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RapidPass ID remains valid during MECQ

THE RapidPass ID of workers in sectors allowed to operate during the modified enhanced community quarantine (MECQ) remains valid for presentation at checkpoints.

In an August 8 advisory, the Department of Information and Communications Technology (DICT) reminded law enforcement agencies that the RapidPass of Allowed Persons Outside of Residence (APORs) continue to be active.

RapidPass is a verification system that eases the flow of frontliners and priority vehicles through Metro Manila's checkpoints. RapidPass.ph produces digital passes with QR codes that will be scanned

at checkpoints for easier verification.

Under the July 16 Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) omnibus guidelines, law enforcement agencies should recognize any of these IDs:

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RapidPass IDs

APORs whose RapidPass remains valid

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PayMaya now accepts BOC accreditation fee payments

STAKEHOLDERS can now pay their Bureau of Customs (BOC) accreditation fee online through payment service provider PayMaya, BOC said in an advisory on August 11.

This option is available after PayMaya last June 26 started to implement an on-line payment system for the collection, transmittal, and remittance of customs fees and charges.

This comes on the heels of the June 11 signing of a memorandum of agreement (MOA) between BOC, Bureau of the Treasury, Development Bank of the Philippines, and PayMaya Philippines, Inc. on the implementation of the online payment system.

Under the MOA, PayMaya will accept payments from BOC clients of miscellaneous fees and charges, other than customs

duties and taxes, through its PayMaya's Payment Solutions (PPS).

PPS services include Online Checkout that accepts credit/debit cards for local and cross-border payments, Bills Payment via PayMaya app, Pay by PayMaya, PayMaya One POS (point-of-sale) terminal that accepts credit/debit cards and PayMaya QR payments, and Smart Padala Centers Bills Payment.

To pay through PayMaya, the client may indicate his preference for online payment in BOC's Customer Care Portal (<https://client.customs.gov.ph/>). The client will then receive via email the invoice showing the fees or charges due and the corresponding amount.

The customer should then click on "Pay," provide all the relevant cardholder information, then click "Complete Order."

The client may opt to save the card information for future use before confirming payment.

Once confirmed, the payment will be processed within 2 to 3 seconds, and the client will receive the transaction status. He can choose to give his email address or SMS number to receive the transaction receipt.

This online payment system is in compliance with

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FDIs in PEZA rise 26%, local investments plunge 63%

A total of P52.01 billion worth of investments in Philippine economic zones were approved from January to July 2020, 27% lower than investments made in the same period last year, according to the Philippine Economic Zone Authority (PEZA).

The investments came from 164 new and expansion projects.

For foreign direct investments (FDIs), PEZA recorded an increase of 26% to

P36.26 billion from P28.75 billion in the same period last year. The growth was registered in the IT-BPO and manufacturing sectors, said the agency in a statement.

Local investments amounted to P15.75 billion, a 63% decrease from last year's P42.46 billion.

For the manufacturing sector, investments grew by 24%, reaching P23.34 billion compared to P18.77 billion last year.

PH eyes twice as much agri-fishery exports to Canada

THE Department of Agriculture (DA) seeks to double the value of farm and fishery products to Canada in the coming years.

"We wish to improve our balance of trade with Canada in succeeding years by selling more Filipino products like coconut water, virgin coconut oil or VCO, pineapples, mangoes, and melons," Agriculture Secretary William Dar said during the recent virtual courtesy call of new Canadian Ambassador to the Philippines Peter

MacArthur.

In 2019, the Philippines exported close to US\$99 million of farm and fishery products to Canada, while the latter exported about \$192 million worth of various food products to the country, with the balance of trade tipping in Canada's favor.

Philippine farm and fishery products exports to Canada last year included coconut products totaling \$23.8 million; pineapples, dried guavas, mangoes and mangosteen valued at \$10.3 million; and

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For the IT-BPM sector, P11.40 billion in investments were recorded, 37% higher than last year's P8.32 billion.

