

Republic of the Philippines  
**PROVINCE OF BOHOL**  
City of Tagbilaran



## **PROVINCIAL DEVELOPMENT COUNCIL**

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**EXCERPT FROM THE MINUTES OF THE MEETING OF THE PROVINCIAL DEVELOPMENT COUNCIL EXECUTIVE COMMITTEE (PDC-EXECOM) HELD ON DECEMBER 2, 2020 VIA ZOOM APPLICATION.**

In Attendance:

Gov. Arthur C. Yap, PDC Chair and Presiding Officer

and

Majority of the Members of the PDC-ExeCom

### **PDC-EXECOM RESOLUTION NO. 57 - 2020**

**A RESOLUTION FAVORABLY ENDORSING THE PROPOSED DEVELOPMENT OF CATAGBACAN, LOON PORT AS THE FIRST PHASE OF THE PROPOSED BOHOL NORTHWEST SPECIAL ECONOMIC ZONE TO THE REGIONAL DEVELOPMENT COUNCIL OF REGION VII (RDC-7) FOR SUPPORT AND FURTHER ENDORSEMENT TO THE PHILIPPINE PORTS AUTHORITY (PPA) FOR SUPPORT AND FUNDING**

**WHEREAS**, the Municipality of Loon is located in the western coast of the Bohol Province and lies between Tagbilaran City and the Municipality of Tubigon, where two of Bohol's major ports of entry are operating;

**WHEREAS**, the seaport located in Catagbacan Norte, Loon is categorized as an outpost that hosts RORO and other vessels from Cebu Province via Argao, Cebu and neighboring island barangays with an average ship calls of seventy (70) per month and 2,143 tons of cargo, with a very limited berthing capacity causing vessels to queue for quite a while before they can dock;

**WHEREAS**, the Provincial Development and Physical Framework Plan (PDPFP) has identified the Catagbacan, Loon Port as a cruise port, which was envisioned during the administration of President Gloria Macapagal Arroyo, making it a vital component in the Strong Republic Nautical Highway (SRNH) of the Philippine Government;

**WHEREAS**, the proposed development of the Catagbacan, Loon Port will serve as an integral first phase component in the proposed Bohol Northwest Special Economic Zone, an economic and spatial development in the Loon-Calape-Tubigon growth area;

**WHEREAS**, the proposed Catagbacan, Loon Port Development will provide an additional integrated center for maritime traffic in Bohol that is environmentally adaptive, economically viable and conforming to the context of the “new normal” and “building better” infrastructure, where sustainable environmental management will assure that no coastal marine resources will be damaged or degraded by it;

**WHEREAS**, the proposed project supports the Regional Development Plan’s strategy of implementing a transport network that serves the needs of the people and promotes greater access to markets, production areas and vital industries and enhancing infrastructure and inter-island connectivity;

**WHEREAS**, this Body has found said project proposal to be in order and fully supportive of the development thrusts of the national government as well as the Provincial Government of Bohol;

**WHEREFORE**, upon proper motion duly seconded, be it resolved by this Body in a meeting duly convened –

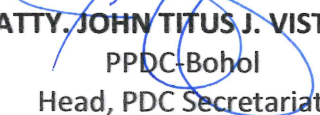
**To favorably endorse the Development of Catagbacan, Loon Port as the First Phase of the Proposed Bohol Northwest Special Economic Zone to the Regional Development Council of Region VII (RDC) for support and further endorsement to the Philippine Ports Authority (PPA) for support and funding.**

**RESOLVED FURTHER**, to furnish copies of the same Resolution to the PPA Bohol Port Management Office and Hon. Edgar M. Chatto, Congressman of the First District of Bohol for their support and follow-up.

**UNANIMOUSLY ADOPTED.**

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I hereby certify to the correctness of the foregoing Resolution.

  
**ATTY. JOHN TITUS J. VISTAL**  
PPDC-Bohol  
Head, PDC Secretariat

APPROVED:

  
**ATTY. ARTHUR C. YAP**  
Governor  
Chairman, PDC-Bohol

## COMPREHENSIVE PROJECT PROFILE

### I. PROJECT DESCRIPTION

#### 1. PROJECT TITLE

**Development of Catagbacan, Loon Port as First Phase of the Proposed Bohol Northwest Special Economic Zone (SEZ)**

#### 2. PROJECT TYPE

Capital-Forming – involves the development of the Catagbacan, Loon Port and the conduct of feasibility study and planning for the proposed Bohol Northwest Special Economic Zone, an economic and spatial development in the Loon-Calape-Tubigon growth area.

