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Turn to pages 5-8

PortCalls

The Philippines' only shipping and transport guide

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Quarantine, less gangs cause delays at North Port

DOMESTIC shipping lines are experiencing delays at North Port, the domestic terminal at Manila North Harbor, owing to fewer gangs servicing vessels and the implementation of community quarantine to stop the spread of the coronavirus disease (COVID-19).

If the situation is not addressed, port congestion could ensue, warned Philippine Liner Shipping Association (PLSA) president Mark Matthew Parco.

In an email to *PortCalls*, Parco said North Port operator Manila North Harbour Port, Inc. (MNHPI) has reduced the number of gangs at the port to ensure safety of their stevedores and in compliance with social distancing requirements, but this has resulted in delays.

A gang is a group of cargo workers employed by stevedoring companies to work the ships.

In late April, MNHPI reduced the number of gangs working at North Port to a maximum of 10 at any given time. The cut followed a steep decline in cargo volumes of as much as 70% due to a slowdown in business activities arising from quarantine restrictions, MNHPI general manager Romeo Salvador said in an April 23 letter to Philippine Ports Authority (PPA) Port Management Office-National Capital Region North Port manager Annie Lee Manese.

In an email to *PortCalls* on May 22, Salvador explained MNHPI deploys gangs

Turn to page 4

NEDA launches supply chain tools

THE National Economic and Development Authority (NEDA) Regional Development Group (RDG) has launched tools for troubleshooting problems in the supply chain for goods and production inputs.

Launched on May 21, the Supply Chain Analytics (SCAn) Dashboard and SCAn Reporter are useful in planning supply chain-related interventions during and even post the coronavirus (COVID-19) pandemic.

The tools were approved on April 15 by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases, the highest policymaking body on COVID-19 concerns in the Philippines.

SCAn Dashboard has five key components—incident reports; trip videos for major selected routes; survey of supply chain issues coming from supply chain players; links to other government dashboards; and summary information on the

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NLEX key infra projects, including Harbor Link, resume construction



Workers at the Harbor Link construction site. Photo from nlex.com.ph

CONSTRUCTION activities on NLEX Corp's major projects such as the North Luzon Expressway (NLEX) Harbor Link C3-R10 Section, NLEX Connector, and Subic Freeport Expressway (SFEX) Capacity Expansion have resumed after receiving approval from the government.

The tollway company said together with its contractors, they are taking all the necessary measures based on guidelines by the Inter-agency Task Force for the Management of Emerging Infectious Diseases, Department of Health, Department of Labor and Employment, and Department of Public Works and Highways.

These measures include rapid antibody testing of workers; strict observance of safety and hygiene protocols such as wearing of personal protective equipment and monitoring of temperature; compli-

ance to physical distancing; provision of washing facilities at strategic locations; and regular disinfection of equipment and work area, among others.

"We have complied with the safety protocols laid out by the government for the implementation of infrastructure projects amid modified enhanced community quarantine," NLEX Corp. president and general manager Luigi Bautista said in a statement.

Bautista noted that "with the acceleration of these projects, we can help the government in its aim to revitalize the economy despite the ongoing health crisis."


Construction of the remaining portion of the 2.6-kilometer (km) NLEX Harbor Link C3-R10 Section is now underway between the new Caloocan Interchange, C3 Road, Caloocan City to Radial Road




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The project's progress currently stands at 95%. It is seen as a crucial infrastructure that will help alleviate traffic congestion as it would cut travel time from NLEX to CAMANAVA from one hour to 10 minutes. Last February, NLEX Corp. opened the Malabon Exit of the Harbor Link project and has since eased travel for motorists and commuters in the area.

Works on the NLEX Connector, an 8-km all elevated expressway, have also resumed. The infrastructure project will traverse the new Caloocan Interchange, pass through España, Manila, and eventually link up with the Metro Manila Skyway Stage 3 in Sta. Mesa, Manila.

Also ongoing is the capacity expansion of the 8.2-km SFEX aimed at improving traffic safety and reduce travel time to and from the Subic Bay Freeport Zone.

The civil works for SFEX Capacity Expansion Project, which is now 38% complete, include construction of two additional lanes, two new bridges, and a new tunnel.

Meanwhile, construction of additional lanes at Clark South Toll Plaza is set to resume.

"Despite the challenging times, our team remains committed to accomplish our big-ticket projects and continue the 24/7 service to our customers and other stakeholders," Bautista said.

PH eyes tariffs to boost COVID war chest

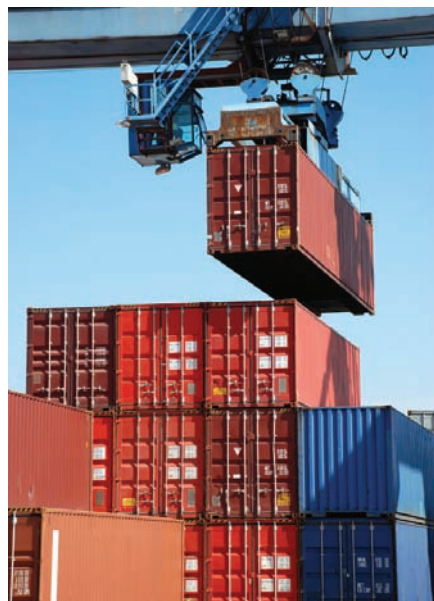
THE government is considering imposing tariff on import goods to raise revenues amid the coronavirus (COVID-19) pandemic, according to Trade Secretary Ramon Lopez.

"Yes, we are considering, maybe, but that's still being studied right now. If at all, it will be a minimal tariff just to raise funds," Lopez said during a recent online interview.

Lopez noted the imposition of higher import tariff should not be considered protectionism, but a way to raise government revenues.

No details were given on which products may be slapped tariffs.

