

THE PHILIPPINE MARITIME INDUSTRY: PROSPECTS AND CHALLENGES IN 2013 AND BEYOND

I. Introduction

Maritime transport is the backbone of international trade and a key engine driving globalization and competitiveness. Around 80% of global trade by volume and over 70% by value is carried by sea, as per the UNCTAD estimate.

The 2011-2016 Philippine Development Plan (PDP) envisions a “safe, secure, efficient, viable, competitive, dependable, integrated, environmentally sustainable and people-oriented Philippine transport system”. The main objective is to ensure an integrated and coordinated intermodal transport network with backbone links to growth areas.

The critical role of maritime transport in ensuring an integrated and coordinated transport network is incontestable for an archipelagic country like the Philippines. Since a high percentage of domestic and international commerce, travel and tourism are by air and sea, the efficiency of aviation and maritime transportation has become increasingly critical to growth and competitiveness. Solutions to the numerous challenges involved in creating an efficient modern air and sea transportation system require addressing policy and regulatory impediments as well as upgrading and rationalizing airport and seaport infrastructure and networks. The continuous capacity expansion of seaports and sea links will thus remain as a major development thrust.

The Philippines counts on the maritime industry as a vital component in attaining inclusive growth and socio-economic progress. Shipping remains the major infrastructure by which islands are linked, as well as, connects the country to international commerce and trade. A responsible and modern Philippine registered fleet, supported by quality seafarers and capable shipyards, will pave way for stability of trade, promote national development and promotes national security.

Per the NTPP study estimate, in 2006, the predominant mode of transport is by road carrying about 1.71 billion passengers (93.14 %) and 25.9 million tons of freight (58 %), with water transport at 1.22 % and 42 %, respectively. In 2012, domestic shipping posted 74 million tons of cargoes and 50 million passengers. Seafarer’s remittances US\$4.8 billion also contributed to the Philippine economy.

The Maritime Industry Authority (MARINA), an attached agency of the Department of Transportation and Communications (DOTC), performs promotion and developmental as well as supervisory and regulatory functions over four (4) major sectors of the Philippine maritime industry. MARINA functions cover domestic shipping; overseas shipping; ship building and ship repair; and maritime manpower sectors.

MARINA assumed a new mandate under Executive Order No. 75 issued on 30 April 2012, designating the DOTC through the MARINA as the Single Maritime Administration in the Philippines responsible for oversight in the implementation

of the 1978 STCW Convention, as amended. Consequently, MARINA assumed the functions of the Maritime Training Council (MTC) on 01 July 2012. MARINA had total revenue collection of P 399.512 million in 2012, with total budget support of P 433.6 million. Total budget for 2013 stands at P 796.0 million.

The purpose of this “Document” is to present MARINA’s main strategic agenda and key areas for action in 2013 and beyond, to nurture and strengthen the competitiveness of the Philippine maritime industry and enhance functional performance as the Single Maritime Administration in the implementation of the 1978 STCW Convention, as amended. This “Document” provides a collective guide for broadening and deepening concerted collaboration and support from all stakeholders concerned with the view of undertaking the practical implementation of the actions and measures identified in this strategic document.

A Snapshot of the Philippine Maritime Industry

The Philippine domestic merchant fleet in 2012 comprises 8,112 vessels; 60% (or 4,837) for passenger service, most of which are motorbancas, 28% (or 2,291) cargo ships and 795 (10%) tankers and tugboats. There are about 6,000 plus registered fishing vessels. For 2012, there were 12,924 Ship Safety Inspection System (SSIS)-related Certificates issued and 560 company/ship audit issuances in line with the ISM/NSM Code implementation. Quasi-judicial issuances in 2012 number around 1,019.