#### 3. PROJECT COMPONENTS

The project will cover the following:

- a) Development of the Catagbacan, Loon Port
  - Upgrading, extension, expansion and development of the berthing area and pier landing to accommodate larger marine vessels
  - Additional Reclamation for Roro Ramp
  - Construction of Reinforced Concrete (RC) Pier
- b) Feasibility Study for the proposed Bohol Northwest Special Economic Zone (B-NW SEZ)
  - Port Bulk Transport Terminal and Container Yard
  - Cruise Tourism Port (Tourism Economic Zone)
  - Special Economic Zone/ Port-Oriented Industrial Estate

#### 4. PROJECT LOCATION

**Loon** is located in the western coast of the Bohol Province and lies between Tagbilaran City and the Municipality of Tubigon, two of Bohol's major ports of entry. It is commutable through public utility buses, jeepneys and vans-for-hire, which frequently ply the north-south route. Northeast of Loon is the town of Calape; at the eastern side is the Municipality of Antequera; while the southern part is bordered by the town of Maribojoc. Across the Bohol Strait is the town of Argao of the Province of Cebu.

The Municipality of Loon is a 2nd class municipality of the Province of Bohol that was established as an independent jurisdiction in 1753. Total land area is 11,884.89 hectares divided into 67 barangays, the highest among all the towns in Bohol province.

Figure 1. Map of Loon, Bohol



The townfolks' primary means of livelihood is mostly centered on agriculture and fishery. Local residents also engaged in other industries such as in tourism, transportation, and cottage (ready-to-wear clothes, mats, baskets). Production of corn and cassava on the rocky slopes of barangay Basdio is itself a tourist attraction because, as viewed from below, the crops seem to grow not on soil but on black rocks and boulders.

The town has an established seaport located in barangay Catagbacan Norte. The port is envisioned as a cruise port during the administration of President Gloria Macapagal Arroyo, a vital component in the Strong Republic Nautical Highway (SRNH) of the Philippine Government.

The Loon seaport, although categorized as small port, hosts RORO and other vessels from Cebu Province via Argao town and neighboring island barangays. Ship calls average seventy (70) per month with an average of 2,143 tons of cargo. At present, berthing capacity is limited and vessels have to queue for quite a while before they can dock.

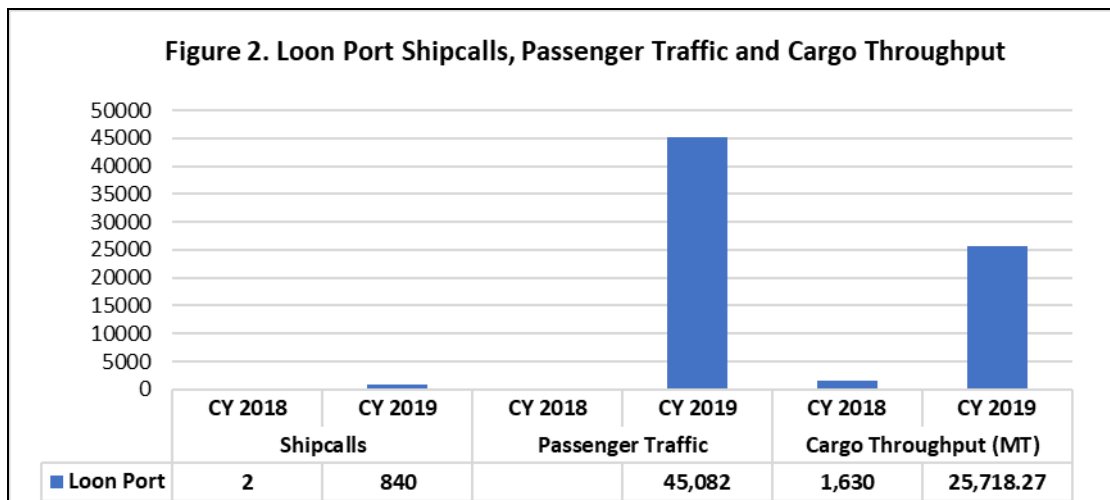
The Philippine Ports Authority (PPA) is setting aside funds for the rehabilitation and expansion of the port, which is considered as the gateway of vehicles from Cebu to Manila via the Ubay-Leyte-Samar-Sorsogon-Cubao route; and all points in Mindanao via Ubay-Surigao route.

