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## Logistics providers can now fully operate even under ECQ

LOGISTICS service providers, including those providing cargo-handling, warehousing, trucking, freight forwarding and shipping services, may now operate in full in areas even under enhanced community quarantine (ECQ), according to a new Department of Trade and Industry (DTI) circular.

Previously, only those logistics providers under general community quarantine (GCQ) may operate fully.

DTI Memorandum Circular (MC) No. 20-22, signed by Trade Secretary Ramon Lopez on May 5, included logistics service providers in the list of industries allowed to operate at full capacity in areas both

under ECQ and GCQ.

Under the circular, a maximum of five personnel may operate cargo and delivery vehicles by land, with or without load.

MC 20-22 is in keeping with omnibus guidelines on community quarantine under Inter-agency Task Force for the Management of Emerging Infectious Diseases (IATF) Resolutions No. 30 and 30-A, which were adopted in Executive Order (EO) No. 112 on May 2.

It must be noted though that the omnibus guidelines specifically listed logistics as part of industries that can operate at full capacity in areas under GCQ, but

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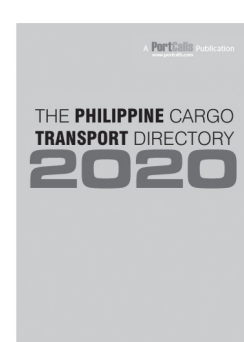
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# Fuel import duty temporarily raised by 10%

PRESIDENT Rodrigo Duterte ordered a 10% increase in fuel import duty to help finance government programs addressing the coronavirus disease (COVID-19) outbreak.

Under Executive Order 113 series of 2020, signed on May 2, a temporary additional 10% import duty, on top of existing Most Favoured Nation (MFN) and preferential import duties, was levied on crude and refined petroleum products.

Upon effectivity of EO 113, all covered crude and refined petroleum products entered and withdrawn from warehouses in the Philippines for consumption, will be levied the temporary import duty.

EO 113 takes effect upon publication in the Official Gazette or a newspaper of general circulation and will remain enforceable until Republic Act (RA) No. 11469, or the Bayanihan to Heal as One Act, is in effect or upon reversion of the modified rates of import duty to 0% pursuant to EO 113, whichever is earlier.

EO 113 noted that the President has been granted temporary emergency powers under RA 11469, which declared a state of national emergency, to "undertake measures as may be reasonable and necessary to enable him to carry out the declared national policy under the said law."

The Customs Modernization and Tariff Act also empowers the President, "in the interest of general welfare and national security" and upon recommendation of the National Economic and Development Authority (NEDA), to increase existing rates of import duty and

impose additional duty on all importers not exceeding 10% ad valorem.

The modified rates of import duty will immediately revert to 0% as international oil prices increase, based on trigger prices indexed to oil prices in the world market, upon certification by the Department of Energy (DOE) that a trigger price has been reached, and the Department of Finance (DOF) has been notified.

The Bureau of Customs (BOC) will then issue a corresponding customs memorandum order to effect the reversion.

DOE, in coordination with DOF, Department of Trade and Industry, NEDA, and BOC, should also promulgate guidelines for implementation of the reversion and trigger price.

The Department of Budget and Management was directed to study, propose, and/or take measures to ensure the proceeds derived from the temporary additional import duty "will be used to fund measures that address and respond to the effects of the COVID-19 situation, including social amelioration programs and such other forms of assistance

# Application for strategic goods export license begins in July


THE Strategic Trade Management Office (STMO) will accept applications for authorization/license to export strategic goods starting July.

In the meantime STMO, an attached office of the Department of Trade and Industry, is still accepting applications for registration to export such goods, according to STMO Policy and Enterprise Relations Division office-in-charge Justin Herrera at a recent webinar hosted by Thomson Reuters, AC Trade Advisory and PortCalls.