There were 442 total importations from 2010-2012, mostly for cargo transport. Passenger vessels are 18 to 20 years old. Cargo vessels have average age of 11 years old in 2012. Bareboat chartered vessels however are much younger and modern than imported ones. For 2012, there were 17 shipping companies involving 39 vessels endorsed to the Department of Finance (DOF) for VAT exemption of US\$ 12.6 million from the total acquisition cost of US\$ 104.9 million pursuant to RA 9295. There were also 21 vessels endorsed to the Board of Investments (BOI) for availment of tax incentives under the BOI Investment Priorities Plan (IPP).

Domestic operators total 2,497, where 509 are corporate entities and 1,952 are single proprietors. Overall, they serve 14 primary routes and 102 secondary routes. Some 1,600 tertiary routes are served by motorboats/motorbancas. The primary routes are served by four (4) major shipping lines operating 17 long haul vessels. The secondary routes are served by RORO vessels numbering to 183 operated by 34 shipping companies.

Under the Road RORO Terminal System (RRTS), 18 of the 32 identified routes are now served by 41 shipping companies deploying 129 vessels. Eight companies are also serving 15 RORO missionary routes. The development of nautical highways demonstrated the potential of intermodal integration to improve inter-island connectivity. The RORO-enabled ports and new RORO ferry routes augmented the capacity of the existing port infrastructure to carry traffic, and were aimed at providing an alternative to longer-distance inter-island shipping.

The Philippines ranks as the 29th maritime country among the top 35 flags of registration, per the UNCTAD Maritime Review 2012. In 2012, there were 68 Philippine overseas shipping companies, with combined paid-up capital of P 999 million and 183 other accredited overseas maritime-related companies with total paid-up of P 3.3 billion. The Philippine overseas registry consists of 126 vessels (from 170 in 2010) of 3.08 million GRT/4.66 million DWT with average age of 11 years. Bulk carriers and general cargo ships constitute 60% of the total overseas registered vessels. The Philippine overseas shipping companies contributed about P 60 million for 4.5 % withholding tax to BIR and P 8.2 million in fees to MARINA.

Shipping connectivity is an important determinant of trade costs, and understanding them will allow policymakers to improve their country's trade competitiveness. The Philippines is fairly connected with the global container shipping services network. In terms of the UNCTAD's Liner Shipping Connectivity Index (LSCI), the Philippines ranks 61 out of 162 and 66 out of 159 countries based on 2009 and 2012 data. The LSCI score indicates how well countries are connected to global shipping networks based on the status of their maritime transport sector. The LSCI, which has been produced since 2004, consists of five components, namely (a) the number of ships; (b) their container-carrying capacity in 20-foot equivalent units; (c) the number of companies; (d) the number of services provided; and (e) the size of the largest vessels that provide services from and to each country's seaports.

In 2012, the Philippines stood as the fifth world's largest shipbuilding country after China, Japan, Korea and Brazil, as more local shipyards are building more ships of larger tonnage capacities like bulk carriers, container ships, and passenger ferries, particularly Tsuneishi Heavy Industries, Inc. (THICI), Hanjin Heavy Industries Corporation Philippines (HHIC-Phil, Inc.) and Keppel Philippines Marine, Inc. which cater to the export market.

There are 121 licensed shipyards, with eight (8) having facilities for the construction and/or repair of big ships. These Class-A shipyards have facilities are at least 20,000 DWT capacity per area, with lifting capacity of 20, 000 DWT and paid-up capital of P 50 million. There are also 14 other yards for medium-sized ships and 99 to service smaller ships. These shipyards employ a total of 7,926 employees.

The SBSR sector is focusing primarily from the ship repair of the country's domestic fleet, and ship building projects limited to small ships and motorbancas. From 2009 to 2011, 348 ships of various types and sizes with total gross tonnage of 813, 030 were locally constructed for use in the domestic trade. For the period, a total 183 fishing boats were constructed; followed by 29 and 28 tugboats and patrol boats/sailboats, respectively; 22 fishing bancas; 18 pleasure yachts; 15 barges; 13 LCTs; 10 carriers/cargo ships; 9 passenger bancas/ferries; 8 motor boats (pituya); 7 tankers; and 4 passenger ferries and rig pontoons.