Early this month, President Rodrigo Duterte signed Executive Order (EO) 113 series of 2020 slapping a temporary



additional 10% import duty, on top of existing Most Favoured Nation (MFN) and preferential import duties, on crude and refined petroleum products.

The tariff will help augment government resources to finance anti-COVID 19 programs.

Complaint vs Thailand

But even before the COVID-19 pandemic hit, the Philippines has already notified the World Trade Organization (WTO) of its intention to impose tariff on vehicle imports from Thailand. This is in retaliation for Thailand's failure to comply with a WTO ruling upholding Philippine claims that Thailand violated the WTO agreement on customs valuation related to Philippine cigarette exports.

In another development, Lopez said the Department of Trade and Industry (DTI) policy suggestion to prioritize locally-made products for use in the government's Build, Build, Build infrastructure program has been approved and adopted by the Economic Cluster.

"It will become some kind of a guideline that will enjoin the contractors, those who won the contract (for) Build, Build, Build, to prioritize locally made products or inputs. This is really to stimulate demand," Lopez said.

"Minsan (Sometimes), you don't have to give subsidy or support, government in-cash support, *kailangan lang* (it's important to just) give them the demand, the market for their products, and buhay na sila (they'll survive). *Lalakas na ulit 'yung negosyo* (Business will get strong along with)... local employment," he explained.

NEDA launches supply chain...

Continued from previous page

domestic and Asia-Pacific supply chain environment.

Information contained in the SCAN Dashboard is vital to both government and the private sector as the dashboard informs government agencies and industry associations of ground-level issues that need to be addressed to ensure the flow of goods and inputs is unhampered, NEDA said in a statement.

SCAN Reporter, on the other hand, is an application that is downloadable to smartphones and can help "reporters" of supply chain problems submit information to the SCAN Dashboard so that such problems can be addressed by concerned

authorities.

Information that can be submitted through the app include type of reporter (e.g., public servant, transport service, concerned citizen, worker, company, and industry association) and incident type (e.g., real-time quarantine control point problem, permit-related problem, regulations, goods overpricing, and real-time road closures, traffic, and accidents).

Photos and videos can also be uploaded in the incident report before submission. If the incident reporter is an industry association member, he or she will be directed to the survey of supply chain issues.

During the launch, NEDA undersecretary for Regional Development Adoracion

Navarro said, "The initiative started as a mere thought experiment on my part but I would have to give credit to the technical team of the University of the Philippines Public Administration Research and Extension Services Foundation-Regulatory Reform Support Program for National Development (UPPAF-RESPOND) for its excellent execution."

UPPAF-RESPOND is providing technical assistance to NEDA-RDG for supply chain-related undertakings.

During the launch, UPPAF-RESPOND chief-of-party Dr. Enrico Basilio demonstrated through a communications campaign video how the supply chain players and other concerned citizens can help. He also handed over the UPPAF-RESPOND's donation of equipment for the large-scale viewing and operation of the SCAN Dashboard at the National Incident Command-Emergency Operation Center.

In his keynote message, IATF co-chairperson and Cabinet secretary Karlo Alexei Nograles said, "We encourage everybody, not only supply chain players but concerned citizens as well, to participate in this initiative by downloading and using the SCAN Reporter app to report incidents that

hamper the flow of goods and production inputs in your respective areas."

He urged regional inter-agency bodies to take an active role in utilizing the SCAN Dashboard, monitoring incidents in various parts of the regions, and immediately solving problems at their level, or if the problems cannot be solved at their level, reporting to the national-level agencies or task groups the major issues needing action from the national government.

In a statement sent to NEDA RDG after the launch, Nograles further committed to assign a dedicated staff to monitor supply chain problems and concerns in fulfillment of his multiple roles as Chairperson of the Inter-Agency Task Force on Zero Hunger, Co-chairperson of the IATF-MEID, and Cabinet Secretary.



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COVID-19 pulls down BOC revenues by 7.29% from Jan to April

REVENUES collected by the Bureau of Customs (BOC) from January to April 2020 dropped 7.29% to P179.44 billion from P193.55 billion year-on-year.

Preliminary data shows the latest figure was also 13.14% short of the P206.59-billion target for the period, BOC's mother agency Department of Finance (DOF) said in a statement.

DOF attributed the decline to community quarantine measures in Luzon and other parts of the country implemented since mid-March 2020 to stop the spread of the coronavirus disease (COVID-19).

For April 2020 alone, BOC collections amounted to P33.97 billion, 34.27% below the P51.67 billion collected in the same period last year. It is also 40% less than the April 2020 target of P56.54 billion.

BOC sister agency Bureau of Internal Revenue (BIR) also recorded lower revenues from January to April this year of P527.41 billion, 25.4% below the same period last year's collection and 0.19% short of the P528.44-billion target.

Combined revenue collection of both BIR and BOC for January to April reached P706.85 billion, P28.17 billion short of the target of P735.03 billion.

Finance Secretary Carlos Dominguez III earlier assured the Filipino people that even with the significant decline in both bureaus' revenue collections, the country remains "financially able" to meet the unexpected challenges of the COVID-19 pandemic.

Dominguez said the government has been able to roll out a four-pillar socioeconomic strategy to defeat COVID-19, which involves budgetary, fiscal and monetary measures with a combined value of P1.74 trillion or around 9.1% of the country's gross domestic product.

PAL seen losing revenues of \$1B over quarantine period

PHILIPPINE Airlines (PAL) expects a US\$1-billion revenue loss from February 2020 until the end of the quarantine period.

"We can't wait to fly again so we're eagerly awaiting the end of the lockdown," PAL president and chief operating officer Gilbert Santa Maria said in an interview with a broadcasting network on May 21.

PAL's domestic and international flights are suspended until May 31 due to travel restrictions resulting from implementation of varying levels of community quarantine to contain spread of COVID-19 in the country.

