

MATRIX OF ISSUES AND CONCERNS

June 21, 2023 and July 26, 2023 Public Consultations on the Development Plan of the Iloilo Commercial Port Complex (ICPC) and the Corresponding Tariffs for Tier 1 Ports

1st Public Consultation – June 21, 2023

No.	Association/Organization/Port User	Comments/Issues	PPA's Response
1.	Mr. Jose Roni Peñalosa – Iloilo City Government	Is there an expansion within the PPA Port delineation or are you expanding northeastward beyond the existing delineation?	As presented by our PMO-Panay/Guimaras in number 4 of their proposal, there is an expansion of berth which is 8,888 sq.m. to include installation of STS Ship to shore railings and electrical systems for 488 linear meter wharf. There is also a proposal for the expansion of a 6,380 sq.m. to include the installation of STS rail lanes and electrical system for 135 linear meter wharf and development of an additional open storage container yard including reclamation of 200.35 hectares. These are triggered by volume.
2.	Mr. Marc Parco – PLSA	Will ICPC continue to be a multi-user port for international and domestic, containerized, and breakbulk?	The plan for ICPC would be that after 5 years it will be an exclusively international port. At the moment, the volume is not there. During the transition period of 5 years, it would continue to accept domestic cargoes. However, after the fifth year, all domestic cargoes will be coursed through Fort San Pedro. That is why in the initial presentation, we have the additional equipment and infrastructure in ICPC. This is to accommodate international cargo. We consider it to be bided out as a Tier 1 port for 25 years. There will be additional Infrastructure within that period and that infrastructure must meet the KPI requirements for ICPC.
3.	Mr. Mark Parco – PLSA	What is the plan for Fort San Pedro?	The Fort San Pedro was already bided out as a Tier 3 port. When the ICPC becomes an exclusively international cargo port, all domestic cargoes will be through Fort San Pedro.
4.	Mr. Jose Roni Peñalosa – LGU Iloilo City	Is the expansion within the PPA Port delineation or expanding northeast ward beyond the existing delineation?	The area for port delineation is part of the proposed port zone delineation of PPA which is within the LGU.
5.	Mr. Harry Rolf Rovillos – APO Cement Corp.	Since our parking terminals (APO Cement) will not be included in the privatization, what will be our set up to	The set up for entry/exit of the trucks of APO Cement will have to be coordinated with the eventual operator. As to the pipeline, this is

		use the entry/exit of our trucks and client trucks inside the port complex? How about the pipeline for our bulk vessel discharging towards our silo's storage?	allowed for the discharge towards the silo storage.
6.	Mr. Mark Parco of PLSA	The current volume for ICPC and Fort San Pedro is approximately 160,000 TEUs of domestic cargo a year and zero for international. How will you be able to ensure a smooth flow of domestic cargo in Fort San Pedro alone?	If additional infrastructure is needed to ensure that Fort San Pedro will be able to handle domestic cargoes, that additional infrastructure is the obligation of PPA. Our Engineering Department went there and conducted an inspection.
7.	Mr. Antonio Maguad – MCR	Is there a plan to develop Fort San Pedro as well?	The Fort San Pedro was bided out as a Tier 3 port under the PTRMF. Any additional infrastructure is the responsibility of the PPA.
8.	Mr. Mark Parco – PLSA	Will we have additional berths in Fort San Pedro?	PPA will ensure that Fort San Pedro will be able to handle domestic cargo for the first year to fifth year period. PPA would be able to project additional infrastructure requirement based on volume.
9.	Mr. Keith Camena – Iloilo CPDO	Do you have a traffic impact assessment for the proposed development/expansion?	Yes.
10.	Mr. Ezel Ragandang – MCCP	What water depth/draft are we looking into? Alongside or approach?	The ICPC will match the depth and the draft of MICT which is 13.5.
11.	Mr. Mark Parco – PLSA	Why don't you bid out Fort San Pedro as a Tier 1 port? Please also look at the road infrastructure of both ICPC and FSP.	Fort San Pedro was already bided out as a Tier 3 port. This is noted. Our Engineering Department will be instructed to look into it.
12.	Mr. Jose Roni Peñalosa – LGU Iloilo City:	Is Razon's ICTSI project part of the ICPC expansion/improvement plan?	No. Razon's ICTSI is not part of the ICPC expansion/ improvement plan. The ICPC expansion/improvement plan is under the PPA's Port Terminal Management Regulatory Framework.
13.	Mr. Pershing Tan Queto Jr. - OFCCCI	I do not see any representatives from Chamber of Commerce of Iloilo and LGU of Iloilo:	An invite was sent to them. LGU Iloilo raised the first question that we addressed regarding expansion within the PPA Port delineation or northeastward beyond the existing delineation.
14.	Mr. Areño – Philhua Shipping	Do you have any plans to regularly dredge ICPC to avoid shifting vessel from one berth to another?	Once ICPC is bided out as a Tier 1 port, the responsibility of the operator is for both land side and water side development, that includes maintenance dredging. Only capital dredging would be the responsibility of PPA.