The seafaring industry has created employment for thousands of Filipino marine officers, ratings and service providers. The Philippines occupies the premier position or leading provider of certificated seaboard personnel, where Filipino seafarers account for 28% (25%) of all seafarers onboard all international merchant in 2012 (2011) from 19% in 1995. For the last five years, the country's deployment of Filipino seafarers rose from 266,553 in 2007 to 369,104 in 2011. Out of those deployed in 2011, 24.0% or 90,506 are officers, 38% or 140,681 are ratings and 37% or 136,971 are non marine like those undertaking hotel activities onboard passengers or cruise ships, like chambermaids, cooks, waiters, casino personnel and entertainers and 2.0% or 946 are classified as others. In 2011, they remitted a total of US\$ 4.4 billion representing about 22% of the total remittances of US\$ 19.4 billion from overseas Filipino workers (OFW).

In terms of seafarers' education and training, there are 95 accredited maritime education institutions and 95 maritime training centers in the country. Maritime schools have average annual enrollment of 71,200 students in 2006-2010, with about 16% or 11,386 students graduating after four years school work. The 95 training centers conduct 33 mandatory STCW-related courses and programs.

Total number of Seafarer's Identification and Record Book (SIRBs) issued in 2012 was 173,404, Domestic Certificate of Competency (QDC) -8,312 and 4,794 various licenses for officers for onboard non-convention ships or vessels below 500 GRT and 750kW (MAP/MIP/BC/MDM). There were also 93, 740 Certificate of Proficiency (COP) for ratings issued from July-December 2012, in line with the new function under Executive Order No. 75.

The maritime industry particularly the Domestic and Overseas Shipping and Shipbuilding sectors enjoy incentives such as tax exemptions and income tax holidays. RA 9295(the Domestic Shipping Development Act of 2004) provided investment incentives to domestic shipping and to the ship building and ship repair industry. RA 7471/9301 (the Philippine Overseas Shipping Development Act) provided exemption from payment of import duties and taxes and exemption from income tax. With these tax exemptions and incentives to end by May 2014 and July 2014, respectively, a comprehensive assessment of the two shipping incentives laws will be conducted. A more rational, permanent and responsive incentive program is expected, with the view to ensure the continued expansion and modernization of the Philippine shipping fleet. A practicable vessel retirement/replacement program for domestic shipping may also be expected.

Shipping and Shipbuilding remain among the investment activities listed in the Philippines' 2012 Investment Priorities Plan (IPP), an annual list of sectors for investment promotions, administered by the Board of Investments. The Development Bank of the Philippines (DBP) is stepping up its assistance to the transport and logistics sector with its flagship infrastructure and transportation initiative, the P 22-billion Connecting Rural and Urban Intermodal Systems Efficiently (CRUISE) program. The CRUISE program is aligned with the Philippine Development Plan 2011-2016 for infrastructure investments which

prioritizes the creation of an integrated and multimodal national transport and logistics system.

MARINA is regularly upgrading and updating standards on safety, level of service, and environmental sustainability in keeping with international standards and practice, and strictly implementing and enforcing the same. MARINA, in further enhancing its integrity and capacity of the Philippines in the international maritime community, will continually assess the ratification of some 32 international maritime conventions. MARINA similarly has to adopt and implement those maritime conventions that have entered into force, by way of MARINA Circulars or IRRs.

With EO 75, and for the sustained development of globally competitive seafarers, MARINA together with other relevant government agencies and partner-private associations are putting in place the requirements to comply with the STCW Convention, as amended, the Maritime Labor Convention and the ILO Convention on the Seafarer's Identity Document (SID), among others.

II. Broad Strategic Directions/Thrusts

The maritime industry being an essential logistics and services support sector to sustained economic growth and competitiveness, MARINA adopted and is committed that: **“By 2016, MARINA shall become a premiere maritime administration in Southeast Asia propelling the Philippine maritime industry to global competitiveness”**, in Shipping, Shipbuilding/Ship Repair and Seafaring.