Meanwhile, exports by PEZA companies and locators declined 7% to US\$24.81 billion from January to June 2020 against the same period last year, while employ-

ment went down 3% to 1.476 million.

PEZA director general Charito Plaza said that while the COVID-19 pandemic affected the economy badly, she remains positive the country will be able to bounce back. "We have to treat this crisis as both a lesson and an opportunity," she said.

bangus and tuna worth \$9.4 million.

With about one million Filipinos residing and working in Canada—representing 2.7% of the country's 37.7 million population—demand for various Philippine food products is expected to grow, DA said.

On the other hand, Canada exported about \$192 million worth of various food products in 2019, led by frozen swine meat and offals, \$57.3 million; deboned meat, hams, and other meat products, \$20 million; potatoes, \$11.6 million; and pig fat, \$6.7 million.

Dar and MacArthur agreed to expand ongoing areas of agricultural cooperation and partnership, particularly on potato, dairy, food logistics and market, and agro-forestry, among other joint undertakings.

"We are pleased to know that the first phase of adaptation trials of eight Canadian potato varieties in Natublang, Buguias, Benguet province [was] completed, and the second phase will commence starting October," Dar said.

If the adaptation trials successfully yield higher quality and more

cost-efficient potatoes than traditional varieties, Cordillera farmers could subsequently produce their own seeds instead of relying on importation, and produce the potatoes in commercial quantities for both table and processing use, the DA chief said.

The trials are jointly implemented by the DA's Cordillera Administrative Region and its high-value crops development program, Canada's Prince Edward Island Potato Board, and the Embassy of Canada.

MacArthur assured the DA of Canadian assistance in establishing producers' markets, improving food supply logistics, and implementing an agro-forestry program benefiting indigenous communities in the Philippines.



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PCC pitches review of pioneer status policy in domestic shipping

THE Philippine Competition Commission (PCC) recommends the amendment of a policy granting pioneer status in domestic shipping, noting it hinders healthy competition by discouraging the entry of new players.

The PCC is referring to Executive Order (EO) No. 909 and its implementing order, Maritime Industry Authority (MARINA) Circular 2015-04, which seek to modernize the domestic fleet through the introduction of new vessels.

The EO introduces incentives that “distort the market and pose additional regulatory restrictions that hinder entry and expansion activities,” said PCC in a policy note entitled “On Potential Competition Concerns in the Granting of Pioneer Status in the Philippine Shipping Industry.”

EO 909, issued in 2010, encourages investments in newly constructed ships or brand-new vessels in the domestic shipping industry by providing incentives, which only became available when the implementing order, MC 2015-04, was issued in 2015.

While the EO 909 mainly aspires to resolve industry inefficiencies related to safety, “it might have certain effects on market dynamics that need to be examined to determine whether competition is harmed as a consequence of the intervention,” according to the policy note.

The provisions of EO 909 serve to act as regulatory barriers that impose bans on entry and expansion activities, allow participation of incumbent players in entry decisions, and increase compliance costs, said policy note authors Genevieve E. Jusi, Janine P. De Vera, and Vincent Jerald R. Ramos.

EO 909 provides that new and existing domestic shipowners or operators who will introduce International Association of Classification Societies (IACS)-classified brand-new or newly constructed ships in their respective authorized or applied routes may be granted “pioneer status.” The status entitles them to a set of benefits and privileges to ensure recovery of their investments.

But IACS-classed vessels are more expensive than non-IACS classed brand-new or secondhand vessels, both in purchase price and maintenance costs, the policy note observed.

Moreover, shipbuilding material and equipment for IACS-classed vessels cost

30% to 50% more than non-IACS-classed alternatives, industry players claimed.

Steep cost of investment

As vessel cost is the most significant expense for a shipowner who wants to obtain a pioneer status, the high cost of investing in a brand-new and IACS-classed vessel makes it harder for potential competitors to enter the market and for incumbent players to expand in their own routes.