2nd Public Consultation – July 26, 2023

No.	Association/Organization/Port User	Comments/Issues	PPA Response
1.	Ian Baking - Asian Terminal Incorporated	Are the rates for domestic containerized cargoes inclusive of crantage fees?	There is a separate rate for crantage, so it is not inclusive.
2.	Julieta Sinas – Ozamis Filipino-Chinese Chambers commerce Incorporated	Why are the LGUs in Iloilo and any Iloilo Chamber Commerce representative not present in the second public consultation?	They registered and signified to attend but they are not present. However, during the 1 st Public Consultation, there was a representative from LGU-Iloilo attending the public consultation.
3.	Cedric Teng Ampo – MCC Transport	Will ICPC be open to domestic vessels during years 1 & 2 of the development plan?	Yes, for the first 5 years, ICPC will continue to accept domestic cargo.
4.	Ed Jalbuna –Marsula Construction Supplies Cement Consignee	How much is to be invested by the concessionaire in year 1? If tariffs are to be increased, why privatize?	The terms and reference for ICPC are still being finalized. We have the Port Development Plan, but we cannot yet give the total investment for the first year. This is a PPA move to step back from the actual operations and move to a more regulatory aspect of managing the port. This is also a public-private partnership to improve the efficiency of the ports as well as to encourage the private sector contribute the development of the ports considering that investment to improve all our ports is not something PPA can do easily.
5.	Michael barcas – Portcalls	Is there a huge or significant change in the presentation from the previous Public Consultation on June 21, 2023	No. The reason we are having this 2 nd Public Consultation is because, during the 1 st Public Consultation in Iloilo, there was difficulty regarding connections. It is possible some people were not able to hear the presentation in its entirety, although we post the presentations online. But to make sure everyone would be able to raise their questions and concerns, we decided to have this 2 nd Public Consultation.
6.	Rona Gatdula -PLSA	For clarity, domestic rates were presented for domestic cargoes which showed Tier 3 rates. As such, existing tier 3 rates will be charged to domestic cargoes within the 5-year period.	Tier 3 rates are presented again as part of Tier 1 rates, and this will be charged to domestic cargoes within the first 5 years.

7.	Ed Jalbuna - Marsula Construction Supplies Cement Consignee	It is a policy decision of the government to go privatization and PPA more on regulatory, although we need not argue on this policy based on the experience NGCP-MWSS, do we have any assurance from PPA that terms of reference are good?	The concept of the PTRMF was a joint project of PPA and the World Bank. In fact, the PPP Center has recognized that the PTRMF policy of PPA is a noble way in a doing a public-private partnership as we need more and better equipment in the ports. This is one solution in improving port facilities in our ports. As such, 19 ports were already bided out and it is a work in progress. We are still revising and fine-tuning the administrative order and the terms of reference to improve the services in the ports
8.	Rona Gatdula – PLSA	Further, noticed that SCMAP is not present. As most of them are our shippers, were they invited?	Yes, they were invited.
9.	Bienvenido P. Basco - PUCP	Fully supports the development plan for ICPC. Moreover, PUCP anticipates an increase in the volume of the foreign cargoes in the port. PUCP also envisions that cargoes bound to the Visayas can call directly at Iloilo Commercial Port Complex and no longer need to be unloaded/discharged in Manila or elsewhere. However, we would like to be clarified as to the maximum draft of vessels that the port can accommodate.	Once this is implemented, the draft will be 13 meters similar to the ports in Metro Manila.
10.	Bienvenido P. Basco - PUCP	PUCP would like to inquire as to the dates of the implementation of new tariffs that will be charged at the ICPC. Will the new tariff be implemented immediately or after the completion of the development of the port?	The tariffs go hand in hand with the bidding-out of the ports. So once the port is bided out and the operators begins its operations under the contract, technically the rates will now be implemented.
11.	John Guiang - Kingfields Trade Inc	What is the target estimated date for the increase in tariffs?	We hope to bid out ICPC within the year, which is why we have today's Public Consultation for the Tier 1 tariffs. But we also need to revise a few provisions in the implementing administrative orders of the PTRMF. We still need to go to the Board, hopefully within the year.
12.	Althea Abella - Marine and Coastal Construction	When is the earliest target for the construction and structural repairs? -- indicative timeline is shown years 1 to 25 but do we have a specific target year?	Considering the terms and reference for ICPC are still being finalized and developed, there is no timeline yet.
13.	Wendy Sonza - PCBSI PTMC	During the transition period from both foreign and domestic operations to purely foreign operations, what will be	The tariffs which we are seeking to be approved under Tier 1 will be implemented. Cargo

		the tariff rates for domestic cargoes in ICPC?	handling rates for domestic cargoes are similar to Tier 3 rates for domestic cargoes.
14.	Michael Cuevas Barcas – Portcalls	Grace period for the position papers submission? Since July 29 & 30 falls on the weekend.	5 working days after the Public Consultation, so it will be August 2, 2023
15.	Ezel Ragandang - MCCP	Would it help if we benchmarked tariff to ports like Cebu, Cagayan de Oro, and Davao i/o Manila rates?	Cargo handling rates for international cargo are based on Manila rates. For domestic cargoes, it is based on Tier 3 rates which are Cagayan de Oro tariffs.
16.	Ian Baking - Asian Terminals Inc.	When can we expect the Bid Documents and TOR to be published?	We are at the stage where the rates are still for approval. We also need to amend the AO. So, within the year.
17.	Ian Baking - Asian Terminals Inc.	Will there be a pre-bid conference following the issuance of the bid docs?	Yes, there will be a pre-bid conference following the issuance of the bid documents.