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Turn to pages 6-9

PortCalls

The Philippines' only shipping and transport guide

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BOC orders collection of 10% additional import duty on fuel

THE Bureau of Customs (BOC) has ordered the temporary modification of import duty rates on crude and refined petroleum products.

The order is in keeping with Executive Order 113 series of 2020 signed by President Rodrigo Duterte on May 2 subjecting a temporary additional 10% import duty—on top of existing Most Favoured Nation and preferential import duties—on crude and refined petroleum products. The revenue from the temporary levy will help finance government programs to mitigate effects of the coronavirus disease.

navirus disease.

Under Customs Memorandum Circular (CMC) No. 125-2020 dated May 5, Customs commissioner Rey Leonardo Guerrero said that for petroleum products covered by the fuel marking program, the additional 10% duty should be assessed, levied, and paid prior to fuel marking.

The levy should be collected on the products regardless of country of origin when entered and withdrawn from warehouses for consumption.

CMC 125-2020 noted that under Sec-

Turn to next page

PH GDP sinks 0.2% in first quarter

THE Philippine economy declined 0.2% in the first quarter of 2020, its first contraction in 21 years, as travel restrictions and community quarantines to prevent the spread of the coronavirus disease (COVID-19) affected businesses and household consumption.

The first quarter 2020 GDP was a reversal from the 6.4% growth in the fourth quarter of 2019 and the 5.7% growth in the same quarter last year.

The Philippines recorded its last GDP contraction in the fourth quarter of 1998 during the Asian financial crisis.

"Our country has faced significant socio-economic risks and shocks during the

first quarter of 2020, all totally unexpected: the Taal volcano eruption in January; a significant decline in tourism and trade starting in February due to the COVID-19 pandemic; and the need to implement the enhanced community quarantine (ECQ) in Luzon and other parts of the country starting March," Acting Socioeconomic Planning Secretary Karl Kendrick Chua said in a statement on May 7.

"Containing the spread of the virus and saving hundreds of thousands of lives through the imposition of the ECQ has come at great cost to the Philippine economy. Our economic growth is show-

Turn to page 5

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BOC orders collection...

Continued from previous page

tion 105 (Effective Date of Rate of Import Duty) of the Customs Modernization and Tariff Act (CMTA), imported goods will be subject to import duty rates under the applicable tariff heading that are effective at the date of importation or upon withdrawal from the warehouse for consumption.

Guerrero ordered updating of the BOC Electronic-to-Mobile System to reflect the modified rate of import duty under EO 113.

EO 113 is enforceable until Republic Act 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. 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.

BOC will then issue a corresponding customs memorandum order to effect the reversion. DOE, in coordination with DOF, Department of Trade and Industry, National Economic and Development Authority (NEDA), and BOC, should also promulgate guidelines for implementation of the reversion and trigger price.

EO 113 directed the Department of Budget and Management to take measures to ensure proceeds derived from the temporary additional import duty will be



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used to fund anti-COVID-19 programs, including social amelioration programs and such other forms of assistance.

EO 113 noted the President was granted temporary emergency powers

under RA 11469, which declared a state of national emergency due to the COVID-19 pandemic.

CMTA also empowers the President, "in the interest of general welfare and

national security" and upon recommendation of NEDA to increase existing rates of import duty and impose additional duty on all importers not exceeding 10% ad valorem. - **Roumina Pablo**

PH manufacturing activity drops 6.3% in March

THE Philippine manufacturing sector recorded declines in both volume and value in March 2020 with a large number of majority industry groups posting double-digit decreases, according to the Philippine Statistics Authority (PSA).

Manufacturing activities have been

negatively impacted by the imposition of enhanced community quarantine to quell effects of the coronavirus pandemic. The ECQ began on March 17 and is expected to last until May 15; it covers the island of Luzon, including Metro Manila, which generates around 30% of the country's

gross domestic product.

Based on preliminary results of PSA's Monthly Integrated Survey of Selected Industries, the Volume of Production Index (VoPI) dropped 6.3% in March 2020 after making a turnaround after 14 months in February 2020 with a positive growth

of 4%. In March 2019, VoPI shrank at a faster rate of 8.8%.