At the same time, ships intended only for coastwise voyages may not actually need IACS classification as this is mostly applied to vessels plying international waters, industry stakeholders said.

Additionally, the provision of brand-new vessels or international classification does not automatically guarantee safety. Rather than age, vessel maintenance is argued to be the more critical factor.

Therefore the condition of introducing IACS-classed vessels may be unnecessary and only prevents ship operators from effectively servicing routes that already have existing pioneer status operators, the policy note pointed out.

Under the policy, pioneer status grantees are given the opportunity to impede entry through the right of first refusal. In case additional vessels need to be deployed, pioneer status grantees are given first priority to add new vessels and/or schedules.

“Thus, in routes where there are existing players, expansion activities of incumbents are curtailed as they will only be allowed to add trip frequencies or vessels if the pioneer status grantee is unable to do so. This limits the incumbent players’ ability to provide a wider range of services to passengers or cargo customers,” the policy note explained.

However, in routes with no pioneer status grantees and incumbents cannot add IACS-classed vessels, an entity may enter a route even without having a brand-new and IACS-classed vessel, but the new entrant would not have access to the incentives under EO 909.

As of December 2018, only six companies have benefitted from the pioneer status program.

An oligopolistic environment

Once pioneer status is granted to a ship operator in its authorized route, entry and expansion becomes more difficult for potential entrants as well as incumbent players, the policy note said.

PH to see deeper 5.5% contraction in 2020

THE Philippines is set for more challenging times ahead as the Development Budget Coordination Committee (DBCC) now foresees a steeper 5.5% contraction of the economy in 2020.

DBCC adjusted its projection from the 2% to 3.4% decline projected last May as the COVID-19 crisis is expected to impact tourism, trade, and remittances all year long.

The Philippines has fallen into technical recession with gross domestic product (GDP) plummeting 16.5% in the second quarter of 2020. This marks the country’s lowest recorded quarterly growth for almost 30 years as the months-long pandemic quarantines took their toll on the economy.

The potential impact of the pandemic on the economy could reach P2 trillion or about 9.4% of GDP this year, the National


Economic and Development Authority (NEDA) estimates.

But the DBCC believes the country is on track for recovery next year, with GDP growth expected to reach 6.5% to 7.5% by 2021 to 2022, “as the national government continues its pump-priming activities.”

“The priority implementation of the Build, Build, Build infrastructure program and revitalization of the industry and services sectors are expected to lead the recovery,” DBCC said in a statement.

This projection, however, is lower than the 7.1% to 8.1% forecast last May.

The committee primarily reviews and approves the macroeconomic targets, revenue projections, borrowing level, aggregate budget level and expenditure priorities, and recommends to the Cabinet and the President the consolidated public



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“In oligopolistic environments such as the domestic shipping industry, threat of entry is expected to be a major disciplining force to incumbent players. Participation of new and efficient competitors would correct the behavior of existing operators by introducing competitive pressure to provide higher quality and lower priced services,” the policy note stated.

The authors said that while vessel modernization is important, “improvements that need to be made to the Circular to ensure that market competition is not negatively affected as a consequence of attaining these policy objectives.”

There is a need to evaluate and determine whether there are other measures that MARINA can impose to guarantee quality and safety of domestic shipping services without requiring shipping lines to make investments that significantly raise their operating costs and thus affect their ability to compete effectively, the policy note said.

There may also be alternative means to ensure quality and safety without imposing restrictive conditions on entry activities.

Moreover, based on market investigation, the special ramp or berthing facility

provided to certain pioneer status players gives an advantage to these operators because the facilities cannot be accessed by any other competitor.

The policy note pointed out that access to port facilities should be available for all shipping lines operating in the same route and as such, there is a need to re-evaluate whether this specific provision or incentive is necessary.

“The provision may only be benefiting a certain group of shipping lines and putting other competitors at a disadvantage,” it said.