For now PAL only operates cargo and repatriation flights.

The government first placed Luzon, including the National Capital Region, under enhanced community quarantine on March 17. NCR, Laguna and a few other areas have recently transitioned to the less strict modified enhanced community quarantine, expected to last until May 31.

Asked if PAL, after recording a wider net loss in 2019, is on the brink of bankruptcy, Santa Maria replied: "All airlines are at the brink of bankruptcy because of

COVID-19."

But he added, "We are not in immediate danger of bankruptcy but as this crisis continues, for every month the crisis has passed, we've lost about \$300 million in revenue."

Including losses for February and March this year, PAL expects close to \$1 billion or roughly P50 billion in revenue losses once quarantine restrictions in the country are lifted.

He said PAL chairman Lucio Tan, Sr.'s injection of about half of the \$600-million equity infusion approved by PAL's Board in October last year has helped keep operations going.

"Without that liquidity, Philippine Airlines would probably not be here anymore," Santa Maria said.

Of the \$300 million injection, over \$200 million was placed before end of last year and \$100 million at the start of the COVID-19 crisis, Santa Maria said.

Deeper 2019 losses

PAL and its sister firms reported a consolidated comprehensive loss of P10.20

billion in 2019 from the P2.84-billion loss in 2018.

Consolidated revenues amounted to P154.54 billion last year, up 2.7% year-on-year on account of higher passenger revenues but partly offset by lower cargo and ancillary revenues, parent company PAL Holdings, Inc. (PHI) said in a regulatory disclosure.

Passenger revenues climbed 4.2% to P134.292 billion in 2019 from P128.910 billion in 2018 due to additional frequencies and new routes which resulted in growth in passenger numbers.

Cargo revenues declined 8.2% to P9.375 billion from P10.217 billion. Revenues from ancillary services likewise decreased 5% to P10.699 billion from P11.262 billion.

Consolidated expenses dropped 3.1% to P151.664 billion from P156.466 billion mainly due to flying operations and passenger service expenses, which were partly offset by higher aircraft and traffic servicing expenses.

Total other charges amounted to P14.07 billion in 2019, up by 873.6% from P1.45 billion in 2018. Financing charges grew 128.4% mainly because of the adoption of a new financial reporting standard and additional aircraft financing. There were also more charges incurred

during the year and significantly less one-off gains compared to 2018 when the company booked income from reversal of contingency provision for the Flight Attendants and Stewards Association of the Philippines case, reassessment of the carrying values of asset restoration obligations for certain aircraft and credit memos received from various aircraft manufacturers.

More layoffs?

On whether the airline plans to lay off more personnel after letting go of 300 last February, the PAL chiefsaid, "At this point in time, it will be extremely inhuman of

Turn to page 13



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Up to Speed

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

IF greater use of e-commerce is going to be part of our so-called new normal, then our existing logistics service providers have a lot of work to do.

I was reminded of our General Membership Meeting roughly two years ago, when we explored the last mile and made sense of the challenges facing it today. As e-commerce continues to boom, last mile players admitted that they have problems keeping up with increasing demand, especially during those sale periods around Christmas time. While they're able to manage customers' expectations (and perhaps provide them with a sense of control and reassurance by letting them know of where their orders are

most steps of the way), they'd still much prefer to be able to deliver orders within a few days.

That, of course, means significant investment both in capacity and capability. As we've illustrated before, e-commerce players have done a lot to push the envelope in this front, utilizing technology to allow for faster fulfillment and to provide customers more options for paying - a particular bugbear in a country where a lot of citizens remain unbanked and many choose to pay cash on delivery rather than via credit card. Yet investment in physical facilities are held back by regulations and cost, and finding the right people remains a challenge, particularly in areas where many logistics companies jostle for the same pool of talent.

That GMM is two years ago, however, and it's safe to say some changes have taken place. More of the larger logistics service providers have responded to the call of

e-commerce, whether by providing additional capacity in distribution hubs, or on the home delivery aspect. As I write this, I'm still waiting for a phone we ordered online. (The phone was dropped badly, something you *do not* want to do during a lockdown where almost everything is closed.) It's been a week, and we're still waiting for a waybill number from our last mile provider. Sure, these are different times, but logistics providers are allowed to operate at full capacity from the outset, which suggests that as demand goes further up alongside the need to remain physically distant, last mile players are still trying to keep up.

The challenge issued then to other logistics providers is to be able to offer services that would satisfy e-commerce players. They said that, despite their in-house solutions, they're more than willing to work with more established companies to fill the gaps. It makes economic sense: smaller players, particularly in the provinces, can offer levels of service that suit the nuances of the area, and one that the e-commerce players might not be able to pick up immediately. Also, it provides cost savings, outsourcing these functions instead of investing in new facilities

altogether, although you would need to adapt existing warehouses for the purpose, I assume. It's why the likes of Lazada still work with the likes of 2GO and LBC, despite having their own logistics operations.

Now that there's a renewed (and invigorated) push for e-commerce, the question remains: can our logistics service providers be up to the task? Much is being done now, particularly by the Department of Trade and Industry, to prepare entrepreneurs for this so-called new normal. Perhaps we should also look at our logistics players, who will continue to connect businesses with customers. We have to make them understand the possibilities of the last mile, and be comfortable with the technology that goes with it. Perhaps we can get started on that, too, so every player down the chain is truly up to speed.

Henrik Batallones is the marketing and communications director of SCMAP, and editor-in-chief of its official publication, Supply Chain Philippines. More information about SCMAP is available at scmap.org.

The Vaccine to Immunize Your Business

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

THE covid pandemic has given a massive jolt to logistics and freight industry especially companies that have been passive users of technology. Companies now look at a whole new business scenario where social distancing and work from home has become the new normal. Technology is the only tool for survival as companies slowly emerge from the pandemic and reboot

businesses.

