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PPA seeks operator for Davao's Sasa port

- PPA seeks operator for Davao's Sasa port and other port-related services at the port.
- Minimum concession fee for the 20-year contract is P8.677 billion; for the first year, it will be P262 million
- Sasa port is the first to be bid out under Tier 2 of Philippine Ports Authority's Port Terminal Management Regulatory Framework

THE Philippine Ports Authority (PPA) is bidding out the 20-year terminal management contract for the Port of Sasa in Davao.

In an invitation to bid, PPA invited potential bidders to submit letters of intent for the concession contract covering the management and operation of cargo-handling, passenger, roll-on/roll-off (RoRo),

The project involves berthing management, container terminal management, passenger terminal management, stevedoring services, (Ro-Ro) cargo services, bagging services, portage services, storage management, waste and shore reception facility management, water distribution services, weighbridge facility, and ancillary and other related services.

The minimum concession fee for the 20-year project is P8.677 billion, with a concession fee for the first year of P262 million.

The concession fee amount is exclusive of all taxes. Bids below the minimum concession fee will be automatically rejected.

The PPA port terminal management

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PPA defends Tier 3 tariff

- The new tariff for Tier 3 ports amid will remain in force, the Philippine Ports Authority says, despite new calls from stakeholders to reconsider the rates
- PPA general manager Jay Daniel Santiago says the impact of Tier 3 rates is minimal and that cargo-handling charges account for only 5% of total logistics costs

THE Philippine Ports Authority (PPA) will continue implementing the new tariff for Tier 3 ports amidst calls from stakeholders to reconsider the rates, according to general manager Jay Daniel Santiago.

He said contrary to the assessment of some stakeholders, the impact of Tier 3 rates is minimal compared with other logistics costs.

"Medyo nakakasilaw lang pag tiningnan mo na 300% yung increase pero in terms of absolute peso value, napakaliit, sentimo lang yung pinag-uusapan natin. (The 300% increase looks overwhelming, but in absolute peso value, we're just talking of centavos)," Santiago said in a chance interview on the sidelines of a recent inspection of Batangas port's passenger terminal building expansion project.

Santiago said cargo-handling charges account for only around 5% of the total logistics costs with the bulk represented by "all the costs outside the port," such as trucking, warehousing, labor, and fuel.

PPA in 2021 began implementing PPA

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Administrative Order No. 10-2019, which provides that uniform port tariffs be the base tariff to be used by operators that will

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PPA seeks operator for Davao's...

Continued from previous page

office will build the physical landside infrastructure whose minimum requirement is estimated to cost P9.885 billion.

As Sasa port is a Tier 2 port, its winning concessionaire will be responsible for the physical landside infrastructure (wharves, piers, land reclamation), above-ground semi-fixtures (cranes), above-ground fixtures (passenger terminal building, pavement, fence), and mobile-handling equipment (forklifts, trucks), while PPA will be responsible for the physical undersea infrastructure (capital, maintenance dredging).

Sasa port is the first to be bid out under Tier 2 of PPA's Port Terminal Management Regulatory Framework (PTMRF). PPA since 2020 has already bid out 18 ports under Tier 3.

Prospective bidders must not be engaged in any business activity, whether primarily or otherwise, that will prevent it from properly and sufficiently discharging its contractual obligations under any port terminal management contract to be awarded. This prohibition covers entities engaged in maritime transportation.

The bidding will be conducted through open competitive procedures using non-discretionary pass/fail criterion as specified in PPA Administrative Order No. 12-2018, as amended.

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PPA defends Tier 3...

win contracts for ports categorized as Tier 3 under PPA's Port Terminal Management Regulatory Framework (PTMRF).

Since 2020, PPA has bid out 18 ports under Tier 3 category, of which 16 had already been awarded.

Just this month, a group of port users asked PPA to stop implementation of Tier 3 tariff for the Pasig River port, once the winning bidder takes over the Tier 3 port. The port users said the move will hike tariff for drybulk cargo by 949%, describing it as "unconscionable".

The Pasig Port Users Against PPA Tariff Increases is instead proposing a tariff increase similar to that granted by PPA to Manila North Harbour Port, Inc. in 2017: a 24% increase implemented in three tranches of 8% annually for three years.

In 2021, several stakeholders and business groups, including the National Economic and Development Authority-Regional Development Councils VIII and IX, also asked PPA to suspend implementation of new tariffs under AO 10-2019 in various ports pending a thorough consultation with stakeholders.

Cheaper in the long run

Santiago defended the Tier 3 tariff, saying the improvement in port operations as a result of bidding out the ports and imposing a uniform tariff will, in the long, run, reduce overall logistics costs.

He noted that PPA is a self-sustaining agency and does not get appropriations from the national government. "We really need to improve and *makikita ninyo naman* (and you can see)...*malaki na yung* (we see big) improvements (in) ports. That's where those tariffs are going. Ultimately *mas bababa ang* (lower) logistics costs."

Moreover, Santiago said PPA wants to maintain a uniform tariff "so our development and funding for investment will be uniform."

Continued from page 2

PPA earlier explained that, under the tariff structure prior to the issuance of AO 10-2019, cargo classification varies per port, and non-prime commodities are charged higher than prime commodities. The non-uniform unit of charging also


often leads to confusion in the field, and that arrastre rates for handling conventional export cargoes in Manila are discounted while conventional export cargoes in the Visayas and Mindanao are not.

Stevedoring has also become the only nomenclature for all works performed on board a vessel and on the dock, which

means arrastre has become a part of the stevedoring rate.

PISA had earlier explained, however, that this sowed confusion among shipping lines and cargo owners, noting that stevedoring has always been a vessel-related charge that is paid for by the liners.

- Roumina Pablo



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