Fifteen major industry groups pulled down the VoPI with the following major industry groups exhibiting at least 25% decreases: petroleum products (-34.3%),

Turn to next page

Metro Manila council pushes 3 scenarios after ECQ lifting

THE Metro Manila Council (MMC) is recommending three scenarios to the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) once the enhanced community quarantine (ECQ) in the National Capital Region lapses after May 15.

The recommendations were decided by the MMC after a five-hour online meeting on May 9 participated in by the Department of Health and Philippine National Police, said Metro Manila Development Authority (MMDA) general manager Jojo Garcia.

MMC is the governing board and policy-making body of MMDA and is composed of the 17 mayors in Metro Manila.

The three scenarios are:

- extension of the ECQ by a maximum of two weeks
- transition into general community quarantine (GCQ)
- transition into "modified" GCQ but mayors are allowed to impose lockdowns on case-heavy barangays

Garcia said all Metro Manila local government units (LGU) are ready to implement any of the three scenarios that the IATF will choose, and that all LGUs should enforce the same scenario.

One decision

"Kailangan ng Metro Manila, isa lang ang galaw. Hindi puwedeng iba-iba per city. Kailangan, isa lang ang desisyon

sa NCR (National Capital Region), and isa lang ang magiging guidelines natin. Kasi tandaan natin 'yung connectivity ng cities natin eh (Metro Manila needs to decide as one. We can't decide on

a per city basis. We need one set of guidelines. Remember that cities are connected to each other)," Garcia said.

The government previously extended for the second time the ECQ in



Luzon and other areas in the country from April 30 until May 15. Some areas are under GCQ, a more relaxed form of community quarantine than the ECQ. - **Roumina Pablo**

60-day grace period for expiring driver's licenses

THE Land Transportation Office (LTO) is extending for 60 days validity of driver's licenses expiring during the enhanced community quarantine (ECQ). The extension will start upon lifting of the

ECQ, according to LTO mother agency, Department of Transportation (DOTr).

No penalties will be collected for late registration of motor vehicles and renewal of driver's licenses expiring during the ECQ.

Once the ECQ is lifted, LTO will limit its transactions to observe health protocols, such as social distancing, to prevent further spread of the coronavirus disease (COVID-19).

The agency will also reduce personnel in counters but is considering operating during Saturdays to accommodate more applicants. Frontliners will be the priority when LTO offices reopens.

DOTr said applicants should process their registration before end of the grace period to avoid overcrowding at LTO offices on deadline date.



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Sluggish trade cuts ICTSI Q1 income by 16%

GLOBAL port operator International Container Terminal Services, Inc. (ICTSI) reported a net income of US\$68.8 billion in the first quarter of 2020, 16% lower than the \$81.5 billion earned in the same period last year, as lockdowns in various countries to prevent the spread of the coronavirus disease (COVID-19) hit trade activities.

Gross revenues from port operations for January to March 2020 decreased by 2% to \$375.8 million from \$383.8 million posted year-on-year. The drop was attributed to a decline in trade activities due to the impact of COVID-19 pandemic and lockdown restrictions; lower revenues from storage; partially tapered contribution of the new terminal in Rio de Janeiro, Brazil; tariff adjustments and new services at certain terminals.

Excluding the contribution of ICTSI Rio, consolidated organic gross revenues would have decreased by 5% in the first quarter of 2020.

"This pandemic is having, and will continue to have, devastating effects on our societies and it will take a significant amount of combined effort from organizations, governments and individuals to bring back some degree of normality," ICTSI chairman and president Enrique

K. Razon, Jr. said in a statement.

"The effect of the virus was felt in the latter part of the first quarter and our volumes compared to the previous year were largely flat. Regions are at different stages of the viral outbreak which is reflected in our portfolio performance; Asia delivered lower volumes compared to previous year while EMEA (Europe, Middle East, Africa) and America segments both still registered positive volume growth for the quarter. However, the latter two regions showed signs of weakness in March," Razon explained.

Razon said ICTSI has taken measures, which include reducing its cost base and capital expenditure, while seeking ways to increase market share in certain markets.

"We continue to monitor the situation carefully so we can adapt our responses. ICTSI is an agile business and able to act swiftly to ensure the business remains robust during these uncertain times," he noted. For the first quarter of the year, ICTSI handled consolidated volume of 2.509 million twenty-foot equivalent units (TEUs), 1% more than the 2.479 million TEUs handled in the same period in 2019. The slight increase in volume was primarily due to the contribution of a new terminal in Rio de Janeiro in Brazil and





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new services at certain terminals, tapered by decline in trade activities due to the impact of COVID-19 on global trade.