Extreme care needs to be exercised in selecting the technology that would be right for the logistics and freight business. The software needs to fulfil all the needs of the business while offering the required functionality and security. In the new normal with restrictions at work place limiting the number of persons working from the office, employees will be scattered across location. The software should be able to provide secure access to employees from wherever they are also should be accessible through any device.

A modern single software is the vaccine that can immunize businesses. Having a single software for your entire business needs will be highly beneficial as it would not only mean everyone works on the same platform but also less trouble managing problems arising from multiple software. From sales, operations, customer service to invoicing, accounting and finance companies need to ensure enough security measures can be implemented in the software to avoid any sort of critical data breach. The software must have proper authorization, checks and balances and access control mechanisms in place to ensure data security.

Companies need to put in place proper process and SOP for employees to work from both office and home. It can help employees work with ease and collaborate better so that overall efficiency increases. The software should be capable of ensuring

that the processes are strictly followed as prescribed and employees can be held accountable for their work.

Logistics and freight companies have no option but to adapt to the new normal and transform themselves if they wish to continue growing their business. The first step here is to accept this new normal and change in step with the new business scenario and once they do this, they will be able to thrive.

Amit Maheshwari's many years of domain knowledge, vision and deep understanding of logistics marks him as a major thought leader in the industry. Under his leadership, Softlink Global has become a leading global logistics software provider. One of his major creations Logi-Sys is a comprehensive ERP for the freight and logistics industry that has become a global success.

Quarantine, less gangs cause delays...

based on requirement. MNHPI currently operates on a skeletal workforce due to community quarantine and physical distancing requirements aimed at containing the COVID-19 pandemic.

As of today (May 25), MNHPI is working with 11 to 12 gangs, Salvador told *PortCalls* in a follow-up email.

Asked if MNHPI will deploy more gangs once cargo volumes increase, he replied, "if more shows up, we can deploy more."

The reduction in gangs has caused vessel queues of up to seven days according to shipping lines. While berths are available, they cannot be used due to the fewer gangs deployed.

(It must be noted there is no queuing at North Port's quay crane berths, just in lift on/lift-off [LoLo] berths where PLSA-member ships usually operate.)

To remedy the situation, Salvador said MNHPI has recommended to PPA the use of quay cranes, noting this will also "effectively implement [physical distancing]... compared to the heavily manual vessel crane operations."

Domestic shipping lines, however, predominantly operate ships fitted with their own gears that do not necessarily require the service of quay cranes. This means a preference for the status quo, with carriers docking at North Port's LoLo berths attended to by gangs.

Parco acknowledges that the use of quay cranes "can improve productivity and ease the port congestion" but the situation would compel shipping lines to pass on the cranes cost—P1,600 per 20-foot container—to customers.

The PLSA chief said shipping lines need to conserve cash so they would rather go for the lowest cost option, which in this case is use of LoLo berths.

He noted lines need to ensure their operations are financially viable so they can continue serving the public, pointing out that domestic shipping has been the backbone of the national supply chain, relied upon for the transport of essential and non-essential goods.

"In an archipelagic country like the Philippines, sea transport is the most economical means of transporting passengers and cargo nationwide," Parco said.

In the last two years, domestic container and roll-on/roll-off ships transported an average 1.4 million twenty-foot equivalent units valued at over P1.5 trillion per annum, he said.

About 60% of the total volume consisted of food, medicines, clothing and other products transported from the Manila port to Visayas and Mindanao. About 27% comprised critical inputs to food manufacturing like agricultural products, livestock, sugar, corn and bananas shipped to Manila from Visayas

and Mindanao.

But with the COVID-19 pandemic and implementation of community quarantines, Parco said they project a 70% drop in cargo volumes.

After the quarantines are lifted, estimates point to cargo traffic being only 50-70% of pre-COVID-19 levels.

Still, Parco said shipping lines "continue to serve the public even at a loss since we need to move food and essential goods to the different islands."

He said this is why shipping lines have "no choice but to use LoLo berths to reduce cost which helps them to continue serving the public."

Parco said PLSA members continue to dialogue with PPA and MNHPI "to find a solution that meets the distancing requirements and also the needs of the industry."

"But we expect that there will be a cost to any solution," he noted.

Continued from page 1

"Communication is the key in solving any issue. We continue to dialogue with PPA and MNHPI to find the best solution to this issue."

Salvador, for his part, said they "engage the shipping lines on a daily basis."

Manese said her office has already submitted to the PPA general manager a report on the North Port situation. She gave no details but noted that as of May 22 only four vessels are in queue at North Port.

"I can say the issues raised have been addressed by MNHPI with the shipping lines," she said. — **Roumina Pablo**



North Port photo courtesy of Manila North Harbour Port, Inc

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CMA CGM PHILIPPINES INC.



(JPX) DIRECT SERVICE TO JAPAN

Table with columns: MOTHER VESSEL, VOY. NO., BTG, MNL(SH), TOKYO, YOKOHAMA, OMAESAKI, NAGOYA, KOBE. Rows include BOMAR FULGENT, NEWARK, EXPRESS BLACK SEA.

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK)

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Rows include ALS JUVENTUS, JONATHAN SWIFT, JACK LONDON.

(PHX) DIRECT SERVICE TO SINGAPORE

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, MNL (NH), SINGAPORE. Rows include ALS FAUNA, SEASPAN FRASER, ALS FAUNA.

(CP2) DIRECT SERVICE TO HKG/CHINA (NEW ROUTING)

Table with columns: MOTHER VESSEL, VOY. NO., SUBIC, CEBU, CAGAYAN, DAVAO DICT, HKG (HIT), SHEKOU (CCT), KAOHSIUNG APL. Rows include NEFELI, NORDOCELOT, TBA.