Travelers from Cebu who want to use their own vehicle when touring Bohol can take the RORO vessels in Argao, Cebu that dock in the Loon, Bohol port. These RORO vessels can accommodate cars and even buses. Voyage time is more or less two (2) hours.

**Bohol Major Ports.** Bohol Province has one (1) base port in the Port of Tagbilaran, four (4) terminal ports located in Tubigon, Talibon, Ubay and Jagna and five (5) outports strategically distributed in the entire province with Loon and Getafe as major outports.

The port of Tagbilaran is the city’s main seaport and is located along the central commercial district. Travelers to and from Bohol uses the port as the main port of entry, more so than the airport. The port caters to an average 5,000 passengers daily, traveling from Cebu on board fastcrafts and regular ferries from the cities of Cagayan de Oro, Iligan, Dipolog, Dumaguete, Cebu and Manila. There are also cargo ships that made calls at the port.

The Port of Loon recently had seen a significant increase in the number of shipcalls, with passenger traffic at 45,082 in 2019 and cargo traffic at 45,718 metric tons in 2018. The Table below shows the data from the Philippine Ports Authority (PPA) on the number of shipcalls, passenger traffic and cargo throughput in the port of Loon.

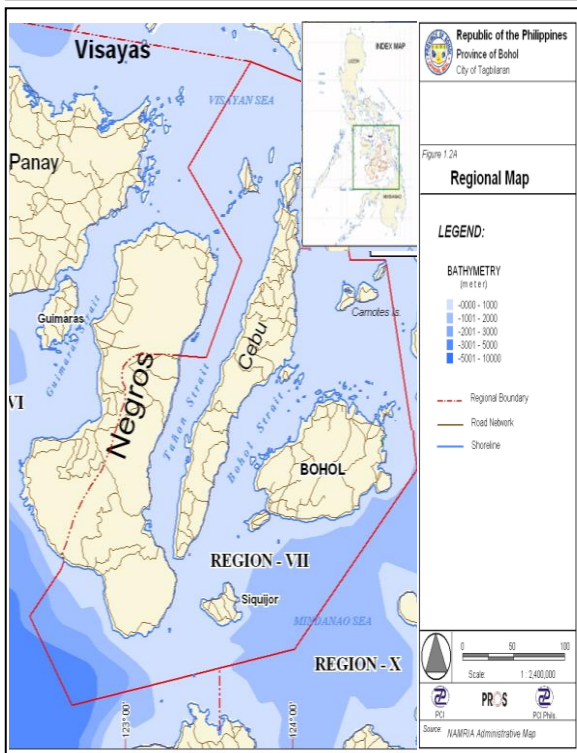


Source: Philippine Ports Authority (PPA)

**Proposed Bohol Northwest Special Economic Zone**

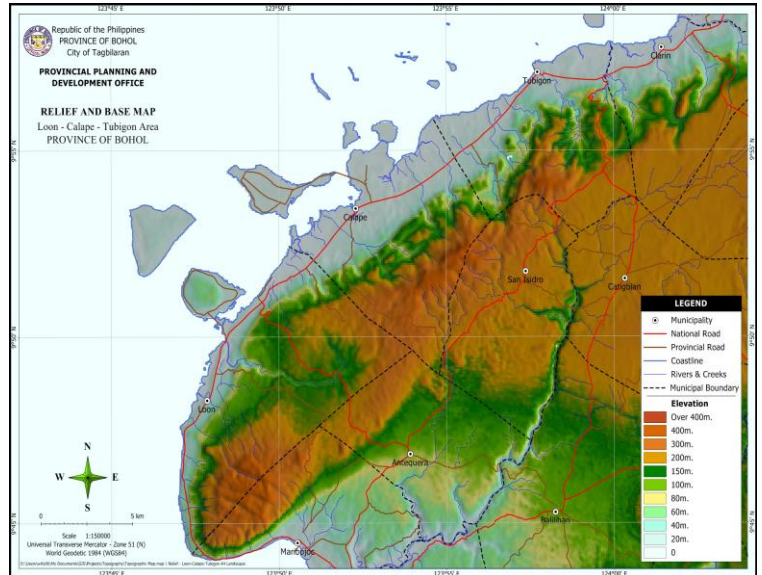
The project site of the Proposed Bohol Northwest Special Economic Zone is located in the northwestern part of Bohol, specifically in the municipalities of Loon, Calape and Tubigon, some 27 to 54 kilometers northwest of Tagbilaran City. The project area lies strategically opposite Cebu Province across the Bohol Strait (Figure 1) that serves the ocean traffic from the United States and the Pacific to Southern Philippines and vice-versa and has an undeveloped protected deep natural harbor suited for a transshipment port.