Without the contribution of ICTSI Rio, consolidated organic volume would have decreased by 1% in the first quarter of 2020.

Capital expenditures, excluding capitalized borrowing costs, amounted to \$59.7 million for the first quarter of 2020.

The capital expenditures for the first three months of 2020 were mainly for ongoing expansions at Manila International

Container Terminal in the Philippines; Contecon Manzanillo S.A. in Mexico; and ICTSI DR Congo in Matadi, Democratic Republic of Congo.

Amid the COVID-19 pandemic, the group has reduced its capital expenditure plan for the rest of the year to approximately \$100 million, which will be utilized mainly to complete the ongoing expansion projects. ICTSI is involved in 31 terminal concessions and port development projects in 18 countries worldwide.

Loan talks for BOC modernization project to start mid-May

LOAN negotiations between the Department of Finance (DOF) and the World Bank (WB) for the proposed P5.5-billion Bureau of Customs (BOC) modernization program will begin on May 12.

The Philippines Customs Modernization Project, which was first introduced by the Washington-based lender in 2017 and seeks to improve efficiency of Customs and reduce trade costs, was approved last March 6, 2020 by the National Economic and Development Authority (NEDA) Investment Coordination Committee Cabinet Committee.

NEDA earlier said P4.61 billion of the P5.5 billion total project cost will be funded through official development assistance.

Customs commissioner Rey Leonardo Guerrero has already signed the letter to the Department of Budget Management for issuance of the Forward Obligation Authority (FOA) for the project, BOC said in a statement. The FOA is a requirement for the loan negotiation.

Guerrero in January 2020 said BOC submitted last year the feasibility study for the modernization project, hoping

the project would be approved in the first quarter of 2020 and implemented starting this year.

BOC said it will issue a Customs Special Order creating a Project Management Unit tasked to oversee project implementation and ensure that objectives, along with the specifications and standards set are met during construction, deployment and implementation. A Special Bids and Awards Committee will also be constituted for procurement of the project's different components.

According to the project's Combined Project Information Documents/Integrated Safeguards Datasheet dated February 2020 available at the WB website, the "poor trade facilitation performance of the BOC is due to outdated infrastructure and inadequate business practices."

It noted that the challenges faced by customs bureau include an outdated customs processing system; a lack of key capabilities needed for effective customs administration such as risk management, intelligence, valuation, and post clearance audit; inadequate access to and use of non-

intrusive inspection technologies; a lack of performance monitoring and evaluation capabilities and inadequate operational statistics; a lack of proactive dialogue and effective coordination with stakeholders, including port operators, other border management agencies, and the private sector; and an operational environment in which almost all key customs activities are vulnerable to corruption.

The project involves three components, namely, modernization of customs operations, organizational development, and project management and implementation support.

The modernization of customs operations component aims to improve BOC's core Customs Processing System (CPS), related technical infrastructure, and internal capacity to enable the operation of a sophisticated information and communications technology that will enhance BOC's operational effectiveness, integrity, accountability, and organizational performance.

This component also involves enhancing fraud- and contraband-detection

capabilities, eliminating waiting time for scanning, streamlining overall inspection processes, reducing time to release legitimate trade, modernizing BOC inspection processes, and improving trader perception of BOC business processes.

Meanwhile, the organizational development component will support BOC's move toward modern customs administration by implementing, through the CPS, updated customs procedures that will create new responsibilities for and demands on BOC's workforce.

The third component creates a Project Management and Quality Assurance consultancy that will be working with BOC in managing the project and providing quality assurance support during project implementation.

BOC, under the supervision of DOF, will be the implementing agency, primarily responsible for project execution and ensuring the project development objectives are met. BOC will have to establish a project implementation unit with the overall responsibility for project implementation. — **Roumina Pablo**

Shell shuts down Batangas refinery, shifts to imports

PILIPINAS Shell Petroleum Corp. is shutting down its refinery in Tabangao, Batangas for a month starting mid-May due to lower fuel demand during the quarantine period.