To ensure realization of above MARINA vision and contribute to the DOTC's shared goal of promoting “improved accessibility, mobility and interconnectivity, and safe, secure, efficient and sustainable transportation systems”, MARINA's key policy directions are guided by the following main strategic objectives, from where measures, targets, initiatives and critical measures, actions or programs and projects have been developed for 2013 and beyond, namely:

- **Attractive Philippine ship registry**
- **The Philippines as a major center for shipbuilding and ship repair**
- **Modern and vibrant domestic merchant fleet as part of a seamless transportation system**
- **Sustained development of globally competitive seafarers**

The development of the country's maritime industry, from the wider strategic perspective, links up to national economic growth in terms of investment opportunities, employment/job creation, industrial development, increased government revenues, among others, as well as the enhanced role and image of the Philippines in the international maritime community.

MARINA shall accordingly steer the promotion, development and growth of the Philippine maritime industry through broad policy and sectoral agenda from 2013, as follows:

Improved Legislative Framework for Philippine Maritime Administration

- A. Advocate for the early passage of priority legislations for the enhanced promotion and development as well as for efficient supervision and regulation of the Philippine maritime industry
 - 1. Separate the draft Philippine Maritime Code into 6-8 distinct legislations
 - Admiralty Court
 - Ship Mortgage
 - Incentives
 - Philippine Overseas Shipping Act
 - Amendments to CHED and PRC laws
 - STCW 2013 Act/Seafarer's Act (including MLC, SID)
 - Seafarer's Welfare Fund
 - Collaterals (MARPOL Bills)
 - 2. MLC Ratification
 - 3. MO Mandatory Instruments

Public-Private Collaborative Partnership in Policy/Program Formulation and Implementation

- B. Foster active working partnership and dialogue with the public and private sectors in the formulation, evaluation and implementation of maritime-related policies, rules and regulations
 - 1. Formalize maritime industry sectoral clusters with relevant private sector groups/associations and government agencies concerned.
 - 2. Formulate, validate or adopt practical strategic policies, actions, and measures (as well as desired outcomes) for the maritime industry and its sectors in close consultation/dialogue with stakeholders/sectoral clusters concerned
 - 3. Identify, collect and analyze more relevant and quantifiable outcome indicators (or targets/performance levels) that would show how the maritime industry is performing at the local and national levels, e.g., measurements for improved safety and security and actual data on reduced travel time and transport costs for both passenger and cargo.

Enhanced Operational Efficiency in Maritime Administration

- C.1 Develop/use IT-enabled (and inter-operable) applications, systems and procedures for registration, licensing and certification, etc.
- C.2 Continuing training and specialization of MARINA personnel
- C.3 Broaden governance and presence for efficient delivery of frontline services

Improved Public Awareness on MARINA Initiatives

- D. Encourage greater transparency and accountability in governance in the implementation of MARINA policies, plans, programs, projects, or activities (e.g. through regular information dissemination of key accomplishment highlights/updates through user-friendly and updated MARINA website).

III. Priority Agenda/Key Actions

Concerted and collective actions are essential in forging a common maritime agenda, as the maritime industry is of national importance to the Philippines.

A multitude of government agencies and business community represented by more than 20 associations have a shared interest in promoting a successful and vibrant maritime industry.

The 2013 Philippine Maritime Industry Planning Workshop held on 29 January – 01 February 2013 recognized to move forward the following key areas/agenda for action and the details of which are presented as “**Annex 1**”:

Domestic Shipping Sector

Goal: Modern and regionally competitive fleet with higher safety standards through safety enhancement measures

