) – This report is intended to record the performance of vessels which have entered and cleared the port during the reporting period All parts shall be accomplished for each type of operation, that is, domestic and foreign, and whether the vessels are at berth or anchorage This consists of five (5) parts, namely

    1 PTS 1 – Shipping Statistics
    2 PTS 2 – Passenger Traffic
    3 PTS 3 – Cargo Statistics by Commodity Classification
    4 PTS 4 – Number of Containers (Boxes) Handled by Size
    5 PTS 5 – Number of Vehicles Carried by Ro-Ro Vessels
    6 PTS 6 – Port Labor

    Data source of PTS 1 are the Daily Shipping Record Book, Vessel Information Sheet, or any other equivalent forms/reports PTS 2 data are from Passenger Manifests Cargo Manifest is the source of data for PTS 3, 4 and 5 PTS 6 is based on reports coming from the cargo handling operators, such as the Daily Discharging/Loading Report

    For PTS 5, care must be taken in classifying Ro-Ro vehicles to ensure that they satisfy the requisites to merit the reduced Ro-Ro terminal fees (RRTF) These requirements are that the cargo should be self-propelled and it should be self-driven by the owner or driver of

owner there should be no turn-over of responsibility over the cargo to another party Rolling cargo that is driven by cargo handling operator is not entitled to the RRTF and, therefore should not be classified as Ro-Ro cargo Transport equipment that is self-driven and rolls-on/off qualifies as a Ro-Ro cargo However, when the transport equipment is loaded to another vehicle like a trailer, the carrying vehicle should meet the requirements to qualify as Ro-Ro cargo, otherwise the transport equipment becomes a type of non-Ro-Ro cargo

PTS 6 should be prepared by type of cargo, i e separate PTS each for breakbulk liquid bulk, dry bulk and containerized This will enable operational and development planners to realistically establish the productivity and efficiency of cargo handling operations since different types of cargo packaging requires different forms of handling and will result in different productivity levels

"Total, Average and Maximum" values should be determined for GRT, NRT, DWT, Beam LOA and, Draft For the rest of data items, i e , Waiting Time Service Time, Total Number of Men Working Number of gangs, Gross/Net Idle Gang Hours and Cargoes by Commodity Classification, only the total or sum value is required

ii Summary Statistical Report (SSR) - This is intended to provide an overview of the performance of each port by presenting the totality of the volume of operations in terms of shipcalls, cargoes passengers, container units service time of vessels, gang hours and other related data items The SSR should cover all vessels included in the PTS which were serviced at berth and/or at anchorage A separate SSR should be prepared for operations at berth or anchorage For the information to be meaningful, it is important that a brief explanation on the reasons for increases/decreases in traffic shall be reflected in the SSR since it will be used as reference in explaining deviation in reports to Top Management and oversight agencies as well as basis for forecasting traffic per port

Performance indicators such as Berth Occupancy Rate (BOR), number of tugs used, average number of cranes/vessel, average cargo movement per hour, average yard dwell time per box, yard utilization, tons per berth meter, and tons per hectare are also included in the SSR and have to be supplied by the PMO, where applicable Some of the indicators may be derived from the other given data but there are those which will have to be sourced from the PMO database like port area, berth length, no of cranes (shore), others

iii Port Management Office Summary Statistical Report (PMOSSR) – It reflects the total volume of shipcalls, cargoes, passengers, containers, and vehicles carried by Ro-Ro vessels This is the consolidated SSRs of ports per PMO

3 3 Quarterly Statistical Report (QSR)

It is a quarterly summary of statistics for each PMO This shows detailed report on the base ports and terminal ports and totals for the other types of ports (Other Government Port and Private Ports) QSR is prepared and published in the website after twenty (20) working days from receipt of MSRs covered in the review period

3 4 Annual Statistical Report (ASR)

This report includes the year-end totals of traffic by PMO per port It is comprised of Annual Statistical Report Volume 1 (Port Traffic Summary) and Annual Statistical Report Volume 2 (Summary of Cargo Statistics by Commodity Classification) ASR (volumes 1 and 2) is accomplished and posted on the website on or before July 31 of the following year

1 Annual Statistical Report (ASR) Volume 1 – This summarizes the annual data per port of ship particulars cargo throughput, passengers, container traffic and Ro-Ro traffic It is comprised of the following
    a) Nationwide Shipping Summary by PMO/Port
    b) Nationwide Cargo & Passenger Summary by PMO/Port
    c) Nationwide Container Traffic (in TEUs and in Boxes) Summary by PMO/Port
    d) Nationwide Ro-Ro Traffic Summary by PMO/Port
    e) Comparative Statistics (prior year versus current year)
    f) Annual Statistics by PMO/Port
2 Annual Statistical Report (ASR) Volume 2 – It consists of the following
    a) Nationwide Commodity Classification per packaging type Summary by PMO/Port
    b) Annual Commodity Classification by PMO/Port

3 5 Special Reports

CPD and the PMOs may be requested, from time to time, to prepare special statistical reports for submission to local (e g PSA, DOTr, private entities requesting for data, etc) and international organizations (e g UNCTAD, APA etc) or for internal consumption by PPA in relation to special studies or policies being formulated/reviewed

Chapter 4

Data Collection

Data Collection

4 1 Sources of Data

The following documents are relevant to the port statistics system

1 Manifest – The document containing a listing of commodity items and/or passengers carried by a vessel It is one of the requirements for entrance/ clearance of vessel Cargo and Passenger Manifests and other documents required upon entrance/clearance are as follows
   A Application for Berth and Anchorage (ABA)
   B Dockage report
   C Cargo/Coasting/Ro-Ro Manifest
   D Oath of Master Covering list of officers on Coastwise Vessels
   E Passenger Manifest
   F Wharfage Clearance Certificate

2 Cargo Handling Operators' (CHO) Report - This is accomplished upon completion of cargo handling operations
   A Daily Discharging and Loading Report
   B Hatch Report
   C Statement of Facts

3 Operations Report - Any supplemental report required by PPA from users It is prepared upon completion of specific type of operation required
   A Vessel Information Sheet (VIS) – This contains vessel particulars specifically name of vessel, LOA, GRT, NRT, DWT, date and time of arrival/departure from berth/anchorage, draft markings, last and next ports of call, and shipping company, which are used as a basis for the determination of port charges and updating of vessel database
   B Report on Container Operations (RCO) – It refers to any source document which captures information regarding container traffic such as name of carrying vessel, number of units, size of containers, cargo tonnage in metric tons, and port of origin/destination
   C Daily Shipping Record Book (DSRB) - Report accomplished by PPA in collaboration with the users
   D Post Vessel Operations and Evaluation Report (PVOER)
   E Worksheet of Transit Cargo (WTC) – It is a summary sheet of transit cargo
   F Docking and undocking Report

4 2 Method of Collection and Organization of Data

TMO (Baseport/Other Terminal Port/Other Gov't Port/Private Port)

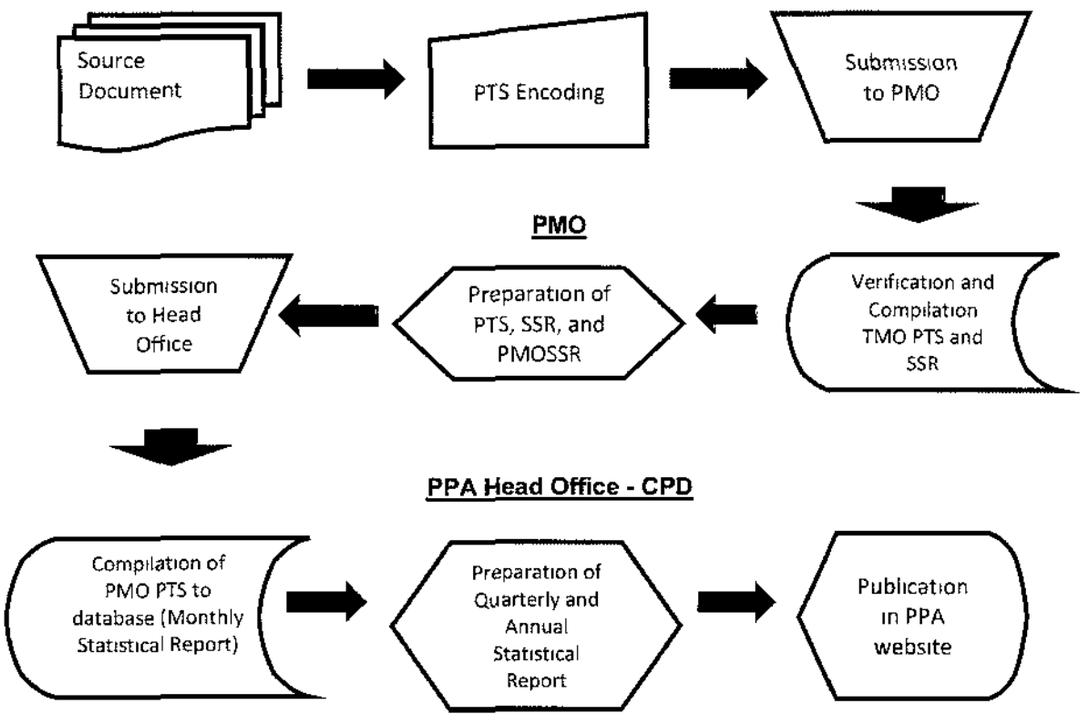


Diagram 1 PPA Data Collection

TERMINAL MANAGEMENT OFFICE

- Upon arrival of each vessel, the vessel's representative has to secure a dockage report, manifest, and other reports required by the PMO which contain information on vessel s name time of arrival and departure, service and waiting time, commodities carried, number of passengers, and etc
- The Statistical Assistant or any personnel assigned with this role compiles the Dockage Report and Manifest of all vessels that entered the port during the reporting period
- Preparation of Port Traffic Statistics (PTS) and Summary Statistical Report (SSR) is also done by the Statistical Assistant or any equivalent personnel
- The PTS and SSR are sent through electronic mail or other forms of transmitting documents to the Port Management Office-Port Service Division (PMO-PSD) together with the Manifest, Cargo Handling Report and other Operations report

PORT MANAGEMENT OFFICE – PORT SERVICE DIVISION

Based on the reports and documents received from Terminal Management Offices (TMOs), the PMO Statistician is responsible mainly for the accomplishment of the Monthly Statistical Report (MSR) The steps involved in the processing of documents are as follows

1 Further verification of the completeness of documents and reports as well as PTS and SSR submitted by the Terminal Operations Offices (TMOs) or other units
2 Preparation and consolidation of Monthly Statistical Report (MSR) which include Port Traffic Statistics (PTS), Summary Statistical Report (SSR), and Port Management Office Summary Statistical Report (PMOSSR) The preparation entails manual processes which involve the encoding of data on individual vessels in the prescribed excel template for the PTS and manual lifting of the column totals from the PTS and posting of the same in the corresponding data items in the SSR Macro commands which will automate a series of tasks such as generation of running totals, copying of totals to another worksheet and generating summaries by type of port have been prepared and are incorporated in the template The same macro-commands automatically populate data in the PMOSSR (row total for data pertaining to baseport, subports, other government ports and private ports)
3 Affixing signatures of the personnel involved in the preparation of report and of the approving officer
4 Preparation of the transmittal letter and affixing the signature of the Port Manager
5 Updating and managing the database and files on PMO statistics
6 MSR (PTS - 1,2,3 4,5, 6, SSR and PMOSSR) shall be submitted to PPA Head Office – Corporate Planning Department on or before the 15th day of the following month thru
    a MSR softcopy is sent by electronic mail address to the assigned statistician
    b A copy of the MSR is also required to be sent to One Drive identified as corplan@ppa com ph in respective folders of each PMO under Port Statistics
7 Standard file naming will be observed for the PTSs, SSRs, and PMOSSRs File naming should be done with this format **month-year-port type-name of port-area of operation-type of traffic-file** (e g 04-2016-BP-Sasa-Dom-Berth-PTS)

PPA HEAD OFFICE – CORPORATE PLANNING DEPARTMENT

- Upon receipts of MSRs from twenty six (26) PMOs, consolidation and updating of the CPD monthly statistics database are prepared by the assigned Statistician Validation of data consistency is based on SSR and PMOSSR however, if the data reflected in SSR and/or PMOSSR do not match with the PTS, the values shown in the latter (PTS) shall be considered to be correct and the PMOSSR shall be correspondingly adjusted If there are revisions, the corrected PTS SSR, and PMOSSR shall be submitted to the CPD immediately to maintain the accuracy of the monthly statistics CPD will send back to the PMO Statistician the consolidated MSR which has discrepancies by each port under the PMO for revision and/or confirmation The PMO is given one (1) week to confirm or update the PTS and/or SSR based on the discrepancies sent by the CPD personnel Upon receipt of the PMO confirmation, the corrected PTS serves as basis for the consolidation

- At the end of every quarter, QSR is prepared by the assigned personnel of CPD and it is published in the PPA website after twenty (20) working days upon receipt of MSRs covered in the review period
- Year-end validation of consolidated MSR is done every 2nd month of the following year After checking the data, ASR is accomplished by the assigned personnel of CPD and ASR volume 1 (Port Traffic Statistics) and volume 2 (Summary of Cargo Statistics by Commodity Classification) is published in the PPA website at the end of July of the following year

Chapter 5

Statistical Data

Statistical Data

5 1 Vessels (Ship calls)

The concept of a vessel includes any ship or boat or any description of a vessel or boat, or any artificial contrivance used or capable of being used as a means of transportation on water (PPA QMS Manual, 2016) Data on vessels plays a vital role in evaluating port facilities (Port Statistics – UNCTAD, 1971)

Vessels with foreign flag registry and are issued temporary permit by MARINA such as those covered by PPA MC 03-2009 shall be considered foreign vessels including the cargoes that they carry and, therefore, charged the rates corresponding to foreign vessels and/or foreign cargo, as the case may be

