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# PortCalls

The Philippines' only shipping and transport guide

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## Cold chain industry doing 'well for wrong reasons'

THE cold chain industry is doing "relatively well for the wrong reasons and at the wrong time of the year," Cold Chain Association of the Philippines (CCAP) president Anthony Dizon said in an email to PortCalls.

Cold chain facilities are logging high occupancy levels due to a host of factors, including community quarantines which forced businesses such as hotels, restaurants, catering firms to shut down, and the closure of some markets due to the African swine fever (ASF)--both situations that increased the need for cold storage.

The temporary avian flu scare in Central Luzon also contributed to the high

utilization levels, said Dizon. Earlier he noted that the ASF outbreak caused some markets in the Visayas and Mindanao to refuse pork shipments from Luzon.

Asked if there is need for more capacity, Dizon noted there are coincidentally new cold storage projects with projected total capacity of approximately 30,000 tons.

The gradual resumption of businesses with the easing of community quarantines this June, meanwhile, "will somehow mitigate concern on the possible rush to replenish stocks in distribution outlets."

Dizon earlier warned that businesses

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WCA PISFA

# Supply chain app SCAn Reporter now available for download

STAKEHOLDERS in the logistics and supply chain industry can now download the SCAn Reporter, a mobile app that can help report logistics and supply chain issues directly to the government for action.

Reports made through SCAn Reporter are directed to the Supply Chain Analytics (SCAn) Dashboard, which 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.

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 domestic and Asia-Pacific supply chain environment.

Both the SCAn Dashboard and SCAn Reporter, which were launched by the National Economic and Development Authority Regional Development Group (NEDA-RDG) on May 21, were given a green light on April 15 by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF), the highest policymaking body on COVID-19 concerns in the Philippines.

The two ICT tools were made in part-

nership with the University of the Philippines Public Administration Research and Extension Services Foundation-Regulatory Reform Support Program for National Development, which is currently providing technical assistance to NEDA-RDG for supply chain-related undertakings, and in cooperation with partner agencies and select private entities.

SCAn Reporter can be downloaded for free from the Google Play Store or from iatf-scan.net. To download from the Google Play Store, search for IATF Reporter and install. Users must register to use the mobile application.

Information that can be submitted through SCAn Reporter 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.

# Zamboanga, Jolo airport passenger terminal buildings completed

THE Civil Aviation Authority of the Philippines (CAAP) has completed the development of passenger terminal buildings (PTB) in two Mindanao airports—Zamboanga International Airport and Jolo Airport.

Zamboanga International Airport's PTB has been rehabilitated and construction of Jolo Airport's PTB completed, CAAP said in a statement.

Transportation Secretary Arthur Tu-gade said the recent developments are just



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# COVID interrupts growth momentum at Chelsea Logistics

CHELSEA Logistics and Infrastructure Holdings Corporation (CLC) is right sizing its workforce and slashing planned capital expenditures, among other strategies, in response to the coronavirus (COVID-19) pandemic.

While all of Chelsea's business segments showed significant growth in the first two months of 2020, the company said this momentum was interrupted by the COVID-19 pandemic which led to the implementation of community quarantines starting the third week of March.

"The COVID-19 pandemic has affected almost all industries all over the world and we are not an exception. The shipping industry has been severely affected by the ECQ [enhanced community quarantine] and GCQ [general community quarantine], and unfortunately this coincided with the industry's peak season," Chelsea president and chief ex-

ecutive officer Chrissy Alfonsus V. Damuy said in a statement.

In response, Chelsea said it immediately revisited future strategies, including strengthening its balance sheet and aggressive fixed asset management by slashing planned capital expenditures and disposing of aging and underperforming vessels.

With there's limited shipping operations during the community quarantine, Chelsea said it has intensified its logistics services to cater to other products from its previous norm, such as transporting fast-moving consumer goods and medical supplies across the country.

The group's logistics arm, Worklink Services, Inc., continues to address the demand and requirements for logistics services, particularly for specialized and efficient delivery service.

Chelsea said it "is now poised to take

advantage of the opportunities in sectors with positive and resilient economic outlook, including e-commerce which is seen to grow four times in the next five years and infrastructure projects related to the Government's Build, Build, Build Program."

It added that the group is also engaged in industries vital to the Philippine economy such as logistics, a fast-growing sector in the country.

As for upcoming infrastructure projects, namely the Davao Sasa Port and Davao Airport modernization projects, the group sees its revenues coming from shares from terminal fees, airport concessions, cargo handling and stevedoring, and docking charges.