It recommends that MARINA continue its existing efforts with various government agencies to periodically review and, if needed, amend specific provisions of the policy.

It added that PCC, which is mandated to promote fair market competition, “should continue coordinating closely with MARINA to perform its advisory functions and flag any potential competition concerns in the planned policies and programs for the Philippine shipping industry.”

Further, industry stakeholders’ proactive participation in public consultations will help ensure a fair policy design. – **Roumina Pablo**

RapidPass ID remains valid...

during the MECQ period include those in customs brokerage, container yards, civil aviation, delivery services, delivery of parcels, transportation facilities, shipping lines, ship captain and crew, manufactur-

ing, food chain, freight forwarders, trucking services, warehousing, and port operators and services.


The RapidPass of persons not in the list will be deactivated until the lifting

of the MECQ or further issuances from the IATF.

Early this month, the National Capital Region (NCR) and the provinces of Laguna, Cavite, Rizal and Bulacan

reverted to MECQ from general community quarantine (GCQ) amid a surge in COVID-19 cases. The MECQ, which started on August 4, stays in effect until August 18. – **Roumina Pablo**

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Republic Act (RA) No. 11032 (Ease of Doing Business and Efficient Government Services Delivery Act of 2018), which mandates all offices and agencies of the government to improve transaction systems and procedures, as well as with RA 8792, also known as the E-Commerce Act of 2000, BOC said.

The BOC said it will continue to adopt measures necessary to facilitate and minimize disruption to the supply chain amid the COVID-19 pandemic.

BOC assistant commissioner and spokesperson Atty. Vincent Philip Maronilla in an earlier online update said the customs bureau “will no longer shift to a manual system and we will maintain the online systems already.”

BOC discourages face-to-face transactions as it moves towards online transactions to secure the health and safety of customs employees and stakeholders alike and “protect the integrity of the entire process” of the customs bureau, Maronilla said.

Last May, BOC said it will also implement more information and communications technology (ICT) projects to speed up trade facilitation, strengthen border security, and protect government revenues in response to the “new normal.”

These systems include the online payment of customs fees such as processing fee for registration of importers and customs brokers, online inventory management system for off-dock container yard/container freight stations, online inventory management system for customs bonded warehouses, a passenger customs clearance system at Ninoy Aquino International Airport, Electronic Tracking of Containerized Cargo, and the continuous

stabilization of the BOC’s Electronic-to-Mobile (e2m) system.

The P5.5-billion Philippines Customs Modernization Project proposed by the World Bank was also approved this year by the National Economic and Development Authority Board. The project seeks to improve efficiency of customs and reduce trade costs.

Domestic ship damages Manila North Harbor’s Pier 2



MV Ocean Abundance rammed into Pier 2 of Manila North Harbor | Photo from Philippine Coast Guard

A vessel of domestic carrier Oceanic Container Lines, Inc. accidentally rammed into Pier 2 of Manila North Harbor, according to the Philippine Coast Guard (PCG).

The accident damaged a 5- to 10-meter area of the pier.

Manila North Harbour Port Inc. general manager Romero Salvador told PortCalls the “effect is minimal” and “all parties are working closely to resolve the issue.”

Engine malfunction caused the incident involving MV Ocean Abundance, a cargo vessel with 5,593 gross tonnage, at 3:10 a.m. on August 10, the PCG said in a statement, citing the ship’s crew.

Despite damages to the vessel’s bow, there was no oil spill in the area, according to initial reports.

China’s manufacturing health improves further as output, new orders rise sharply

THE Chinese manufacturing sector continued to recover in July 2020 as more pandemic-related restrictions were lifted, registering the quickest expansions of output and new orders since January 2011.

The latest Caixin China General Manufacturing Purchasing Managers’ Index (PMI)—a composite indicator of operating conditions in the manufacturing economy—rose to 52.8 in July from 51.2 in June to signal a further improvement in the health of the Chinese manufacturing economy, said IHS Markit in a new report.