Very small vessels, e g vessels with equal to or less than 6 GRT such as motorized bancas and fishing boats which do not utilize berth and merely do beaching up or use stair-landing facility, may be reported separately in the PTS (1-6) Including them in the number of regular shipcalls will affect the profile of vessels that call at the port or the productivity indicators of the port in terms of, for example, tonnage/ship or service time per vessel, berth occupancy rate, etc Tug boats are not also to be counted as part of shipcalls

In the PPA monthly statistical reports, shipcalls shall include only vessels that arrived and departed within the month

5 1a **Classification of Ships by Types** (Reference Manual on Maritime Transport Statistics – Eurostat, 2016)

i General Cargo Ships (Breakbulk Vessel)

This refers to ships designed to carry different types of goods It includes reefer, palletized cargo ship, general cargo ship, conventional cargo vessel, combination carrier general cargo/passenger and combination carrier general cargo/container

ii Specialized Cargo Ships (Specialized Carrier)

This pertains to ships designed for the carriage of specific goods It includes livestock carrier, barge carrier irradiated fuel carrier, and chemical carrier

iii Container Ships

This includes ships with fixed or portable cell guides which allow the containers to slot into place

iv Ro-Ro Cargo Ships

This refers to vessels that are designed to carry self-powered or self-propelled vehicles that roll on and roll off the vessel to and from the dock via a ramp Ro-Ro cargo must be ***self-propelled*** and ***self-driven by its owner or driver without the control over the Ro-Ro vehicle being surrendered to any other party***

v Bulk Carriers

This refers to dry bulk carriers such as bulk/oil carriers

vi Liquid Bulk Carrier (Tankers)

This pertains to oil and chemical tankers gas tankers, and other tankers

vii Passenger Ships

This includes ferry boat and fast craft Ferry refers to a ship designed with one or more decks for the carriage of passengers, and where there is either no cabin accommodation for passengers or not all of the passengers are accommodated in cabins where cabins are provided

viii Cruise Ships

It is a type of passenger ship with a purpose of providing full tourist experience to the passengers All of the passengers have cabins and entertainment facilities aboard are provided

ix Offshore Vessels

These are ships that specifically serve operational purposes at the high seas They also provide for the transiting and relieving of crewing personnel to and from the high seas' operational areas, as and when necessitated

x Service Ships

This is also referred to as Miscellaneous

xi Tugs

Such vessels are intended to assist in the berthing, unberthing and movement of large or less maneuverable vessels

xii Dry Cargo Barge

This includes all types of barge

xiii Fishing Vessels

xiv Batel

5 1b **Ship Particulars**

Information on ship particulars is obtained from Dockage Report Gross Registered Tonnage (GRT)/Gross Tonnage (GT), Deadweight Tonnage (DWT), and Net Registered Tonnage (NRT)/Net Tonnage (NT) are important measures in the projection of shipcalls Length and draft of ships play an essential role in evaluating port facilities Beam of ships is significant with respect to determination of the reach of shore cranes or bulk handling equipment (Port Statistics – UNCTAD, 1971) Beam is also important in determining the Berth Occupancy Rate of vessels that adopt Mediterranean style of berthing/mooring

Domestic and Foreign Traffic will be distinguished **Total, Average, and Maximum** of each vessel particular should be duly noted and identified

i Number of Vessels (Number of arrivals for the period) - The total vessel arrivals To facilitate report preparation, only vessels that arrived and departed during the reporting period should be included
ii Gross Registered Tonnage (GRT)/Gross Tonnage (GT)
iii Net Registered Tonnage (NRT)/Net Tonnage (NT)
iv Deadweight Tonnage (DWT)
v Length of Vessels
vi Beam of Vessels
vii Draft of Vessels

The figure below shows elements that constitute dwell time in port One should refer to this diagram in computing the following particulars such as down/idle time, waiting time, time on berth, total dwell time in port, and net service time

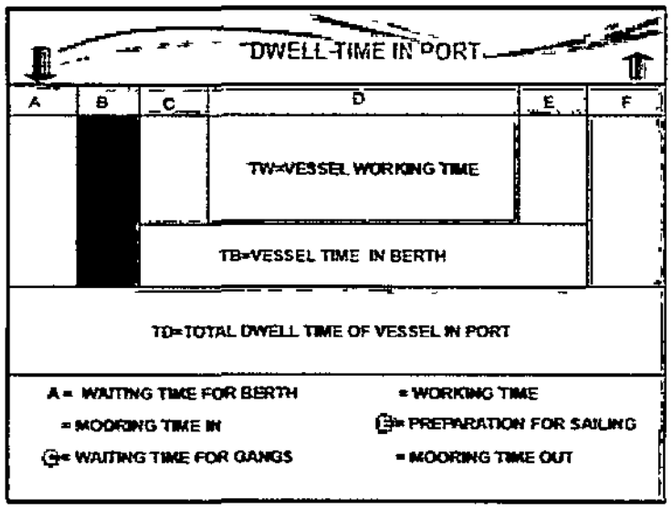


Figure 1 (UNCTAD 2012, Assessing Port Performance – Dwell Time)

viii Down/Idle Time - This includes the waiting time for gangs (C) and other work stoppages attributed to labor or vessel that consequently affect vessel working time Examples of this are waiting for gangs, breakdown of equipment, meal break mechanical problems of the vessel, "sleeping vessel" (vessel literally sleeps at berth doing nothing and continues cargo operation the following day), others

ix Waiting Time (Average waiting time for berth) – This pertains to the difference of time spent by a vessel at anchorage and at berth It comprises of waiting time for berth and mooring time in (A + B)

x Time on Berth (Service Time) –This comprised of time for arrival and departure of vessel at berth It is derived by summing up the waiting time for gangs, vessel working time, preparation for sailing, and mooring time out (C + D + E + F) Average Time on Berth is derived by dividing the Total Vessel Time on Berth by the number of vessels

xi Net Service Time – It is derived by subtracting the idle/down time from the time on berth It is also referred to as Vessel Working Time (D)

xii Total Dwell Time in Port – It is the summation of all elements in dwell time (A + B + C + D + E + F)

5 2 Cargo Throughput

Data on cargo give indication on port activity thru movements of goods Those data are essential for cargo forecasts and identification of additional facilities needed (Port Statistics – UNCTAD, 1971) Domestic, foreign, inbound, and outbound traffic are recorded to assess the balance of cargo movement in a port which affects shipcalls Cargo throughput is the total value of breakbulk, liquid bulk, dry bulk, containerized cargo, transit cargo, and transhipment In the PPA SSR, cargo throughput does not include the tonnage of Ro-Ro cargoes since these are charged per vehicle type and most ports are no longer capable of determining and measuring the contents of each vehicle type In PPA ports, the productivity of Ro-Ro operations is measured in terms of Number of Ro-Ro Vehicles per Net Ship-Hour

It is equally important to note that based on existing regulations of PPA, particularly PPA MC 03-2009, cargoes carried by foreign registry vessels which are issued temporary permit by MARINA are classified as foreign and are imposed port charges corresponding to foreign cargo In similar manner, the vessels are also imposed rates corresponding to foreign vessels

For cargoes that are handled shipside, e g discharged directly onto barges which deliver them to the hinterlands of the port within the administrative jurisdiction of the port, their cargo tonnage should only be counted once This should be differentiated from cargoes which are discharged at the port and loaded to another vessel at the same port for onward carriage to another port which could be the final destination of cargo This type of transaction clearly justifies the recording of the cargo as inbound when it arrived (from another port) and as outbound when it is transported to another port, as in the case of transit cargo

Cargo Throughput, however, needs to be further broken down according to the following classifications

A Breakbulk – Cargo that is handled in units, packages, crates bags and the like
B Liquid Bulk – It refers to unpackaged liquid goods that can be handled through a pipeline, is stored and transported on the vessel or vehicle in tanks
C Dry Bulk – This pertains to unpackaged solid goods that can be handled
D Containerized Cargo/Lift-on and Lift-off (Lo-Lo) – Cargo packed in vans or containers for easy handling and transporting of the same as a unit

E Transit Cargo – Cargo discharged and loaded from a port of origin to a port of destination through another port This classification of cargo applies to domestic trade only

F Trans-shipment – The removal of goods from one vessel to another for onward carriage from the port of discharge to the port of destination This classification applies to foreign trade involving at least 3 ports from 3 different countries

5 3 Passenger Traffic

Domestic and foreign traffic is differentiated to determine the bulk of people availing of sea transport and evaluate the level of local tourism activity Ideally passenger data should be categorized between male and female as well as identify physically challenged passengers There are limitations, however, on the sources of data Hence, only broad classification is presently feasible to be done Under domestic/foreign classification, passengers should further be classified as follows

A Disembarked – refers to the total number of incoming passengers

B Embarked – refers to the total number of departing passengers

C Cruise passengers – refers to the total number of cruise ship passengers

5 4 Container Throughput (LoLo)

Domestic, foreign, inbound, and outbound traffic are detailed to determine container movement in a port which can be used as basis for forecasting and assessing the occurrence of congestions Transit Cargo and Trans-shipment if any, should be separately classified

A Total Container (in TEUs)

i Empty Container

ii Full Container Load (FCL) – A container loaded with cargoes belonging to one consignee covered by one bill of lading and meant for door-to-door delivery

iii Less Container Load (LCL) – A container loaded with cargoes belonging to two or more consignees

B Total Number of Boxes (All Sizes)

i 10 Footer

ii 20 Footer

iii 40 Footer

iv 45 Footer

5 5 RoRo Traffic

Total Number of RoRo Vehicles (All Types)

Vehicles carried by Ro-Ro vessels can be classified as

i Type 1 - Motorcycle, Tricycle & Scooter
ii Type 2 - Car, Minivan, SUV, AUV, Owner jeep, PUJ (up to 16 pax)
iii Type 3 - Light Delivery Van Pick-up Truck, PUJ (more than 16 pax)
iv Type 4 - Stake Truck, Heavy Delivery Truck, Passenger/Tourist Bus, Prime Mover/Tractor Head (with or without Trailer/Chasis)

5 6 Labor Statistics

PPA needs to monitor the productivity of labor to determine whether commitments in the contract by cargo handling operators are being met This is an essential component and yardstick of port productivity While there are other operations types that have cargo handling application only the aspects involving cargo loading and discharging are covered by the labor-related data to be captured and summarized in the PTS form (PTS 6)

A Non-Containerized Cargo/Containerized Cargo

There are common data items on Port Labor for non-containerized and containerized including Ro-Ro cargo operation These items of data are indicated below and should be filled-up where applicable In the case of container handling operation, productivity of labor is presently measured in terms of boxes per hour, TEUs per hour or crane moves per hour For Ro-Ro operation, on the other hand, an additional measure of productivity is expressed in vehicles per net ship hour

PPA is presently re-engineering its policies and changes may soon be introduced in the delivery of terminal management and services which may lead to changes in the data to be collected and processed on labor and other productivity measures Hence, this Manual will be updated whenever new policies are put in place

i Total Number of men - refers to the total number of casual and permanent employees employed in operation during the period reported on and should be consistent with the summation of the Total number of Men Working on all vessels in the PTS

ii Number of Gangs - refers to the total number of groups of workers during the period reported on and is determined by summing up the number of gangs in the PTS

iii Average number of men per gang - is determined by dividing the Number of Men by the Total Number of Gangs

iv Total cargo tonnage handled by gang – it is the summation of cargo handled by the gang

v Total containers handled – it is the summation of the number of container units in boxes handled comprising of various sizes

vi Gang Hours

a) Gross - is the summation of gross gang hours of all vessels in the PTS

b) Net - is the summation of net gang hours worked of all vessels in the PTS

c) Idle - is the summation of idle gang hours per vessel or all for all vessels in the PTS

vii Average Tonnage /Gross /Net Gang Hour - is determined by dividing the cargo throughput (total cargo tonnage) by the Gross/Net Gang Hours worked

viii Average Tonnage/ Gross/ Net Man Hour - is determined by dividing the Average Tonnage per Gross/ Net Gang Hour by the Average Number of Men

ix Boxes or TEUs per Hour (for both self-sustaining vessels and shore crane operation)

x Crane Moves per Hour

Chapter 6

Port Performance Indicators

Port Performance Indicators

Port Performance Indicator (PPI) gives an overview of port operations which is used for management review of efficiency and effectiveness of ports This serves as basis for port congestion surcharges, port development, port tariff considerations and investment decisions (Port Performance Indicators, UNCTAD) Port Performance Indicators are tools for evaluation of future capacity requirements and for monitoring development, improvement, and efficiency of port services According to Edwards and Thomas (2005), performance indicators are pieces of information that are employed for measuring and assessing performance The operational performance of a port is generally measured in terms of turn-around time of vessels and rate of movements of cargo

For PPA, PPIs can be automatically generated monthly, together with the other reports, if the data that are used as basis for determining them are available It may be of high interest to both the PMO and Head Office to know and understand what the PPIs indicate so that necessary interventions may be introduced timely These PPIs can be and will be used in comparing port performances over time

6 1 **Related to Vessels Operations**

6 1a **Berth Occupancy Rate (BOR) – Berth length**

This indicates the level of berth utilization which is defined as the rate of time the berth is occupied by a vessel to the total time available for the reporting period Higher BOR is a sign of congestion which leads to decline in port services rendered while low BOR signifies underutilization of resources (Port Performance Indicators A case of Dar es Salaam port, UNCTAD)

NUMBER OF BERTH	BERTH OCCUPANCY RATE
1	45
2	50
3	55
4	60
5	62 5
6	65
7	67
8	69
9	70

Table 1 UNCTAD BOR reference

In the computation of BOR, vessels which are "beaching-up" and others which do not utilize berth should not be included Berthing method should also be considered in computing BOR For Mediterranean berthing, beam can be used as a variable instead of LOA, and number of berths is used instead of effective berth length while for alongside berthing, the formula below shall be used

$$\text{Berth Occupancy Rate (BOR)} = \frac{\left(\frac{\text{Net Service Time}}{\text{Shipcalls}}\right) \times \text{Length Overall (LOA)} \times \left(1 + \left(\frac{1}{100}\right)\right)}{\text{Effective Berth Length} \times \text{Number of Days} \times 24 \text{ hours}}$$