(CHINA 1 NB) DIRECT SERVICE TO CHINA

Table with columns: MOTHER VESSEL, VOY. NO., DAVAO (DICT), MNL (NH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Rows include CMA CGM ALCAZAR, CMA CGM GEORGIA, CMA CGM VIRGINIA.

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND)

Table with columns: MOTHER VESSEL, VOY. NO., MNL(SH), MNL(NH), LIANYUNGANG, QINGDAO, PUSAN(HYUT), PUSAN(HBTC), SHANGHAI. Rows include HYUNDAI GOODWILL, CMA CGM CORNIELLE, HYUNDAI VOYAGER.

(NEW CSE) DIRECT SERVICE TO NINGBO & SHANGHAI

Table with columns: MOTHER VESSEL, VOY. NO., MNL (NH), SHANGHAI, NINGBO. Rows include INVICTA, MOUNT NICHOLSON, NORDLEOPARD.

LCT DRY: TUESDAY @ 1800H

IMPORTANT ANNOUNCEMENT

ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

KMTC LINE 2x DIRECT SAILING SHANGHAI EVERY SUNDAY & THURSDAY. CALL US AT 8354-0940 TO 49.

KMTC LINE 2x WEEKLY SAILING SHIBUSHI EVERY SUNDAY & TUESDAY. CALL US AT 8354-0940 TO 49.

03/10/04/02, Thana Bhum 265 (OOCL Panama 274), OOCL 03/10/04/07, Thana Bhum 265 (OOCL Kuala Lumpur 133), OOCL 03/12/04/02, NYK Joanna 128 (OOCL Houston 157), OOCL 03/12/04/02, NYK Joanna 128 (OOCL Panama 274), OOCL

03/12/04/07, NYK Joanna 128 (OOCL Kuala Lumpur 133), OOCL 03/17/04/09, Kata Waris 173 (Kota Lembang 217), OOCL 03/17/04/09, Kata Waris 173 (Sempang New Delhi 044), OOCL 03/17/04/14, Kata Waris 173 (Kota Loris 042), OOCL 03/19/04/09, ACK Crystal 221 (Kota Lembang 217), OOCL 03/19/04/09, ACK Crystal 221 (Sempang New Delhi 044), OOCL 03/19/04/14, ACK Crystal 221 (Kota Loris 042), OOCL 03/24/04/16, Thana Bhum 266 (Bea Schulte 023), OOCL 03/24/04/16, Thana Bhum 266 (OOCL Yokohama 151), OOCL 03/24/04/21, Thana Bhum 266 (Cosco Singapore 142), OOCL 03/26/04/16, NYK Joanna 129 (Bea Schulte 023), OOCL 03/26/04/16, NYK Joanna 129 (OOCL Yokohama 151), OOCL 03/26/04/21, NYK Joanna 129 (OOCL Singapore 142), OOCL 03/31/04/23, Kata Waris 174 (Kota Loris 117), OOCL 03/31/04/23, Kata Waris 174 (OOCL Texas 169), OOCL 03/31/04/28, Kata Waris 174 (OOCL Norfolk 224), OOCL

03/29/04/01, Wan Hai 282 111, OOCL 03/08/03/22, Singapore 118 (San Lorenzo 144), OOCL 03/08/03/22, Wan Hai 282 108 (San Lorenzo 144), OOCL 03/08/03/22, Wan Hai 282 108 (OOCL New Zealand 086), OOCL 03/11/03/23, TBA (OOCL New Zealand 086), OOCL 03/11/03/26, TBA (Buxhansa 013), OOCL 03/11/03/26, TBA (OOCL Zhoushan 216), OOCL 03/15/03/23, Singapore 119 (OOCL New Zealand 086), OOCL 03/15/03/29, Wan Hai 282 109 (Box Express 008), OOCL 03/15/03/29, Wan Hai 282 109 (Box Express 008), OOCL 03/15/03/29, Wan Hai 282 109 (OOCL Jakarta 118), OOCL 03/18/04/02, TBA (OOCL Jakarta 118), OOCL 03/18/04/02, TBA (OOCL Charleston 180), OOCL 03/18/04/02, TBA (Sf Blue 059), OOCL 03/22/03/30, Singapore 120 (OOCL Jakarta 118), OOCL 03/22/04/05, Wan Hai 282 110 (Olivia 139), OOCL 03/22/04/05, Wan Hai 282 110 (OOCL Australia 194), OOCL 03/25/04/06, TBA (OOCL Australia 194), OOCL 03/25/04/09, TBA (Cardiff Trader 031), OOCL 03/25/04/09, TBA (OOCL Le Havre 124), OOCL 03/29/04/12, Singapore 121 (OOCL Australia 194), OOCL 03/29/04/12, Singapore 121 (San Lorenzo 145), OOCL 03/29/04/13, Wan Hai 282 111 (San Lorenzo 145), OOCL 03/29/04/13, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL 04/01/04/13, TBA (OOCL Guangzhou 121), OOCL 04/01/04/16, TBA (OOCL Kota 020), OOCL 04/01/04/16, TBA (OOCL Zhoushan 217), OOCL