- 1) Conduct comprehensive review/assessment of RA 9295 (not only limited to incentives availment and to include other aspects)
- 2) Harmonization of incentives with EO 226, EO 909
 - ✓ Application, to determine if fishing vessels, tugboats and barges are included or not
 - ✓ SPs for Philippine overseas vessels to engage in domestic trade
 - ✓ Impact of indefinite bareboat chartering under PD 760, as amended
 - ✓ Consider original PISA draft as well as Col. Odone’s assessment report in 2007
- 3) Harmonize/align MARINA/BOI/DBP requirements
 - ✓ BOI’s lease purchase arrangements; double availments; pioneer status

- ✓ DBP's protection of investments not to affect shipowner's capacity to pay back the DBP loans
- 4) Encourage PD 760, as amended, as a modality for domestic ship-owning through lease-purchase or lease-irrevocable-purchase arrangement
- 5) Re-institute/institute economic valuation for ship importation
- 6) Strengthen organizational systems to further enhance domestic shipping operations
 - ✓ Create specialized unit to handle related activities for fishing vessels
 - ✓ Operationalize the new Extension Offices (Need to determine cut-off GT size for motorbancas/WHS). Functions can cover registration, inspection, enforcement, with technical capacity enhanced over time, plus assistance to tourism-related activities.
 - ✓ Coordination with the: a) Office of Transport Cooperatives (OTC) for assistance on the possible financing of the modernization program for motorbanca operators through establishment of cooperatives; and b) the Development Bank of the Philippines for concessionary loans.
 - ✓ Compile active/subsisting applicable MARINA rules and regulations, and to cross-index them by subject matter/area as appropriate
- 7) Conduct of study to address the concern/issue of the shippers (SCMAP) on the high cost of doing business

Maritime Safety Sub-sector

- 8) Establish the One (or Single) Classification Society and the Philippine Government Class (PG Class) System
 - ✓ Preparatory step for the vessel retirement (and modernization) program
 - ✓ Selection of the one classification society will be via public bidding under the Government Procurement Law (RA 9184) Eligibility/qualification requirements and cost of services will be defined in the TOR/Bid Documents, among others.
- 9) Pursue the fleet suspension policy for domestic vessels involved in maritime incidents/accidents (or grounding such vessels for additional safety inspection under the ISM/NSM Code). Draft MC for consultation and subsequent MARINA Board's consideration.
- 10) Strengthen safety and service standards for shipping operations, through the following initiatives:
 - ✓ PMMRR Revision

- ✓ Audit-Based Inspection System
- ✓ Revised Ship Safety Inspection System (SSIS)
- ✓ Revised Minimum Service Standards Passenger Ship Rating System (PSRS) and Cargo Ship Rating System (CSRS)

11) Synchronize the validity period of ship safety certificates

Shipbuilding and Ship Repair Sector

Goal: The Philippines as a major center for shipbuilding and shiprepair

12) Conduct comprehensive review/assessment of RA 9295/EO 226 incentives

- ✓ Comparative study (and/or consider) other applicable incentives and government support extended in other shipbuilding countries
- ✓ To consider the inclusion of the ships below 500 GT in the coverage of those qualified to avail of incentives

13) Update the proposed SBSR Comprehensive Development Plan under EO 588 for resubmission to the Office of the President for approval and issuance of the necessary OP-Memorandum Order for adoption and implementation by the concerned departments, agencies and concerned private sector associations.

14) Foster the progressive advancement of locally-built ships or new shipbuilding/ship construction for domestic trade

- ✓ Report the capability assessment of MARINA-registered shipyards to build new vessels initially below 500 GRT, in 2014, and on the annual status every year thereafter.
- ✓ Explore tripartite arrangement for local shipbuilding; BOI through incentives to shipyards; DBP for financing assistance to shipyards; and MARINA through a standard/customized ship design. "Carrot and stick" for vessel retirement and replacement program

15) Upgrade shipyard manpower skills and technical competence through certification system

Overseas Shipping Sector

Goal: The Philippines as a quality and strong sovereign flag of choice

16) Expedite preparation of a draft legislation on a permanent Philippine Overseas Shipping Act (or a permanent legislative regime for ship registry), in working partnership with the private sector