Equation 1 Berth Occupancy Rate (BOR)

6 1b **Number of pilots used (in/out = 2)**

It refers to the number of vessel operations that requires and uses a pilot An arrival, a shift if necessary, and a departure are separate operations In PPA, pilotage is compulsory in all ports

6 1c **Number of tugs used per vessel (in + out)**

It refers to the number of tugs used in and out during vessel operations which will serve as one of the standardized measure for comparison Presently tug assistance is not compulsory

6 1d **Average Waiting Time (in Hours)**

It is reckoned from the time of first reporting and/or arrival at anchorage, to the time of completion of the berthing process Average waiting time is derived by dividing total waiting time by the total number of vessels

6 1e **Average LOA/Draft/GT per vessel**

a Average Length of Vessel (LOA) – This is calculated by dividing the total length of vessel (LOA) by the total number of vessels
b Average Vessel Draft (loaded) – The value that records the vessel draft when at its largest (loaded) should ideally be recorded In the existing system, the arrival and departure draft are both being recorded Based on the recorded data, the Total Draft, Average Draft and Maximum Draft shall be identified in the PTS
c Average Gross Tonnage (GT) - This is derived by dividing the total gross tonnage (GT) by the total number of vessels

6 2 Related to Cargo Operations

Performance indicators related to cargo operations should have separate measures according to packaging type of packaging of commodities (i e breakbulk, dry bulk, liquid bulk, and containerized cargoes)

6 2a Tonnage per ship

This gives an idea of the total productivity of a port in cargo handling A reduced value for the index will indicate low efficiency due to imposition of longer times on ships (Privatization and Regulation of Transport Infrastructure, World Bank Institute)

$$\text{Tonnage per ship} = \frac{\text{Total Tonnage handled for all ships}}{\text{Total number of vessels}}$$

Equation 2 Tonnage per ship

6 2b Average number of cranes per vessel on quay

This is a simple measure based on the number of working cranes allocated to a vessel loading or unloading (UNCTAD Port Management Series Volume 4)

$$\text{Average number of cranes per vessel on quay} = \frac{\text{Total number of cranes per vessel on quay}}{\text{Total number of vessels}}$$

Equation 3 Average number of cranes per vessel on quay

6 2c Average movement per hour (Gross Productivity)

This refers to average movement per hour on and off the vessel

i Average tons per net ship-hour (Productivity)

$$\text{Average tons per net ship-hour} = \frac{\text{Breakbulk volume (in m t)}}{\text{Net Service Time (in Hours)}}$$

Equation 4 Average tons per net ship-hour

ii Average boxes per net ship-hour (Productivity)

$$\text{Average boxes per net ship-hour} = \frac{\text{Number of boxes}}{\text{Net Service Time (in Hours)}}$$

Equation 5 Average boxes per net ship hour

iii Average RoRo units per net ship-hour (Productivity)

$$\text{Average Ro-Ro units per net ship-hour} = \frac{\text{Number of Ro-Ro vehicles}}{\text{Net Service Time (in Hours)}}$$

Equation 6 Average Ro-Ro units per net ship-hour

6 2d **Tons per working hour**

$$\text{Tons per working hour} = \frac{\text{Dry bulk volume (in m t)}}{\text{Net Service Time (in Hours)}}$$

Equation 7 Tons per working hour (dry bulk)

$$\text{Tons per working hour} = \frac{\text{Liquid bulk volume (in m t)}}{\text{Net Service Time (in Hours)}}$$

Equation 8 Tons per working hour (liquid bulk)

6 2e **Tons per berth meter**

$$\text{Tons per berth meter} = \frac{\text{Total cargo throughput (in m t)}}{\text{Total Berth Length (m)}}$$

Equation 8 Tons per berth meter

6 2f **Tons per hectare**

$$\text{Tons per hectare} = \frac{\text{Total cargo throughput (in m t)}}{\text{Total area (in sq m)}}$$

Equation 9 Tons per hectare

There are metrics that are related to containerized cargo operations which are essential in determining the efficiency of container movement in the port

6 2g **Average yard dwell time per box**

The measure simply calculates the average time a container remains in the yard in the port (UNCTAD Port Management Series Volume 4) The shorter the stay time of boxes, the higher the potential of utilization of yards (Merckx, 2005)

$$\text{Average yard dwell time per box} = \text{Actual number of Container} \times \frac{\text{Number of stay time (in days)}}{\text{Total Capacity}}$$

Equation 10 Average yard dwell time per box

6 2h **Yard Utilization**

It is the ratio of number of storage slots (number of containers on hand) to the number of available slots (terminal capacity) Greater than sixty five (65) percent yard utilization indicates congestion (Port Performance Indicators A case of Dar es Salaam port, UNCTAD)

$$\text{Yard Utilization} = 100 \times \frac{\text{Actual Storage slots occupied}}{\text{Total Capacity of Container Yard}}$$

Equation 11 Yard utilization

6 2i **Daily Truck Movement/Gate Moves**

This refers to the Total number of trucks that entered and left the port gates derived by getting the daily average movement in a month (Reference ICTSI and ATI reports on MICT and SH operation)

$$\text{Daily Truck Movement} = \frac{\text{No Total Ins + Total Outs}}{\text{No of Days (30)}}$$

Equation 13 Daily Truck Movement

6 2j **Crane Moves per Hour**

This refers to the productivity of each crane and different methods of calculation are being employed by ports depending on which method works best

$$\text{Crane Moves per Hour} = \frac{\text{No of containers moved (in boxes)}}{\text{No of crane working hours (in hour)}}$$

Equation 14 Crane Moves per Hour

Chapter 7

Additional Data for the Port Performance Scorecard (PPS) of UNCTAD

Additional Data for PPS-UNCTAD

PPA is one of the participants to the TrainForTrade Port Management Programme of UNCTAD This project is being funded by the Government of Ireland and the participating ports from various developing economies as well as by other donor organizations One of the objectives of the programme is to establish new/additional performance metrics, i e Port Performance Scorecard (PPS) It may be important to note that the data elements that are being collected for many years now support development and operational planning on the basis of the guide for planners introduced by UNCTAD many years ago The involvement of UNCTAD in the present TrainforTrade Programme will indicate how port management has evolved and how new sets of data can prove to be very useful in benchmarking port performance

The data that are enumerated and described in the following paragraphs can be collected once a year or as often as necessary Necessary advisory on the particular schedule of collection of the data items that cannot be derived from submitted PMO data will be issued

1 **Cargo Operations**
   - i **Total cargo handling capacity (m t)** – the engineered design limits of port capacity, total of all berths and terminals
   - ii **Total berth meters –** a limiting factor for many ports is the availability of berth space for ship and cargo handling
   - iii **Total berth numbers –** a further measure of berth availability or otherwise is the number of berths
   - iv **Number of cargo handling operators**
   - v **Number of labour stoppages (in days)**
   - vi **Average duration of labour stoppages (in days)** – number of days lost due to work stoppages
   - vii **Total hectares** – a limiting factor in many ports is the availability of land for direct cargo handling This measure is intended to capture the extent of land allocations to port operations

2 **Labour**
   - i **Average employed by port authority (PA) for period –** Full time equivalents (FTE) are the relevant measure for employees, especially if there is a strong element of part-time workers in the port authority
   - ii **Number of labour stoppages by PA employees** – work stoppages are often a critical factor in explaining poor performance
   - iii **Average duration of PA labour stoppages** – the number of days lost due to work stoppages by PA employees is useful comparator
   - iv **What percentage of PA employees are female** – gender distributions can very significant
   - v **Tons/employee –** it refers to proportion of total volume of cargo throughput (m t) to the number of PPA employees
   - vi **Revenue/employee –** it refers to proportion of total revenue to the number of PPA employees
   - vii **Operating profit/employee -** it refers to proportion of total operating profit to the number of PPA employees
   - viii **Labor cost/employee -** it refers to proportion of labor cost to the number of PPA employees

ix **Training spend as proportion of total PA wages and salaries** – the total costs associated with training in proportion to the workforce labour costs

x **What is the dock worker hiring regime? –** this is intended to capture the arrangements for dockworkers such as permanent, casual, and/or labour pool

Employment Status	Job Category				
	Management, administration, corporate	Operations, technical, marine and engineering	Cargo Handling (stevedoring, cargo operations)	Other non-port related employees	Total
Male Permanent					
Male Temporary					
Male Contract/other					
Female Permanent					
Female Temporary					
Female Contract/other					
Total					

Table 2 PPS UNCTAD – Employment Status

3 Finance

i **Total Revenue** – Total revenue for port and port related services provide to third parties

ii **Operating Profit Before Interest, Tax, and Depreciation (EBITDA) –** Earnings before interest Tax, Depreciation, and Amortization

iii **Port Dues Vessels –** Revenues from use of assets with vessels using channels and berth

iv **Port Dues Cargo** – Revenues from use of assets with cargoes using quays and yards (wharfage)

v **Port Services Revenues –** Revenues from stevedoring or cargo handling, pilotage and carne services

vi **Property Portfolio Income –** Substantial income earned from the wider port estate

vii **Fees and Licences –** Income by the port authority for licences/permits granted to private sector providing services in the port

Chapter 8

Commodity Classification

Cargo by Commodity Classification

PPA will be adopting the 2015 Philippine Standard Commodity Classification (PSCC) since it is mapped to the ASEAN Harmonized Tariff Nomenclature (AHTN) It is important to employ this classification because of the ASEAN integration It will be used as baseline for research and feasibility studies This classification of commodity is comparable with other government agencies and international ports' classification scheme particularly that of the ASEAN ports PPA existing commodity classification is composed of twenty four (24) main categories with several sub-categories under each Mapping of commodity classification to PSCC/AHTN will be done CPD personnel at the Head Office PMOs are, however, expected to religiously identify the specific commodities reflected in PTS 3 For Other General Cargoes, it is important to identify the unique cargo classification that comprises each cargo under this category Standard code for each commodity will as listed below should be applied

Code	Commodity			Description
CT01	**Live Animals**			Live animals for food & other purposes
	1a	Hogs		
	1b	Cattle		
	1c	Chicken		
	1d	Goats/ Sheep		
	1e	Carabao		
	1f	Horse		
	1g	Other live animals		
CT02	**Meat and Dairy Products**			Fresh and Frozen
	2a	Fresh Meat		
		2aa	Beef	
		2ab	Pork	
		2ac	Chicken / Duck	
		2ad	Goat / Sheep	
		2ae	Others	
	2b	Meat Frozen		
		2ba	Beef	
		2bb	Pork	
		2bc	Chicken / Duck	
		2bd	Goat / Sheep	
		2be	Others	
	2c	Dairy Products Fresh Frozen Chilled		
		2ca	Milk	
		2cb	Cheese / Butter	
		2cc	Ice Cream	
		2cd	Others	
	2d	Eggs Fresh, Salted		
CT03	**Fish & Fish Preparation**			Fresh, Chilled/Frozen dried, salted, smoked, in brine or in oil
	3a	Fish Fresh		
	3b	Fish Frozen		
	3c	Fish salted, dried, smoked,		
	3d	Fish canned		
	3e	Crusteceans and mollusks (in shell or not, fresh, chilled, frozen, salted or dried)		
	3f	other marine products		

Code	Commodity			Description
CT04		Grains		All grains and cereals
	4a	Palay		
	4b	Rice		
	4c	Corn		
	4d	Wheat		
	4e	Other cereals		
CT05		Fruits & Vegetables		Vegetables, fresh, frozen, preserved including dried leguminous vegetables beans roots, tubers and other edible vegetable products, fruits and nuts, fresh frozen dried preserved
	5a	Vegetables Fresh		
	5b	Vegetables Frozen		
	5c	Canned		
	5d	Vegetables Oils		
		5da	Canola Oil	
		5db	Corn Oil	
		5dc	Palm Oil,	
		5dd	Vegetable Oil,	
		5de	Others	
	5e	Fruits Fresh (native)		
		5ea	Mango	
		5eb	Banana Pineaple	
		5ec	Durian	
		5ed	Pomelo	
		5ee	Others	
	5f	Fruits Fresh (Imported)		
		5fa	Apple	
		5fb	Orange	
		5fc	Grapes	
		5fd	Others	
CT06		Sugar Cane & By Products		Sugar Cane and by Products
	6a	Sugar Raw		
	6b	Sugar Refined White		
	6c	Sugar, Refined brown		
	6d	Molasses		
	6e	Others		
CT07		Animals Feeds		Feeding stuff for Animals
	7a	Fish Meal		
	7b	Meat & Bone Meal,		
	7c	Soyabean Meal,		
	7d	other Animal feeds not classified above		
CT08		Bottled Cargoes		Non-alcoholic beverages empty bottles
	8a	Alcoholic		
		8ae	Beer	
		8ab	Wine	
		8ac	Whisky	
		8ad	Gin	
		8ae	Others	
	8b	Non-alcoholic		
		8ba	Soft Drinks	
		8bb	Juice	
		8bc	Water	
		8bd	Others	
	8c	Empty Bottles		

