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NAIA Terminal 3 resumes international flights on July 8

INTERNATIONAL flights will operate at Ninoy Aquino International Airport (NAIA) Terminal 3 beginning July 8.

NAIA Terminal 3 temporarily closed from March 28 as travel restrictions were implemented to prevent the spread of the coronavirus disease. Repatriation, sweeper, and cargo flights, however, remained operational.

Manila International Airport Authority (MIAA) said airlines relocated to Terminal 1 last March will operate out of Terminal 3 from July 8.

Flights of All Nippon Airways, Air Asia Berhad, Cathay Pacific, Emirates, KLM Royal Dutch Airlines, Qatar Air-

ways, Singapore Airlines, and Turkish Airlines will arrive and depart from Terminal 3 starting July 8.

International operations of other airline carriers assigned in Terminal 3, however, remain suspended. These are Cebu Pacific, Delta Air, Qantas Airways and United Airlines.

NAIA Terminal 2, meanwhile, continues to service international arrival flights of Philippine Airlines (PAL). PAL international departures, on the other hand, operate from NAIA Terminal 1 as of now.

Airlines assigned in NAIA Terminal 1

Turn to next page

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PH manufacturing in May sees double-digit dip

THE Philippine manufacturing sector recorded double-digit declines in both volume and value in May 2020, although signs of a resurgence are starting to show, according to the National Economic and Development Authority (NEDA).

In the latest Philippine Statistics Authority (PSA) Monthly Integrated Survey of Selected Industries, Volume of Production Index (VoPI) and Value of Production Index (VaPI) both dropped year-on-year by 40.3% and 42.1%, respectively, in May. But the figures are better than the revised VoPI and VaPI of -43.6% and -45.5% recorded in April 2020, the highest declines seen since the start of community quarantines in March to stop the spread of the coronavirus disease (COVID-19).

Capacity utilization in May 2020 increased to 73.4% compared to 71.2% in April. In particular, capacity utilization of some of the largest sub-groups food and beverage manufacturing increased to 76.6% and 67% in May compared to April at 76.2% and 30.9%, respectively.

"The low production and sales indices for the manufacturing sector are expected given that most of the country was still on enhanced community quarantine (ECQ) in May. Demand was also subdued as people's mobility remains limited. Despite

this, we are seeing some signs of resurgence of the sector. As we transition to a new normal, we expect gradual recovery with improvements in logistics, particularly in the transport of essential goods and raw materials," Acting Socioeconomic Planning secretary Karl Kendrick T. Chua said in a statement.

The government has started easing community quarantines in some low-risk areas in the country in May, and has further eased quarantines nationwide in June.

To support local manufacturing, Chua said government will facilitate and support manufacturing firms that will redirect production to increase the supply of essential goods and intermediate inputs, particularly for increasing the country's capacity to address health and medical needs amid the COVID-19 pandemic.

New infrastructure projects in areas such as health, digital economy, digital education and power will be prioritized to help increase construction activities and boost employment, as well as increase demand on construction-related manufactures.

As majority of the country's micro, small, and medium enterprises (MSMEs) have experienced significant financial difficulties, Chua said the government will

also continue to provide assistance through grants, low interest loans, credit guarantee, among others, to enable enterprises to safely resume business operations.

"As more firms reopen, we need to remind everyone that the risk of Covid-19 infection remains. It is very important for firms to strictly comply

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BOC confiscates 776kg of meat products without sanitary clearance

THE Bureau of Customs (BOC) Ninoy Aquino International Airport (NAIA) intercepted a total of 775.6 kilograms (kg) of meat and meat products without sanitary and phytosanitary clearance from January to June 2020.

Confiscated were 268.2 kg of pork, 106.4 kg of beef, 298.2 kg of poultry, and 102 kg of other kinds of meat which arrived without permits and health clearance and came from countries with cases of African Swine Fever (ASF), BOC said

in a statement. The products have been turned over to the Bureau of Animal Industry (BAI) for quarantine and immediate disposal to prevent the further spread of ASF, which already has cases locally since August 2019.