A registration is required before one can apply for an authority to export strategic goods under Republic Act (R.A.) No. 10697 (An Act Preventing the Proliferation of Weapons of Mass Destruction [WMD] by Managing the Trade in Strategic Goods, the Provision of Related Service, and for Other Purposes), or the Strategic Trade Management Act (STMA). R.A. 10697 was signed in 2016 to comply with United Nations (UN) Security Council Resolution No. 1540. Its implementing rules and regulations was signed only in September 2018.

The UN resolution "imposes binding obligations on all states to adopt legislation to prevent the proliferation of nuclear, chemical and biological weapons, and their means of delivery, and establish appropriate domestic controls over related materials to prevent their illicit trafficking."

Strategic goods are products that, due to security reasons or interna-



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PACIFIC SOUTHWEST 8 SERVICE via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LGB	ETA OAK	
HYUNDAI VOYAGER	090N	05/12	05/19	HYUNDAI MARS	021E	05/24	06/04	06/11	
HYUNDAI GOODWILL	092N	05/19	05/26	HYUNDAI JUPITER	011E	05/31	06/11	06/18	
CMA CGM CORNEILLE	004N	05/26	06/02	HYUNDAI PLUTO	011E	06/07	06/18	06/25	

PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA VAN	ETA SEA	
HYUNDAI VOYAGER	090N	05/12	05/19	VOID		05/25	06/05	06/09	
HYUNDAI GOODWILL	092N	05/19	05/26	TBA		06/01	06/12	06/16	
CMA CGM CORNEILLE	004N	05/26	06/02	VOID		06/08	06/19	06/23	

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
ALS FAUNA	074S	05/10	05/15	YM WITNESS	026E	05/18	06/11	06/14	06/17	06/19
ATHENS BRIDGE	108S	05/17	05/22	HYUNDAI DRIVE	036E	05/25	06/18	06/21	06/24	06/26
ALS FAUNA	075S	05/24	05/29	MEISHAN BRIDGE	010E	06/01	06/25	06/28	07/01	07/03

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
ALS FAUNA	074S	05/10	05/15	YANTIAN EXPRESS	113E	05/20	06/15	06/18	06/20	06/22
ATHENS BRIDGE	108S	05/17	05/22	ONE MAGNIFICENCE	057E	05/27	06/22	06/25	06/27	06/29
ALS FAUNA	075S	05/24	05/29	MOL MANEUVER	052E	06/03	06/29	07/02	07/04	07/06

FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
ALS FAUNA	074S	05/10	05/15	NYK VIRGO	066W	05/18	06/07	06/10	06/13
ATHENS BRIDGE	108S	05/17	05/22	NYK VESTA	068W	05/25	06/14	06/17	06/20
ALS FAUNA	075S	05/24	05/29	ONE HUMBER	083W	06/01	06/21	06/24	06/27

FAR EAST PENDULUM 2 (FP2) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
ALS FAUNA	074S	05/10	05/15	NYK WREN	010W	05/22	06/13	06/15	06/20	06/22
ATHENS BRIDGE	108S	05/17	05/22	VOID		05/29	06/20	06/22	06/27	06/29
ALS FAUNA	075S	05/24	05/29	ONE AQUILA	009W	06/05	06/27	06/29	07/04	07/06

MED1 (MD1) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
ALS FAUNA	074S	05/10	05/15	VOID		05/21	06/10	06/13	06/20
ATHENS BRIDGE	108S	05/17	05/22	UMM SALAL	020W	05/28	06/17	06/20	06/27
ALS FAUNA	075S	05/24	05/29	VOID		06/04	06/24	06/27	07/04

MED2 (MD2) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
ALS FAUNA	074S	05/10	05/15	AIN SNAN	017W	05/20	06/07	06/09	06/13
ATHENS BRIDGE	108S	05/17	05/22	VOID		05/27	06/14	06/16	06/20
ALS FAUNA	075S	05/24	05/29	AL RIFFA	011W	06/03	06/21	06/23	06/27

NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	CLL	SAI	LQN
HYUNDAI VOYAGER	090N	05/12	05/19	CROATIA	025E	05/23	06/09	06/11	06/20	06/25	06/29
HYUNDAI GOODWILL	092N	05/19	05/26	MSC ALIYA	956E	06/01	06/16	06/18	06/27	07/02	07/06
CMA CGM CORNEILLE	004N	05/26	06/02	SEASPAN BRAVO	005E	06/08	06/23	06/25	07/04	07/09	07/13

KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETD PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC	ETA KRKAN	
KMTC SHANGHAI	153S	04/26	04/27	04/30	05/03	05/04	05/08	05/09	
KMTC GWANGYANG	017S	04/29	05/01	05/04	05/07	05/08	05/12	05/13	
KMTC PUSAN	112S	05/01	05/03	05/06	05/09	05/10	05/14	05/15	

CHINA SOUTH EAST 2									
FEEDER VESSEL	VOY. NO.	ETA MNL	ETD MNL	ETA CNSHA	ETA CNNGB				
NORDLEOPARD	004N	04/18	04/20	04/23	04/25				
INVICTA	012N	04/25	04/27	04/30	05/02				
MOUNT NICHOLSON	007N	05/02	05/04	05/07	05/09				

TTP SERVICE (TIANJIN TO PHILIPPINES)									
FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPIUS	ETA CNSHA			
HYUNDAI GOODWILL	091N	04/26 - 04/28	05/02	05/03	05/05	05/07			
CMA CGM FLORIDA	002N	05/03 - 05/05	05/09	05/10	05/12	05/14			
HYUNDAI VOYAGER	090N	05/10 - 05/12	05/16	05/17	05/19	05/21			

FME (FAR EAST MADRAS SERVICE)									
FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETA BUS						
ZANTE	077E	OMIT MANILA	OMIT MANILA						
APL ENGLAND	014W/E/PL	04/26	04/30						
TABEA	2003E	05/03	05/07						

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tional agreements, are considered to be of such military importance that their export is either subject to specific conditions or prohibited altogether.

RA 10697 aims to regulate the export, import, transit and transshipment, reexport and reassignment of strategic goods, software and technology and the provision of related services to prevent WMD from proliferating.

STMO serves as the executive and technical agency of the government in establishing the systems for managing the trade of strategic goods pursuant to STMA.

STMO is enforcing phased implementation of the STMA, starting with the exports sector, according to Herrera.

Exports under the STMA cover actual shipment of strategic goods out of the

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Liza P. Almonte  
Publisher & Editor

Roumina M. Pablo  
Reporter

Elenita L. San Juan  
Marketing Associate

Kathleen Sugui  
Event Coordinator

Jeronel C. Alejandrino  
Production

Fe A. Dionisio  
Cristina D. Marzan  
Edna I. Balena  
Administration

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## Logistics providers part of latest APOR list

LOGISTICS service providers (cargo handling, warehousing, trucking, freight forwarders and shipping lines) are in the latest (May 5, 2020) list of Authorized Persons Outside Residence (APOR) under both enhanced community quarantine as well as general community quarantine.

Workers classified as APOR will be allowed to go outside their residences but only to report for work in industries allowed to operate (logistics being one of them) and to obtain essential goods.

The latest APOR list, however, excludes workers in customs brokerage and container yards; they were specifically identified under logistics sector in the earlier list of APOR.

Customs brokers may, however, secure an accreditation pass from the Bureau of Customs to be able to travel and clear checkpoints.

### DTI MC 20-22

Earlier, the Department of Trade and Industry also released a circular allowing the logistics sector to operate fully even under ECQ.

DTI Memorandum Circular (MC) No. 20-22, signed by Trade Secretary Ramon Lopez on May 5, included logistics service providers in the list of industries allowed to operate at full capacity in areas both under ECQ and GCQ.

Under the circular, a maximum of five personnel may operate cargo and delivery vehicles by land, with or without load.

MC 20-22 is in keeping with omnibus guidelines on community quarantine under Inter-agency Task Force for the Management of Emerging Infectious Diseases (IATF) Resolutions No. 30 and 30-A, which were adopted in Executive Order (EO) No. 112 on May 2.