**Figure 3. Regional Map (Central Visayas, Region 7)**



The Loon-Calape-Tubigon area (Figure 2) has a combined total land area of 27,146 hectares or 7% of the province’ total land area and a total population of 119,790 or 9% of the provincial total based on the 2015 census of population.

**Figure 4. Map of Project Area (Loon-Tubigon)**



## II. PROJECT STATUS

### STATUS OF PROJECT

The project is still at the proposal stage and is presented for further studies, funding and support to proper national government agencies and private sector. The development in Catagbacan, Loon Port is proposed to be a multi-year program and funded under the Philippine Ports Authority (PPA).

Under Provincial Development Council (PDC) Executive Committee (ExeCom) Resolution No. 09-2011, the Provincial Government of Bohol (PGBh) seeks to implement the proposed Bohol Northwest Special Economic Zone project under the public-private partnership or other relevant scheme.

## III. PROJECT JUSTIFICATION

### a. PROJECT BACKGROUND

Central Visayas is one of the fastest growing regions in the country, the bulk of economic activities, specifically the industrial and service activities are concentrated in Cebu. With the

increase in manufacturing industry and trade in Central Visayas, and in line with the Central Philippines urban-industrial core development strategy under the national medium-term development plan of the National Economic and Development Authority (NEDA), the northwest and northernmost parts of Bohol province facing Cebu mainland and rapidly urbanizing and industrializing Metropolitan Cebu across Bohol Strait, have become potential expansion areas for tourism and industrial investments particularly in the so-called coast-dependent or port-related industries.

The project area lies alongside Bohol Strait which serves the ocean traffic from the United States and the Pacific to southern Philippines and then to the Asian countries and Europe and vice-versa. The site faces directly the Cebu mainland across the Strait ([Figure 1 – Regional Map](#)). It is estimated that Cebu accounts for 80% of all the industrial output in the region. The project site has the advantage of proximity to the rapidly urbanizing and industrializing Metro Cebu. It lies strategically on the northwestern portion opposite Metro Cebu across the Bohol Strait and has the potential of serving as a development path for the regional center's urban and industrial expansion.

The proposed **Catagbacan, Loon Port Development** will serve as the first phase in the proposed special economic zone project development that is based on the strategic and central geographical location of Bohol within the Central Philippines and, in particular, the potentials of the Loon-Calape-Tubigon area, located some 27 to 54 kilometers northwest of Tagbilaran City, as an integrated economic and environmental development area ([Figure 2 – Project Location Map](#)). The area has an undeveloped protected deep natural harbor along the Bohol Strait which is ideally suited as possible site for the development of port bulk transport terminal and container yard and the possible establishment of a special economic zone in the area to prepare for the eventual industrialization of the province. The Northwest Special Economic Zone Project feasibility study is considered a vital component of the present Bohol Provincial Government's efforts for the agro-industrial and urban development of the province.