BOC NAIA said its frontliners manning the passenger area and air cargo warehouses at NAIA complex remain on alert against the possible entry of contaminated meat products,

especially with the emergence of a new strain of swine flu recently discovered in China.

Customs commissioner Rey Leonardo Guerrero last week directed customs officials to be vigilant and examine carefully all imported reefer containers to ensure pork and pork-related products that may be carriers of a new strain of swine flu

and policies in the Philippine Development Plan 2020-2022. A number of strategies need to be scaled up and fast-tracked, particularly as they relate to technology and innovation. These will help firms and society, in general, become better prepared against future disruptions," Chua said.

Chinese researchers have recently discovered a new type of swine flu that can infect humans and has the potential to cause a future pandemic, according to a study published by scientific journal Proceedings of the National Academy of Sciences on June 29.

NAIA Terminal 3 resumes... *Continued from previous page*

remains there. These include Air China, Air Niugini, Asiana Airlines, China Airlines, China Eastern, China Southern, Etihad Airways, Eva Air, Ethiopian Airlines, Gulf Air, Hong Kong Airlines, Japan Airlines, Jeju Air, Jetstar Asia, Jetstar Ja-

Cebu Pacific, Cebgo, Philippines Air Asia, and Air Swift flights operate to and from NAIA Terminal 3 while PAL and PAL Express operate to and from NAIA Terminal 2. These airlines also operate sweeper flights.

MIAA advises the public to constantly check airline websites for announcements.

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Safeguard duty for float glass imports unnecessary, says Tariff Commission

THE Tariff Commission (TC) is not recommending the imposition of a general safeguard measure on imports of reflective, tinted, and clear float glass.

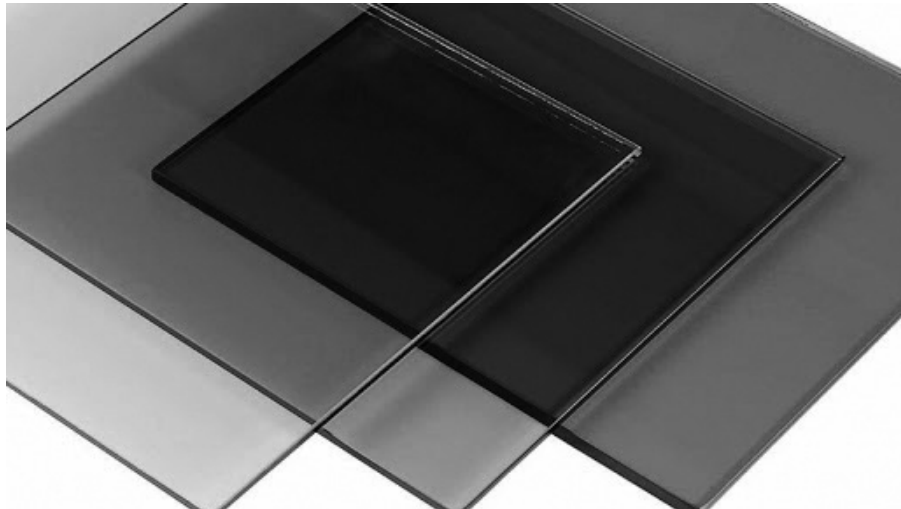
In a summary report of its investigation dated June 30, TC said it has terminated its formal investigation and recommends no definitive safeguard measure on importations of such products “considering the negative determination of the elements of serious injury and threat”.

The Department of Trade and Industry (DTI) in July 2019 requested TC to conduct an investigation on the merits

for clear float glass and P2,835 per mt for tinted float glass, including reflective glass for a period of 200 days.

In its final report dated June 29, TC said during the period of investigation (POI), clear, tinted and reflective float glass are being imported into the Philippines in increased quantities, both in absolute terms and relative to domestic production. The increases in the volumes of imports starting in 2018 “are considered recent, sudden, sharp, and of such magnitude that can be deemed significant.”