It must be noted though that the omnibus guidelines specifically listed logistics as part of industries that can operate at full capacity in areas under GCQ, but not in ECQ.

The closest reference to logistics sector under the omnibus guidelines are delivery services and these are allowed to operate with a skeleton workforce. Delivery services cover those in-house or outsourced, transporting food, medicine, or other essential goods, as well as clothing, accessories, hardware, housewares, school and office supplies, pet food and veterinary products.

According to MC 20-22, the movement of all types of cargoes by land, sea, and air should remain unhampered both in areas under ECQ and GCQ.

Workers in the logistics sector, such as cargo, trucking, and port operations, should be allowed to transit across areas placed under ECQ and GCQ.

However, only up to five personnel may accompany cargo and delivery vehicles.

Under the DTI circular, local government units (LGU) should strictly abide by the national policy of allowing cargo to pass unhampered. They may not issue

## PH manufacturing activity hits new low in April

THE downturn in the Philippines' manufacturing sector deepened in April 2020, hitting a record low following the lockdown of a large part of the economy to ease the spread of the coronavirus disease (COVID-19).

The Philippine Purchasing Managers' Index (PMI) fell further to 31.6 in April 2020, from 39.7 in March 2020, indicating another steep decline in operating conditions across the manufacturing sector, according to the latest PMI survey of IHS Markit.


The headline reading marked a new record low, with a deterioration recorded in all five sub-components of the index. The Philippine PMI last March 2020 fell well below the 50.0 no-change mark to

39.7, signaling a marked deterioration in operating conditions.

"The Philippines Manufacturing PMI joined a chorus of data demonstrating the widespread and severe impact of lockdown measures on the global economy in April," IHS Markit economist David Owen said in a statement.

Lockdown measures were extended throughout April, leaving most firms unable to operate at normal capacity. Production levels thus collapsed, with the rate of contraction by far the quickest since the PMI series began in January 2016, IHS Markit noted.

It added that the lockdown also had a large impact on manufacturing demand at the start of the second



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## Various Cebu aviation charges either deferred or waived

MACTAN-Cebu International Airport Authority (MCIAA) and concessionaire GMR Megawide Cebu Airport Corp have deferred aeronautical charges for three months from February to help airlines affected by travel restrictions due to community quarantines.

Aeronautical charges for sweeper flights have also been waived, according to the 6<sup>th</sup> report of the President to the Joint Congressional Oversight Committee pursuant to Republic Act 11469, or the Bayanihan to Heal as One Act.

In addition, rentals of concessionaires and tenants in Mactan-Cebu International Airport (MCIA) that have been fully or substantially suspended operations due to restrictions were suspended from the start of suspension of operations until the lifting of quarantine on May 15.

All domestic and international flights in MCIA are suspended until May 15. Flights of international carriers also remain suspended until further notice.

MCIA noted it remains operational to ensure unhampered operations of cargo flights and sweeper flights arranged by foreign embassies for stranded foreign nationals.

Aside from MCIAA, the Civil Aviation Authority of the Philippines (CAAP) is implementing a one-year deferral on the collection of landing/take-off and parking fees for domestic and international flights in all its operated airports.

The deferral of payment began on March 12 and will take effect until March 12, 2021.

CAAP also deferred anew the collection of several fees and charges, including lease or rental fees from airport concessionaires. The rental holiday has been extended until May 15, 2020, following the extension of the enhanced community quarantine (ECQ) period in Metro Manila and other high risk areas in the country. A rental holiday was initially granted from March 15 to April 30, 2020.

Manila International Airport Authority (MIAA), which operates Ninoy Aquino International Airport (NAIA), has deferred for one year effective March 1, 2020 the collection of aeronautical fees of local air carriers.

Rental charges of all concessionaires operating at NAIA terminals, including check-in counter charges, are also waived for two months effective March 15, 2020.

orders contrary to or inconsistent with the directive such as requiring asymptomatic drivers and crew of cargo or service delivery vehicles to undergo mandatory 14-day home quarantine.