Based on the strategic location and potential of the area, the following activities are identified for possible development within the proposed special economic zone:

1. Refueling, Restocking and Rewatering
  - a) Ideal site for fuel depots. Its proximity to, yet safely distant from Mactan Island makes it also an ideal site for aviation gas storage to serve the needs of the fast-increasing air traffic in Mactan.
  - b) Cold storage can easily be established in this area. The supply of meat, fresh vegetables and fruits can be developed in the province of Bohol. Importation of supplies needed by foreign vessels can likewise be easily facilitated.
  - c) The Loon area has many sources of water that can be developed for potable and industrial uses.
2. Transshipment Port Facilities
  - a) To benefit from the economies of scale in this era of global trade, international grain traders can be attracted to established bulk storage facilities in strategic locations and Loon, Bohol can be a strategic place. Such facilities can yield the following advantages:

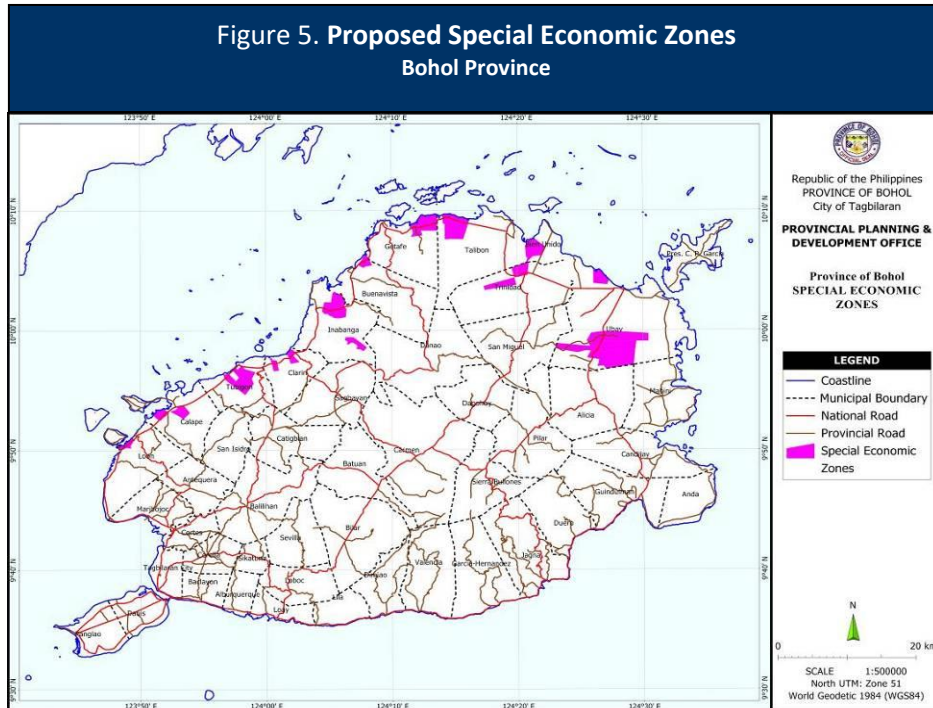
- Lower freight rate because of big volume and single disport which may be more than enough to offset the transshipment expenses to smaller ports of destination.
  - Smaller outturn loss than bulk cargoes unloaded into barges in Manila Bay.
  - Bigger dispatch earnings instead of paying demurrage.
  - Possible charter-sharing of big bulk carriers by Philippine importers/exporters and importers/exporters in other Asean countries.
- b) Facilities for bagging bulk cargoes like fertilizer and corn grains
- The Philippines imports hundreds of thousand tons of fertilizers. It is more economical to bring in these fertilizers in bulk than in bags then bag them here.
  - Under WTO agricultural products, except rice, are not subject to quantitative restriction so international grain traders can position their stocks here.
- c) Container yard facilities for:
- Incoming cargoes for transshipment
  - Outgoing cargoes for export
  - Center for empty containers both for repair and deployment
- d) Accumulation point for bulk export cargoes like copra, corn and fertilizer
3. Ship repair and refurbishing
- a) The type of ship repair facilities envisioned is one that does not need dry docking
- b) The availability of artisans in Bohol at comparatively low wages make ship refurbishing in the area attractive
4. International Cruise Port
- a) Base for cruise tourism with adjacent tourism clusters and for tourism logistics
- b) Inter-regional links to Central Philippines Cruise Tourism Destinations
5. Other Enterprises
- a) Factory for bags needed as containers of cargoes imported in bulk and local products
- b) Factory for precision assembly and semi-conductors
- c) Factory for telecommunication equipment parts and accessories
- d) Auction sale center for used heavy equipments to serve the needs of the Visayas and Northern Mindanao
- e) Other sunrise enterprises as business opportunities demand

- **Special Economic Zone/ Industrial Estate Development**

Based on the Provincial Development and Physical Framework Plan (PDPFP) CY 2016-2028, the establishment of special economic/ industrial zones in the province is seen as vital in the generation and promotion of investments. Possible areas of investments are in light manufacturing and agro-industries that support primary production and processing. The northern part of Bohol being near to the industrial center of Cebu is identified and prepared



for the eventual industrialization of Bohol. The northern corridor of Bohol was identified as the zone for industrial development in the province. The close proximity of the northern part of Bohol to the booming industrial center of Cebu has stimulated the provincial government's zeal to prepare for the eventual industrialization of the province.