TC said imports of clear, tinted, and



of the imposition of a safeguard duty against imports of reflective, tinted, and clear float glass from various countries. This followed DTI’s preliminary investigation petitioned by the country’s sole float glass maker, Pioneer Float Glass Manufacturing Inc.

Acting under Section 7 of Republic Act No. 8800 or the Safeguard Measures Act, DTI found increased imports of the products caused serious injury to the domestic industry, particularly in terms of declining market share, domestic sales, capacity utilization, production, employment, profitability and increased inventories.


DTI then implemented provisional safeguard duty in the form of cash bond amounting to P2,552 per metric ton (mt)

reflective float glass by traders continued to grow at a significant rate until 2019 but began to decline in the first quarter of 2020.

It added that the slowdown in the imports of clear, tinted, and reflective float glass “is highly likely to continue in the near future as economic activities in the Philippines is foreseen to significantly contract as an economic consequence of the COVID-19 pandemic.”

Also due to the economic impact of the pandemic, TC said despite sufficient capacity and favorable market access, “there is a low likelihood of substantially increased exports to the Philippines of clear, tinted and reflective float glass.”

Further, TC said that similar to other Philippine industries, there is a high



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likelihood that the domestic industry’s performance will deteriorate in the near future as again one of the economic consequences of the pandemic.

Despite the deterioration in several factors such as market shares, profitability of clear float glass operations, and inventory levels of tinted float glass, “there was no significant overall impairment in the position of the domestic industry during the POI that constitutes serious injury in accordance with RA No. 8800.”

“Causation has become moot and academic in view of the negative determination of the elements of serious injury and threat thereof to the domestic float glass industry,” TC stated.

Since there is only one manufacturer of float glass in the Philippines, TC said “imports will provide competitive discipline and discourage possible abuse of market power.” It added that the “non-

imposition of a safeguard measure will force the domestic industry to innovate, implement efficiency- and productivity-enhancing measures, and increase plant capacity in the “new normal”.

The non-imposition of a safeguard measure will also enhance consumer welfare gains by expanding consumer choice, and will also spare consumers from the increase in prices that can be expected from the imposition of a safeguard measure, TC stated.

Moreover, TC said non-imposition of safeguard measures is in line with the Association of South East Asian Nations Declaration and Statements on COVID-19, which aims to keep the market open to help sustain regional supply chains and improve stability of the regional economy, including assisting businesses suffering from the impact of COVID-19.

Cebu cargo operations unhampered amid enhanced community quarantine

THE Cebu Port Authority (CPA) said cargo operations continue to be unimpeded despite Cebu City’s reversion to enhanced community quarantine (ECQ).

Travel and movement of locally-stranded individuals in Cebu domestic base port (Piers 1 to 4), however, are temporarily suspended, CPA said in a statement.

Cebu City has been placed back under ECQ from July 1 to 15 due to its high number of coronavirus disease (COVID-19) cases.

CPA on July 5 performed misting and disinfection operations over the entire stretch of Cebu Domestic Port along Quezon Boulevard from Port Gates 1 to 7 to prevent spread of COVID-19.

In addition, CPA regularly disinfects all offices, shuttle buses and areas inside port terminals like comfort rooms, boarding gates, screening stations and other areas where people usually stay.

Disinfection and misting of the port operational area within secondary gates is also scheduled this week.

As part of the modified port protocols for COVID-19, all persons entering the port area are required to wear mask at all times and strictly comply with the temperature check and social distancing measures.

Handwashing stations are installed within port areas to encourage regular

hand hygiene.


CPA last May issued its Interim

Guidelines on Workplace Prevention and Control of COVID-19, requiring workers

and employees to comply with precautionary measures in the workplace.