The company will switch to full importation of petroleum products to ensure "continuous and cost-effective supply of

high-quality fuels to the country," it said in a regulatory disclosure.

The Tabangao refinery will jointly operate with Pilipinas Shell's Northern Mindanao Import Facility (NMIF) as import terminals to ensure uninterrupted supply of fuels.

Pilipinas Shell said the refinery's

temporary shutdown will help insulate the company from further potential drops in refining margins and will also aid in its cash conservation initiatives.

The downtime will be used as an opportunity to conduct proactive maintenance activities in the refinery, it said.

The refinery will retain the flexibility

to restart immediately should market and demand conditions improve.

Pilipinas Shell distributes refined and imported petroleum products through its 27 fuel distribution terminals, 10 lubricants warehouses, and two bitumen import facilities throughout the Philippines.

PH manufacturing activity drops...

tobacco products (-33.9%) and miscellaneous manufactures (-29.0%).

The Value of Production Index (VaPI) continued to drop at an annual rate of 11.3% in March 2020. This decline was faster than the reported decreases in the previous month at 1% and in March 2019 at 4.4%. This is also the 16th straight month of decline for VaPI.

The reduction was largely due to decreases in indices of 17 major industry groups, the first three, which had at least 30% annual declines, were petroleum products (-40.5%), tobacco products (-30.9%) and miscellaneous manufactures (-30.2%).



Continued from previous page

Average capacity utilization rate for total manufacturing in March 2020 was posted at 84.5%. Twelve of the 20 major industries had at least 80% capacity utilization rates led by petroleum products (90.1%), basic metals (88.8%) and machinery except electrical (86.4%).

More than a quarter of total manufacturing establishments operated at full capacity in March 2020.

The proportion of establishments that operated at full capacity (90% to 100%) was more than a quarter (28.6%) of the total number for manufacturing. More than half (53.6%) operated at 70% to 89% capacity while almost one-fifth (17.9%) operated below 70% capacity.

Asia-Pacific airlines' earnings dive 25% in 2019

ASIA-PACIFIC airlines recorded a 25% decline in combined net earnings to US\$3.8 billion in 2019 from \$5.1 billion in 2018, according to preliminary figures from the Association of Asia Pacific Airlines (AAPA).

Intense competition caused downward pressure on yields, AAPA said in a statement.

Air cargo demand was significantly affected by the escalation of trade disputes, including tit-for-tat tariffs between the US and China.

"Overall, against the backdrop of a slowing global economy, Asia Pacific airlines saw international passenger traffic as measured in revenue passenger kilometres moderate to a 4.2% increase in 2019, following a strong 7.2% growth in 2018," AAPA.

International air cargo traffic as measured in freight tonne kilometres also declined by 5% in 2019, marking the steepest fall since the global financial crisis.

Collectively, the region's carriers achieved aggregated operating revenues of \$210.5 billion for the calendar year, almost matching the \$211.2 billion recorded in 2018.

Passenger revenue increased by 1.5% to \$167.1 billion, as regional economic expansion supported growth in both leisure and business travel markets, helping to offset the fall in passenger yields caused by persistently stiff market competition.

Air cargo markets were adversely affected by a combination of lower demand and corresponding downward pressure on freight rates. As a result, cargo revenue fell significantly, by 14.5% to a combined total of \$18.4 billion in 2019, reversing the double-digit gains achieved in the preceding year.

AAPA said Asian airlines bore the

brunt of the escalation in trade tensions, as they collectively account for over a third of global air cargo traffic.

Combined operating expenses totaled \$200.4 billion, unchanged from 2018. With global jet fuel prices down by 7.2% to an average of \$78.9 per barrel, fuel expenditure fell by 4.5% to \$52.8 billion.

The decline in average fuel prices provided some relief to operating expenditure, but this was offset by higher non-fuel expenses to \$147.6 billion, up 1.8%, on the back of increased depreciation costs as well as landing fees and en-route charges.

Consequently, overall operating profit declined by 7.4% to US\$10.1 billion, while operating margin edged 0.4 percentage points lower to 4.8% for the year.

"International passenger traffic on Asia Pacific airlines set new records in 2019, but the operating environment became increasingly challenging. The average profit was just US\$4 per passenger flown, slimming net margin to a meagre 2%," AAPA director Subhas Menon, general said.