“Operating conditions have now improved in each of the past three months, with the latest upturn the strongest since January 2011,” it noted.

Manufacturing output and demand expanded at a faster pace in July than the previous month, with output and total new orders both hitting their highest levels since January 2011, as the domestic epidemic was largely under control.

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ASEAN manufacturing contraction eases as domestic demand offsets exports fall

MANUFACTURING conditions in the Association of Southeast Asian Nations (ASEAN) further deteriorated in July as the COVID-19 pandemic continued to impact the sector, but the rate of contraction was the softest over the last five months, according to latest IHS Markit Purchasing Managers' Index (PMI) data. The headline PMI rose from 43.7 in June to 46.5 in July to signal a softer decline in the health of the sector, although the latest figure remained firmly below the no-change 50.0 mark to signal a fifth consecutive deterioration in manufacturing conditions. The latest contraction centered on falls in both factory output and new orders, although the rates of decline were the softest recorded for five months. Improvements in sales were primarily driven by firmer domestic demand, as export orders

dropped markedly again. "Demand conditions remained muted, with the marked reduction in foreign orders highlighting export markets as a particular source of weakness," noted Lewis Cooper, economist at IHS Markit. Only Myanmar registered an improvement in operating conditions during July. Myanmar's headline figure of 51.7 was the highest for six months, the expansion driven primarily by stronger growth of output and new orders. Operating conditions in Malaysia stagnated in July after a mild improvement in June, with the headline figure posting at the no-change 50.0 mark in July. The Philippines' downturn continued for a fifth successive month. Moreover, the headline figure (48.4) signalled a sharper rate of deterioration than in June amid a

renewed drop in output. Vietnam also saw a deterioration in business conditions. The headline index (47.6) dropped back below the 50.0 mark in July and signalled a modest rate of contraction. Indonesian manufacturers registered a further deterioration in the health of the goods producing sector, extending the current sequence of contraction to five months. The headline figure rose to 46.9 in July to signal a much softer rate of reduction than in June. Similarly, the downturn in Thailand eased again, although the headline figure (45.9) still pointed to a solid rate of contraction overall. Finally, Singaporean manufacturers recorded the worst performance of the seven constituent ASEAN nations, as

been the case in each of the past three months. The headline figure dipped to 37.3 in July, indicating another marked deterioration in the health of the sector, although less severe than those for March, April and May. "With substantial uncertainty surrounding the near-term outlook for demand, ASEAN goods producers continued to cut staffing levels sharply, while confidence regarding the 12-month outlook for output also remained subdued," said Cooper. He added that there were some encouraging signs towards a recovery going into the second half of the year, as the worst of the downturn looks to have passed. But given the potential for a resurgence of the pandemic and the reintroduction of lockdown measures, "the downside risks remain notable," he warned.

BOC NAIA seizes P23.5M worth of ecstasy tablets

THE Bureau of Customs (BOC)-Ninoy Aquino International Airport (BOC-NAIA) seized more than 13,800 ecstasy tablets, many of them misdeclared as coffee beans. The 13,824 tablets of ecstasy, also known as party drugs, were contained in seven packages addressed to different consignees and had an estimated street value of P23.501 million. The packages were seized at the Central Mail Exchange Center warehouse in Pasay City. The parcels originated from the Netherlands and Belgium and were misdeclared as coffee such as Caffe Gondoliere Espresso Beans, Caffe Gondoliere Creme Bonen, Gondoliere Coffee (Arabica), Granulaat, Snoepjes, Coffee DE (Espresso), and DE Coffee (Aroma Red) (Mocca), as well as kids' toys, BOC said in a release. The suspicious weight of the packages and the recently discovered modus operandi last July 2020 of smuggling illegal drugs from other countries as "coffee beans" prompted BOC-NAIA to put the