Code	Commodity		Description
CT09	**Tobacco & Manufacturers**		Unmanufactured and manufactured
	9a	Cigarettes	
	9b	Cigar	
	9c	Others	
CT10	**Coconut and By Products**		Includes copra cake/meal/expeller and coconut oil
	10a	copra / copra cake / meal / expeller and coconut oil	
	10b	Coconut Oil	
	10c	Other Coconut Products	
CT11	**Wood and Timber By Product**		includes logs, lumber plywood and veneer or roughly squared sawn, sliced or peel
	11a	Logs	
	11b	Lumber	
	11c	Plywood & Veneer (including lawanit blackboard)	
	11d	Other wood Products, include poles, wood chips and other wood products)	
CT12	**Abaca & By Products**		Inclued abaca spindle-stripped hand stripped and decoticated
CT13	**Textile & Finish Products**		Textile yarns, fabrics, made-up articles and related products textile fibers (other than wool tops) and their wastes (not manufactured into yarns or fabric) - silk cotton, jute vegetable fibers synthethic fibers, other man made fibers wool and other animal hair
	13a	Textile	
	13b	Textile fiber	
	13c	Garments & other finished products	
	13d	other textile products not classified above	
CT14	**Fertilizer**		Crude and Manufactured fertilizer
	14a	Ammonium Sulphate / Nitrate / Sulphonitrate	
	14b	Potasium Chlonde/ Sulphate	
	14c	Urea	
	14d	Other fertilizers not classfied above	
CT15	**Metals, Ores and Scraps**		Iron and steel, metals and manufactures of metals, metlliferoud ores
	15a	Iron and Steel (ferrochrome pig iron ingots, bars, rods, angles, plates sheets wire, tube, pipes fittings, castings, forging and stamping	
	15b	Metalliferous Ores (chrome ore chromite, copper, concentrate, copper slag, lateritic ore maganese manganese silicon nickel ore, pynte cinders /concentrate silicate ore	
	15c	Metal Scraps - (Metal waste scrap metal or iron and steel	
	15d	Metal products (structures and parts of structure, containers for storage and transport, wire products, nails, screw, nuts, bolts nvets, tools, cutlery, household equipment, aluminun, tin	

Code	Commodity		Description
CT16		**Fuel & By Products**	Includes crude refined petroleum and and products mineral fuels
	16a	Crude Petroleum	
	16b	Refine Petroleum	
	16c	Mineral Fuels (coal coke and briquettes natural and manufactured gas)	
	16d	Other Petroleum Products and related materials	
CT17		**Chemicals**	Organic & Inorganic chemicals, dyeing tanning and coloring materials medicinal and pharmaceutical products, essential oils and perfume materials, explosives and phyotechnic products, artificial resin and plastic materials chemical material products, paint, oxygen
	17a	Activated Carbon	
	17b	Alcohol	
	17c	Ammonia (ammonium nitrate, anhydrous ammonium, crsytalline ammonia, etc)	
	17d	Arsenic Acid	
	17e	Calcine	
	17f	Calcium Sulphate	
	17g	Carbide Sludge	
	17h	Caustic Soda,	
	17i	Hexane	
	17j	Hydronionc Acid,	
	17k	Sulfuric Acid,	
	17l	Soda Ash	
	17m	Resin,	
	17n	Cassava Starch,	
	17o	Corn Starch	
	17p	others chemicals not classified above	
CT18		**Cement**	Includes portlan cement, cement products raw materials
	18a	Cement	
	18b	Cement Products (blocks tiles etc)	
	18c	Cement Raw Materials (Clinker Line etc)	

Code	Commodity			Description
CT19	**Machinery & Electrical Equipment**			Power generating machinery and equipment machinery specialized for particular industries, metal working machienery, general industrial machinery, equipment and parts, office machines, telecommunications and sound recording and reproducing apparatus and equipment, electrical machinery, apparatus, appliances and parts
	19a	Power Generating Machienery and Equipment - Steam and other vapor generating boilers Steam and other vapor power units, Internal Combustion piston engines, Engines & Motors, non electric Rotating electric plant machinery, other power generating machinery		
	19b	Machinery Specialized for particular industries - Agricultural, Tractors, Civil Engineering & contractors plant and equipment Textile and leather machinery, Paper mill, Printing and Bookbinding machinery, Food processing machinery		
	19c	Metal Working machinery		
	19d	General Industrial Machinery - Heating and cooling, Pumps		
	19e	Office Machines & Atomatic Data processing equipments		
	19f	Telecommunications and Sound Recording and Reproducing Apparatus and Equipment		
	19g	Electrical Machinery & Apparatus and Appliances		
CT20	**Crude Minerals**			Crude Minerals excluding cement raw materials
	20a	Stone Sand, Gravel		
		20aa	Gypsum	
		20ab	Silica sand/quartz	
		20ac	Marble	
		20ad	Limestone	
		20ae	Rock, Stone/gravel	
		20af	Sand	
		20ag	Feldspar	
	20b	Salt		
		20ba	Salt industrial	
		20bb	Salt, common	
	20c	Other Crude Minerals - (e g clay graphite dolomite asbestos quartz)		
CT21	**Transport Equipment**			Road and other transport vehicles/ equipment not rolled parts and accessories
	21a	Passenger Motor cars (includes cars jeeps AUVs SUVs, wagons, Ambulances)		
	21b	Motor Vehicles for Transp of Goods & Materials (includes Trucks Prime movers, crane lorries)		
	21c	Road Motor Vehicles (includes buses coaches)		
	21d	Motorcycles, Scooters & Other Cycles		
	21e	Parts and Accessories		

Code	Commodity		Description
CT22	**Furniture**		Furniture and Parts
	22a	Office furniture and parts	
	22b	Home furnitures and parts	
	22c	Other furnitures	
CT23	**Pulp and Paper Products**		Wood pulp, raw and manufactures paper
	23a	Wood Pulp	
	23b	Paper / Paperboard (newprint, printing paper in rolls, etc)	
	23c	Other Paper Products	
CT24	**Other General Cargoes**		All other commodities that do not fall under any of the above classification

FOR RO-RO CARGOES		Number of vehicles availing of the RRTS (Ro-Ro Transport System)
CT26	**RORO Type 1**	T1 - Motorcycle Tricyle, Scooter
CT27	**RORO Type 2**	T2 - Car Minivan SUV AUV Owner Jeep, PUJ up to 16 pax
CT28	**RORO Type 3**	T3 - Light Delivery Van Pickup Truck PUJ more than 16 pax
CT29	**RORO Type 4**	T4 - Stake Truck, Heavy Delivery Truck, Passenger/Tourist Bus Prime Mover/Tractor Head (w/wo Trailer / Chassis)

Chapter 9

Forecasting

ANNUAL PROJECTION REPORT (APR)

Forecasting – Annual Projection Report (APR)

It is a method of making projections of future values based on historical behaviour of data In order to have a good forecast data should be accurate and reliable They serve as basis for policy, planning and development of ports to evaluate the capacity of infrastructure to meet the projected traffic Forecasted traffic for each port shall be submitted at the end of January of each year Revision in forecast, if any, reasons/explanations for the change is requested to be reported immediately to CPD

It is important that the forecast is prepared by the PMO for each port because the PMO can consider the developments that are happening and are expected to happen in the environment of the ports it is directly supervising The forecast can serve many purposes such as financial planning compliance with requirements of oversight agencies, support to research conducted in house or by external users others

The following are the main component steps when preparing traffic forecast

1 Preparation and collation of data needed for the projection of port traffic
2 CPD and the PMO shall prepare independent annual forecasts citing economic reasons to support and other assumptions
3 The annual forecast should be the basis for preparing monthly distribution (pro-ration) of PMO prepared projected traffic The behavior of traffic, e g seasonality of traffic, should be considered when distributing the annual forecasted value to the 12 months period
4 Forecasted values made separately by CPD and the PMO will be compared and analysed
5 Final projections or the official forecast will be made based on the agreed/reconciled projected values of both the PMO and the CPD

Traffic projection on ports usually employs regression and time-series analysis

1 Time-series analysis

This technique depends on historical data which measures the rate of changes and shows the existence of trend Forecast estimations of future values are based on the previous behaviour with the assumption that past trends will continue into the future Some of Time Series Analysis is the following

a) Classical approach
b) Trend Projection
c) Moving Average
d) Auto-Regressive Integrated Moving Average (ARIMA)

2 Regression

It is commonly used for prediction and forecasting by studying relationships among variables It can also infer correlation and causal relationships between dependent variable and one or more independent variables Gross Domestic Product (GDP) or Gross Regional Domestic Product (GRDP) is usually used as the predictor of port traffic

ANNEX

I List of Private Ports by PMO
II Classification of Ships by Types
III Summary of Formula
IV Summary of Different Statistical Reports Deadlines
V Templates for PTS SSR, PMOSSR, and APR
    i Port Traffic Summary (PTS)
        1) PTS 1 – Shipping Statistics
        2) PTS 2 – Passenger Traffic
        3) PTS 3 – Cargo Statistics by Commodity Classification
        4) PTS 4 – Number of Containers (Boxes) Handled by Size
        5) PTS 5 – Number of Vehicles Carried by Ro-Ro Vessels
        6) PTS 6 – Port Labor
    ii Summary Statistical Report (SSR)
    iii Port Management Office Summary Statistical Report (PMOSSR)
    iv Annual Projection Report (APR)

LIST OF PRIVATE PORTS

Manila/Northern Luzon Port Management Offices

Southern Luzon Port Management Offices

Visayas Port Management Offices

Northern Mindanao Port Management Offices

Southern Mindanao Port Management Offices

I MANILA/NORTHERN LUZON

A PORT MANAGEMENT OFFICE OF NCR NORTH (PMO NCN)

PRIVATE PORT

1) Asian Shipping Corp
2) Energies supply
3) Harbour Centre Port Terminal, Inc
4) La Filipina Uy Gongco Corporation
5) Marala Vitas Central Terminal & Shipyards Corporation
6) Philippine Foremost Milling Corporation
7) SL Harbor & Bulk Terminal
8) Total (Philippines) Corporation

B PORT MANAGEMENT OFFICE OF NCR SOUTH (PMO NCS)

PRIVATE PORT

1) Private Pasig Bank - Government Coastwise
2) Private Pasig Bank - Government Bay & River

C. PORT MANAGEMENT OFFICE OF BATAAN/AURORA (PMO BNA)

PRIVATE PORT

1) Limay/Jetti Petroleum Inc
2) Limay/OilLink International Corporation
3) Limay/Petron Bataan Refinery (PBR)
4) Limay/PPDC/PAFC
5) Limay/Planters Products Inc (PPI)/GPII
6) Limay/Seafront Shipyard
7) Limay/SL Harbor Bulk Terminal Corporation (SLHBTC)
8) Limay/SMC Consolidated Power Corporation
9) Mariveles/GN Power
10) Mariveles/ATI Mariveles Grains Corporation (MGC)
11) Mariveles/Herma/Mariveles Shipyard Corportation (MSC)
12) Mariveles/SMC-SLC
13) Mariveles/Total Corporation

D PORT MANAGEMENT OFFICE OF NORTHERN LUZON (PMO NLZ)

PRIVATE PORT

1) 1590 EC-Pier (Bauang Private Power Corp (BPPC))
2) Alpha Water & Realty Services Corp
3) Benguet Corp Nickel Mines, Inc (BNMI)
4) Bluemax Tradelink, Inc (BTI) (Anchorage)
5) DMCI Mining Corp
6) First Balfour
7) Huang Construction Corporation (HCC)
8) Kazenbar Ventures Management Inc
9) Isla LPG Corp
10) International Global Mining Exchange, Inc

11) LNL Archipelago Minerals, Inc (LNL)
12) North Luzon REC
13) OMNICO
14) Pryce Gas, Inc
15) Petron Corp
16) Soiltech Agricultural Products Corp
17) Shangfil Mining and Trading Corporation (SMTC)
18) SMC Shipping and Lighterage Corp
19) Team Sual Corp
20) Titan Minerals, Inc

II SOUTHERN LUZON

A PORT MANAGEMENT OFFICE OF BATANGAS (PMO BGS)

PRIVATE PORT

1) BalayanDistellery Inc
2) Batangas Bay Terminal Inc (BBTI)
3) BIPI (formerly AG&P Port Services)
4) Bulk Handlers Inc (BHI)- Farmix
5) Chevron - Caltex
6) CAIP Cocochem/Unichem
7) Engineering Equipment Inc (EEI)
8) Empire East Land (EEL)
9) First Gas
10) Golden Bay Grain Terminal Corp
11) Global Marine
12) Himmel Industries Inc
13) Holcim
14) JG Summit
15) KEPCO Ilijan
16) Goodsoil Marine Realty Inc **
17) Landoor Pier
18) LMG Chemical Oil (SBTI)
19) LMG Land Development Corporation
20) Lucky One Realty Ventures, Inc (LORVI)
21) Mabini Terminal Development Inc (formerly Sea Oil) *
22) Petron
23) PNOC ESB
24) Phoenix Petroleum Phils Inc (PPPI)
25) Phoenix Petrochemical & Industrial Park Corporation (Phase I&II)
26) Southbay Bulk Terminal, Inc (SBTI)
27) SCPC National Power Corporation (NPC)Calaca
28) Shell
29) San Miguel Mills Inc - Purefoods
30) San Miguel Mills Inc - Pacific Flour Mills
31) Suntrak Corporation
32) Tigerland Realty Corporation

B PORT MANAGEMENT OFFICE OF BICOL (PMO BCL)

PRIVATE PORT

1) BESCOM Commodities Corp
2) Bilbao, Batan Island
3) Globe Coco Products Mfg Corp
4) Investwell (Larap)
5) Legazpi Oil Company, Inc
6) NFH Fishing Enterprises (Camangui)
7) Pan Century Surfactant Inc
8) Powerzone Petroleum Products Corporation (Caltex)
9) Rapu-Rapu Minerals, Inc (Batan)
10) Pilipinas Shell Petroleum Corp (Shell Pasacao)

C PORT MANAGEMENT OFFICE OF PALAWAN (PMO PLW)

PRIVATE PORT

1) Berong Nickel Minning Corporation (Berth)
2) Caltex
3) Citinickel Mines & Development Corp - Punang
4) Citinickel Mines & Development Corp - Narra (anchorage)
5) Filoil Gas Company Inc
6) Galoc (Anchorage)
7) Malampaya (Anchorage)
8) Petron
9) Rio Tuba Nickel Mining Corp
10) Shell
11) Star Oil

D PORT MANAGEMENT OFFICE OF MINDORO (PMO MDO)