Disinfection at the domestic terminal of Cebu port | Photo courtesy of Cebu Ports Authority



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Nefeli	20003N	22-Jul		23-Jul		25-Jul		26-Jul		28-Jul		28-Jul		29-Jul	

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Harbor Star posts loss of P376M in 2019

MARINE services provider Harbor Star Shipping Services, Inc. (HSSSI) reported a net loss of P376.2 million in 2019 from a net income of P106.9 million in 2018 due mainly to higher finance cost.

The group's consolidated service income declined 2.8% to P1.396 billion last year from P1.437 billion in 2018, HSSSI said in a regulatory disclosure.

Harbor assistance was a key contributor to HSSSI's service income last year, earning P1.054 billion, 8.5% higher than the 2018 figure of P971.8 million.

Towing services provided a revenue inflow of P36.9 million, up 94.1% from P19 million in 2018.

Revenues from lighterage services, on the other hand, decreased 18.8% in 2019 to P103.3 million from P127.3 million.

Salvage income likewise dropped 84.8% to P31.8 million from P210 million. HSSSI noted the "decline is something that could not be controlled as the service is fortuitous in nature."

Other marine services declined 42.6% to P62.3 million in 2019 from P108.6 million.

Revenue generated from energy company Astroenergy Development Gensan Inc., all shares of which were acquired by HSSSI in 2018, amounted to P107.1 million.

Subsidiaries such as Malaysia-based Peak Flag Sdn. Bhd and Harbor Star Subic Corp., contributed P55.6 million and P35.4 million, respectively.

Cost of services last year increased 16.9% to P1.111 billion from P950.9 million in 2018.

The increase was mainly due to higher depreciation cost and fuel charges brought about by additional manpower requirement for additional vessels acquired and the surge of fuel cost per liter, respectively. Insurance contributed to the rise in cost of services relative to additional vessels covered.

HSSSI's capital expenditures for 2019 was approximately P220 million for acquisition of tugboats M/T Pollux for its international fleet expansion and Tug Jabbar. For domestic expansion, it acquired dredger Hydra for its Davao project and barge Auriga and M/T Caph for feeder services.

In the third quarter of 2019, HSSSI as part of its expansion of business activities in Southeast Asia, acquired 29% of Harbor Star East Asia (Thailand) Co. (HSEAT). HSEAT is primarily engaged in providing transportation and warehousing in Thailand. In 2018, HSSSI also incorporated a wholly-owned subsidiary, Harbor Star East Asia (Myanmar) Ltd., which provides maritime services in Myanmar.

AISL donates 2 reefer containers to help agriculture sector

THE Association of International Shipping Lines (AISL) has turned over two refrigerated containers for the government's "Palamigan ng Bayan" project that aims to help the agriculture sector preserve the quality of their farm produce.

The two refrigerated containers, or reefers, will be used in Romblon and adds to the current 11 reefers already deployed in various areas in the country through the project.

The distribution of reefers is an initiative of the Department of Transportation, which started with the donation of a reefer container to Bohol in 2018.

The reefers are intended to help the agriculture sector preserve the quality of their farm produce and gain better market access. It is also aimed to boost the government's efforts to mitigate the economic impact of the coronavirus disease pandemic. Reefers are an intermodal container used in intermodal freight transport that is refrigerated for the transportation of temperature-sensitive cargo.

The other reefers were deployed to Bataan, Cebu, Aurora, Bohol, Cagayan, Iloilo, and Leyte.

AISL is an organization of international shipping lines calling Philippine ports.



Philippine Ports Authority general manager Atty. Jay Daniel Santiago (second from left) and AISL president Patrick Ronas (fourth from left) during the turnover of the two reefers | Photo from Department of Transportation.



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SEASPAN NEW YORK	001N	JUL 17	JUL 19	001S	JUL 24	JUL 24	JUL 24	JUL 26	JUL 31	AUG 2
ALS FAUNA	080N	JUL 24	JUL 26	080S	JUL 31	JUL 31	JUL 31	AUG 2	AUG 7	AUG 9
SEASPAN NEW YORK	002N	JUL 31	AUG 2	002S	AUG 7	AUG 7	AUG 7	AUG 9	AUG 14	AUG 16

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LBC Express income jumps 2,378% in first quarter

LBC Express Holdings, Inc. recorded a net income of P187.7 million in the first quarter of 2020, a whopping 2,378% increase from the P7.57 million reported in the same period last year.