"Given the current crisis, it is sobering to look back on a time when we all took safe and affordable air travel for granted, and Asian airlines were carrying over four million passengers a day. Since the end of January 2020, that number has plunged



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dramatically as almost all countries introduced lockdowns and severe restrictions on international travel. Airlines have been forced to ground thousands of aircraft and are currently operating only skeletal networks to meet demand for repatriation flights as well as for shipments of medical supplies and essential goods."

Menon concluded that "airlines worldwide are fighting for their very survival, given the collapse of demand.

"Hopes of a V-shaped recovery have waned. It may take years for the industry to recover to pre-COVID levels. Nevertheless, the early restart of aviation will spur global recovery from the current crisis. To this end, the Asia Pacific aviation community is committed to working closely with governments, public health authorities, and other international bodies in charting a course for a timely and measured restoration of air services," he said.

BOC takes hold of P34M worth of misdeclared cigarettes

THE Bureau of Customs (BOC) has seized P34.7 million worth of cigarettes misdeclared as furniture and blinds shipped from China to Manila South Harbor in two containers.

The shipments, which contained Two Moon brand cigarettes, arrived last April 27 and May 1, 2020 and were consigned to Vierport International Co. and Anikas Will Industry Corp.

The two containers were issued an alert order after BOC Port of Manila

received derogatory information from the custom bureau's Enforcement Group.

On May 8, BOC Port of Manila, together with the Philippine Durg Enforcement Agency, conducted 100% physical examination of the containers revealing the misdeclared contents.

BOC Port of Manila district collector Arsenia Ilagan then ordered the issuance of Warrants of Seizure and Detention against the shipments for violation of Section 1400 (Misdeclaration, Misclassification

and Undervaluation in Goods Declaration) in relation to Section 1113 (Property

Subject Seizure and Forfeiture) of the Customs Modernization and Tariff Act.



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New Horizons

By HENRIK BATALLONES
SCMAP Marketing and Communications Executive



SCMAP PERSPECTIVE

ANIMAL Crossing is a social simulation video game series first developed by Nintendo in 2000. A few weeks back, the newest version of the game, New Horizons, was released; it was heavily-hyped, considering the last version was released in 2012. You might have seen it on your Facebook feeds in recent weeks, of people interacting with their animal neighbors in islands that they decorate and build from nothing to something.

My girlfriend's been looking forward to this game for months - it's really why we bought a Nintendo Switch - so I decided to pre-order a physical copy of the game at the nearest game store. But by the date of the game's release, March 20, Metro Manila was under enhanced community quarantine, the malls were closed, and there's no way I could get what I reserved for the foreseeable future.

Well, we ended up downloading a digital copy of the game. Only a few weeks later did the store manage to set up a scheme allowing those who pre-

ordered to pay via credit card and have the cartridges delivered to their home. As of this writing, I haven't gotten around to doing so, and my girlfriend's discouraging me from getting a second copy of the game, even if we both wanted a physical copy.

The COVID-19 pandemic has seen many businesses embrace e-commerce in a bid to continue serving their customers (and their employees) while malls are closed and mobility is restricted. The big online players and major retailers have been ready, only restricted by the fluid logistics picture of the ECQ's early weeks. Now that things have settled a bit, restaurants that wouldn't otherwise offer delivery have embraced it, which means, if I want to, I can have xiao long bao from Din Tai Fung delivered, for example. Even manufacturers have gotten in on the act, allowing customers to order food and hygiene products directly from the source.

Since this so-called "new normal" means public gatherings will remain banned and our concepts of a day (or night) out will not be feasible in the near future, I imagine we will have no choice but to rely even more on e-commerce. It won't just be about essential items: we will yearn for a sense of normality and familiarity in the coming weeks, and that will mean having, say, Animal Crossing delivered to your home. (And maybe a

Nintendo Switch too, if you somehow managed to order one despite the shortage caused both by the pandemic and by people rushing to buy it so they have something to do while stuck at home.)

Perhaps you can call this a good problem. The government has been pushing for a wider use of e-commerce for years. In our last event (that felt weird to say), Supply Chain Outlook last February, we had an idea of how wide-ranging plans are to ensure we truly take advantage of what the digital economy has to offer. Already necessity has forced businesses to adapt, taking advantage of existing systems (say, the network of Grab vehicles) to provide customers with more choice and flexibility. On their part, customers are slowly warming up to the idea of e-commerce - and trust between seller and buyer remains a critical part of government efforts to boost the digital economy.