- ✓ Review/assessment of incentive availments under RA 7471/RA 9301/EO 226
- ✓ Impact of indefinite bareboat chartering under PD 760, as amended

- ✓ Explore financing options/opportunities for ship acquisition (BB Scheme only)
 - ✓ Review/amendment to the Ship Mortgage Law
 - ✓ Introduce provisions on the creation of Admiralty Court
- 17) Institute efficient systems for flag-state administrative functions e.g. timely accession to relevant IMO Conventions, on-line application, processing and issuance of certificates
- 18) Enable Philippine shipping to advance into the ship management level, and ultimately as shipowning country. Encourage joint ventures and new technologies to broaden Filipino professional managerial competence onboard ships and offshore.
- 19) Study options for Philippine registered vessels to participate in the country's international trade. Explore opportunities for carriage of government and project cargoes; shipment of coal and other minerals, as well as the use of INCOTERMS.

Maritime Manpower Sector

Goal: Sustained development of globally-competitive maritime manpower (shipping and shipyards)

- 20) Comply/implement international obligations relating to the human element of shipping under various conventions, protocols and codes (e.g. IMO, ILO)
- ✓ STCW 1978, as amended
 - Development/Pilot-testing/Implementation of the outcomes-based monitoring instrument for maritime education and training institutions; monitoring by MARINA of training courses offered by the MARINA-accredited training centers shall be limited to the 30 mandatory training courses under STCW, as amended.
 - Certification of the National Quality Standards System (NQSS) wherein the QSS of all agencies concerned with the implementation of the STCW, as amended should be aligned.
 - ✓ 2003 Seafarer Identity Document (SID) Convention
 - ✓ 2006 Maritime Labor Convention (MLC)
 - Issuance of a Flag State Administration Advisory / Declaration that cadets on training are not employees/crew of the ship and should not be covered by POEA standard employment contract

- 21) Assessment on the Implementation of the Mandatory Shipboard Training Policy
- ✓ Explore the possibility for the Government to provide training ship
 - ✓ Tap the DBP credit facility to acquire training ship to be co-managed by the maritime schools
 - ✓ Implementation of the Mandatory Structured Shipboard Training under the supervision of a duly designated Shipboard Training Officer.
- 22) Development and maintenance of a reservoir of skilled, competent and certificated maritime manpower
- ✓ Market analysis of supply and demand of maritime manpower in the domestic/overseas shipping sector and the SBSR sector (to outsource this activity, if necessary).
 - ✓ Assessment/categorization of maritime schools based on the performance to produce graduates/officers.
 - ✓ Establish a National Accreditation System for maritime instructors/teaching professionals
 - ✓ Formulate training programs for shipyard manpower based on the training needs/demand and supply analysis of shipyard manpower
 - ✓ Develop a Certification System for shipyard manpower

Legislative Reforms/Actions

- 23) Overall Legislative Agenda (Philippine Maritime Act) to be broken down into 6-8 Chapters
- ✓ Admiralty Court
 - ✓ Ship Mortgage
 - ✓ Incentives
 - ✓ Philippine Overseas Shipping Act
 - ✓ Amendments to CHED and PRC laws
 - ✓ STCW 2013 Act/Seafarer's Act (including MLC, SID)
 - ✓ Seafarer's Welfare Fund
 - ✓ Collaterals (MARPOL Bills)

DOMESTIC MERCHANT FLEET PROFILE

TYPE OF SERVICE	NUMBER
Passenger	4,837
Cargo	2,291
Tanker	307
Tugboat	488
Pleasure/Yacht	25
Others	95
Dredger	25
Special Purpose Ship	17
Miscellaneous Ship	47
TOTAL	8,112