In a disclosure to the Philippine Stock Exchange, LBC attributed the improvement to a gain on derivative due to a convertible instrument amounting to P0.16 million, and provision of lower income taxes.

Service revenues grew 2% to P3.8 billion from P3.717 billion in the first quarter last year. LBC said this was on account of higher revenue from its logistics business, attributable to higher retail sales by 20%, but offset by 29% lower corporate sales from disposal of a subsidiary in July 2019.

Revenue contributed by newly-acquired businesses from mid-2019 amounted to P57.19 million.

The domestic business contributed to overall revenues with the opening of 89 additional retail branches from the second quarter of 2019 and the continuous growth of cash on delivery and cash on pickup product transactions.

Cost of services is higher by 3% to

P2.733 billion in the first quarter of this year from P2.641 billion in the same quarter in 2019 relative to the growth of volume in logistics services and increase in domestic airline rates effective January 2020 which translated to higher airfreight costs.

Operating expenses were also 10% higher at P756.51 million from P686.86 million in the first quarter of 2019.

Meanwhile, LBC said the impact of the coronavirus disease pandemic “could have a material impact on the group’s 2020 financial results, and periods thereafter.” LBC said considering the evolving nature of the pandemic, it cannot yet determine its impact on its financial position, performance, and cashflows. The company said it continues to monitor and assess the situation, and adapt capacities to mitigate risks. LBC earlier activated its business continuity plans to continue providing needed services during the pandemic.

LBC has a growing network of over 6,400 branches, hubs and warehouses, partners, and agents in over 20 countries.



LBC Davao warehouse

Lorenzo Shipping suffers wider loss in 2019

DOMESTIC carrier Lorenzo Shipping Corporation (LSC) reported a wider net loss of P174.461 million in 2019 from the P146.113 million net loss in 2018.

The bigger loss was posted despite a 49% increase in freight revenue to P2.944 billion from P1.971 billion in 2018, according to LSC’s disclosure to the Philippine Stock Exchange.

Ocean freight revenue was 38.6% higher in 2019 at P1.914 billion versus P1.381 billion in 2018.

Revenues from port charges leaped 212.6% to P673.628 million from P215.458 million while storage revenues rose 32% to P12.234 million from P9.258 million.

Revenues from trucking, however, fell 6% to P344.353 million from P366.034 million.

Direct costs went up 51% to P2.913 billion last year from P1.924 billion in 2018.

Turnaround plans

LSC has been implementing its turnaround plan—noting the benefits reaped as shown in the significant improvement in its direct costs—until the end of 2019. Reporting net losses since 2015, LSC has started to post lower losses from 2017 up to the first nine months of 2019.

The same plans, being implemented for years now, include enhancing partnerships with select carriers for flexibility, especially in cases of excess volumes or service disruptions; and maximizing vessel capacity, especially for northbound volumes, using improved pricing schemes.

LSC will also continue to reduce operating costs for trucking, terminal operations, and cargo handling through a focused and flexible organizational structure and appropriate technology.

Programs to manage profit leakage are also being implemented, focusing largely on claims reduction and improved billing and collection cycle through people, process, and technology intervention.

Fully operational

Meanwhile, LSC said it “remains fully operational and committed in delivering on its promises to clients and partners” despite the ongoing coronavirus disease (COVID-19) pandemic.

Shipping operations to and from the ports of call that the company serve, including Manila, Cebu, Bacolod, Iloilo, Dumaguete, Davao, Cagayan De Oro, Zamboanga, Cotabato, and General Santos, will sail as scheduled with minimal to no service disruption.

LSC said it enacted risk mitigation and business continuity protocols and has put in place other work arrangement options to limit exposure of employees to COVID-19.