packages through document profiling, x-ray scanning and inspections. Upon physical examination, customs examiners found the ecstasy tablets in different colors concealed in toys and in different wrappers of coffee. Both the field test conducted by the Customs Anti-Illegal Drug Task Force and the chemical laboratory test conducted by the Philippine Drug Enforcement Agency (PDEA) confirmed that the seized tablets were methylenedioxymethamphetamine or ecstasy. BOC-NAIA on August 10 turned over to PDEA the seized illegal drugs for further profiling and case build-up. The importers and other personalities involved in the case face possible prosecution for violation of the Dangerous Drugs Act of 2002 in relation to Section 1401 (Unlawful Importation or Exportation) of the Customs Modernization and Tariff Act.



China's manufacturing health...

Continued from previous page The higher PMI figure was supported by a steeper increase in production across Chinese manufacturing firms. Output expanded for the fifth month in a row, and at the fastest rate for nine-and-a-half years, with many companies citing greater client demand amid a further recovery in market conditions following the COVID-19 outbreak. "Overall, flare-ups of the epidemic in some regions did not hurt the improving trend of the manufacturing economy, which continued to recover as more epidemic control measures were lifted. The supply and demand sides both improved, with relevant indicators maintaining strong momentum," said Wang Zhe, senior economist at Caixin Insight Group. But he also observed the continued weakness in overseas demand that has hindered overall recovery, although he noted that new business from overseas fell at the slowest rate for six months. "Due to the impact of the overseas pandemic, the gauge for new export orders remained in contraction territory for the

seventh consecutive month. Although the pace of the contraction slowed, overseas demand remained a drag on overall demand," said Wang. Increased production led to the strongest rise in purchasing activity since January 2013. However, firms maintained a cautious approach to hiring, with staff numbers falling modestly despite an increase in backlogs of work. Inflationary pressures picked up, with firms reporting steeper increases in both input prices and output charges. The report said companies were generally confident that output would be higher than current levels in 12 months' time. Growth forecasts were underpinned by expectations that economic activity and client demand will continue to recover from the pandemic.

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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 LAX	ETA OAK
TABEA	889E	08/14	08/18	HYUNDAI JUPITER	013E	08/23	09/03	N/A	09/10
SUEZ CANAL	20005E	08/20	08/24	HYUNDAI PLUTO	013E	09/02	09/12	N/A	09/19
ZANTE	080E	08/30	09/03	HYUNDAI NEPTUNE	013E	09/06	09/17	N/A	09/24

PACIFIC NORTHWEST 3 (PN3) via BUSAN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ETA VAN	ETA SEA	
TABEA	889E	08/14	08/18	SEASPAN GANGES	019E	08/24	09/04	09/08	
SUEZ CANAL	20005E	08/20	08/24	ONE MAXIM	051E	08/31	09/11	09/15	
ZANTE	080E	08/30	09/03	SEASPAN THAMES		09/07	09/18	09/22	

EAST COAST SERVICE 4 (EC4) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	NYC	ORF	SAV	CST
ALS FAUNA	081S	08/16	08/21	MADRID BRIDGE	011E	08/24	09/17	09/20	09/23	09/25
SEASPAN NEW YORK	003S	08/23	08/28	YM WIND	015E	08/31	09/24	09/27	09/30	10/02
ALS FAUNA	082S	08/30	09/04	MEISHAN BRIDGE	011E	09/07	10/01	10/04	10/07	10/09

EAST COAST SERVICE 5 (EC5) SERVICE via SINGAPORE										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	USNYC	SAV	JAX	ORF
ALS FAUNA	081S	08/16	08/21	YM MANDATE	068E	08/26	09/21	09/24	09/26	09/28
SEASPAN NEW YORK	003S	08/23	08/28	ONE MAGNIFICENCE	058E	09/02	09/28	10/01	10/03	10/05
ALS FAUNA	082S	08/30	09/04	MOL MANEUVER	053E	09/09	10/05	10/08	10/10	10/12