Other issues still remain, however. While it is encouraging that logistics providers and delivery services can now operate at full capacity during the ECQ - and there is no more distinction between essential and non-essential goods - it's still not clear whether we have the means to cope with higher demand. It's a problem long ago, and it will remain a problem now, particularly as movement is still restricted. Also, the infrastructure that will make transactions move smoothly, and also protect customers from scrupulous sellers, is not yet up to speed. Internet connection, of course, is one. (Ookla's ranking of global Internet speeds sees the Philippines lagging behind, yet again. We're 7th among ASEAN nations on mobile, and 6th on

fixed broadband, according to the latest rankings published last March.) The systems that deal with complaints still require customers to jump through many hoops. And then there's the fact that the ecosystem is still more mature in urban areas, meaning a significant chunk of the population is left behind.

And then, of course, there's customer preferences. Some might find it convenient to order things online, but there's still the thrill of serendipity that you can only get when at a physical store. Yes, we won't probably have that for a while, but personally, I'd still rather endure long queues to shop at my nearest supermarket rather than order things online. A wider assortment of products, and the ability to truly ponder your purchase, goes a long way in making us feel, well, old normal, in the so-called new normal.

All these are good problems, arguably, and we must truly settle these sooner rather than later so we can faster kick the economy back into gear as soon as we can. (With news that our GDP shrunk 0.2% in the first three months of this year, and the full impact of COVID-19 yet to be realized, time is of the essence, pretty much.) As Tom Nook said, "a lovely new horizon awaits us all!"

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

Is Your Business Prepared for Lockdown Exit?

By AMIT MAHESHWARI, CEO, Softlink Global



IT IN LOGISTICS

AS countries plan to exit from the pandemic lockdown, the logistics and freight industry like all others will struggle to find its footing and get back to normalcy. In fact, it is highly unlikely that business will return back to the way it was before the COVID pandemic. The workplace is definitely in for a change and business had better be ready. Logistics and freight companies can expect many obstacles and chal-

lenges in the coming months.

Adapting to current circumstances is crucial for survival and technology will play a very important part towards this. The dependence on technology is bound to increase tremendously and as businesses restart, work from home (WFH) will continue to be a part of both business necessity and strategy. The ability of businesses to enable its employees to work from anywhere will be key to their functioning efficiently as they emerge from this disaster and begin rebuilding. There is a pressing need for businesses to review whether their existing software

fulfils their present and future needs.

WFH is here to stay. It is not going to be just a temporary phase 'till things return to normal. This does not mean a decline of work places. Offices or work places will continue to co-exist and function along with WFH. Businesses will be required to find a balance in order to bring harmony to their work culture.

But the implementation of WFH practices raises the question of data security. Businesses cannot let their guard down considering the sensitive nature of their data. Technology can come to the rescue provided businesses make the right choice and implement software that not only allows their employees to work from home but also ensure data security.

Even as WFH is implemented, not all employees may have access to computers and laptops or the internet to do their job.

Businesses cannot overlook this problem of their employees and need to be sympathetic. It is necessary to ensure employees can work using any device at their disposal. That is provided the software allows for it.

As logistics and freight companies regroup post-pandemic technology accessibility and data security will take precedence. At this juncture it is essential for them to make right choice of technology that would help them to become more resilient and capable.

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.

PH GDP sinks 0.2%...

Continued from page 1

ing weaker performance compared to the past two decades. Even so, our priorities are clear: to protect lives and health of our people," he said.

The main contributors to the decline were manufacturing, transportation and storage, and accommodation and food service activities.

On the supply side, all major sectors

of the economy posted weaker growth as only those that provide essential goods and services were allowed to operate during the ECQ.

On the demand side, household consumption significantly slowed down by 0.2% as almost all items posted weaker growth. An exception was household spending on health, which grew by 11.5%, faster than

the 6.9% in the fourth quarter of 2019.

Meanwhile, government spending jumped by 7.1%, higher than the 6.4% growth in in the same period last year but slower than the 17% in the fourth quarter of 2019. In the coming weeks, Chua said the economic team and legislators will work out an economic stimulus program "that will gradually get people back to work, get businesses to normalize; essentially, restart the economy."