03/08/03/22, Singapore 118 (San Lorenzo 144), OOCL 03/08/03/22, Wan Hai 282 108 (San Lorenzo 144), OOCL 03/08/03/22, Wan Hai 282 108 (OOCL New Zealand 086), OOCL 03/11/03/23, TBA (OOCL New Zealand 086), OOCL 03/11/03/26, TBA (Buxhansa 013), OOCL 03/11/03/26, TBA (OOCL Zhoushan 216), OOCL 03/15/03/23, Singapore 119 (OOCL New Zealand 086), OOCL 03/15/03/29, Wan Hai 282 109 (Box Express 008), OOCL 03/15/03/29, Wan Hai 282 109 (Box Express 008), OOCL 03/15/03/29, Wan Hai 282 109 (OOCL Jakarta 118), OOCL 03/18/04/02, TBA (OOCL Jakarta 118), OOCL 03/18/04/02, TBA (OOCL Charleston 180), OOCL 03/18/04/02, TBA (Sf Blue 059), OOCL 03/22/03/30, Singapore 120 (OOCL Jakarta 118), OOCL 03/22/04/05, Wan Hai 282 110 (Olivia 139), OOCL 03/22/04/05, Wan Hai 282 110 (OOCL Australia 194), OOCL 03/25/04/06, TBA (OOCL Australia 194), OOCL 03/25/04/09, TBA (Cardiff Trader 031), OOCL 03/25/04/09, TBA (OOCL Le Havre 124), OOCL 03/29/04/12, Singapore 121 (OOCL Australia 194), OOCL 03/29/04/12, Singapore 121 (San Lorenzo 145), OOCL 03/29/04/13, Wan Hai 282 111 (San Lorenzo 145), OOCL 03/29/04/13, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL 04/01/04/13, TBA (OOCL Guangzhou 121), OOCL 04/01/04/16, TBA (OOCL Kota 020), OOCL 04/01/04/16, TBA (OOCL Zhoushan 217), OOCL

03/26/05/01, NYK Joanna 129 (Thalassa Patris 032), OOCL 03/31/04/28, Kata Waris 174 (CMA CGM Centaurus 410), OOCL 03/31/05/08, Kata Waris 174 (TBA), OOCL VANCOUVER, Canada 03/01/03/23, Singapore 117 (OOCL Vancouver 114), OOCL 03/01/03/23, Wan Hai 282 107 (OOCL Vancouver 114), OOCL 03/08/03/30, Singapore 118 (OOCL Kaohsiung 107), OOCL 03/08/03/30, Wan Hai 282 108 (OOCL Kaohsiung 107), OOCL 03/15/04/06, Singapore 119 (OOCL Antwerp 107), OOCL 03/15/04/06, Wan Hai 282 109 (OOCL Antwerp 107), OOCL 03/22/04/13, Singapore 120 (OOCL Oakland 092), OOCL 03/22/04/13, Wan Hai 282 110 (OOCL Oakland 092), OOCL 03/29/04/20, Singapore 121 (OOCL New York 068), OOCL 03/29/04/20, Wan Hai 282 111 (OOCL New York 068), OOCL WELLINGTON, New Zealand 03/03/04/03, Kata Waris 172 (Seasmile 029), OOCL 03/05/04/03, ACK Crystal 220 (Seasmile 029), OOCL 03/10/04/10, Thana Bhum 265 (Felixstowe Bridge 717), OOCL 03/12/04/10, NYK Joanna 128 (Felixstowe Bridge 717), OOCL 03/17/04/17, Kata Waris 173 (Shanghai Trader 019), OOCL 03/19/04/17, ACK Crystal 221 (Shanghai Trader 019), OOCL 03/24/04/24, Thana Bhum 266 (ANL Wendouree 135), OOCL 03/26/04/24, NYK Joanna 129 (ANL Wendouree 135), OOCL 03/31/05/01, Kata Waris 174 (Kota Loring 127), OOCL XINGANG, China 03/01/03/15, Singapore 117 (Teng Yun He 269), OOCL 03/01/03/15, Wan Hai 282 107 (Teng Yun He 269), OOCL 03/08/03/22, Singapore 118 (Qing Yun He 480), OOCL 03/08/03/22, Wan Hai 282 108 (Qing Yun He 480), OOCL 03/15/03/29, Singapore 119 (Teng Yun He 270), OOCL 03/15/03/29, Wan Hai 282 109 (Teng Yun He 270), OOCL 03/22/04/05, Singapore 120 (Qing Yun He 481), OOCL 03/22/04/05, Wan Hai 282 110 (Qing Yun He 481), OOCL 03/29/04/12, Singapore 121 (Teng Yun He 271), OOCL 03/29/04/12, Wan Hai 282 111 (Teng Yun He 271), OOCL YOKAICHI, Japan 03/01/03/11, Singapore 117 (OOCL Australia 193), OOCL 03/01/03/18, Wan Hai 282 107 (OOCL Guangzhou 120), OOCL 03/04/03/18, TBA (OOCL Guangzhou 120), OOCL 03/08/03/18, Singapore 118 (OOCL Guangzhou 120), OOCL 03/08/03/25, Wan Hai 282 108 (OOCL New Zealand 086), OOCL 03/11/03/25, TBA (OOCL New Zealand 086), OOCL 03/15/03/25, Singapore 119 (OOCL New Zealand 086), OOCL 03/15/04/01, Wan Hai 282 109 (OOCL Jakarta 118), OOCL 03/18/04/01, TBA (OOCL Jakarta 118), OOCL 03/22/04/01, Singapore 120 (OOCL Jakarta 118), OOCL 03/22/04/08, Wan Hai 282 110 (OOCL Australia 194), OOCL 03/25/04/08, TBA (OOCL Australia 194), OOCL 03/29/04/08, Singapore 121 (OOCL Australia 194), OOCL 03/29/04/15, Wan Hai 282 111 (OOCL Guangzhou 121), OOCL 04/01/04/15, TBA (OOCL Guangzhou 121), OOCL YOKOHAMA, Japan 03/04/03/19, TBA (GSL Kota 019), OOCL 03/29/04/25, Wan Hai 282 111 (OOCL New York 068), OOCL 03/11/03/26, TBA (Buxhansa 013), OOCL 03/11/03/27, TBA (OOCL Zhoushan 216), OOCL 03/18/04/02, TBA (Sf Blue 059), OOCL 03/18/04/03, TBA (OOCL Charleston 180), OOCL 03/25/04/09, TBA (Cardiff Trader 031), OOCL 03/25/04/10, TBA (OOCL Le Havre 124), OOCL 04/01/04/16, TBA (GSL Kota 020), OOCL 04/01/04/17, TBA (OOCL Zhoushan 217), OOCL VALENCIA, Spain 03/03/03/31, Kata Waris 172 (CMA CGM Cassiopeia 403), OOCL 03/03/04/10, Kata Waris 172 (Cosco Faith 043), OOCL 03/05/03/31, ACK Crystal 220 (CMA CGM Cassiopeia 403), OOCL 03/05/04/10, ACK Crystal 220 (Cosco Faith 043), OOCL 03/10/04/07, Thana Bhum 265 (OOCL Malaysia 023), OOCL 03/10/04/17, Thana Bhum 265 (Cosco Shipping Alps 013), OOCL 03/12/04/07, NYK Joanna 128 (OOCL Malaysia 023), OOCL 03/25/05/03, TBA (Cosco Portugal 035), OOCL 03/26/04/25, NYK Joanna 129 (Cosco Shipping Galaxy 005), OOCL 03/26/04/25, NYK Joanna 129 (Cosco Shipping Galaxy 005), OOCL 03/31/05/02, Kata Waris 174 (OOCL Hongkong 014), OOCL 04/01/05/10, TBA (Cosco Shipping Himalayas 020), OOCL ZEEBRUGGE, Belgium 03/03/04/04, Kata Waris 172 (OOCL Japan 012), OOCL 03/04/04/12, TBA (Cosco Shipping Andes 008), OOCL 03/05/04/04, ACK Crystal 220 (OOCL Japan 012), OOCL 03/10/04/11, Thana Bhum 265 (Cosco Shipping Star 004), OOCL 03/11/04/19, TBA (CSCL Mars 058), OOCL 03/12/04/11, NYK Joanna 128 (Cosco Shipping Star 004), OOCL 03/17/04/18, Kata Waris 173 (OOCL United Kingdom 012), OOCL 03/18/04/26, TBA (Cosco Harmony 052), OOCL 03/19/04/18, ACK Crystal 221 (OOCL United Kingdom 012), OOCL 03/24/04/25, Thana Bhum 266 (Cosco Shipping Galaxy 005), OOCL 03/25/05/03, TBA (Cosco Portugal 035), OOCL 03/26/04/25, NYK Joanna 129 (Cosco Shipping Galaxy 005), OOCL 03/31/05/02, Kata Waris 174 (OOCL Hongkong 014), OOCL 04/01/05/10, TBA (Cosco Shipping Himalayas 020), OOCL

