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Turn to pages 6-11

PortCalls

The Philippines' only shipping and transport guide

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BOC, AISL to fast track withdrawal of condemned shipments

THE Bureau of Customs (BOC) and Association of International Shipping Lines, Inc. (AISL) have agreed to create clear-cut procedures in the nomination of a condemnation contractor to help expedite withdrawal of condemned shipments from Manila ports.

The agreement was made in a recent meeting between the shipping line group and BOC, AISL general manager Atty. Maximino Cruz told PortCalls in an email.

Customs Commissioner Rey Leonardo Guerrero earlier wrote to AISL that the delay in withdrawal of cargoes for condemnation was being attributed to the "protracted" issuance by international shipping lines of the container release

orders (CRO), Cruz said.

Based on reports by BOC deputy collectors at Manila International Container Port (MICP) and Port of Manila (POM), around 400 condemned containerized shipments at MICP and 200 at POM are awaiting withdrawal, Cruz added.

He said "AISL member lines gave various reasons behind the delay in the prompt issuance of CROs ranging from the excessive condemnation cost to the awarding of condemnation contractor."

BOC and AISL agreed to create clear procedures in the nomination of condemnation contractor, as well as provide the timeline for selection of a condemnation

Turn to page 4

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CAB indefinitely suspends passenger fuel surcharge

NO passenger fuel surcharge will be imposed for bookings on domestic and international flights originating from the Philippines until further notice, the Civil Aeronautics Board (CAB) announced.

CAB executive director Carmelo Arcilla in an advisory dated August 20 said "the imposition of passenger fuel surcharge is no longer warranted" as the average price of jet fuels has been significantly reduced for the past months and already corresponds to Level 0.

According to CAB Resolution No. 44, if the two-month price average of jet fuel per liter falls below P21, no fuel surcharge will be collected.

CAB approved in 2018 the request of airlines to reimpose the collection of fuel surcharges for domestic and international flights following increases in the prices of fuel.

The imposition of fuel surcharge stopped in 2015 as fuel prices during that time had dropped.





Since May, CAB has not imposed a passenger fuel surcharge due to lower jet fuel price. Airlines have suspended their commercial flights since mid-March this year following travel restrictions to prevent the spread of the coronavirus disease, and only repatriation and cargo flights have been operational. A limited number of domestic flights have started operations this June following easing of restrictions.



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Fuel surcharge is an optional fee imposed and collected by airlines to recover fuel costs and stem losses caused by an

upward spike in fuel cost.

"Fuel surcharge is not a part of the basic airfare and may be reduced or removed

depending on the price of jet fuel in the market, in accordance with prevailing international practice," states Resolution No. 44.

LBC earnings erode to P5M loss in first semester

LBC Express Holdings, Inc. reported a net loss of P499.15 million for the first half of the year from a net income of P58.32 million in the same period last year, the reversal largely the result of the impact of the COVID-19 pandemic on its retail and corporate customers.

The logistics and remittance services provider's service revenues decreased 27% to P5.643 billion from P7.724 billion in the first half of 2019. The downturn is

attributable to the fall in demand in the second quarter of 2020 when much of the world went on lockdown, LBC said in a regulatory disclosure.

In the second quarter alone, service revenues dropped 54% to P1.843 billion from P4.007 billion in the same quarter last year.

LBC said select branches were opened and delivery remained operational during the period, but lead times were extended

due to safety, security and travel restrictions.

Cost of services dropped by 15% to P4.755 billion in the first half of 2020 from P5.585 billion in the same period last year, relative to lower volume of acceptance in the second quarter of 2020. Due to cancelled airline flights, LBC opted to use roll-on/roll-off services to transport cargoes from the National Capital Region to the Visayas and Mindanao and vice versa.

Despite the decrease in revenue, LBC's fixed expenses such as salaries and wages and depreciation expense went up by 3% or P45.36 million and by 6% or P34.57 million, respectively. Operating expenses also increased by 2% or P27.48 million, mostly from advertising expenses, provision for expected credit losses and donations.

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

DTI wants exporters to leverage Russia's preferential tariffs

THE Department of Trade and Industry (DTI) is encouraging Philippine exporters to sell to Russia and take advantage of the country's preferential tariffs under the Eurasian Economic Union Generalized System of Preferences (EAEU GSP).

"One of our strategies in expanding exports is to venture into non-traditional partners like Russia. Thus, we encourage

exporters to maximize the benefits from the EAEU GSP," DTI's Export Marketing Bureau (EMB) director Senen Perlada said in a statement.

The Eurasian Economic Union is a regional economic organization comprised of member states Armenia, Belarus, Kazakhstan, Kyrgyz, and Russia.

Products covered by the EAEU GSP are eligible for a 25% discount on customs

duties and include food, furniture, and industrial goods.