Chelsea last year was granted original proponent status for its unsolicited proposal to modernize Davao Sasa Port, while the National Economic and Development Authority Investment Coordination Committee has approved the unsolicited operate-add-transfer proposal by Chelsea for Davao International Airport.

Damuy said the group has been in talks with possible partners with operations overseas which the company

foresees to bring value to the business considering their wide experience in shipping.

"These discussions are still in the initial stages and we will disclose further details once plans are more definite. We are overly cautious on this matter as we wanted to enter into a partnership that will not only bring in financial investments, but

also bring in expertise, best practices and value to the overall business," added Damuy.

In addition, the group is considering synergies with existing services in tankering, tugboat assist and freight services.

Chelsea chief financial officer Ignacia S. Braga IV said the company is experiencing birth pains with recent investments even as it is working on synergies across its operations.

As the group's businesses are capital intensive, it takes time, usually years, to prepare and introduce various services to the market, and only then do cashflows gradually come in for these projects, he said.

"While we're focused on building our core businesses, we can see in the recent earnings report that core income has been starting to solidify and will continue to grow in the coming years. We do not immediately get to reap the rewards from our investments and hard work. We are yet to realize the full potential of these projects as they are still in the infancy stage," Braga said.

Chelsea has yet to release its full year 2019 and first quarter 2020 financial report.




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# Coopetition an opportunity for multimodal transport operators—industry exec

MULTIMODAL transport operators can collaborate and cooperate—even between competitors—during this time when there are capacity issues and decrease in cargo demand brought by the coronavirus (COVID-19) pandemic, according to Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI) president Marilyn Alberto.

“What I can see is an opportunity for many of the parties in the supply chain to collaborate and even for competitors to cooperate, what I call coopetition,” Alberto said in a presentation during a recent webinar hosted by the Procurement & Supply Institute of Asia.

Multimodal transport and logistics companies have not stopped operating even during the current pandemic, which just shows “transportation and logistics is an essential service”, she noted.

But she admitted the pandemic has caused capacity issues in air, sea, and road transport.

## ‘Freighters’

For airfreight, Alberto said there was a capacity depletion due to grounding of aircraft and disappearance of belly capacities from passenger aircraft. There was also a shift from scheduled flights to charter flights, and an increase in freighter flights.

The situation likewise gave birth to “freighters”, or passenger aircraft used as freighters.

Flights at the Ninoy Aquino International Airport have gone down from 336 in 2019 to 270 flights in February, and further declined to just 14 in March 25 to April 8. From May 29 to June 1, flights have gone down to just 9.75 flights.

Cargo flights, on the other hand, increased from nine flights from March 29-April 1 to as much as 65 flights as of May 30-June 1.

Alberto noted, however, all these developments meant skyrocketing freight rates, especially since there is trade imbalance with most aircraft carrying no cargoes during return flights. She said the cost of one-way flights have, as a result, become prohibitive.

“Airlines, forwarders, exporters, importers, consolidators, they have to talk to each other so we (can) maximize usage of these underutilized capacities,” Alberto said.

Industry associations can also help facilitate sharing of information and a digital platform may be needed for this, she noted.

PMTLAI, for its part, is already announcing to its members, for example, the excess capacity of another member’s chartered flight “so that other members can make use of these space and also the member who [is] using this charter flight can maximize the space that they are paying for,” she explained.

Capacity is as much an issue for sea freight as it is for airfreight. Since the onset of the pandemic, a number of shipping lines has announced blank or void sailings, which means either a vessel is skipping one port or cancelling its service for an entire string of ports.

Because of blank sailings, there has been greater use of other transportation options, such as road freight service (Asia-Europe), rail freight service (Asia-Europe), transpacific express seafreight services, and sea-air/air-sea freight services, Alberto said.

## Warehousing opportunities

She said she sees opportunity, especially for freight forwarders, in warehousing because what used to be just-in-time shipments now need to be “just-in-time and just-in-case supply chains.”

“Our customers may need buffer inventories because they don’t really know the exact time for the arrival of their products so they have extra inventories to sustain their operations,” she explained.

Alberto said this means higher demand for warehousing services to provide end-to-end value optimization for clients. Freight forwarders can also be the “one-stop-shop” for clients, including third-party logistics and vendor-managed inventory services.

In addition, freight forwarders can “look beyond traditional practices in sharing freight capacity to have more resilience and flexibility.”