PRIVATE PORT

1) Lazareto Non RoRo

E PORT MANAGEMENT OFFICE OF MARINDUQUE/QUEZON (PMO MRQ)

PRIVATE PORT

1) Gonzalo puyat and Sons, Inc
2) Manila Electric Co /Quezon Power (Phils)
3) Pagbilao Energy Corp
4) Team Energy Corporation
5) World Grannary Inc

F PORT MANAGEMENT OFFICE OF MASBATE (PMO MSB)

PRIVATE PORT

1) Algimar Port Management and Allied Services, Inc
2) Filminera Resources Corp
3) Pilipinas Shell Petroleum Corp (Shell-Masbate)

III VISAYAS

A PORT MANAGEMENT OFFICE OF NEGROS ORIENTAL/SIQUIJOR (PMO NOS)

PRIVATE PORT

1) BasakRoRo
2) Basak Non RoRo
3) Central Azucarera de Bais (CAB)
4) Chevron
5) Dr Nap Masayon
6) Dumaguete Coconut Mills, Inc (DUCOMI)
7) FilOil
8) July LighterageRoRo
9) Lazi Bay
10) LiteFerry Shipping
11) Matiao, SibulanRoRo
12) Matiao, TampiRoRo
13) Patic
14) United Robina Sugar Milling Corp (URSUMCO)

B PORT MANAGEMENT OFFICE OF PANAY GUIMARAS (PMO PNG)

PRIVATE PORT

1) Semimara (Anchorage)
2) Petrophil (Anchorage)
3) Bulk Cement
4) F F Cruz
5) GBSI, Loboc
6) Ingore
7) Ingore/UyGongco
8) Jar
9) Milagrosa
10) Palm Concepcion Power Corp
11) Petron
12) Pryce Gas
13) San Miguel Corp
14) R L Yap

C PORT MANAGEMENT OFFICE OF EASTERN LEYTE/SAMAR (PMO ELS)

PRIVATE PORT

1) Archipelago Philippine Ferries Corp (APFC)
2) Ballesta
3) Balicuatro Wharfage & Terminal Corp (BALWHARTECO)
4) Catarmar Oil Mills, Inc
5) Vispet Development Corp ,Babatngon
6) EON Petroleum Corp
7) Kingresource Mining Inc
8) Lucky Merchant Shipping Corp
9) Samar Coco Products Mfg Corp

10) Pilipinas Shell Petroleum Corp (PSPC) - Anibong
11) Shemberg
12) Santa Clara Shipping Corp
13) Tacloban Oil Mill Inc
14) Hinatuan Mining Corp

D PORT MANAGEMENT OFFICE OF NEGROS OCCIDENTAL/BACOLOD/BANAGO/BREDCO (PMO NBB)

PRIVATE PORT
1) Barcelona Port Services Corp RoRo
2) Barcelona Port Services Corp Non RoRo
3) Bredco 2, Bacolod RoRo
4) Bredco 2, Bacolod Non RoRo
5) Bredco 2, Bacolod (Anchorage)
6) Cadiz Private Port
7) Distileria de Bago
8) Francisco Yap
9) Negros Petroleum Corp
10) Philippine Bulk Corp
11) Petron Corporation – Hinoboan
12) San Carlos Bio Energy
13) Pilipinas Shell Petroleum Corp - Bacolod
14) Sipalay Ecoport

E PORT MANAGEMENT OFFICE OF WESTERN LEYTE/BILIRAN (PMO WLB)

PRIVATE PORT
1) Albuera Non RoRo
2) HindangRoRo
3) Hindang Non RoRo
4) Ipil Non RoRo
5) LotaoRoRo
6) Philippine Associated Smelting and Ref Corp (PASAR)Non RoRo
7) Petron Non RoRo
8) Philippine Phosphate Fertilizer Corp (PHILPHOS) Non RoRo
9) Pingag Ferry Terminal, island RoRo
10) Pryce Gas Non RoRo
11) Punta RoRo
12) Visayan Oil Mill

F PORT MANAGEMENT OFFICE OF BOHOL (PMO BHL)

PRIVATE PORT
1) Philippine Mining Service Corp
2) Balamban

IV NORTHERN MINDANAO

A PORT MANAGEMENT OFFICE OF MISAMIS ORIENTAL/CAGAYAN DE ORO (PMO MOC)

*Unregistered Ports

PRIVATE PORT

1) Asia Pacific Timber & Plywood Corp
2) Carlos A Gothong Lines Inc / Sidharta Holdings Co Inc
3) Cagayan Corn Products
4) Cagayan De Oro Oil Mill
5) Del Monte Phils / National Development Corp
6) General Milling Corp
7) Holcim Philippines Manufacturing Corporation
8) Minergy Power Corporation
9) MITIMCO*
10) Petro De Oro*
11) PICMW (Drydocking)*
12) Pilipinas Kao Inc
13) Wilmar Edible Oils Phils
14) Pryce Gases, Inc
15) Resins Inc
16) San Miguel Corporation
17) Timber Industries of the Philippines Inc *
18) Union Plywood Corporation*

B PORT MANAGEMENT OFFICE OF LANAO DEL NORTE/ILIGAN (PMO LNI)

PRIVATE PORT

1) AC Energy Holdings Inc
2) Daima Shipping Corp
3) Granexport Manufacturing Corp
4) Mabuhay Vinyl Corp (MVC)
5) Petron Corp
6) Petronas Energy Philippines, Inc
7) Pilmico Foods Corp
8) Pilipinas Shell Petroleum Corp
9) Republic Cement Iligan, Inc (RCII)

C PORT MANAGEMENT OFFICE OF MISAMIS OCCIDENTAL/OZAMIS (PMO MOZ)

PRIVATE PORT

1) Third Mill Oil Mill Inc

D PORT MANAGEMENT OFFICE OF SURIGAO (PMO SUG)

PRIVATE PORT

1 Cagdianao
2 Carrascal
3 Claver
4 Hinatuan
5 Libjo (Anchorage)
6 Loreto (Anchorage)
7 Taganito (Anchorage)

8 THPAL
9 Paper Industries Corp of the Philippines (PICOP)

E PORT MANAGEMENT OFFICE OF AGUSAN (PMO AGS)

PRIVATE PORT
1) Pilipinas Shell
2) AgataMinning Ventures Inc (Berth)
3) AgataMinning Ventures Inc (Anchorage)
4) SRMetal (Berth)
5) SRMetal (Anchorage)
6) San Miguel

V SOUTHERN MINDANAO

A PORT MANAGEMENT OFFICE OF SOCKSARGEN (PMO SSG)

*Unregistered Ports

PRIVATE PORT
1) Agrotex Commodities, Inc
2) Damalerio Realtors Incorporated
3) Decenorio *
4) DOLE, Philippines, Inc
5) Drewel Shipyard and Services, Inc
6) Frabelle*
7) General Milling Corporation
8) Gensan Shipyard*
9) GS SFI Integrated Services Incorporated
10) Petron Corporation
11) Rodrigo Dolores (RD) Fishing*
12) SAFI Shipyard*
13) Sarangani Energy Corporation
14) Shell - Southern Philippine Power Corporation
15) Sigil Tinuto Maasim

B PORT MANAGEMENT OFFICE OF DAVAO (PMO DVO)

PRIVATE PORT
1) AJMR Wharf
2) Chevron Phils, Inc
3) Craft Haven International Services, Inc
4) Davao Bay Coconut Oil Mills, Inc (DBCOM)
5) Davao International Container Terminal (DICT)
6) HPI International Port Services, Inc (HIPSI)
7) Holcim Philippines, Inc
8) Insular Oil Corporation
9) Isla LPG Corporation
10) International Copra Export Corp (INTERCO) - Davao
11) International Copra Export Corp (INTERCO) - Mati

12) KTC Container Terminal
13) Kudos Trucking Corporation
14) Legaspi Oil Co , Inc
15) Mae Wess Ferry Terminal
16) New Davao Oil Mill (NDOM)
17) Petron Corporation
18) Phoenix Petroleum Phils, Inc
19) Pacific International Terminal Service Inc (PACINTER)
20) Pryce Gases, Inc
21) Salingkomot
22) San Miguel Consolidated Power Corporation
23) Sea Oil Philippines, Inc
24) Terminal Facilities & Service Corp , Inc (TEFASCO)
25) Therma South Inc

C PORT MANAGEMENT OFFICE OF ZAMBOANGA (PMO ZBA)

PRIVATE PORT

1) Atro-mine, Tungawan
2) Ben Go Wharf
3) International Copra Export Corp (INTERCO)
4) Permex Producers and Exporters Inc (PERMEX)
5) Petron Corporation - Zamboanga
6) Phil International Development, Inc (PHIDCO/WEEBIN)
7) Philippine National Oil Com (PNOC), Malangas
8) Pryce Gas, Inc
9) San Miguel Corporation (SMC)
10) Timber Exports Inc (TIMEX)
11) Universal

D PORT MANAGEMENT OF ZAMBOANGA DEL NORTE (PMO ZDN)

PRIVATE PORT
1) DCOMI
2) Wilmar

E PORT MANAGEMENT OFFICE OF COTABATO (PMO CBO)

Classification of Ships by Types

General Cargo Ships (Breakbulk Vessel)

- Reefer
- Palletized cargo ship
- General cargo ship
- Combination carrier general cargo/passenger
- Combination carrier general cargo/container
- Conventional Cargo Vessel

Specialized Cargo Ships

- Livestock carrier
- Barge carrier
- Irradiated fuel carrier
- Chemical carrier

Container Ships

- Containerized Cargo Vessel

Ro-Ro Cargo Ships

- Ro-Ro Cargo Ship
- Vehicle Carrier

Bulk Carriers

- Ore/Oil Carrier
- Bulk Carrier
- Powder Carrier
- Bulk/Oil Carrier
- Aggregates Carrier
- Self-Discharging Bulk Carrier
- Cement Carrier
- Wood Chips Carrier
- Refined Sugar Carrier
- Alumina Carrier
- Limestone Carrier
- Ore Carrier

Liquid Bulk Carriers (Tankers)

- Oil and Chemical Tankers
- Gas Tankers
- Other Tankers

Passenger Ships

- Ferry Boat
- Fast craft

Cruise Ships

Offshore Vessels

- Pipe-Layer
- Offshore Supply Ship
- Drilling Ship
- Supply Vessel
- Offshore support Vessels

Service Ships

- Search & Rescue Vessel
- Salvage Ship
- Training Ship
- Naval Vessel
- Research Vessel
- Dredger

Tugs

Dry Cargo Barge

Batel

Summary of Formula

1 **Berth Occupancy Rate (BOR) – Berth length**

$$\text{Berth Occupancy Rate (BOR)} = \frac{\left(\frac{\text{Net Service Time}}{\text{Shipcalls}}\right) \times \text{Length Overall (LOA)} \times \left(1 + \left(\frac{1}{100}\right)\right)}{\text{Effective Berth Length} \times \text{Number of Days} \times 24 \text{ hours}}$$

2 **Tonnage per ship**

$$\text{Tonnage per ship} = \frac{\text{Total Tonnage handled for all ships}}{\text{Total number of vessels}}$$

3 **Average number of cranes per vessel on quay**

$$\text{Average number of cranes per vessel on quay} = \frac{\text{Total number of cranes per vessel on quay}}{\text{Total number of vessels}}$$

4 **Average tons per net ship-hour (Productivity)**

$$\text{Average tons per net ship-hour} = \frac{\text{Breakbulk volume (in m t.)}}{\text{Net Service Time (in Hours)}}$$

5 **Average boxes per net ship-hour (Productivity)**

$$\text{Average boxes per net ship-hour} = \frac{\text{Number of boxes}}{\text{Net Service Time (in Hours)}}$$

6 **Average RoRo units per net ship-hour (Productivity)**

$$\text{Average Ro-Ro units per net ship-hour} = \frac{\text{Number of Ro-Ro vehicles}}{\text{Net Service Time (in Hours)}}$$

7 **Tons per working hour (Dry Bulk)**

$$\text{Tons per working hour} = \frac{\text{Dry bulk volume (in m t)}}{\text{Net Service Time (in Hours)}}$$

8 **Tons per working hour (Liquid Bulk)**

Tons per working hour	=	Liquid bulk volume (in m t) / Net Service Time (in Hours)

9 **Tons per berth meter**

Tons per berth meter	=	Total cargo throughput (in m t) / Total Berth Length (m)

10 **Tons per hectare**

Tons per hectare	=	Total cargo throughput (in m t) / Total area (in sq m)

11 **Average yard dwell time per box**

Average yard dwell time per box	=	Actual number of Container	X	Number of stay time (in days) / Total Capacity

12 **Yard Utilization**

Yard Utilization	=	100	X	Actual Storage slots occupied / Total Capacity of Container Yard

13 **Daily Truck Movement/Gate Moves**

Daily Truck Movement	=	No Total Ins + Total Outs / No of Days (30)

14 **Crane Moves per Hour**

Crane Moves per Hour	=	No of containers moved (in boxes) / No of crane working hours (in hour)

Summary of Different Statistical Reports Deadlines

		Deadline	Proposed Deadline	PSA GDP release
APSS	**Advance Port Summary Statistics**	every 15th of the following month		
MSR	**Monthly Statistical Report**			
	PTS 1	every 25th of the following month	every 15th of the following month	
	PTS 2			
	PTS 3			
	PTS 4			
	PTS 5			
	PTS 6			
	SSR			
	PMOSSR			
QSR	**Quarterly Statistical Report**			
	1st Qtr	May 14	After twenty (20) working days from receipt of MSRs covered in the review period	2nd week of May
	2nd Qtr	August 14		2nd week of August
	3rd Qtr	November 15		2nd week of November
	4th Qtr	February 14		2nd week of January of the following year
ASR	**Annual Statistical Report**			
	Volume 1	end of July	on or before July 31	
	Volume 2	end of July		
APR	**Annual Projection Report**		at the end of January	

**MSR (CPD consolidation) after 10 working days upon receipt of report

PMC _____

PGP _____

PER/ZZ _____

PHILIPPINE PORTS AUTHORITY
PORT OF [illegible]