Foreseen as vital in the generation and promotion of investments in Bohol is the establishment of Special Economic/Industrial Zones in strategic areas. Possible areas of investments are in light manufacturing and agro-industries that support primary production and processing. Proximately close to Cebu's industrial center, it is but logical that this northwestern corridor of Bohol was identified as the zone for light industrial development comprising the municipalities of Loon, Calape and Tubigon.

Incidentally, the municipality of Loon is also eyed for the establishment of the Loon Tourism Enterprise Zone (TEZ) which includes the development of Sandingan and Cabilao Islands as the main TEZ Islands: Sandingan with an area of 610.7 hectares, Cabilao Island with 886.1 hectares and the portside with an area of 37.8 hectares. The TEZ is contiguous with the Philippine Ports Authority (PPA) Cruise Tourism Port, the Loon Tourism Corridor from Port Vicinity to Loon town proper, the Loon-TEZ Bohol Tourism Road Network and the expansion of eco-marine and coastal tourism.

Municipality of Loon is strategic as a TEZ owing to its strategic location to catalyze economic development to adjacent towns and to the entire province of Bohol. The Loon TEZ is being located as a transshipment channel to other ports particularly Argao and Cebu for tourism logistics, with inter-regional links to Central Philippines Cruise Tourism Destinations.

Meanwhile on the northernmost and northeastern parts of Bohol, three municipalities, namely: Getafe and Talibon, and Ubay, respectively, have been identified to comprise the

Bohol's agro-industrial zone that will comprise the Bohol Northeastern Growth Corridor Development Project.

- **Scope of the Study**

The study will include all necessary background and primary investigations and analyses to determine the feasibility of the pre-identified components of the project, its environmental impact and the economic contribution it will provide. Furthermore, the project's congruity with plans and programs of the Provincial Government must be evaluated.

Considering that the project will involve construction of structures and movement of resources, impact assessment must be included as primary component in the evaluation of the viability of the project.

**b. PROJECT LINKAGES**

Farming and fishing activities presently occupy most of the people in the project area along with a small amount of port and trading activities. However, being located in the Northwestern part of the island of Bohol, the area forms part of the larger area of Cebu-Bohol Economic Basin which is emerging to be the center of industrial, commercial and tourism activities in Central Visayas.

The emerging Cebu-Bohol Economic Basin is comprised of the coastal municipalities of Cebu and Bohol which are facing each other across the narrow strait which divides the two islands of Cebu and Bohol. Within the island of Cebu, the basin is composed of the area from Argao to Carmen which had already been identified and declared by the Regional Development Council of Central Visayas as the area in eastern Cebu where industrial activities can be developed. The basin also includes the municipality of Dalaguete just south of Argao which has a very high potential for tourism development.

Across the channel in the Northwestern side of Bohol the area which forms part of the basin extends from Tagbilaran City to Talibon. Loon which is the third town from Tagbilaran City going northwest is closest to Cebu island through the municipality of Argao.

At present the Cebu side of the basin is fast developing into an industrial, commercial and tourism center in Central Visayas. Being just across the channel, the island of Bohol is also greatly affected by this development especially its western side where the direct impact of the spill-over effects of Cebu's development is being felt.

Giving impetus to this trend is the close ties between Cebu and Bohol as afforded by the recent improvement in shipping services from Cebu City to almost all the port towns of Northwestern Bohol. Providing support to the role of Cebu City port in linking Bohol with Cebu is the regular ferry service between Argao and Loon and a small boat service between Dalaguete and Tagbilaran City.