“We know about shipper’s and buyer’s consolidation but should there be variations... considering that maybe the demand may not be as much as we used to have? Would there be new models that we can come up with in terms of co-loading?” she asked, adding these are issues that can be explored for opportunities.


For land transport, Alberto cited many trucks returning empty from a delivery, and how this could be another opportunity for collaboration and coopetition “to avoid multiple trips with empty miles.”

Container freight stations (CFS) can offer trucking consolidation and deliver to logistics service providers or consignees. Alberto noted her company (Kintetsu World Express) sometimes sends a truck just to pick up one or two crates or pallets from a CFS warehouse. She said trucking consolidation can reduce cost for CFS operators at the same time expand their service offerings.

Strategic partnerships can also be considered among freight forwarders and customs brokers in terms of less container loads and consolidations.

Alberto said there is a “need to explore opportunities for collaboration and coopetition so that we can all achieve something bigger than we normally do as individual companies.” She noted, however, this would require information sharing and a high level of trust “because we are still a very fragmented industry.”

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Cape Nabil	20004N	24-Jun	25-Jun	27-Jun	28-Jun	30-Jun	30-Jun	1-Jul

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Cape Nabil	20002N	13-Jun	15-Jun	19-Jun	20-Jun	21-Jun
Okee Alba	20004N	20-Jun	22-Jun	26-Jun	27-Jun	28-Jun

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KMTC Mundra	2001E	14-Jun	18-Jun	20-Jun	22-Jun
Xin Chi Wan	051E	21-Jun	25-Jun	27-Jun	29-Jun

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Vivaldi	025W	16-Jun	17-Jun	-	-
Hammonia Berolina	026W	23-Jun	24-Jun	-	-

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Seaspan New York	OKRCOE	13-Jun	20-Jun
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ALS FAUNA	077N	JUN 12	JUN 14	077S	JUN 19	JUN 19	JUN 19	JUN 21	JUN 26	JUN 28
SEASpan FRASER	004N	JUN 19	JUN 21	004S	JUN 26	JUN 26	JUN 26	JUN 28	JUL 3	JUL 5
ALS FAUNA	078N	JUN 26	JUN 28	078S	JUL 3	JUL 3	JUL 3	JUL 5	JUL 10	JUL 12
SEASpan FRASER	005N	JUL 3	JUL 5	005S	JUL 10	JUL 10	JUL 10	JUL 12	JUL 17	JUL 19

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BARRY TRADER	0036E	JUN 11	JUN 12	0036W	JUN 17	JUN 18	JUN 19	JUN 21	JUN 25	JUN 26
CAPE ARAXOS	OCS13R1N	JUN 18	JUN 19	OCS13R1N	JUN 24	JUN 25	JUN 26	JUN 28	JUL 2	JUL 3
BARRY TRADER	0037E	JUN 26	JUN 26	0037W	JUL 1	JUL 2	JUL 3	JUL 5	JUL 9	JUL 10
CAPE ARAXOS	OCS15R1N	JUL 2	JUL 3	OCS15R1N	JUL 8	JUL 9	JUL 10	JUL 12	JUL 16	JUL 17

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# MMDA suspends number coding until further notice

THE Metropolitan Manila Development Authority (MMDA) has suspended until further notice the implementation of a modified number coding scheme set on June 8.

In a statement on June 7, MMDA said its Unified Vehicular Volume Reduction Program or number coding scheme is still suspended on June 8 due to limited operations of public transportation in

Metro Manila.

"The number coding suspension is for public mobility to continue and assist the motorists, particularly those reporting for work," MMDA said.

Makati City, however, since June 1 has resumed implementation of its number coding scheme. Vehicles with two or more passengers are exempted from the scheme and will not be apprehended, according to

an advisory on May 31.

## Modified number coding scheme

MMDA earlier said it will implement a modified number coding starting June 1 as the community quarantine in Metro Manila has been eased to general community quarantine, but then has moved it to June 8 as it had to publish first the guidelines on the new policy.

The modified number scheme was supposed to exempt private motor vehicles driven by health workers and/or those with two or more passengers including the driver, provided that social distancing and wearing of face masks is observed.

The number coding scheme has been suspended since March 13 as Luzon entered into a community quarantine to stop the spread of the coronavirus disease.

# Cold chain industry doing 'well...'

resuming "in one swoop may lead to a chaotic situation for logistics operators."

He noted that although there is an attempt on government's part to bring back economic activity to normal, "we expect the 'new' normal to be affected by the ability of the populace to recover their spending power and their willingness to revert to traditional market behavior."