LSC said it cannot fully determine yet the impact of the pandemic on its financial position, performance and cash flows as the pandemic is evolving in nature, only noting it “could have a material impact on its 2020 financial results.”

“While the present disruptions can slow down revenue inflows, the safety and security measures immediately adopted by the company and the cost reduction during the quarantine period are expected to mitigate the unfavorable impact on business,” LSC said.

LSC owns and operates container vessels deployed to key ports in Manila, Visayas and Mindanao. It also owns various types of equipment as well as facilities for the efficient handling of customers’ cargoes, including land-based forklifts, top lifts, trucks, container yards, and warehouses at its branches and agencies.

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	
ZANTE	079E	07/12	07/16	HYUNDAI PLUTO	012E	07/19	07/30	08/06	
APL OREGON	OFD0FW1MA	07/19	07/23	HYUNDAI NEPTUNE	012E	07/26	08/06	08/13	
KMTC MUNDRA	2002E	07/26	07/30	HYUNDAI SATURN	022E	08/02	08/13	08/20	
PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA VAN	ETA SEA	
ZANTE	079E	07/12	07/16	PRAGUE EXPRESS	063E	07/20	07/31	08/04	
APL OREGON	OFD0FW1MA	07/19	07/23	SEASPAN YANGTZE	011E	07/27	08/07	08/11	
KMTC MUNDRA	2002E	07/26	07/30	VOID		08/03	08/14	08/18	
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	005S	07/12	07/17	YM WARMTH	024E	07/20	08/13	08/16	08/19
ALS FAUNA	079S	07/19	07/24	ONE MINATO	010E	07/27	08/20	08/23	08/26
SEASPAN NEW YORK	001N	07/26	07/31	NYK HAWK	016E	08/03	08/27	08/30	09/02
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	005S	07/12	07/17	DALIAN EXPRESS	112E	07/22	08/17	08/20	08/22
ALS FAUNA	079S	07/19	07/24	MOL MISSION	056E	07/29	08/24	08/27	08/29
SEASPAN NEW YORK	001N	07/26	07/31	MOL MAXIM	050E	08/05	08/31	09/03	09/05
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	005S	07/12	07/17	HENRY HUDSON BRIDGE	071W	07/20	08/09	08/12	08/15
ALS FAUNA	079S	07/19	07/24	NYK VEGA	068W	07/27	08/16	08/19	08/22
SEASPAN FRASER	006S	07/26	07/31	NYK VENUS	065W	08/03	08/23	08/26	08/29
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	005S	07/12	07/17	ONE CYGNUS	005W	07/24	08/16	08/18	08/21
ALS FAUNA	079S	07/19	07/24	YM WREATH	015W	07/31	08/23	08/25	08/28
SEASPAN NEW YORK	001N	07/26	07/31	ONE AQUILA	010W	08/07	08/30	09/01	09/04
MED1 (MD1) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
SEASPAN FRASER	005S	07/12	07/17	TAYMA	014W	07/23	08/12	08/15	08/22
ALS FAUNA	079S	07/19	07/24	HAMBURG EXPRESS	038W	07/30	08/19	08/22	08/29
SEASPAN FRASER	006S	07/26	07/31	TBA		08/06	08/26	08/29	09/05
MED2 (MD2) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
SEASPAN FRASER	005S	07/12	07/17	MALIK AL ASHTAR	040W	07/22	08/09	08/11	08/15
ALS FAUNA	079S	07/19	07/24	VOID		07/29	08/16	08/18	08/22
SEASPAN FRASER	006S	07/26	07/31	AIN SNAN	018W	08/05	08/23	08/25	08/29
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
ZANTE	079E	07/12	07/16	MSC FAITH	946E	07/20	08/04	08/06	08/15
VOID		07/19	07/23	MSC MARGRIT	011E	07/27	08/11	08/13	08/22
KMTC MUNDRA	2002E	07/26	07/30	SEASPAN BELIEF	002E	08/03	08/18	08/20	08/29
KPX (KOREA PHILIPPINES EXPRESS)									
FEEDER VESSEL	VOY. NO.	ETA PHMNL	ETD 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	ETD MNL	ETA CNSHA	ETA CNNGB				
NORDLEOPARD	007N	06/20	06/22	06/25	06/27				
INVICTA	015N	06/27	06/29	07/02	07/04				
MOUNT NICHOLSON	010N	07/04	07/06	07/09	07/11				
TTP SERVICE (TIANJIN TO PHILIPPINES)									
FEEDER VESSEL	VOY. NO.	ETD MNL SH-NH	ETA CNLYG	ETA CNTAO	ETA KRPUS	ETA CNSHA			
TBN VESSEL CODE		07/05 - 07/07	07/11	07/12	07/14	07/17			
HYUNDAI VOYAGER	093N	07/12 - 07/14	07/18	07/19	07/21	07/24			
HYUNDAI GOODWILL	095N	07/19 - 07/21	07/25	07/26	07/28	07/31			
FME (FAR EAST MADRAS SERVICE)									
FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETA BUS						
SUEZ CANAL	20004W	07/07	07/11						
ZANTE	079W	07/12	07/16						
KMTC MUNDRA	2002W	07/26	07/30						