Further development of the Cebu-Bohol Economic Basin is warranted by the continued entry of foreign investments in Metro Cebu and the placing of Cebu in world investment map. But

while most of the incoming investments will be centered in Metro Cebu, the present congestions and limited amount of land available for expansion in Metro Cebu will eventually lead to the location of new investments in areas outside of Metro Cebu proper. In Cebu's plan, the alternative location is its western seaboard. However, the mountain range that divides the eastern and western Cebu can be a natural barrier to the flow of investments to the west. Meanwhile, the present realization of the viability of fast crafts cruising between Cebu and Bohol, and the cheaper way of transporting bulk cargoes by water than by land makes the Northwestern side of Bohol as the most logical place for the location of new investments after that of Metro Cebu. This will then complete the full development of the Cebu-Bohol Economic Basin.

With the increase in the manufacturing industry and trade activities in Central Visayas in general and in the Cebu-Bohol Economic Basin in particular, the Loon-Calape-Tubigon area which is in the northwest part of Bohol facing Cebu, and the nearest to Cebu island via Argao has become a potential area for investments particularly in coast-oriented or port related industries.

The proposal aims to take advantage of the following:

1. The need for more space for the location of industrial activities to sustain the development of Central Visayas and in contribution to the national effort of achieving for the country the status of a Newly Industrialized Country (NIC).
2. The need to disperse the development in Metro Cebu to other parts of Central Visayas in order to promote equity and balance in the development of the region.
3. The strategic location of the municipality as the gateway to the fast-growing Cebu-Bohol Economic Basin being closest to the island of Cebu from among the western municipalities of Bohol and its possession of a deep area for harbor development and shipping related activities.
4. The need for an additional point of entry to Bohol Province in order to facilitate the traffic of people and goods and to help alleviate the passenger and cargo traffic in the Port of Tagbilaran.

### **c. PROJECT OBJECTIVES**

The entire province of Bohol, as well as the neighboring provinces of Central Visayas will benefit from the said project. Encapsulating the entire populace for both presently employed and unemployed, fresh graduates, marginalized members of society, businessmen, and the rest of the sectors in the society to include the private investors, corporations and the developers will economically benefit from the project.

- Provide an additional integrated center for maritime traffic in Bohol that is sustainable, economically viable and conforming to the context of "new normal" and "building better" infrastructure.
- Increase in per capita income of households, as well as the increase income of the local LGU.
- A more vibrant economy that attracts and promotes private sector investment
- Better services to support Bohol's long-term economic and tourism strategies.

- Position Bohol as major cruise ship destination.
- Complement the new Panglao Airport with Loon Cruise Tourism and Commercial Port.
- Improve corridor destination by widening urban and cruise tourism land transport and logistics.
- Dispersal of activities in least developed rural economies.

#### IV. PROJECT FINANCING

##### 1. FUNDS NEEDED

Shown in the Table below are the different components of the proposed project with its corresponding funding requirements:

**Table 1. Estimated Project Cost**

Project Components		Funding Allocations (In Pesos)
1.	Development of Loon Port	
	• Upgrading, extension, expansion and development of the berthing area and pier landing to accommodate larger marine vessels	100,000,000.00
	• Additional Reclamation for RORO Ramp	50,000,000.00
	• Construction of Reinforced Concrete (RC) Pier	150,000,000.00
2.	Feasibility Study	20,000,000.00
	• Port Bulk Transport Terminal and Container Yard	
	• Special Economic Zone/ Port-Oriented Industrial Estate	
	• Integrated Economic and Environmental Planning	
<b>Total Project Cost</b>		<b>Php 320,000,000.00</b>

Note: All the costing stipulated herein are not final as they are merely indicative in nature subject to refinements

**Table 2. Annual Operations and Maintenance Cost**

		Year 1	Year 2	Year 3	Year 4	Year 5
<b>Materials / Supplies</b>	PhP (M)	0.080	0.088	0.097	0.106	0.117
<b>Labor Costs</b>	PhP (M)	0.120	0.132	0.145	0.160	0.176
<b>Utilities (Electricity, Water, etc.)</b>	PhP (M)	0.200	0.220	0.242	0.266	0.293
<b>Building Insurance and Maintenance</b>	PhP (M)	0.100	0.110	0.121	0.133	0.146
<b>Total O&amp;M Costs</b>	<b>PhP (M)</b>	<b>0.500</b>	<b>0.550</b>	<b>0.605</b>	<b>0.666</b>	<b>0.732</b>

Note: Operations and Maintenance costs may be part of the Operations costs of the Philippine Ports Authority (PPA) in the operation of the Catagbancan, Loon Port. Incidental expenses may be shouldered by the LGUs (provincial and municipal)

2. **PROJECT FINANCING**

Inclusion in the National Expenditure Program (NEP) of the Philippine Government

3. **FUNDING SOURCE**

Catagbangan, Loon Port Development – Philippine Ports Authority (PPA)  
Feasibility Study for the Bohol Northwest Special Economic Zone – International Funding Agencies/Official Development Assistance (ODA), and/or National Government Agencies (NEDA, PEZA, DPWH).