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Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA NAN, ETA SKU, ETA HKG. Rows include Hansa Drakenburg, Asiatic Bay.

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA LYG, ETA TAO. Rows include Jonathan Swift, Jack London.

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA PUS, QIN, SHA WQG2. Rows include Zante, APL England.

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (STH), ETD MNL (NTH), ETA SHA WQG4, ETA NBO. Rows include MCC Nanjing, Seaspan Guayaquil.

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETD MNL (STH), ETA SHA (WQG4). Rows include CMA CGM Virginia, CMA CGM New Jersey.

Table with columns: FEEDER VESSEL, VOY., ETD, MNL (NTH), ETA TAICHUNG, ETA XIAMEN, ETA YANTIAN. Rows include ALS Jupiter, Seaspan Lumaco.

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CPF SERVICE DIRECT MANILA SH - MANILA NH - SUBIC - SHANGHAI(5) - NINGBO(7) table with columns: VESSEL, VOY, MNS, MNN, SUBIC, SHA, NBO, JGY

CPF SERVICE SUBIC-AUSTRALIA VIA SHANGHAI table with columns: VESSEL, VOY, ETD, SUB, ETA, SHA, CONNECTING VESSEL, ETD, SHA, ETA, SYD, ETA, MEL, ETA, BNE

CPS SERVICE DIRECT MANILA - SHANGHAI(4) - NINGBO(5) table with columns: VESSEL, VOY, MNN, MNS, SUBIC, SHA, NBO

CPF SERVICE SUBIC-JAPAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, TOK, YOK, MOJ, HAK, NGO, OSA, UKB

WM1 SERVICE DIRECT MANILA - SHANTOU(2) - QUANZHOU(2-3) - XIAMEN(3-4) table with columns: VESSEL, VOY, MIP, MNS, SWA, QUA, XMM

CPF SERVICE SUBIC-TAIWAN VIA SHANGHAI table with columns: VESSEL, VOY, SUB, SHA, CONNECTING VESSEL, KEL, TXG, KHH, TPE, TYN

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TPX SERVICE (BATANGAS-MNL NH-SUBIC-BANGKOK-LAEM CHABANG) table with columns: MOTHER VESSEL, VOY, NO, ETD, BTG, ETD, MNL(NH), ETD, SUBIC, ETA, NAN, ETA, SHE, ETA, HAI, ETA, QZO, ETA, BKK, ETA, LCH

CPS SERVICE (MNL NH - MNL SH - XIAMEN - SHANGHAI - NINGBO) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETD, MNL(SH), ETA, SHA, ETA, NBO

CM1 SERVICE (BATANGAS-SHANGHAI-XIAMEN-SHEKOU-NANSHA-HO CHI MINH-JAKARTA-SEMARANG-MAKASSAR) table with columns: MOTHER VESSEL, VOY, NO, ETD, BTG, ETA, SHA, ETA, NHA, ETA, SHE, ETA, NAW, ETA, HOC, ETA, JKT, ETA, SEM, ETA, SUR, ETA, MMK

TPV SERVICE (MNL NH - HO CHI MINH - LAEM CHABANG) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETA, BTG, HOC, ETA, LCH