SHIPPING TRAFFIC STATISTIC

CTRL NO	NAME OF VESSEL	VOY NO REG NO	SHIPPING LINES/ OPERATOR	PORTS OF CALL		VESSEL PARTICULARS					DRAFT	
				LAST	NEXT	TYPE	GPT/CT	NRT/NT	DWT	BEAM	LOA	ARR	DEPT
	TOTAL						0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AVERAGE						#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	MAXIMUM						0.00	0.00	0.00	0.00	0.00	0.00	0.00

Prepared by

_____ _____

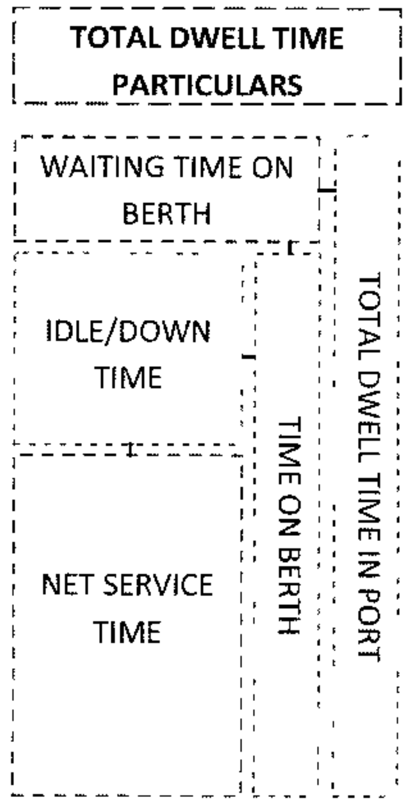
PTS 1 – Shipping Statistics (PART 1)

DOMESTIC / FOREIGN + BERTH / ANCHORAGE

MONTH ____________ YEAR ____________

ARRIVAL AT						DEPARTURE			Total Dwell Time Particulars				
ANCHORAGE			BERTH			ANCH/BERTH			Waiting Time on Berth	Idle/Down Time	Time on Berth	Net Service Time	Total Dwell Time in Port
DAY	HR	MIN	DAY	HR	MIN	DAY	HR	MIN	HRS MINS	HRS MINS	HRS MINS	HRS MINS	HRS MINS
									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		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	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	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
									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		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	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	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	0 00

Verified:



PTS 1 – Shipping Statistics (PART 2)

PMO _____

PHILIPPINE PORTS AUTHORITY
PORT TRAFFIC STATISTICS

☐ DOMESTIC ☐ BERTH
☐ FOREIGN ☐ ANCHORAGE

PORT _____

PIER/ZONE _____

II PASSENGER STATISTICS

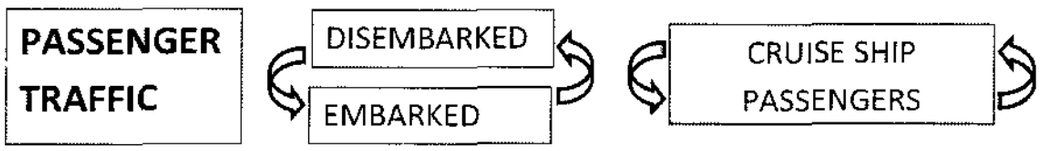
MONTH _____ YEAR _____

CTRL NO	VOY NO / REG NO	PASSENGER TRAFFIC			REMARKS
		DISEMBARKED	EMBARKED	CRUISE SHIP PASSENGERS	
TOTAL		0	0	0	

Prepared by _____

Verified by _____

Approved by _____



PTS 2 – Passenger Traffic

PMO:
PORT TYPE BP TP-OGP PP
PORT NAME

MONTH YEAR

CARGO STATISTICS BY COMMODITY CLASSIFICATION
III. BREAKBULK/BULK/CONTAINERIZED/TRASIT/TRANSHIPMENT
INWARD/OUTWARD

CTRL NO	VOY NO./ REG NO	Ports of Call		TOTAL CARGO INWARD	CT01								
					Live Animals								
					1a	1b	1c	1d		1e	1f	1g	
		Last	Next		Hogs	Cattle	Chicken	Goats	Sheep	Carabao	Horse	Other live animals	Total
				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									0.00
				0.00									0.00
				0.00									0.00
				0.00									0.00
TOTAL M T				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

REMARKS
Commodity Classification of OTHERS

PMO | | DOMESTH[ ] BERTH
PORT TYPE BP TP-OGP-PP | | FOREIGN [ ] ANCHORAGE
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT02 Meat and Dairy Products													
					2a Meat, Fresh							2b Meat Frozen						
					2aa	2ab	2ac		2ad		2ae	2ba	2bb	2bc		2bd		
		Last	Next		Beef	Pork	Chicket	Duck	Goat	Sheep	Others	Beef	Port	Chicken	Duck	Goat	Sheep	
				0 00														
				0 00														
				0 00														
				0.00														
				0 00														
				0 00														
				0.00														
				0 00														
				0 00														
				0.00														
TOTAL M T				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	0.00	

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP-OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	2c						2d	Total
					Dairy Products Fresh Frozen Chilled							
					2be	2ca	2cb		2cc	2cd		
		Last	Next		Others	Milk	Cheese	Butter	Ice Cream	Others	Eggs Fresh Salted	
				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								0 00
				0 00								0 00
				0 00								0 00
				0 00								0 00
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO/ REG NO	Ports of Call		TOTAL CARGO INWARD	CT03							
					Fresh, Chilled/Frozen, dried, salted, smoked in brine or in oil							
					Fish				In shell or not, fresh, chilled, frozen, salted, or dried			Total
					3a	3b	3c	3d	3e		3f	
		Last	Next		Fresh	Frozen	Salted, dried /smoked	Canned	Crustaceans	Molluska	Other Marine Products	
				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								0.00
				0.00								0.00
				0.00								0.00
				0.00								0.00
TOTAL M T				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO REG NO	Ports of Call		TOTAL CARGO INWARD	CT04					
					Grains					
					4a	4b	4c	4d	4e	
		Last	Next		Palay	Rice	Corn	Wheat	Other Cereals	Total
				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						0 00
				0 00						0 00
				0 00						0 00
				0 00						0 00
TOTAL M T				0 00	0 00	0 00	0 00	0.00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	5a	5b	5c	5d				
								Vegetables Oils				
								5da	5db	5dc	5dd	5de
		Last	Next		Vegetables Fresh	Vegetables Frozen	Canned	Canola Oil	Corn Oil	Palm Oil	Vegetable s Oil	Others
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
				0 00								
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL. NO	VOY NO./ REG NO	Ports of Call		TOTAL CARGO INWARD	CT05										
					Fruits & Vegetables										
					5e						5f				
					Fruit Fresh (Native)						Fruit Fresh (Imported)				Total
					5ea	5eb		5ec	5ed	5ee	5fa	5fb	5fc	5fd	
		Last	Next		Mango	Banana	Pineapple	Durian	Pomelo	Others	Apples	Orange	Grapes	Others	
				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											0.00
				0.00											0.00
				0.00											0.00
				0.00											0.00
TOTAL M T				0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT06						CT07				
					Sugar Cane & by Products						Animal Feeds				
					Sugar			6d	6e	Total					
					6a	6b	6c				7a	7b	7c	7d	Total
		Last	Next		Raw	Refined White	Refined Brown	Molasses	Others		Fish Meal	Meat & Bone Meal	Soyabean Meal	Others	
				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						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	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				0 00
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO./ REG NO	Ports of Call		TOTAL CARGO INWARD	CT06 Bottled Cargoes										
					8a Alcoholic					8b Non-alcoholic				8c	Total
					8ae	8ab	8ac	8ad	8ao	8be	8bb	8bc	8bd		
		Last	Next		Beer	Wine	Whisky	Gin	Others	Softdrinks	Juice	Water	Others	Empty Bottles	
				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											0.00
				0.00											0.00
				0.00											0.00
				0.00											0.00
TOTAL M.T				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO REG NO	Ports of Call		TOTAL CARGO INWARD	CT09 Tobacco & Manufactured tabacco				CT10 Coconut and By Products			
					9a	9b	9c		10a	10b	10c	
		Last	**Next**		**Cigarettes**	**Cigar**	**Others**	Total	**Copra**	**Coconut Oil**	**Others**	Total
				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				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				0 00
				0 00				0 00				0 00
TOTAL M T				0 00	**0 00**	**0 00**	**0 00**	**0 00**	**0 00**	**0 00**	**0 00**	**0 00**

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT11 Wood and Timber & By Products					CT12	CT13 Textile & Finish Products				
					11a	11b	11c	11d		Abaca & By Products	13a	13b	13c	13d	
		Last	Next		Logs	Lumber	Plywood & Veneer	Others	Total		Textile	Textile Fiber	Garments (& other finished products	Others	Total
				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					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						0 00
				0 00					0 00						0 00
TOTAL M T				0.00	0 00	0 00	0.00	0 00	0 00	0.00	0 00	0 00	0 00	0.00	0 00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP-OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT14 Fertilizer					CT15 Metals Ores and Scraps				
					14a	14b	14c	14d		15a	15b	15c	15d	
		Last	Next		Ammonium Sulphate/ Nitrate/ Sulphonitrate	Potassium Chloride/ Sulphate	Urea	Others	Total	Iron and Steel	Metalliferous Ores	Metal Scraps	Metal Products	Total
				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					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					0 00
				0 00					0 00					0 00
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO./ REG NO	Ports of Call		TOTAL CARGO INWARD	CT16									
					Fuel & By Products									
					16a	16b	16c	16d		17a	17b	17c	17d	17e
		Last	Next		Crude Petroleum	Refine Petroleum	Mineral Fuels	Others	Total	Activated Carbon	Alcohol	Ammonia	Arsenic Acid	Calcine
				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					0 00					
				0 00					0 00					
				0 00					0 00					
				0 00					0 00					
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT17											
					Chemicals											
					17f	17g	17h	17i	17j	17k	17l	17m	17n	17o	17p	
		Last	Next		Calcium Sulphate	Carbide Sludge	Caustic Soda	Hexane	Hydrochloric Acid	Sulfuric Acid	Soda Ash	Resin	Cassava Starch	Corn Starch	Others	Total
				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												0.00
				0.00												0.00
				0.00												0.00
				0.00												0.00
TOTAL M T				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

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT18			
					Cement			
					18a	18b	18c	
		Last	Next		Cement	Cement Products	Cement (Raw Materials	Total
				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				0.00
				0.00				0.00
				0.00				0.00
TOTAL M T				0.00	0.00	0.00	0.00	0.00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT19 Machinery & Electrical Equipment							
					19a	19b	19c	19d	19e	19f	19g	
		Last	Next		Power Generating Machinery and Equipment	Machinery specialized for particular industries	Metal Working machinery	Gen Industrial machinery	Office Machines & Atomatic data processing equipment	Telecommunications and sound recording and reproducing apparatus and equipment	Electrical Machinery Apparatus, and appliances	Total
				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								0 00
				0 00								0 00
				0 00								0 00
				0 00								0 00
TOTAL M T				0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of **OTHERS**

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CY20										
					Crude Minerals										
					20a							20b		20c	
					Stone sand gravel							Salt			
					20aa	20ab	20ac	20ad	20ae	20af	20ag	20ba	20bb	Others	Total
		Last	Next		Gypsum	Silica sand/ quartz	Marble	Limestone	Rock, Stone/gravel	Sand	Feldspar	Salt industrial	Salt, common		
				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											0 00
				0.00											0 00
				0 00											0 00
				0 00											0 00
TOTAL M T				0 00	0 00	0 00	0 00	0.00	0 00	0 00	0.00	0.00	0 00	0.00	0 00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP-OGP-PP
PORT NAME

MONTH YEAR

CTRL. NO	VOY NO./ REG NO	Ports of Call		TOTAL CARGO INWARD	CT21 Transport Equipment						CT22 Furniture			
					21a	21b	21c	21d	21e		22a	22b	22c	
		Last	Next		Passenger Motor cars	Motor vehicles for transp. of goods	Road Motor vehicles	Motorcycles scooters & other cycles	parts & accessories	Total	Office	Home	Others	Total
				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						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				0 00
				0 00						0.00				0 00
TOTAL M T				0.00	0 00	0,00	0,00	0 00	0 00	0,00	0 00	0 00	0 00	0 00

REMARKS
Commodity Classification of OTHERS

PMO
PORT TYPE BP TP OGP PP
PORT NAME

MONTH YEAR

CTRL NO	VOY NO / REG NO	Ports of Call		TOTAL CARGO INWARD	CT23				CT24							
					Pulp and Paper Products				**Other General Cargo**							
					23a	23b	23c									
		Last	**Next**		**Wood Pulp**	**Paper/Paperboard**	**Others**	Total								Total
				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				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								0 00
				0 00				0 00								0 00
TOTAL M T				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

REMARKS
Commodity Classification of **OTHERS**

PMO

PHILIPPINE PORTS AUTHORITY
PORT TRAFFIC STATISTICS

DOMESTIC / FOREIGN — BERTH / ANCHORAGE

PORT

PIER/ZONE

IV NUMBER OF CONTAINERS HANDLED BY SIZE (in feet)

MONTH _____ YEAR _____

CTRL NO	VOY NO / REG NO	INBOUND CONTAINERS BY SIZE												OUTBOUND CONTAINERS BY SIZE											
		EMPTY				F C L				L C L				EMPTY				F C L				L C L			
		10	20	40	45	10	20	40	45	10	20	40	45	10	20	40	45	10	20	40	45	10	20	40	45
																									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
																									0 00
																									0 00
																									0 00
TOTAL		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	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00
TEU		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	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00