On the industry's new normal, Dizon



said there may be operational adjustments as cold chain facilities are affected by changes in production cycles in agricultural production and as imports are affected by product availabilities and international price levels.

He said the major challenge "lies in adjustments that need to be made in capacity planning and operations planning depending on how the new normal

Continued from page 1

takes shape."

For the remainder of the year, Dizon hopes the situation "returns to what we remember as normal in terms of occupancy levels and seasonalities."

"Historically, the food industry starts inventory buildup around September in preparation for the Christmas season. So the biggest question is really whether there will be a Christmas season this year," he noted. — *Roumina Pablo*

HMM HYUNDAI MERCHANT MARINE PHILIPPINES CO. INC.									
USA SERVICE									
PACIFIC SOUTHWEST 8 SERVICE via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA LGB	ETA OAK	
KMTC MUNDRA	2001E	06/14	06/18	HYUNDAI SPLENDOR	076E	06/21	07/02	07/09	
XIN CHI WAN	051E	06/21	06/25	HYUNDAI EARTH	021E	06/28	07/09	07/16	
TABEA	888E	06/28	07/02	HYUNDAI FORCE	082E	07/05	07/16	07/23	
PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA VAN	ETA SEA	
KMTC MUNDRA	2001E	06/14	06/18	VOID		06/22	07/03	07/07	
XIN CHI WAN	051E	06/21	06/25	SEASPAN GANGES	018E	06/29	07/10	07/14	
TABEA	888E	06/28	07/02	VOID		07/06	07/17	07/21	
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
SEASPAN FRASER	003S	06/14	06/19	UNAYZAH	018E	06/22	07/16	07/19	07/22
ALS FAUNA	077S	06/21	06/26	MONACO BRIDGE	011E	06/29	07/23	07/26	07/29
SEASPAN FRASER	004S	06/28	07/03	YM WIDTH	019E	07/06	07/30	08/02	08/05
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
SEASPAN FRASER	003S	06/14	06/19	MOL MANEUVER	052E	06/24	07/20	07/23	07/25
ALS FAUNA	077S	06/21	06/26	MOL MOTIVATOR	052E	07/01	07/27	07/30	08/01
SEASPAN FRASER	004S	06/28	07/03	MOL MODERN	052E	07/08	08/03	08/06	08/10
FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
SEASPAN FRASER	003S	06/14	06/19	NYK ORPHEUS	058W	06/22	07/12	07/15	07/18
ALS FAUNA	077S	06/21	06/26	NYK ORION	063W	06/29	07/19	07/22	07/25
SEASPAN FRASER	004S	06/28	07/03	ONE HAMBURG	065W	07/06	07/26	07/29	08/01
FAR EAST PENDULUM 2 (FP2) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR
SEASPAN FRASER	003S	06/14	06/19	ONE GRUS	007W	06/26	07/19	07/21	07/24
ALS FAUNA	077S	06/21	06/26	ONE EAGLE	018W	07/03	07/26	07/28	07/31
SEASPAN FRASER	004S	06/28	07/03	ONE BLUE JAY	020W	07/10	08/02	08/04	08/07
MED1 (MD1) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
SEASPAN FRASER	003S	06/14	06/19	MANHATTAN BRIDGE	024W	06/25	07/15	07/18	07/25
ALS FAUNA	077S	06/21	06/26	MILANO BRIDGE	011W	07/02	07/22	07/25	08/01
SEASPAN FRASER	004S	06/28	07/03	VOID		07/09	07/29	08/01	08/08
MED2 (MD2) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	SPE	GOA	FOS
SEASPAN FRASER	003S	06/14	06/19	YM WARRANTY	007W	06/24	07/12	07/14	07/18
ALS FAUNA	077S	06/21	06/26	VOID		07/01	07/19	07/21	07/25
SEASPAN FRASER	004S	06/28	07/03	ONE MILLAU	026W	07/08	07/26	07/28	08/01
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
KMTC MUNDRA	2001E	06/14	06/18	MSC KANOKO	954E	06/22	07/07	07/09	07/18
XIN CHI WAN	051E	06/21	06/25	MSC FLAVIA	024E	06/29	07/14	07/16	07/25
TABEA	888E	06/28	07/02	MSC NATASHA	011E	07/06	07/21	07/23	08/01
KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETA VNSGN	ETA HKHKG	ETA CNSHK	ETA KRINC	ETA KRKAN		
KMTC GWANGYANG	019S	06/07	06/09	06/12	06/15	06/16	06/20	06/21	
KMTC PUSAN	114S	06/17	06/18	06/21	06/24	06/25	06/29	06/30	
KMTC SHANGHAI	156S	06/24	06/25	06/28	07/01	07/02	07/06	07/07	
CHINA SOUTH EAST 2									
FEEDER VESSEL	VOY. NO.	ETA MNL	ETA MNL	ETA CNSHA	ETA CNNGB				
MOUNT NICHOLSON	009N	06/13	06/15	06/18	06/20				
NORDLEOPARD	007N	06/20	06/22	06/25	06/27				
INVICTA	015N	06/27	06/29	07/02	07/04				
TTP SERVICE (TIANJIN TO PHILIPPINES)									
FEEDER VESSEL	VOY. NO.	ETA MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPPUS	ETA CNSHA			
TBN VESSEL CODE		06/14 - 06/16	06/20	06/21	06/23	06/26			
HYUNDAI VOYAGER	092N	06/21 - 06/23	06/27	06/28	06/30	07/03			
HYUNDAI GOODWILL	094N	06/28 - 06/30	07/04	07/05	07/07	07/10			
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XIN CHI WAN	051W	06/21	06/25						
TABEA	888W	06/28	07/02						