FAR EAST PENDULUM 1 (FP1) VIA SGSIN									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	LEH
ALS FAUNA	081S	08/16	08/21	NYK OCEANUS	063W	08/24	09/13	09/16	09/19
SEASPAN NEW YORK	003S	08/23	08/28	NYK VIRGO	067W	08/31	09/20	09/23	09/26
ALS FAUNA	082S	08/30	09/04	NYK VESTA	069W	09/07	09/27	09/30	10/03

FAR EAST PENDULUM 2 (FP2) VIA SGSIN										
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	RTM	HAM	ANR	SOU
ALS FAUNA	081S	08/16	08/21	ONE CRANE	017W	08/28	09/20	09/22	09/25	09/28
SEASPAN NEW YORK	003S	08/23	08/28	ONE APUS	005W	09/04	09/27	09/29	10/02	10/05
ALS FAUNA	082S	08/30	09/04	YM WHOLESOME	025W	09/11	10/04	10/06	10/09	10/12

MED1 (MD1) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA SIN	MOTHER VESSEL	VOY. NO.	ETD SIN	BCN	VLC	GOA
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
ALS FAUNA	080S	08/02	08/07	UMM SALAL	021W	08/13	09/02	09/05	09/12

MED2 (MD2) SERVICE via SINGAPORE									
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	SPE	GOA	FOS
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
ALS FAUNA	080S	08/02	08/07	TBA		08/12	08/30	09/01	09/05

NEW WEST LATIN SERVICE 2 (NW2) SERVICE via BUSAN											
FEEDER VESSEL	VOY. NO.	ETD MNL	ETA PUS	MOTHER VESSEL	VOY. NO.	ETD PUS	ZLO	LAZ	CLL	SAI	LQN
ZANTE	079E	07/12	07/16	MSC FAITH	946E	07/20	08/04	08/06	08/15	08/20	08/24
VOID		07/19	07/23	MSC MARGRIT	011E	07/27	08/11	08/13	08/22	08/27	08/31
KMTC MUNDRA	2002E	07/26	07/30	SEASPAN BELIEF	002E	08/03	08/18	08/20	08/29	09/03	09/07

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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DHL reports 3.1% growth in revenue in second quarter

DEUTSCHE Post DHL generated further growth in the second quarter of 2020 despite the impact of COVID-19.

Group revenue increased by 3.1% to EUR16.0 billion (US\$18.9 billion) year-on-year, while adjusted organic revenue growth was even higher at 4.6%. This was mainly driven by strong growth in e-commerce.

Operating profit (EBIT) grew by 18.6% to EUR912 million in the second quarter. Adjusted EBITDA climbed by EUR229 million to EUR1.1 billion.

Overall, the group generated consolidated net profit after non-controlling interests of EUR525 million in the second quarter of 2020 from EUR458 million in the same quarter of last year.

"With these results, the group slightly surpassed the preliminary quarterly figures it released in July," the company said in a statement.

The good performance in the second quarter was due to the group's broad portfolio of logistics services and its global presence, it added.

With the positive results, DHL issued new earnings guidance in July for the current financial year: The group expects its operating profit to reach between EUR3.5 billion and EUR3.8 billion in 2020.

The company's mid-term earnings guidance as given in July remains unchanged. In this guidance, the group expects EBIT of around EUR4.7 billion to more than EUR5.3 billion for 2022—depending on the shape of the general economic recovery.

All five divisions generated an operating profit in spite of the challenging conditions resulting from the pandemic, said DHL.

Revenue in the Post & Parcel Germany division rose by 7.0% year-on-year, to

nearly EUR3.9 billion. Operating profit rose by 49.2% to EUR264 million. The improvement was due to the cost and pricing measures taken in both the mail and parcel businesses.