Chua said the COVID-19 crisis "has impressed on us the need to transition to a digital economy. "Our digital infrastructure needs to be improved; the digital divide needs to be addressed. A number of structural reforms also need to be in place. Before the COVID-19 crisis, we were on track to becoming an upper-middle income country this year. If we can quickly transition to the new normal, we can aspire for so much more," Chua said.

COVID brings MIAA revenue loss of P1B as of end-April

MANILA International Airport Authority (MIAA) has recorded more than P1 billion loss in revenues as of end-April as almost all flights out of Ninoy Aquino International Airport (NAIA) have been suspended following travel restrictions to prevent the spread of the coronavirus disease (COVID-19).

MIAA general manager Ed Monreal, in a recent interview during the #Lag-

ingHanda press briefing, said from an average of 768 flights per day prior to the imposition of travel restrictions due to COVID-19, flights have been reduced to a maximum of 10 flights a day.

Despite minimal commercial flights, Monreal said cargo flights, both international and domestic, were continuously operating. Sweeper flights for stranded foreign nationals are also accommodated.

Monreal declined to give projections on passenger and flight volume at NAIA once the enhanced community quarantine (ECQ) in Luzon is lifted, saying only that while he hopes operations would return to normal, "it's wishful thinking *sangayon po iyan dahil alam naman po natin na marami po tayong mga* (now when we know there are many) restrictions."

In another development, MIAA said

it is adopting guidelines issued by the Department of Transportation (DOT) for the "new normal" in all international and domestic airports in the country.

These guidelines aim to prevent the further spread of COVID-19 in the Philippines and are foreseen to be the "new way of life" for both passengers and airport staff once travel restrictions are lifted and

Turn to page 14

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COVID brings MIAA revenue loss of P1B...

Continued from page 5

NAIA resumes operations.

First in the guidelines is wearing of face mask when entering the airport facility.

MIAA said it has purchased a total of 2,675 boxes or 133,750 pieces of surgical face masks and has initiated purchase of 4,500 pieces of washable masks to ensure continuous protection of its workers.

MIAA service providers were also told to provide face masks for their employees and to ensure they get the kind of protection needed for the kind of work that they do following the recommendation of the Bureau of Quarantine (BoQ).

MIAA will also continue mandatory body temperature checks at all security checkpoints inside the airport building and vehicle checkpoints within the immediate vicinity of the four NAIA terminals. Security personnel manning these posts are equipped with 81 infrared thermometer guns.

Social distancing measures will be strictly observed at all queuing points inside and outside terminal buildings. When seating, a one-seat apart policy will be enforced.

To further enhance social distancing measures inside the airport, Monreal has directed the installation of acrylic barriers in all check-in counters and help desks in the four NAIA Terminals. As of press time, 57 check-in counters now have acrylic barriers in Terminal 1. MIAA is also working double time to complete installation in all the 330 check-in counters in the four terminals.

Yellow floor markings have also been ordered in all queuing points.

With the Office for Transportation Security taking the lead, security procedures will be done through a "no contact means" such as, but not limited to, the use of walk through x-ray machines, portable scanners, handheld metal detectors, and

the like, effectively limiting pat down or manual frisking to exceptional instances or situations.

Only passengers with valid travel documents and confirmed bookings for the day will be allowed to enter the airport facility. In relation to this, the policy limiting the entry of non-airport workers and non-passengers into NAIA will remain in effect.

Continuous disinfection of all NAIA

facilities, especially those used for flight operations will be done. These include, among others, aerobridges, baggage conveyors, check-in counters, immigration, customs and other help desks. Disinfection activities are also done extensively on other airport facilities and equipment such as x-ray machines and trays, inspection tables, pushcarts, wheelchairs and other frequently touched surfaces.

All comfort rooms in terminal build-

ings, as well as in public areas, are continuously cleaned on a 24-hour basis with each comfort room having a steady supply of hand wash, hand sanitizers, toilet paper and paper towels.

MIAA noted that utilization of hand sanitizers has remarkably increased over the last three months. From five gallons a day before the COVID-19 outbreak, actual use to date has increased to 13 gallons a day.

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