Included in list

Food products included are meat, fish, fruits, coffee, cacao, coconut products, sauces, and condiments. Furniture, gifts, and houseware in the list are articles of wood, basket ware, artificial flowers, statuettes, ceramics, and imitation jewelry. Also included are industrial goods like natural rubber. These products can also enjoy tariff preference in other EAEU member states.

In light of the coronavirus disease (COVID-19) pandemic, the EAEU has allowed the submission of an electronic or paper copy of Certificate of Origin (CO) Form A which the exporter needs to provide the Russian importer to avail of the preferential tariff. The exporter will be given six months from the date of registration of the declaration of goods to submit the original CO

Form A to the customs authority.

In 2019, Russia was the Philippines' 21st trading partner, 32nd export market, and 18th import supplier. Exports to Russia increased by 18.81% from US\$86.07 million in 2018 to \$102.26 million in 2019.

Top Filipino exports consisted of industrial products like electronics, ignition wiring sets, activated carbon, new pneumatic tires, and watches as well as agricultural products such as desiccated coconuts, carrageenan, and other fruits and nuts. Bananas, avocados, mangoes, pineapples, and papayas are among the Philippines' top fruit exports to Russia.




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PH logistics demand to soar amid high cold storage, e-commerce use—report

PHILIPPINE logistics demand could grow by 56% in the next five years and by up to 125% in the next 10 years if the market can adapt to evolving demand especially for better quality facilities, according to research by JLL Philippines.

JLL Philippines' latest report, *The Evolution of Philippine Logistics: A Case for Better Quality Logistics*, said Philippine logistics "remained resilient during the pandemic despite headwinds in the early outbreak to date."

It has become an emerging sector as the COVID-19 crisis propels the rise in particular of cold storage demand and the growth of e-commerce, presenting opportunities for the industry, said the real estate and investment management service firm.

The report further sees the logistics sector as "the evolving asset class in the Philippines," with many eyeing increased exposure in the sector, particularly in cold storage.

More publicly refrigerated facilities are being required amid a "potential outward shift on demand for food logistics due to e-commerce grocery as an integral part of the 'next normal,'" said the report.

The Cold Chain Association of the Philippines (CCAP) projects a shortage in cold storage supply with the delay in the construction of pipeline projects amid the pandemic, JLL said.

CCAP expects the cold chain industry to grow by 9% annually, underpinned by increasing population and sales of frozen produce from supermarkets and e-commerce platforms.

Moreover, there are not enough facilities to cater to increasing local production and imports, primarily of perishable goods. According to management consulting services We Are Social and social media management platform Hootsuite, e-commerce spending on food and personal care in the last three years grew 29% per annum, the fastest among all spending categories.

The Department of Agriculture is also calling for more cold storage facilities through partnerships with CCAP in a bid to reduce post-harvest losses and improve farming income.

In healthcare, demand for cold storage is seen in the clinical trial of drugs, vaccines, and distribution of healthcare products.

Growing internet usage

Meanwhile, the Philippines is one of the heavy users of the internet in Southeast Asia, with around 73 million users spending an average of nine hours daily, according to Hootsuite. Of this number, 97% of users spend five hours a day using their mobile devices.

Philippine retail sales have been growing at a rate of 5.8% per annum since 2000. With retail operations disrupted by the COVID-19 pandemic, a lower growth of 5.7% for end-2020 is projected as the local market still relies heavily on physical spending for retail items.

This means the subscriber base in e-commerce platforms is expected to grow and continue online transactions, warranting e-commerce players to locate in

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SRA eyes export of surplus sugar to US

THE Sugar Regulatory Administration (SRA) is considering exporting surplus sugar for the crop year 2020-2021, preferably to the United States (US), to stabilize prices and supply.

SRA administrator Hermenegildo Serafica, in his report to Agriculture Secretary William Dar, said they are studying the possibility of exporting surplus sugar to the US to take advantage of Washington's preferential rate.

"We forecast that we will have excess sugar this crop year 2020-2021, which will need to be exported," Serafica said.

"We expect to produce 2,190,190

million metric tons (MMT) of sugar for crop year 2020-2021, higher than the previous year's output of 2,145,693 MMT," he added.

A sugar crop year in the Philippines starts in September and ends in August of the following year.

Earlier, local sugar producers urged the SRA to scrap sugar exports to the world market to ensure enough sugar in the country during the current coronavirus disease (COVID-19) pandemic.

Serafica, however, said that maintaining high stock inventory will only depress prices, especially now that sugar consump-

tion and withdrawals from warehouses have slowed down.

Demand for sugar has been greatly reduced due to the limited operation of manufacturers of sugar-containing products, such as beverage companies, as well as industrial and institutional consumers like restaurants, he added.

