



SENATE

P. S. Res. No. 894

'18 SEP 12 P 5:16

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Introduced by Senator Aquilino "Koko" Pimentel III

RESOLUTION

DIRECTING THE APPROPRIATE SENATE
COMMITTEE TO CONDUCT AN INQUIRY,
IN AID OF LEGISLATION, ON THE WORSENING
PORT CONGESTION AT THE PORT OF MANILA

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7 **WHEREAS**, as Chairperson of the Senate Committee on Trade,
8 Commerce and Entrepreneurship, the undersigned has been receiving
9 complaints from various stakeholders utilizing the Port of Manila, such
10 as importers, traders, truckers, and brokers, as well as Overseas Filipino
11 Workers (OFW) associations, about the worsening port congestion in
12 Manila;

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14 **WHEREAS**, port congestion is the term used for situations where
15 ships have to queue and wait for a spot so they can load or offload¹;

16
17 **WHEREAS**, the Port of Manila is the largest seaport in the
18 country with a utilization rate of 71.6% compared to the utilization rates
19 of Batangas and Subic ports at 2.3% and 6.1%, respectively²;

20
21 **WHEREAS**, to illustrate the worsening problem of port
22 congestion, it now reportedly takes 7-10 days to unload a container
23 whereas it only took from 3-4 days before³;

¹ Thomas Ward, Port Congestion Relief: Attacking the Entire Chain cited in Epictetus E. Patalinghug et al., A System-wide Study of the Logistics Industry in the Greater Capital Region, Discussion Paper Series No. 2015-24, Philippine Institute for Development Studies.

² Epictetus E. Patalinghug et al., A System-wide Study of the Logistics Industry in the Greater Capital Region, Discussion Paper Series No. 2015-24, Philippine Institute for Development Studies, pp. 1-2.

³ Ibid. at p.70.

1 **WHEREAS**, intimately related with the problem of port
2 congestion are the increase in the cost of shipping and the clogging of
3 Metro Manila's streets that has led to the imposition of a seven-month
4 truck ban in the City of Manila;

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6 **WHEREAS**, the cost of shipping⁴ has doubled and this increase is
7 ultimately passed on and borne by the end-consumers;

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9 **WHEREAS**, the seven-month truck ban was estimated to cause a
10 total revenue loss of PhP43.85 billion due to Bureau of Customs (BOC)
11 revenue decrease, output and productivity losses, and vehicle operating
12 costs. This is on top of the PhP2.4 billion losses per day due to the
13 traffic congestion in Metro Manila as found by a study by the Japan
14 International Cooperation Agency (JICA)⁵;

15
16 **WHEREAS**, if not addressed, the port congestion at the Port of
17 Manila will, over time, adversely impact the economic, social, and
18 environmental concerns of Metro Manila and even its neighboring
19 provinces;

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21 **WHEREAS**, the grave situation at the Port of Manila requires
22 serious intervention from Congress to probe into the causes of the
23 problem and to bring all the stakeholders together in order that
24 coordinated and concrete solutions can be proposed; and

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26 **WHEREAS**, with the holiday season fast approaching and our
27 OFWs beginning to send their *balikbayan* boxes to their loved ones and
28 the cost of commodities rising, this matter must be urgently heard;

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30 **NOW, THEREFORE BE IT RESOLVED**, as it is hereby
31 resolved, to direct the appropriate Senate committee to conduct an
32 inquiry, in aid of legislation, on the worsening port congestion at the
33 Port of Manila to probe into the causes of the problem and to bring all
34 the stakeholders together in order that coordinated and concrete
35 solutions can be proposed.

Adopted,


AQUILINO "KOKO" PIMENTEL III

⁴ Ibid. Cost of shipping of a 20-ft or a 40-ft container by truck has doubled from PhP18,000 to PhP36,000.

⁵ Ibid.