Strict and social distancing measures must be strictly observed which may in-

clude placing additional safe and humane seats or spaces in the vehicles.

The Philippine National Police retains its authority to conduct inspection procedures in checkpoints for the purpose of monitoring protocols on strict home quarantine.

Manufacturers made large efforts to reduce purchasing in April as demand collapsed, with input buying sliding at a marked pace from March. Pre-production inventories fell substantially, while stocks of finished goods also decreased at a sharp rate.

Falling activity led to a steep drop in workforce numbers in April, although the rate of job shedding was slower than

seen in March.

Owen noted that manufacturers also face difficulties with both overseas supply and demand, with exports falling sharply and supply chains struggling amid the pandemic.

Several firms noted that stocks were slow to arrive in April as a result of lockdown measures, as supply chains were hampered by restrictions. Lead times increased for the ninth month running, with delays lengthening to the greatest extent in the series so far.

"A removal of lockdown measures in the Philippines may temper these issues, but they will likely remain in some form for the duration of this global crisis," Owen said.

The International Air Transport Association earlier said the COVID-19 crisis will slash revenues of the Philippine aviation sector by US\$4.481 billion and passenger demand by 47% this year compared to 2019.

Air Carriers Association of the Philip-

ines—comprising AirAsia, Cebu Pacific, Cebu Pacific, Philippine Airlines and PAL Express—earlier sought government assistance, including waiver of airport charges and credit guarantees, as members accumulate monthly losses of P7 billion as a result of travel restrictions resulting from the ECQ.

## BOC seizes unregistered Chinese meds

THE Bureau of Customs (BOC)-Ninoy Aquino International Airport personnel recently apprehended an estimated 2.2 kilograms of Chinese medicines without Food and Drug Administration (FDA) clearance.

The shipments were concealed in three separate packages to three different consignees with same shipper address, BOC said.

All were found to be misdeclared as "resin handicraft". This is a new modus in evading the required License to Operate and Certificate of Product Registration from the FDA on the importation of medicines.

As a precautionary measure against such fraudulent scheme, BOC-NAIA District Collector Carmelita Talusan re-

iterated her previous directives to NAIA frontliners, X-ray Inspection Project, Enforcement and Security Service, Customs Intelligence & Investigation Service and Customs Anti-Illegal Drug Task Force to be more vigilant in the profiling and conduct of mandatory random X-ray inspection on all shipments prior to release to prevent illegal schemes in evading customs and related laws.

The Port of NAIA supports the directives of Customs Commissioner Rey Leonardo Guerrero to be alert in the entry of illegal goods and expedite processing of essential goods especially COVID-19 related shipments as mandated by Republic Act No. 11469 otherwise known as the "Bayanihan Heal as One Act".





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## Logistics providers can now fully operate...

Continued from page 1

not in ECQ.

The closest reference to logistics sector under the omnibus guidelines are delivery services and these are allowed to operate with a skeleton workforce. Delivery services cover those in-house or outsourced, transporting food, medicine, or other essential goods, as well as clothing, accessories, hardware, housewares, school and office supplies, pet food and veterinary products.

According to MC 20-22, the movement of all types of cargoes by land, sea, and air should remain unhampered both in areas under ECQ and GCQ.

Workers in the logistics sector, such as cargo, trucking, and port operations, should be allowed to transit across areas placed under ECQ and GCQ.

However, only up to five personnel may accompany cargo and delivery vehicles.

Under the DTI circular, local government units (LGU) should strictly abide by the national policy of allowing cargo to pass unhampered. They may not issue orders contrary to or inconsistent with the directive such as requiring asymptomatic drivers and crew of cargo or service delivery vehicles to undergo mandatory 14-day home quarantine.

Strict and social distancing measures must be strictly observed which may include placing additional safe and humane seats or spaces in the vehicles.

The Philippine National Police retains its authority to conduct inspection procedures in checkpoints for the purpose of monitoring

protocols on strict home quarantine.

