2.1.7 Philippines Visayas Port of Baybay

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**Port Overview**

Baybay is the second city of the western coast of Leyte but its port is less developed. There are regular ferry lines to Cebu twice a day and few cargo vessels coming depending the demand.

Generally, the cargo vessels come to supply cement, fertilizer or animal feeding product from Cebu while the only commodities going out are copra product. Bunkering is possible on demand but unusual as the prices in Cebu are cheaper.


Key port information may also be found at: [http://www.maritime-database.com/port.php?pid=4931](http://www.maritime-database.com/port.php?pid=4931)

<table>
<thead>
<tr>
<th>Country</th>
<th>Philippines</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Port Location and Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country</td>
</tr>
<tr>
<td>Philippines</td>
</tr>
<tr>
<td>Region</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Province</td>
</tr>
<tr>
<td>Nearest Town or City with Distance from Port</td>
</tr>
<tr>
<td>Port’s Complete Name</td>
</tr>
<tr>
<td>Latitude</td>
</tr>
<tr>
<td>Longitude</td>
</tr>
<tr>
<td>Managing Company or Port Authority</td>
</tr>
<tr>
<td>Management Contact Person</td>
</tr>
<tr>
<td>Nearest Airport and Airlines with Frequent International Arrivals/Departures</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Airlines</th>
<th>Destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cebu Pacific</td>
<td>Manila</td>
</tr>
<tr>
<td>Cebu Pacific operated by Cebgo</td>
<td>Cebu, Davao</td>
</tr>
<tr>
<td>Philippine Airlines operated by PAL Express</td>
<td>Cebu, Manila</td>
</tr>
<tr>
<td>Philippines Air Asia</td>
<td>Clark, Manila</td>
</tr>
</tbody>
</table>

**Port Picture**

![Port Picture](image)

**Description and Contacts of Key Companies**

**Cargo handling services:**

Leyte Integrated Port Services Inc. (LIPSI)
053 321-3641

**Port security services:**
Port Performance

The port is never congested and vessels carrying relief items would be prioritised in case of emergency.

<table>
<thead>
<tr>
<th>Seasonal Constraints</th>
<th>Occurs</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rainy Season</td>
<td>Yes</td>
<td>Most frequent during December and January</td>
</tr>
<tr>
<td>Major Import Campaigns</td>
<td>No</td>
<td>n/a</td>
</tr>
<tr>
<td>Other Comments</td>
<td></td>
<td>Rainfalls and typhoons are throughout the year with no pronounced dry seasons.</td>
</tr>
</tbody>
</table>

Handling Figures for 2018

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Calls</td>
<td>586</td>
</tr>
<tr>
<td>Container Traffic (TEUs)</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Handling Figures Bulk and Break Bulk for 2018

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulk (MT)</td>
<td>126,713 MT</td>
</tr>
<tr>
<td>Break bulk (MT)</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Discharge Rates and Terminal Handling Charges

Berthing Specifications
<table>
<thead>
<tr>
<th>Type of Berth</th>
<th>Quantity</th>
<th>Length (m)</th>
<th>Maximum Draft (m)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Berth</td>
<td>7</td>
<td>482 m</td>
<td>5 m</td>
<td>Only domestic cargos</td>
</tr>
</tbody>
</table>

Berth details:

Pier 1: 204 m x 13 m
Ro-Ro ramp: 13 m
Wharf: 74 m

Controlling draft along berth: 3 to 5 m

Port Handling Equipment

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Available</th>
<th>Total Quantity and Capacity Available</th>
<th>Comments on Current Condition and Actual Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dockside Crane</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Container Gantry</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Mobile Cranes</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Reachstacker</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>RoRo Tugmaster (with Trailer)</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Grain Elevator with Bagging Machines</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Transtainer</td>
<td>No</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Forklifts</td>
<td>Yes</td>
<td>1 x 2.5 MT 1x 3.5 MT 1 x 6 MT</td>
<td>Good condition</td>
</tr>
</tbody>
</table>

Container Facilities

Not available.

Customs Guidance

Not available.

Terminal Information

**MULTIPURPOSE TERMINAL**

Most of the cargo are coming with passengers travelling on the ferries, by vehicles with Ro-Ro vessels, or in bags with crane ships. The terminal is not equipped to receive bulk or containerised commodities.

There is a Ro-Ro ramp: berth No.7

**GRAIN AND BULK HANDLING**

Not available.

**MAIN STORAGE TERMINAL**

There are no warehouse available at the port.

<table>
<thead>
<tr>
<th>Storage Type</th>
<th>Number of Storage Facilities</th>
<th>Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Refrigerated Cargo</td>
<td>None</td>
<td>n/a</td>
</tr>
<tr>
<td>General Cargo</td>
<td>Open storage area</td>
<td>2'000</td>
</tr>
<tr>
<td>Marshalling area</td>
<td>Open place</td>
<td>7'086</td>
</tr>
</tbody>
</table>
Stevedoring

Stevedoring services are provided by the Leyte Integrated Port Services Inc (LIPSI). Cargo are unloaded through a semi-mechanized scheme using vessel cranes with gang complement deployed by cargo handling operators).

Bulk cargoes such as copra are contained in boxes being loaded to the vessel through its crane equipment.

Hinterland Information

All items are moved out of the port by trucks contracted independently. Temporary vehicle pass are provided at the main gate by the port police division.

Port Security

The port is fenced; there is security guards at the main gate and in the terminal building. The coastguards have an office outside the port perimeter and do regular patrol in the area. Manual and wheeled fire extinguisher are available, if needed, fire trucks from the municipality can be called.

<table>
<thead>
<tr>
<th>Security</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ISPS Compliant</td>
<td>Yes</td>
</tr>
<tr>
<td>Current ISPS Level</td>
<td>Level 1</td>
</tr>
<tr>
<td>(Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional)</td>
<td></td>
</tr>
<tr>
<td>Police Boats</td>
<td>Yes (coastguards)</td>
</tr>
<tr>
<td>Fire Engines</td>
<td>No</td>
</tr>
</tbody>
</table>