AVERAGE SIZE AND AGE OF DOMESTIC FLEET

TYPE OF SERVICE	AVERAGE GRT				AVERAGE AGE			
	2009	2010	2011	2012	2009	2010	2011	2012
Passenger	201.47	190.00	106.60	94.14	9	10	9	9
Cargo	596.76	592.90	479.5	480.31	18	19	17	17
Tanker	930.79	934.20	754.00	773.52	17	19	15	16
Tugboat	99.97	99.11	95.33	97.61	25	27	27	28
Pleasure/Yacht	18.65	18.65	15.75	17.34	6	7	10	11
Others	168.78	139.80	133.6	130.51	13	20	17	18
No Information	7.03	7.03	0	0	0.8	1	19	0
Dredger	558.17	474.60	272.00	268.12	28	26	18	17
Special Purpose Ship	156.28	304.00	140.10	123.95	17	18	20	19
Miscellaneous Ship	210.63	198.70	251.9	560.29	12	12	22	17

PROFILE OF PHILIPPINE OVERSEAS FLEET

TYPE OF SERVICE	NO. OF SHIPS	GRT	NRT	DWT	AVE. AGE
General Cargo	26	270,532	136,580	396,111	11
Bulk Carrier	50	1,662,935	1,020,102	3,055,914	10
Tanker	13	219,151	101,468	361,583	4
Multi-Purpose Carrier	1	6,788	2,585	8,000	22
Roll-On Roll-Off	1	6,788	2,858	8,000	21
Livestock Carrier	9	42,880	15,342	31,277	18
Car/Vehicle Carrier	8	321,339	105,161	140,082	11
Container/GC	2	106,718	59,122	116,096	19
Dry Cargo	1	4,028	2,491	6,503	29
Wood Chip Carrier	5	206,733	95,637	247,360	9
Container Carrier	3	123,291	68,077	147,271	8
Multi-Purpose Dry Cargo	5	37,977	19,009	51,121	11
Chip Carrier	2	78,718	42,751	93,687	16
TOTAL	126	3,087,878	1,671,456	4,663,006	Ave Age:11

SUMMARY ON PORT PERFORMANCE

Philippine Ports Authority

2012

PARTICULARS	TOTAL	PORT DISTRICT OFFICE				
		MANILA/ N. LUZON	SOUTHERN LUZON	VISAYAS	NORTHERN MINDANAO	SOUTHERN MINDANAO
1. Shipcalls	345,870	20,828	89,773	133,331	55,299	46,639
Domestic	335,272	15,543	88,242	132,748	54,343	44,396
Foreign	10,598	5,285	1,531	583	956	2,243
2. Cargo Throughput (m.t.)	193,714,306	75,058,855	33,279,401	24,272,034	43,466,884	17,637,132
Domestic	75,805,477	26,614,393	11,804,836	17,541,943	10,818,029	9,026,276
Inward	38,347,759	10,051,863	6,592,858	10,521,222	5,141,354	6,040,462
Outward	37,457,718	16,562,530	5,211,978	7,020,721	5,676,675	2,985,814
Foreign	117,908,829	48,444,462	21,474,565	6,730,091	32,648,855	8,610,856
Import	57,550,199	37,731,924	13,693,779	1,857,785	1,451,743	2,814,968
Export	60,358,630	10,712,538	7,780,786	4,872,306	31,197,112	5,795,888
3. Container Traffic (in TEU)	5,212,577	3,710,690	59,106	293,013	268,012	881,756
Domestic	2,065,433	1,062,580	52,288	293,013	268,012	389,540
Inward	1,047,336	522,876	26,572	152,158	135,147	210,583
Outward	1,018,097	539,704	25,716	140,855	132,865	178,957
Foreign	3,147,144	2,648,110	6,818	0	0	492,216
Import	1,591,246	1,346,909	4,103	0	0	240,234
Export	1,555,898	1,301,201	2,715	0	0	251,982
4. Passenger Traffic	49,998,936	928,753	15,811,734	18,190,699	9,390,586	5,677,164
Disembarked	25,441,447	475,264	8,101,986	9,229,828	4,811,721	2,822,648
Embarked	24,557,489	453,489	7,709,748	8,960,871	4,578,865	2,854,516