**V. PROJECT BENEFITS AND COSTS**

1. **BENEFICIARIES**

The entire province of Bohol, as well as the neighboring provinces of Central Visayas will benefit from the said project. Encapsulating the entire populace for both presently employed and unemployed, fresh graduates, marginalized members of society, businessmen, and the rest of the sectors in the society to include the private investors, corporations and the developers will economically benefit from the project.

2. **SOCIAL AND ENVIRONMENTAL BENEFITS**

**Direct Employment Benefits.** The project will provide employment opportunities to residents living within the proposed areas of the proposed project.

**Avenue of Opportunities.** A high-quality business community that provides investment/business opportunity and employment in a development that reflects the character of its natural and man-made setting; and

**Ecological Land Utilization.** Harmony-with-nature principle is applied.

3. **ECONOMIC BENEFITS**

- Increase in per capita income of households, as well as the increase income of the local LGU.
- A more vibrant economy that attracts and promotes private sector investment
- Better services to support Bohol’s long-term economic and tourism strategies
- Near the project site are found many potential areas for tourism development. The stretches of white sand beach and nearby deep-sea areas which are reputed for their exotic marine life are just awaiting development and can complement the proposed zone activities.

#### **4. SOCIAL COSTS**

There are no foreseen social costs that can be associated with the project. It is however stressed that proper social preparation will be conducted before the implementation of the project. Necessary regulatory requirements shall be complied and national/ local laws shall be followed accordingly.

It should also be included in the plans provisions for gender awareness like in the non-inclusivity of male workers/employees during the construction phase, provision of gender sensitive utilities and the hiring of employees during the operations phase

#### **5. ECONOMIC COSTS**

There are no economic costs of the project. On the contrary, the project will bring in economic benefits to the province.

### **VI. PROJECT IMPLEMENTATION**

#### **1. RESPONSIBLE AGENCIES**

The Provincial Government of Bohol will have a general supervisory responsibility in the overall implementation of the project. The Philippine Ports Authority (PPA) will be the implementing agency, while construction may be taken up by the Department of Public Works and Highways (DPWH).

#### **2. IMPLEMENTATION SCHEDULE**

The project will follow the implementation schedule that will be recommended in the detailed feasibility study and design. The study of the project is estimated to entail 6 months. The preparatory activities will entail another 6 months which will include social preparation, project organization, financial commitment and mobilization, selection of private contractor, compliance with regulatory requirements. The preparatory development of Catagbacan, Loon Port will take 8 months to 1 year.

#### **3. ADMINISTRATIVE FEASIBILITY**

The overall management and implementation of the project will be the responsibility of the Provincial Government. The administration of the project will be supported by the PPA, DPWH and Department of Transportation (DOTr).

#### **4. LEGAL AND POLITICAL FEASIBILITY**

There are no foreseen legal and political impediments of the project. It would be a policy of the Provincial Government to comply with all necessary required steps and regulatory requirements related to the project.

#### **5. ENVIRONMENTAL CLEARANCE**

Necessary environmental clearance will be complied. The project must necessarily consider the prudent utilization of water resource, preservation of a pristine environment, and promotion of an ecological balance in the areas surrounding the proposed special economic zone.

#### **6. SOCIAL ACCEPTABILITY**

The project is acceptable to the community as such will provide economic opportunities to the local people. It will also increase the value of properties within the area. With the expected benefits of the project, the Boholanos, particularly the residents within the project area will not oppose the implementation of the project.

#### **7. PROJECT MONITORING AND EVALUATION**

Regular monitoring and evaluation of the project's implementation must be done to ensure compliance with the technical details provided in the feasibility study. Modifications and other changes in the project plans must be equally agreed upon by all concern government agencies.