The Express division was able to increase its second-quarter revenue by 6.5% year-on-year to about EUR4.5 billion. Its operating profit climbed to EUR565 million (2019: EUR521 million). At the beginning of the second quarter, the division's performance was impacted by a sharp drop in volumes. But as the quarter advanced, volumes recovered, particularly in Asia, and ultimately reached in total the level of the same period last year.

The Global Forwarding, Freight division reported revenues of EUR4.2 billion, up 9.7% year-on-year. Operating profit climbed by more than 50% year-on-year to EUR190 million (2019: EUR124 million). The division faced a severe shortage of

available air freight capacity resulting from the pandemic. Amid declining volume, however, this shortage of capacity led to a strong development of the gross margin in air freight.

The Supply Chain division experienced a drop in revenue to about EUR2.7 billion in the second quarter (2019: EUR3.3 billion). It was, however, able to report an operating profit of EUR35 million (2019: EUR87 million). In addition to the pandemic-related revenue decrease, EBIT was negatively impacted by non-recurring effects of EUR62 million.

The eCommerce Solutions division reported a 16.8% increase in revenues, totalling EUR1.2 billion in the second quarter. Operating profit improved to EUR1 million despite non-recurring impairments of EUR30 million from a negative growth of EUR18 million in the same quarter last year.

Drewry lowers container port investment, throughput forecast

THE pace of container port capacity expansion will contract at least 40% over the next five years in the wake of the COVID-19-induced slowdown in port throughput, according to a new forecast from Drewry.

In recent years global operators have been cutting back on investments, and the pandemic has only accelerated this trend, according to the latest Global Container Terminal Operators Annual Review and Forecast report published by global shipping consultancy Drewry.

Global container terminal capacity will grow at an average annual rate of 2.1% over the next five years, equating to an additional 25 million twenty-foot equivalent units (TEUs) a year, according to the report.

This is well below the average capacity increase of more than 40 million TEUs a year on average seen over the past decade.

Port throughput will grow at an average annual rate of 3.5% over this period from

801 million TEUs in 2019 to reach 951 million TEUs by 2024.

But Drewry said risks remain to this outlook should a resurgence in COVID-19 cases cause further widespread economic lockdowns over the forecast period.

"Our five-year forecast for global container port handling has been cut back drastically due to the COVID-19 pandemic, and the risks remain heavily weighted to the downside," Eleanor Hadland, author of the report and Drewry's senior analyst for ports and terminals, said.

Operators and port authorities are now reviewing delivery of planned projects in the light of the pandemic, which has caused a drastic slowdown in economic growth and led to uncertainty in the short- to medium-term outlook.

Major expansion projects and greenfield projects already under construction and due for commissioning in 2020 and

2021 may face minor delays due to interruptions to global supply chains during the first quarter of the year, added Hadland.

But projects currently at an earlier stage of planning, particularly where construction contracts and equipment orders have not yet been tendered, may be suspended or cancelled if the market conditions remain poor.

In recent years global operators had already scaled back investment plans, with only limited greenfield projects in the pipeline, noted the report. However, leading operators look set to continue to lead the way in terms of automation.

Currently more than three quarters of automated terminals are operated by global and international operators. And of the 22 automated terminal projects currently planned (including both greenfield and brownfield), more than 80% will be delivered by this group of leading operators.

In 2019, the group of 21 companies

classified by Drewry as global/international terminal operators outperformed the market, with combined volumes growing 4.3% compared to global growth in port throughput of 2.1%.

However, this headline figure disguises strongly divergent growth patterns. In 2019 six out of 21 global/international terminal operators reported lower volumes on an equity-adjusted basis.

"Divestment of non-core assets, and the fall-out from the US-China trade war were key factors behind these results," explained Hadland.

Of these leading operators, PSA International retained its top spot in Drewry's rankings despite its global throughput remaining flat year-on-year. By contrast, Hutchison Ports saw volumes fall by more than 2% and dropped back to fourth place. DP World, with 2019 throughput only marginally above 2018 levels, also dropped a position.

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