Prepared by

Verified by

Approved by

PTS 4 – Number of Containers (Boxes) Handled by Size

PMO _____ PHILIPPINE PORTS AUTHORITY ☐ DOMESTIC ☐ BERTH
PORT TRAFFIC STATISTICS ☐ FOREIGN ☐ ANCHORAGE

PORT _____

PIER/ZONE _____ V RORO- VESSELS MONTH _____ YEAR _____

CTRL NO	VOY NO /	GRAND TOTAL	INBOUND					OUTBOUND				
			NUMBER OF VEHICLES BY					NUMBER OF VEHICLES				
			1	2	3	4	Total	1	2	3	4	Total
		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					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					0					0
		0					0					0
		0					0					0
		0					0					0
TOTAL		0	0	0	0	0	0	0	0	0	0	0

Prepared by Verified by Approved by

_____ _____ _____

PTS 5 – Number of Vehicles Carried by Ro Ro Vessels

PMO _____

PORT _____

PIER/ZONE _____

PHILIPPINE PORTS AUTHORITY
PORT AREA PERFORMANCE STATISTICS

VI PORT LABOR STATISTICS

CTRL NO	VOY NO / REG NO	TOTAL NUMBER OF MEN	NUMBER OF GANGS	GROSS GANG HOUR		NET GANG HOUR		IDLE GANG HOUR	
				DISCHARGING	LOADING	DISCHARGING	LOADING	DISCHARGING	LOADING
				HRS MIN	HPS MIN	HRS MIN	HRS MIN	HRS MIN	HRS MIN
TOTAL		0	0	0	0	0	0	0	0

Prepa ed by

_____

Verified by

_____

PTS 6 – Port Labor (PART 1)

[ ] DOMESTIC [ ] BERTH
[ ] FOREIGN [ ] ANCHORAGE

MONTH _____ YEAR _____

REASONS FOR IDLE TIME	TOTAL CARGO TONNAGE HANDLED BY GANG	R E M A R K S
	0	

Approved by

_____

PTS 6 – Port Labor (PART 2)

SUMMARY STATISTICAL REPORT

Port of | PMO

[X] Base Port
[ ] Other Terminal Port
[ ] Other Govt Port
[ ] Private Port

[ ] Berth [ ] Month
[ ] Anchorage [ ] Year

PARTICULARS	This Month	Year to Date
A SHIPPING		
1 Number of vessels	0	0
Domestic	0	0
Foreign	0	0
2 Gross Registered Tonnage/Gross Tonnage	0	0
Domestic	0	0
Foreign	0	0
3 Net Registered Tonnage/Net Tonnage	0	0
Domestic	0	0
Foreign	0	0
4 Deadweight Tonnage	0	0
Domestic	0	0
Foreign	0	0
5 Length of Vessel (m)	0	0
Domestic	0	0
Foreign	0	0
6 Beam of Vessel (m)	0	0
Domestic	0	0
Foreign	0	0
7 Draft of Vessel (m)	0	0
Domestic	0	0
Foreign	0	0
8 Down/Idle Time (hrs)		
Domestic		
Foreign		
9 Waiting Time (hrs)		
Domestic		
Foreign		
10 Time on Berth (hrs)		
Domestic		
Foreign		
11 Net Service Time (hrs)		
Domestic		
Foreign		
12 Total Dwell Time in Port (hrs)		
Domestic		
Foreign		
13 Berth Occupancy Rate (%)		
a Total effective berth length (m)		
b Spacing Factor (%)		
c No of days		

Remarks
(Increase/Decrease of Port Traffic)

Shipcalls

Passengers

Cargo Throughput

Container Traffic

RORO Traffic

Remarks
(Increase/Decrease of Port Traffic)

Shipcalls

Passengers

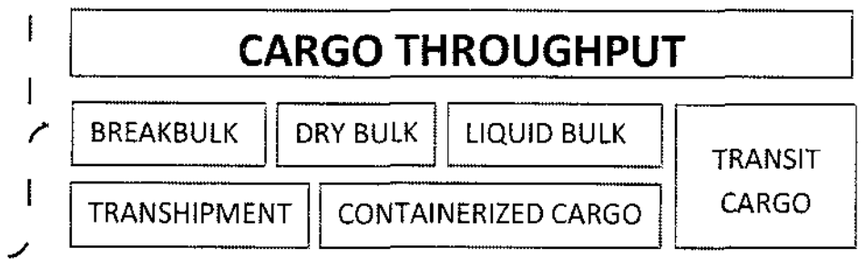
Cargo Throughput

Container Traffic

RORO Traffic

Summary Statistical Report (SSR) – A SHIPPING SUMMARY

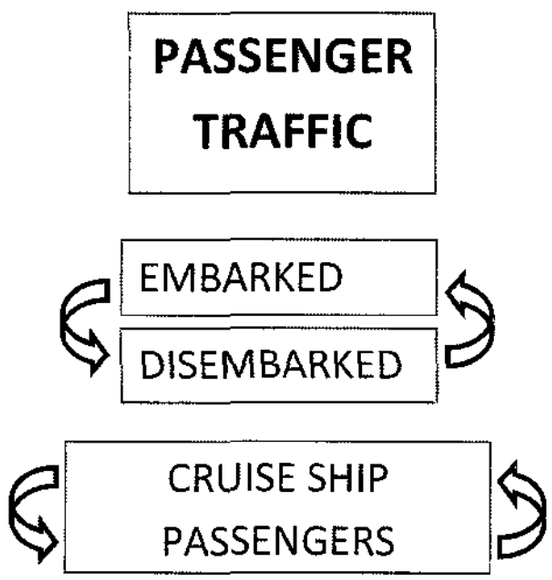
SUMMARY STATISTICAL REPORT		
Port of	PMO	
X Base Port Other Terminal Port Other Govt Port Private Port	Berth Anchorage	Month Year
PARTICULARS	This Month	Year to Date
B CARGO AND PASSENGER		
1 Total Cargo Throughput (m t)	0	0
a Domestic	0	0
Inbound	0	0
Breakbulk	0	0
Liquid Bulk	0	0
Dry Bulk	0	0
Containerized	0	0
Transit Cargo	0	0
Transhipment	0	0
Outbound	0	0
Breakbulk	0	0
Liquid Bulk	0	0
Dry Bulk	0	0
Containerized Cargo	0	0
Transit Cargo	0	0
Transhipment	0	0
b Foreign	0	0
Import	0	0
Breakbulk	0	0
Liquid Bulk	0	0
Dry Bulk	0	0
Containerized Cargo	0	0
Transit Cargo	0	0
Transhipment	0	0
Export	0	0
Breakbulk	0	0
Liquid Bulk	0	0
Dry Bulk	0	0
Containerized Cargo	0	0
Transit Cargo	0	0
Transhipment	0	0



Summary Statistical Report (SSR) – B CARGO

SUMMARY STATISTICAL REPORT		
Port of	PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port	[ ] Berth [ ] Anchorage	[ ] Month [ ] Year

PARTICULARS	This Month	Year to Date
2 Total Passengers	0	0
Domestic	0	0
a Disembarking	0	0
b Embarking	0	0
c Cruise Ships	0	0
Foreign	0	0
a Disembarking	0	0
b Embarking	0	0
c Cruise Ships	0	0



Summary Statistical Report (SSR) – C PASSENGERS

SUMMARY STATISTICAL REPORT

Port of

PMO

[X] Base Port
[ ] Other Terminal Port
[ ] Other Govt Port
[ ] Private Port

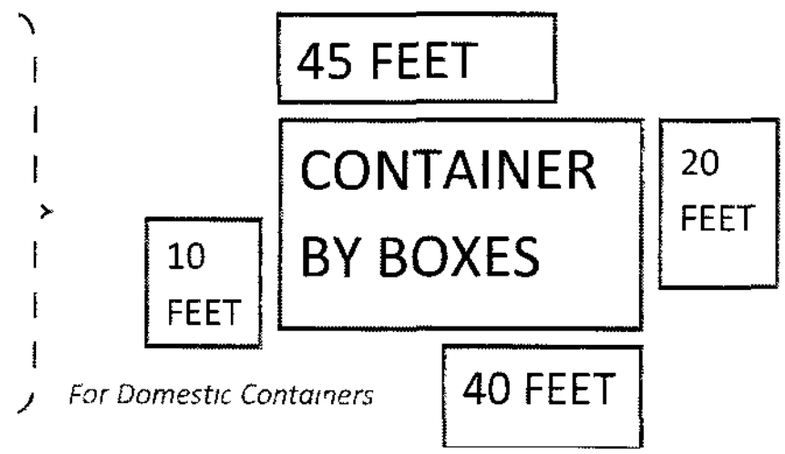
[ ] Berth
[ ] Anchorage

[ ] [ ] Month
[ ] [ ] Year

PARTICULARS	This Month	Year to Date
D CONTAINER TRAFFIC		
1 Total Container (in TEU)	0	0
a Domestic	0	0
Inbound	0	0
Empty	0	0
Loaded - FCL	0	0
Loaded LCL	0	0
Outbound	0	0
Empty	0	0
Loaded - FCL	0	0
Loaded - LCL	0	0
b Foreign	0	0
Import	0	0
Empty	0	0
Loaded FCL	0	0
Loaded LCL	0	0
Export	0	0
Empty	0	0
Loaded - FCL	0	0
Loaded - LCL	0	0

Summary Statistical Report (SSR) – D CONTAINER TRAFFIC

SUMMARY STATISTICAL REPORT		
Port of	PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port	[ ] Berth [ ] Anchorage	[ ] [ ] Month [ ] [ ] [ ] [ ] Year
PARTICULARS	This Month	Year to Date
D CONTAINER TRAFFIC		
1 Total Container (by Boxes)	0	0
a Domestic	0	0
Inbound	0	0
Empty	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded - FCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded LCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Outbound	0	0
Empty	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded FCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded LCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0



Summary Statistical Report (SSR) – D CONTAINER TRAFFIC BY BOXES

SUMMARY STATISTICAL REPORT

Port o.

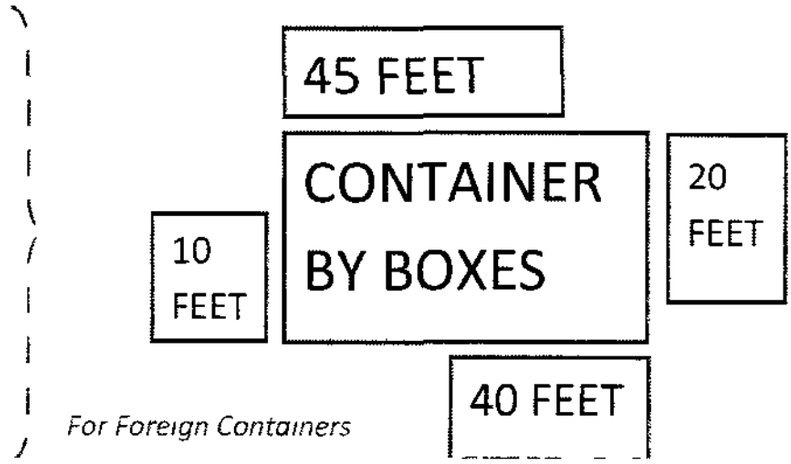
PMO

[X] Base Port
[ ] Other Terminal Port
[ ] Other Govt Port
[ ] Private Port

[ ] Berth
[ ] Anchorage

[ ] Month
[ ] Year

PARTICULARS	This Month	Year to Date
b Foreign	0	0
Inbound	0	0
Empty	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded FCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded LCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Outbound	0	0
Empty	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded FCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0
Loaded LCL	0	0
10	0	0
20	0	0
40	0	0
45	0	0



Summary Statistical Report (SSR) – D CONTAINER TRAFFIC BY BOXES

SUMMARY STATISTICAL REPORT		
Port of	PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port	[ ] Berth [ ] Anchorage	[ ][ ] Month [ ][ ] Year

PARTICULARS	This Month	Year to Date
E NO OF VEHICLES BY TYPE		
1 Total No of Vehicles Transported (units)	0	0
Inbound	0	0
Type 1	0	0
Type 2	0	0
Type 3	0	0
Type 4	0	0
Outbound	0	0
Type 1	0	0
Type 2	0	0
Type 3	0	0
Type 4	0	0

Summary Statistical Report (SSR) – E VEHICLE BY TYPE

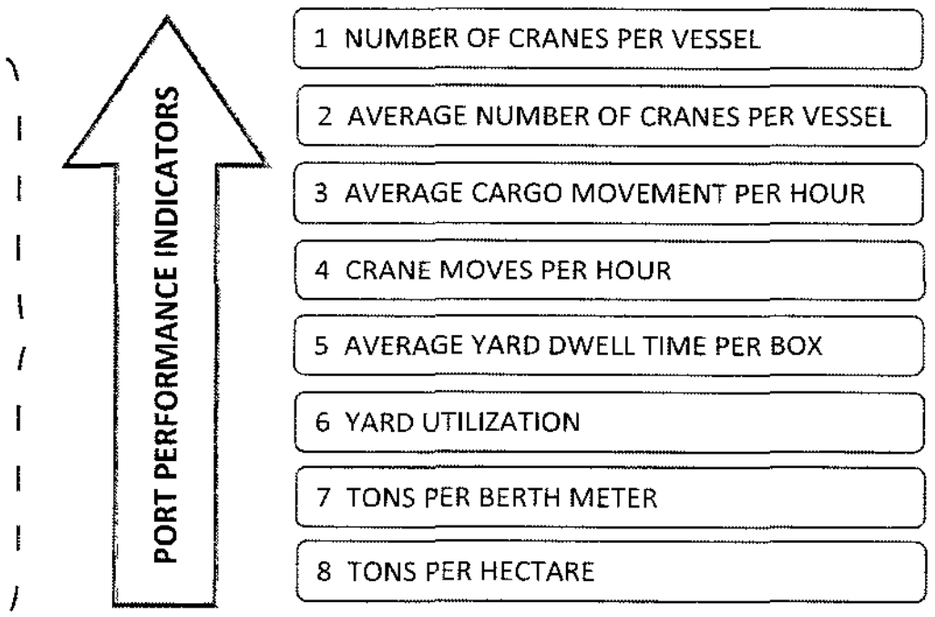
SUMMARY STATISTICAL REPORT		
Port of	PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port	[ ] Berth [ ] Anchorage	[ ][ ] Month [ ][ ] Year
PARTICULARS	This Month	Year to Date
F LABOR STATISTICS FOR NON-CONTAINERIZED CARGO		
1 DOMESTIC		
a Total Number of men	0	0
b Number of Gangs	0	0
c Ave no of men per gang	0	0
d Total cargo handled by gang	0	0
e Gang Hours		
Gross	0	0
Net	0	0
Idle	0	0
f Average Tonnage/Gross Gang Hour	0	0
g Average Tonnage/ Gross Man Hour	0	0
2 FOREIGN		
a Total Number of men	0	0
b Number of Gangs	0	0
c Ave no of men per gang	0	0
d Total cargo handled by gang	0	0
e Gang Hours		
Gross	0	0
Net	0	0
Idle	0	0
f Average Tonnage/Gross Gang Hour	0	0
g Average Tonnage/ Gross Man Hour	0	0

