

**STATUS OF DOING BUSINESS IN SELECTED MAJOR PORTS OF THE
PHILIPPINES**

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ABSTRACT

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The status of doing business with ports helps to understand more the existing policies and procedures set by the Philippine Ports Authority and Bureau of Customs in the three major ports of the Philippines particularly, Manila International Container Terminal, North Harbor and South Harbor. Further, it also gives understanding of port operation, TEU throughput and the number of import and export of the ports to compare their efficiency.

The tables and graphs are used to discuss the data gathered from the said three major ports and the government institutions Philippine Ports Authority and Bureau of Customs. Port operators of the same also provides some data for further analysis.

As per the data, the ports have the same procedures on the entry and withdrawal of cargo to port, based on the memorandum order of the Philippine Ports Authority. Whereas, duties and taxes implied on cargoes are from the Bureau of Customs, the North Harbor port is exempted since it is a domestic port. In addition, the comparability of the ports is shown. As exhibited, talking about port operation, Manila International Container Terminal on the actual throughput, number of berths, and technology used is measured efficient.

With the TEU throughput and the number of import and export, again Manila International Container Terminal leads the other two ports. The North Harbor do not have

their import and export due to the restriction of foreign vessels and cargoes or other related foreign services pursuant to the amendment of the PPA to MNHPI.

The proposed policy framework is from the International Container Terminal Services Incorporated as the port operator of MICT. Being efficient, ICTSI leads the TEU throughput which contribute to the revenue collection of a port. Moving forward, to create ease and harmony in overall Philippine port operation, the study proposes a digitize booking system for all ports and standardized import and export clearing step. The dredging of berths with ten feet deep, investment in wide port gate, secure the regulation of truck ban outside the port and necessitate lesser number of maximum empty container stored in port are also proposed.