# CMA CGM posts \$48M income in first quarter

FRENCH container shipping and logistics group CMA CGM reported a net income of US\$48 million in the first quarter of 2020, a reversal from the \$43 million net loss in the same period in the same period last year.

The positive result for the January-March 2020 period includes a \$185 million gain from the disposal of terminals, CMA CGM Group said in a statement.

Revenues for the first quarter this year was 3% down to \$7.19 billion from \$7.41 billion in the same period last year.

"This contained decrease is achieved thanks to the diverse range of industries in which the Group's customers operate, a balanced global presence, and the complementary nature of the Group's shipping and logistics activities," the group said in a statement.

Shipping revenue likewise declined by 3.3% to \$5.52 billion from \$5.71 billion in the first quarter of 2019.

Volumes carried by CMA CGM decreased by 4.6% to 4.93 million twenty-foot equivalent units (TEU) in the first quarter of 2020 compared to the 5.17 million TEUs handled in the same period last year. CMA CGM said the drop was due to the impact of the coronavirus disease (COVID-19) pandemic and "more specifically the shutdown of factories, particularly in Asia in February and March."

"Nevertheless, revenue per carried container improved slightly, due mainly to the application of fuel surcharges," it added.

Subsidiary CEVA Logistics' revenue increased by 0.6% to \$1.71 billion from \$1.70 billion, due primarily to the consolidation of CMA CGM's logistics activities in May 2019.

The impact of the health crisis was partly offset by an increase in air charters, which ensured supply chain continuity for the group's industrial clients as well as the supply of medical products.

"The good results of the first quarter demonstrate the strength and the resilience of the Group. During this unprecedented crisis, our customers have been able to rely on our agility, the expertise of our teams and the complementarity of our logistic and maritime offers, in order to ensure the continuity of their supply chains," CMA CGM Group chairman and chief executive officer Rodolphe Saadé said.

Despite the uncertainty around global economy, Saadé said they anticipate an improvement during the second quarter, "thanks to our operational flexibility and our discipline in terms of cost control."

The group expects volumes to decline by about 10% over the first half of the year but sees operating performance for the second quarter to show significant improvement "thanks to the industry's discipline and the Group's cost control policy."

"The current situation reinforces our conviction that it is essential to develop better balanced economic exchanges, whilst respecting the environment. We have set Carbon neutrality by 2050 as our objective and we are ready to face future challenges," Saadé said.

At a United Nations conference held on June 2, 2020, Saadé announced the group's target to be carbon neutral by 2050. Alternative fuels are expected to account for 10% of the group's fuel consumption by 2023.



















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## ASEAN + Three restate commitment to open markets, continued flow of trade

ECONOMIC ministers of the Association of South East Asian Nations (ASEAN), China, Japan, and South Korea have re-affirmed the need to keep markets open for trade and investment to strengthen resiliency and sustainability of regional supply chains and maintain flow of goods and services.

Consistent with the rights and obligations under the World Trade Organization (WTO) covered agreements, the economic ministers in a joint statement after the recent ASEAN Plus Three virtual meeting agreed to refrain from taking unnecessary measures that may affect the smooth flow of essential goods such as food, commodities, medicines and medical supplies in the region. They also agreed to notify all trade-restrictive measures in compliance with existing WTO rules.