CPX1 SERVICE (MNL SH - BATANGAS - CEBU - CAGAYAN - DAVAO - DALIAN - TIANJIN - QINGDAO - SHANGHAI) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL, SH, ETD, BTG, ETD, CEB, ETD, CAG, ETD, DCT, ETD, TFC, ETA, SHA, ETA, DLG, ETA, TNG, ETA, TAO, ETA, SHH

NEW SERVICE SPM SERVICE (MANILA NH - SHEKOU - HONGKONG) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(SH), ETA, SHE, ETA, HNG

NEW SERVICE CPV SERVICE (MNL NH-HONGKONG-NANSHA-SHEKOU-HAIPHONG-QINZHOU) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL(NH), ETA, HNG, ETA, NAN, ETA, SHK, ETA, HAI, ETA, QZO

NEW SERVICE CPX5 SERVICE (MANILA NH - QUANZHOU (SHIHU) - QUANZHOU (WEITOU) - XIAMEN) table with columns: MOTHER VESSEL, VOY, NO, ETD, MNL NH-SH, ETA, QUA (SHIHU), ETA, QUA (WEITOU), ETA, XMM

NEW SERVICE SES SERVICE (SUBIC - BATANGAS - CEBU - HONGKONG - SHEKOU) table with columns: MOTHER VESSEL, VOY, NO, ETD, SUBIC, ETD, MNL, SH, ETD, BTG, ETD, CEB, ETA, HNG, ETA, SHE

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Large table with columns: FROM CEBU, TO CEBU, listing various shipping routes, vessel names, and dates.

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PEZA eyes COVID facilities, dorms in economic zones

THE Philippine Economic Zone Authority (PEZA) plans to establish its own COVID-19 testing facilities to contain spread of the pandemic in economic zones.

The agency said it is eyeing the facilities in its four public economic zones: Baguio City, Pampanga, Cavite and Mactan.

"We are currently coordinating with the Department of Health for this program. We plan to provide both the rapid test kits and the PCR test on the said facilities so that the companies will have a choice on either of the methods," PEZA director general Charito Plaza said in a statement.

In addition, PEZA is looking to con-

struct dormitories/housing facilities in its four public ecozones and provide shuttle services for use of locators.

"This will not only be used for emergencies but, in coping with the locators' losses during the crisis. We are encouraging the private ecozone operators to do the same to ensure the investors of a safe and secured Philippine ecozones," the director general said.

PEZA earlier adopted various measures to support its locators while ensuring health and quarantine requirements are complied with to contain spread of the pandemic.

These measures include allowing companies to implement work-from-

home arrangements for up to 70% of the workforce; easing of submission of requirements; extension of validity of certificates; deferment of payments; and giving grace period for old unpaid accounts.

Currently there are 4,542 PEZA locator companies nationwide, 60% of which are fully operational under varying levels of community quarantine.

"PEZA implemented economic stimulus (measures) and adjustments to its existing policies to assist and support the rehabilitation and business continuity plans of the export enterprises," Plaza said.

According to a nationwide survey of PEZA companies covering 2,440 re-

spondents for the April 13 to 30 period, 40 companies were fully operational while 1,382 had a skeletal force or adopted a work-from-home scheme.

Around 1,018 companies were not operational or had no production.

Plaza said the agency allowed companies to operate on condition that they comply with PEZA directives and guidelines set by the Inter-agency Task Force for the Management of Emerging Infectious Diseases.

The directives include the implementation of strict social distancing measures, disinfection of premises, thermal scanning, and distribution of sanitation tents, alcohols, masks, and hand sanitizers.

PAL seen losing revenues of \$1B...

Continued from page 3

us to drop our employees on the streets while a pandemic is raging."

If the recovery is rapid then it may retain more employees, he said. But he noted the reality is that demand won't return until two to three years from now so PAL will have an excess of employees.

"I've told employees, nobody has any job guarantees. The only people who can guarantee our positions is the Filipino passenger who continues to be willing to fly Philippine Airlines," Santa Maria said.

"As soon as we see the recovery, we'll start assessing what our needs are going to be," he said.

"For example, if we find out that we are going to need to return say 10 to 20% of our aircraft because demand just isn't there - so we don't have to pay rent, we'll return the aircraft - well that means we're going to have to reduce our flight crews and our cabin crews by similar amount

because we will have fewer aircraft."

As directed by the Department of Transportation, Santa Maria said airlines are already planning flights between areas under general community quarantine, which allows public transportation.

He said PAL will operate 5% to 10% of its domestic flights in June and July and resume 20% to 30% of its international flight operations. Flights "will slowly ramp up as demand picks up," he added.

In an earlier advisory, the airline said it is working on plans to operate a few domestic routes from its Davao hub, possibly to Iloilo, Siargao and General Santos, to help support the economic recovery of Mindanao with the easing of quarantine restrictions there.

For international flights, Santa Maria said PAL will first resume its transpacific routes to Vancouver, Los Angeles, and San Francisco, as "demand is still pretty high" with American citizens going back to these areas.

PAL also plans to resume regional routes such as in Singapore and Japan where there are stranded Filipinos and for those who need to fly for business.

Emergency credit

Santa Maria, meanwhile, clarified that the Air Carriers Association of the Philippines (ACAP)—of which PAL is a member together with AirAsia Philippines, Cebu Pacific, Cebgo, and PAL Express—is not requesting for government subsidy but for emergency credit lines "to allow us to find liquidity again once the revenue returns." Santa Maria stressed airlines are currently not earning any revenue.

ACAP vice chairman Roberto Lim, in a Senate Committee on Public Services hearing on May 11,

said an P8.6 billion monthly government subsidy would be needed to maintain the employment pool of the aviation sector while airlines are not generating revenues during the quarantine period.

Their proposal to Congress includes P1.3 billion per month for wage subsidy; P500 million per month for payment to aviation authorities for navigational charges, landing and takeoff fees, among others; and P6.8 billion a month for working capital.



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