

**Third Party Evaluator's Opinion on
Cavite Export Processing Zone Development Project**

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Sustainability

I believe that the Cavite Economic Zone (CEZ) will continue to be a preferred zone among investors because of its proximity to Manila and the positive attitude of the provincial and local government of Cavite towards investors.

The administration of PEZA is also aware of the future requirements of the CEZ in terms of power and water supply in order to maintain it as an attractive Economic Zone.

In the case of power, the installed generating capacity within the Zone is inadequate and therefore the CEZ has to be linked to the main energy provider, Manila Electric Company (MERALCO). In the near future, the transmission lines from Dasmarinas to Rosario will be sold to Meralco by National Power Corporation. It is very necessary for CEZ to have a reliable and high quality supply of electricity especially for high tech industries.

Water supply is provided by MWSS (or its franchisee) supplemented by a deep well pump. If some of the industries will require more process water then additional piped water sources should be provided. Ground water is a shared resource and therefore there could be a limitation to installing more deep well pumps. Furthermore CEZ is quite close to the shore of Manila Bay so the possibility of salt water intrusion is great.

The facility for the disposal of the solid wastes will be resolved by the PEZA authorities and the provincial government because it is a common problem. The environmental clearance has to be obtained for the solid waste disposal site.

Efficiency

Transport of goods in and out of the CEZ should be efficient. Under current traffic regulations delivery trucks are allowed to operate at night starting from 9pm to 6am. While there are projects to construct the extension of the coastal road to Cavite, Manila traffic authorities control the truck movements within Metro Manila. I would like the government/ private sector to build a container port facilities so they can transport their containers of raw materials or finished products by barge to the Manila international container port. The proposed container port facility could be used also by other economic zones in Cavite and Laguna to ease road traffic in Manila.