The ministers acknowledge the urgent need for intensified and concerted efforts to address the adverse impact of the coronavirus disease (COVID-19) pandemic on their people, including economic disruptions that have affected regional supply chains, the financial markets, and

human capital.

The ministers expressed their commitment to ensure the continued flow of trade in goods and services, especially for essential goods and services.

They also agreed to continue addressing non-tariff barriers, especially those that impede the smooth flow of goods and services in supply chains.

### Trade facilitation measures

In line with objectives to combat the COVID-19 pandemic, economic ministers said they will ensure that measures restricting cross-border movement of goods and services deemed necessary for public health emergency response will be targeted, proportionate, transparent, temporary, and consistent with the WTO rules so as not to unnecessarily restrict trade within the region.

The ministers encourage close coordination, especially among the Customs agencies, to continue promoting trade facilitation measures, especially at land borders, taking into account the standards and recommendations of the World

Customs Organization (WCO) and the provisions of the WTO Trade Facilitation Agreement.

Economic ministers said they will keep working closely with all partners in the global and regional supply chains to accelerate relevant procedures at the border to facilitate and promote development of cross-border trade.

The ministers also encourage pursuit of facilitative measures that will expedite economic rebound from this crisis.

They also highlighted support to businesses, particularly the micro, small and medium enterprises (MSMEs) and the vulnerable economic sectors. They encourage them to make use of the digital economy and technologies to allow them to continue operations and repurpose their capacities to meet new needs amid the COVID-19 pandemic.

The economic ministers support the facilitation of essential movement of business people across borders and cross-border transfer of information and data by electronic means for the development of the digital economy.

The economic ministers have tasked officials to identify and pursue initiatives, such as the Joint Study on 10+3 Cooperation for Improvement of Supply Chain Connectivity (SCC) under the existing ASEAN Plus Three framework, to strengthen joint efforts toward post-pandemic recovery in the region, stabilize manufacturing and supply chains of goods and services towards improving stability and resilience of the regional economy, restore growth and connectivity as well as to make them more resilient, sustainable and less vulnerable to future internal and external crises.

Economic ministers said they “remain committed to the signing of the Regional Comprehensive Economic Partnership (RCEP) Agreement in 2020, and working together to resolve India’s outstanding issues in a mutually satisfactory way, as mandated in the Joint Leaders’ Statement on the Regional Comprehensive Economic Partnership issued in 2019 as part of efforts to achieve a higher level of regional economic integration.”

## Zamboanga, Jolo airport passenger terminal buildings...

runway extension, relocation/construction of fire station building, construction of an administration building, and correction of the runway strip width.

Moreover, there is continuing appropriations for site acquisition of the New Zamboanga International Airport, to be located in the Mercedes-Talabaan

areas, about 17 kilometers away from the city proper. The new location has been proposed for decades as the old airport is situated close to the city center, limiting vertical development in the commercial area.

CAAP director general Jim Sydiongco said improvements in the Zamboanga

and Jolo airports signify the readiness of the country’s aviation industry to build regional hubs as the industry transitions to the “new normal” amid the coronavirus pandemic.

“We may have been hit hard by this pandemic but we will always come up with strategic plans to help cushion its

*Continued from page 2*

impact. Apart from our completed airport projects, we also have other ongoing projects expected to be operational soon. These will surely contribute to our smooth transition, especially that we are promoting the use of regional airports to decongest NAIA,” Sydiongco said. – **Roumina Pablo**

## Coopetition an opportunity for multimodal transport operators...

On the much talked about “Uberization of freight” which traditional forwarders are afraid of because clients might just go direct to carriers or through certain online platforms, Alberto said this “as (is) being done now has not been successful.”

Factors prohibiting success of freight Uberization include clients’ need for customized services, guaranteed loading capacity, and pricing. Other factors are the clients’ need for consolidated invoicing; transport liabilities and insurance; and compliance issues.

“So at this point, as long as we are providing good service to our customers, I don’t think we should be very much afraid of... Uberization of freight,” Alberto pointed out.

On digitization, she remarked: “We don’t need to embrace everything being

*Continued from page 3*

offered. We don’t need to be the disruptors at this point.” While there are a lot of digitization platforms being offered, companies can start with “low-hanging fruits” and subscribe only to those technologies relatively easy to adopt based on assessment of their organization. – **Roumina Pablo**



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