Summary Statistical Report (SSR) -- F LABOR STATISTICS FOR NON-CONTAINERIZED CARGO

SUMMARY STATISTICAL REPORT Port of	PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port	[ ] Berth [ ] Anchorage	[ ][ ] Month [ ][ ] Year

PARTICULARS	This Month	Year to Date
G LABOR STATISTICS FOR CONTAINERIZED CARGO		
1 DOMESTIC		
a Total Number of men	0	0
b Number of Gangs	0	0
c Ave no of men per gang	0	0
d Total cargo handled by gang	0	0
e Gang Hours		
Gross	0	0
Net	0	0
Idle	0	0
f Average Tonnage/Gross Gang Hour	0	0
g Average Tonnage/ Gross Man Hour	0	0
2 FOREIGN		
a Total Number of men	0	0
b Number of Gangs	0	0
c Ave no of men per gang	0	0
d Total cargo handled by gang	0	0
e Gang Hours		
Gross	0	0
Net	0	0
Idle	0	0
f Average Tonnage/Gross Gang Hour	0	0
g Average Tonnage/ Gross Man Hour	0	0

SUMMARY STATISTICAL REPORT			
Port of		PMO	
[X] Base Port [ ] Other Terminal Port [ ] Other Govt Port [ ] Private Port		[ ] Berth [ ] Anchorage	[ ] Month [ ] Year
PARTICULARS		This Month	Year to Date
H PORT PERFORMANCE INDICATORS			
1 NUMBER OF TUGS PER VESSEL		0	0
in		0	0
out		0	0
2 AVERAGE NUMBER OF CRANES/VESSEL		#DIV/0	#DIV/0!
total number of cranes per vessel		0	0
3 AVERAGE CARGO MOVEMENT PER HOUR			
average tons per net ship hour		#DIV/0!	#DIV/0
average boxes per net ship hour		#DIV/0!	#DIV/0!
average RORO units per net ship hour		#DIV/0!	#DIV/0!
4 CRANE MOVES PER HOUR		#DIV/0!	#DIV/0!
number of containers moved (in boxes)		0	0
number of crane working hours		0	0
5 AVERAGE YARD DWELL TIME PER BOX		#DIV/0!	#DIV/0!
number of stay time (days)		0	0
total capacity of the yard		0	0
6 YARD UTILIZATION		#DIV/0	#DIV/0
actual storage slots occupied		0	0
total capacity of container yard		0	0
7 TONS PER BERTH METER		#DIV/0!	#DIV/0!
8 TONS PER HECTARE		#DIV/0!	#DIV/0!
total area (m t)		0	0



Summary Statistical Report (SSR) – H PORT PERFORMANCE INDICATORS

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Isabel Pier		Other Terminal Port		Other Govt Ports		Private Port		TOTAL	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date
A. SHIPPING										
1. Number of vessels	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
2. Gross Registered Tonnage/Gross Tonnage	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
3. Net Registered Tonnage Net Tonnage	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
4. Deadweight Tonnage	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
5. Length of Vessel (m.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
6. Beam of Vessel (m.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
7. Draft of Vessel (m.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
8. Downtime Time (hrs.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
9. Waiting Time (hrs.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
10. Time at Berth (hrs.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
11. Net Service Time (hrs.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
12. Total Dwell Time in Port (hrs.)	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
13. Berth Occupancy Rate (%)	0	0	0	0	0	0	0	%	0	0
a. Total effective berth length (m.)	0	0	0	0	0	0	0	0	0	0
b. Spacing Factor (%)	0	0	0	0	0	0	0	0	0	0
c. No. of days	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Base Port		Other Terminal Ports		Other Govt Ports		Private Ports		T O T A L	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date
B CARGO AND PASSENGER										
1 Total Cargo Throughput (m.t.)	0	0	0	0	0	0	0	0	0	0
a Domestic	0	0	0	0	0	0	0	0	0	0
Inbound	0	0	0	0	0	0	0	0	0	0
Breakbulk	0	0	0	0	0	0	0	0	0	0
Liquid Bulk	0	0	0	0	0	0	0	0	0	0
Dry Bulk	0	0	0	0	0	0	0	0	0	0
Containerized	0	0	0	0	0	0	0	0	0	0
Transit Cargo	0	0	0	0	0	0	0	0	0	0
Transhipment	0	0	0	0	0	0	0	0	0	0
Outbound	0	0	0	0	0	0	0	0	0	0
Breakbulk	0	0	0	0	0	0	0	0	0	0
Liquid Bulk	0	0	0	0	0	0	0	0	0	0
Dry Bulk	0	0	0	0	0	0	0	0	0	0
Containerized Cargo	0	0	0	0	0	0	0	0	0	0
Transit Cargo	0	0	0	0	0	0	0	0	0	0
Transhipment	0	0	0	0	0	0	0	0	0	0
b Foreign	0	0	0	0	0	0	0	0	0	0
Import	0	0	0	0	0	0	0	0	0	0
Breakbulk	0	0	0	0	0	0	0	0	0	0
Liquid Bulk	0	0	0	0	0	0	0	0	0	0
Dry Bulk	0	0	0	0	0	0	0	0	0	0
Containerized Cargo	0	0	0	0	0	0	0	0	0	0
Transit Cargo	0	0	0	0	0	0	0	0	0	0
Transhipment	0	0	0	0	0	0	0	0	0	0
Export	0	0	0	0	0	0	0	0	0	0
Breakbulk	0	0	0	0	0	0	0	0	0	0
Liquid Bulk	0	0	0	0	0	0	0	0	0	0
Dry Bulk	0	0	0	0	0	0	0	0	0	0
Containerized Cargo	0	0	0	0	0	0	0	0	0	0
Transit Cargo	0	0	0	0	0	0	0	0	0	0
Transhipment	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Base Port		Other Terminal Ports		Other Govt Ports		Private Port		T O T A L	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date
Total Passenger	0	0	0	0	0	0	0	0	0	0
Domestic	0	0	0	0	0	0	0	0	0	0
a. Disembarking	0	0	0	0	0	0	0	0	0	0
b. Embarking	0	0	0	0	0	0	0	0	0	0
c. Cruise Ships	0	0	0	0	0	0	0	0	0	0
Foreign	0	0	0	0	0	0	0	0	0	0
a. Disembarking	0	0	0	0	0	0	0	0	0	0
b. Embarking	0	0	0	0	0	0	0	0	0	0
c. Cruise Ships	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Base Port		Other Terminal Port		Other Govt Port		Private Ports		TOTAL	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date
D CONTAINER TRAFFIC										
1 Total Container (in TEU)	0	0	0	0	0	0	0	0	0	0
a. Domestic	0	0	0	0	0	0	0	0	0	0
Inbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
Loaded FC	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
Outbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
Loaded FC	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
b Foreign	0	0	0	0	0	0	0	0	0	0
Import	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
Export	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Bataan Port		Other Terminal Port		Other Gov't Port		Private Ports		TOTAL	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date
D CONTAINER TRAFFIC										
1 Total Container (by Boxes)	0	0	0	0	0	1	0	0	0	0
a Domestic	0	0	0	0	0	0	0	0	0	0
Inbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
Loaded LC	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Outbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
4"	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Base Port		Other Terminal Ports		Other Govt Port		Private Ports		TOTAL	
	This Month	Year to Date	This Month	Year to Date	This Month	Year to Date	This Week	Year to Date	This Month	Year to Date
b Foreign	0	0	0	0	0	0	0	0	0	0
Inbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Outbound	0	0	0	0	0	0	0	0	0	0
Empty	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
Loaded FCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0
Loaded LCL	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0		0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Apa a Port		Other Terminal Ports		Other Gov't Ports		Private Ports		T O T A	
	T Month	Year to Dat	This Month	Year to Date	This Mont	Year t Date	This Month	Year to Date	This Month	Year to Date
E. NO OF VEHICLES CARRIER BY RORO VESSELS										
1 Total N of Vessels Tra sported (unite	0	0	0	0	0	0	0	0	0	0
Inbound	0	0	0	0	0	0	0	0	0	0
Type 1	0	0	0	0	0	0	0	0	0	0
Type 2	0	0	0	0	0	0	0	0	0	0
Type 3	0	0	0	0	0	0	0	0	0	0
Type 4	0	0	0	0	0	0	0	0	0	0
Outbound	0	0	0	0	0	0	0	0	0	0
Type 1	0	0	0	0	0	0	0	0	0	0
Type 2	0	0	0	0	0	0	0	0	0	0
Type 3	0	0	0	0	0	0	0	0	0	0
Type 4	0		0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Yea

PARTICULARS	Bas Por		Other Terminal Ports		Other Govt Port		Private Ports		T O T A L	
	This Month	Year to Date	This Month	Year to Date	hi Month	Year to Date	This Month	Year to Date	Th Month	Year to Date
F LABOR STATISTICS FOR NON-CONTAINERIZED CARGO										
1 DOMESTIC	0	0	0	0	0	0	0	0	0	0
a Total Number of men	0	0	0	0	0	0	0	0	0	0
b. Number of Gang	0	0	0	0	0	0	0	0	0	0
Ave no of men per gang	0	0	0	0	0	0	0	0	0	0
d Total cargo handled by gang	0	0	0	0	0	0	0	0	0	0
e Gang Hours	0	0	0	0	0	0	0	0	0	0
Gross	0	0	0	0	0	0	0	0	0	0
Net	0	0	0	0	0	0	0	0	0	0
Idle	0	0	0	0	0	0	0	0	0	0
f Average Tonnage/Gross Gang Hour	0	0	0	0	0	0	0	0	0	0
g Average Tonnage/ Gross Man Hour	0	0	0	0	0	0	0	0	0	0
2 FOREIGN	0	0	0	0	0	0	0	0	0	0
a Total Number of men	0	0	0	0	0	0	0	0	0	0
b Number of Gangs	0	0	0	0	0	0	0	0	0	0
c Ave no of men per gang	0	0	0	0	0	0	0	0	0	0
d Total cargo handled by gang	0	0	0	0	0	0	0	0	0	0
Gang Hours	0	0	0	0	0	0	0	0	0	0
Gross	0	0	0	0	0	0	0	0	0	0
Net	0	0	0	0	0	0	0	0	0	0
Idle	0	0	0	0	0	0	0	0	0	0
f Average Tonnage/Gross Gang Hour	0	0	0	0	0	0	0	0	0	0
g Average Tonnage/ Gross Man Hour	0	0	0	0	0	0	0	0	0	0

PORT MANAGEMENT OFFICE SUMMARY STATISTICAL REPORT
PMO

Month Year

PARTICULARS	Bat. Po		Other Term. ll Port		Other Govt Prem.		Private Ports		T O T A L	
	This Month	Year to Date	This Month	Year to Date	T m Month	Yea ar Dat	This Month	year to Date	Tms Month	Year to Date
G LABOR STATISTICS FOR CONTAINERIZED CARGO										
1 DOMESTIC	0	0	0	0	0	0	0	0	0	0
a Total Number of men	0	0	0	0	0	0	0	0	0	0
b Number of Gangs	0	0	0	0	0	0	0	0	0	0
c Ave no. of men per gang	0	0	0	0	0	0	0	0	0	0
d Total cargo handled by gang	0	0	0	0	0	0	0	0	0	0
e Gang Hours	0	0	0	0	0	0	0	0	0	0
Gross	0	0	0	0	0	0	0	0	0	0
Net	0	0	0	0	0	0	0	0	0	0
Idle	0	0	0	0	0	0	0	0	0	0
f Average Tonnage/Gross Gang Hour	0	0	0	0	0	0	0	0	0	0
g Average Tonnage/ Gross Man Hour	0	0	0	0	0	0	0	0	0	0
2 FOREIGN	0	0	0	0	0	0	0	0	0	0
Total Number of men	0	0	0	0	0	0	0	0	0	0
b Numbe of Gangs	0	0	0	0	0	0	0	0	0	0
Ave no. of men pe gang	0	0	0	0	0	0	0	0	0	0
d Total cargo handled by gan	0	0	0	0	0	0	0	0	0	0
e Gang Hours	0	0	0	0	0	0	0	0	0	0
Gross	0	0	0	0	0	0	0	0	0	0
Net	0	0	0	0	0	0	0	0	0	0
Idle	0	0	0	0	0	0	0	0	0	0
f Average Tonnage/Gross Gang Hour	0	0	0	0	0	0	0	0	0	0
g Average Tonnage/ Gross Man Hour	0	0	0	0	0	0	0	0	0	0

ANNUALPROJECTIONREPORT
PMO
YEAR

	January	February	March	April	May	June	July	August	September	October	November	December	GrandTotal
1 Shipcalls													
Domestic													
Foreign													
2 CargoThroughput													
DomesticForeign													
Import													
Export													
3 ContainerTraffic													
DomesticForeign													
Import													
Export													
4 PassengerTraffic													
DomesticForeign													
5 RoRoTraffic													
InboundOutbound													

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