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Bicol airport construction now 24/7 for yearend completion

ROUND-the-clock construction work for the development of Bicol International Airport (BIA) is set to start this July to meet the target completion date for priority facilities within the year, according to the Department of Transportation (DOTr).

Although construction of the airport development project at present is in full swing, construction work will be done 24/7 starting this July, DOTr said in a statement.

As of June 24, construction of landside facilities or Package 2A of the airport development project is already 81% complete. This development is handled by Sunwest Construction and includes the administration building, air traffic control building, crash fire rescue building, and maintenance building.

Package 2B, which covers the construction of the passenger terminal building (PTB) and the runway, is 34% complete. Its project contractor, E.M. Cuerpo, committed to provide additional manpower to finish the priority facilities within the year.

DOTr said the overall completion rate of the BIA project is already at 66.61%.

The BIA project originally started in 1996 (pre-feasibility study), while the Notice to Proceed was issued in July 2009. Construction works for the runway, taxiway, apron and fences, however, were mostly left uncompleted in 2012, and budget was reverted to the national treasury, DOTr noted.

Construction for Package 2A began in 2016 while Package 2B started in 2017.

Hailed as the country's "Most Scenic Gateway", BIA will feature the iconic Mayon Volcano as its magnificent backdrop. Once completed, BIA is expected to strategically boost air traffic and tourist arrivals in Albay province and spur regional growth in the Bicol region, making it an

economic powerhouse.

Vital infra

Transportation Secretary Arthur Tugade said the continuous development of transport infrastructure is vital during this time, as the country starts recovering from the impact of the coronavirus disease (COVID-19) pandemic.

"It can't be denied that the aviation sector has been one of the hardest hit by the pandemic. That's why it is important that we finish the airport at the soonest possible time as this will absolutely give the economy a boost. *Gusto ko matapos 'yan* (I want to finish the airport) within the year *dahil gusto na natin itong agad na mapakinabangan ng ating mga kababayan* (so our countrymen can benefit from it right away). ... all systems go," Tugade said.

DOTr assistant secretary for Procurement and Project Implementation

Giovanni Lopez said that the expedited construction work for the airport is a way to offset the period of work suspension and unnecessary delays due to the COVID-19 pandemic.

"To recall, we have initially targeted to finish the airport by July this year. Unfortunately, we encountered delays that have hampered the early completion of

the Bicol International Airport. But, as committed by our contractors, we will work triple time and meet the deadline set by Secretary Tugade by the end of the year. Rest assured that although we are expediting the airport's completion, we will still follow the allowable budget costs without sacrificing the quality," Lopez said.



24/7 construction of Bicol International Airport to start in July; priority facilities to be completed within the year

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