### Latest APOR list

Workers classified as Authorized Persons Outside of Residences (APOR) will be allowed to go outside their residences but only to report for work in industries allowed to operate and to obtain essential goods.

The latest APOR issued on May 5 by the Joint Task Force Corona Virus Shield includes employees of logistics service providers, including cargo-handling operators, warehouse operators, truckers, freight forwarders, and shipping lines.

The latest list, however, excludes workers in customs brokerage and container yards; they were part of the earlier list of APOR.

Customs brokers may, however, secure an accreditation pass from the Bureau of Customs to be able to travel and clear checkpoints.

The IATF IDs previously issued by DTI are still honored at checkpoints, according to the omnibus guidelines.

Enrollment for RapidPass ID, which should be complementary to existing IATF IDs, is voluntary and only covers qualified private sector entities or persons.

Business activities and establishments allowed to operate should strictly implement the required public health standards prescribed by the Department of Health for offices/workplaces under Administrative Order No. 2020-0015 and DTI-Department of Labor and Employment Joint Interim Guidelines on Workplace Prevention and Control of COVID-19.

Business establishments are directed to report or notify public health authorities of employees and/or staff who show signs or symptoms of COVID-9 and must implement contact tracing in case a staff has been exposed to the coronavirus. — **Roumina Pablo**

## Cebu Pacific mounts 170 cargo flights since start of ECQ

LOW-COST carrier Cebu Pacific has operated almost 170 cargo flights and has carried 34 tons of humanitarian aid amounting to P1.9 million since the start of the quarantine period until end of April.

These flights were between Manila, Bacolod, Cebu, General Santos, Cagayan de Oro, Tacloban, Iloilo, Tuguegarao, and Davao, Cebu Pacific said in a statement.

The airline noted that amidst travel restrictions that came with the imposition of enhanced community quarantine across Luzon and many other provinces across the Philippines, it has continued to operate all-cargo flights “to ensure that food, medicines and vital supplies are transported from one island to another across the archipelago.”

Throughout the quarantine period, Cebu Pacific said it has been in constant coordination with the Inter-Agency Task Force (IATF) and other government agencies for cargo transport—especially

those that are intended for humanitarian aid.

Cebu Pacific has been utilizing its fleet of Airbus jets and ATR turbo-prop aircraft. It is currently the only carrier in the Philippines with a dedicated ATR Freighter, capable of carrying as much as seven tons of cargo in one uplift.

Cebu Pacific’s cargo services include airlift support for local governments, humanitarian and aid organizations as well as other entities who are sending personal protective equipment and medical supplies to help health workers and front liners in the provinces.

As of end-April 2020, the airline has carried 34 tons of humanitarian aid, amounting to P1.9 million. To date, Cebu Pacific has provided airlift support for humanitarian aid sent through Vice President Leni Robredo’s Angat Buhay Program, the Department of Health, Philippine Red Cross, Philippine Army, and the TOWNS Foundation, among others.

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BARRY TRADER	0034E	MAY 14	MAY 15	0034W	MAY 20	MAY 21	MAY 22	MAY 24	MAY 28	MAY 29
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# Government aid pushed for PUVs operating under GCQ

THE Department of Transportation (DOTr) is eyeing fuel subsidy and loan packages for public utility vehicle (PUV) drivers and operators under general community quarantine (GCQ).

The proposals are among a raft of financial and socio-economic measures sent by DOTr to Congress and will form part of government's stimulus package to combat effects of the coronavirus disease (COVID-19).

"Although the health and safety of the transport sector remains to be the agency's top priority, the DOTr continuously seeks for ways to further assist all stakeholders. Our drivers, operators, transport companies and cooperatives need help so we proposed a stimulus package that includes several measures such as the provision of fuel subsidy, grace period and restructuring for existing loans to somehow ease their burden," Transportation Secretary Arthur Tugade said in a statement.

Data from the Land Transportation Franchising and Regulatory Board

(LTFRB) shows that 534,767 workers employed in the road transport sector have been affected by the suspension of transportation during the lockdown.

Should the proposal be approved by Congress, the Office of Transportation Cooperatives, in partnership with government financial institutions and banks, will facilitate loan packages for 1,187 transport cooperatives that fall under the Department of Trade and Industry and Cooperative Development Authority's definition of micro, small and medium enterprises as per Republic Act 8289, or the "Magna Carta for Small Enterprises".

Transport cooperatives which operate modern PUV units can avail of the loans without any interest with a moratorium of three months up to a year from the date of loan release.

For PUV operators, DOTr is recommending the adoption of terms under Landbank's lending program, Landbank I Rescue. Loans will be payable within five

years with 5% fixed interest per annum for three years, subject to annual repricing based on the one-year Bloomberg Valuation Service (BVAL) reference rate. Borrowers will only be required to pay interest fees during the first 24 months on either a monthly, quarterly, semi-annual or annual basis depending on their cash flow.

Part of the proposal includes a restructuring of existing or old loans to help unburden drivers and operators from compounded interest. Monthly amortization of loans unpaid for the months of March, April and May—the duration of the GCQ—will be paid for a period of 24 months starting January 2021.

Borrowers may be given a 12-month moratorium on loan amortization, with at least six months without incurring interest and penalties on loan amortization. The accumulated amount from the moratorium period will be paid by the borrower on a staggered basis over the remaining years of the loan or through an extension of the loan period. Amortization of old and

existing loans will also be deferred until the end of the GCQ.

"A fare hike is not being considered by the LTFRB. The DOTr stimulus package was prepared to address the situation of both the public transport providers and the commuting public. Through these incentives, drivers and operators will withstand the crisis without passing the burden of cost to commuters," LTFRB chair Martin Delgra III said.

A proposal to lease modern buses and jeepneys and government managing such vehicles in select routes is being discussed and prepared by DOTr. The proposal, to be submitted and funded through the Bayanihan to Heal as One Law, will ensure physical distancing is followed during the GCQ, and guarantee efficient and available service for key routes in Metro Manila, DOTr said.

The DOTr's GCQ transport guidelines on strict sanitation and physical distancing within PUVs and terminals took full on May 1.

# Application for strategic goods export...

Philippines as well as the transmission of software and technology either via electronic/non-electronic.

STMO earlier said it is focused more on exports of strategic goods than imports, as the latter is already regulated by other government agencies such as the Philippine Drug Enforcement Agency and Philippine National Police-Firearms and Explosives Division.

STMO will gradually cover other types of shipments, including transit/transshipment, re-export/re-assignment, related services (e.g. transporting, brokering), and imports.

For this year, Herrera said STMO will work on strengthening inter-agency

protocols and the creation of inter-agency sub-committees on Technical Reach Back, Risk Assessment, Enforcement, as well as the Technical Working Group on Trade Facilitation.

The office will also establish a technical advisory committee composed of industry representatives to assist in the implementation of the STMA.

Further, STMO is developing an IT infrastructure for registration and license application, among others.

Under the STMA's IRR, any person who engages or intends to engage in the export, import, and re-export of strategic goods, or provides related services such as brokering, financing, transporting, or

giving technical assistance must register directly with STMO prior to applying for an authorization or a governmental end-use assurance.

The authorization allows for only one specific transaction, or a series of transactions, as described in the application and any supporting documents. An application may be approved in whole or in part, or limited by conditions, or have other restrictions appearing in the authorization itself.

Under the National Strategic Goods List, which is a list of strategic goods that need authorization, are three annexes: military goods, dual-use goods, and nationally controlled goods.

Military goods refer to goods, software, and technology that are specifically designed, developed, configured, adapted, or modified for military end-use.

Dual-use goods refer to items, software, and technology which are intended for both civil and military end-use, or are used to develop, produce, handle, operate, maintain, store, detect, identify, or disseminate WMD or their means of delivery.

Nationally controlled goods, on the other hand, refer to strategic goods placed under unilateral controls for reasons of national security, foreign policy, antiterrorism, crime control, and public safety. STMO has no goods under this category yet. — Roumina Pablo

Continued from page 2

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