"Export of domestic sugar will ease and help stabilize prices—at levels that are reasonably profitable to producers and fair to consumers," Serafica said.

The Philippines has not allocated sugar for non-US markets for several years now, as the US remains its top destination for lo-

larger distribution centers to better manage and monitor operations, the report continued.

And due to disruptions in the supply chain, companies, including country administrators, are also likely to re-evaluate their logistics networks to mitigate any risk from future calamities. This is expect-

ed to lead to the strengthening of local supply chain and increased redundancy in sources of raw materials, focused on strategic expansions of logistics facilities.

Moreover, limited movement of the population due to local quarantine rules pushed up the use of e-commerce plat-

form to lead to the strengthening of local supply chain and increased redundancy in sources of raw materials, focused on strategic expansions of logistics facilities.

Tariff-rate quotas allow countries to export specified quantities of a product, like sugar, to the US at a relatively low tariff.

Turn to page 5

P165.5B Bayanihan 2 recovery bill awaiting President's signature

THE P165.5-billion Bayanihan to Recover as One Act, also known as Bayanihan 2 bill, has been ratified by both houses of Congress and will be transmitted to Malacañang for signing into law.

The House of Representatives (HOR) ratified the bicameral conference report of Bayanihan 2 on August 24 while the Senate approved the report last August 20.

The bill, which aims to fast-track Philippine recovery from the COVID-19 pandemic fallout, provides for a P165.5 billion subsidy that consists of P140 billion in regular appropriations and P25.5 billion in standby funding.

Once passed into law, it will effectively extend the validity of the government's COVID-19 programs and interventions under Republic Act No. 11469 or the Bayanihan to Heal as One Act. The Bayanihan Act lapsed last June 5.

HOR deputy speaker Luis Raymund Villafuerte, co-author of the Bayanihan 2 bill, said that while Bayanihan 2 has limited funding, it would create a multiplier effect on the economy by providing supplementary grants for COVID-19 testing, cash-for-work programs, repatriation and reintegration of overseas Filipino workers, and subsidies to transportation, tourism, and micro, small and medium enterprises (MSMEs), as well as to the agriculture and

the informal sectors.

Moreover, it would fund additional benefits for public and private health workers and teachers.

The P140 billion regular appropriations is broken down as follows:

P9.5 billion is allocated for assistance to the transportation industry

P3 billion for procurement of face masks, PPEs, shoe covers, and face shields

P4.5 billion for construction of temporary medical isolation and quarantine facilities, field hospitals, dormitories, and expansion of government hospital capacity

P4.5 billion for Office of Civil Defense or National Disaster Risk Reduction and Management Council isolation facilities and other requirements including billing of hotels, food and transportation used by COVID-19 patients

P13.5 billion for the Department of Health to employ emergency human resources for health

P820 million as fund for Overseas Filipinos under the Department of Foreign Affairs

P13 billion for the government's cash-for-work program and other support programs for impacted sectors

P600 million as subsidies and allowances for students severely impacted by

the pandemic

P300 million as subsidies and allowances to teaching and non-teaching personnel, and part-time faculty in state universities and colleges

P180 million as allowance for our national athletes and coaches

P39.472 billion as capital infusion to government banks

P24 billion to assist the agricultural sector and the Plant, Plant, Plant initiative under the Department of Agriculture

P4 billion for the tourism industry and another P100 million for tourist guides' training and subsidies

P3 billion to develop smart campuses across the country

P1 billion for Technical Education and Skills Development Authority scholarships

P6 billion for Department of Social Welfare and Development's assistance to individuals in crisis situations

P4 billion for the Department of Education's implementation of digital education

P1.5 billion as assistance to local government units (LGU), with another P2 billion as subsidy for the payment of interest on loans secured by LGUs from government banks

P5 billion for the Department of the

Interior and Local Government to hire more contact tracers

P2.5 million for the computer-based licensure of the Philippine Red Cross

P10 million for the research fund of the Health Technology Assessment Council, which was created under the Universal Health Care Law


P15 million for University of the Philippines-Diliman's Computational Research Lab

As for the standby fund of P25.5 billion, P10 billion of this will be for COVID-19 testing and procurement of medication and vaccines; and P15.5 billion as additional capital infusion to government banks.

The bill instructs the Department of Trade and Industry to accelerate and promote online commerce and digitalization of MSMEs.

It also again orders that deadlines and timelines for the filing and submission of documents, payment of taxes, fees, and other charges be moved to ease the burden on individuals under community quarantine.

Exemption from import duties for personal protective equipment will be determined by the Bureau of Customs and Bureau of Internal Revenue, provided that local preference is ensured.

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Northbound section of Skyway Extension finished by Dec

SAN Miguel Corp (SMC) expects to finish construction of the P10-billion Skyway Extension project northbound section by December.

Construction of the northbound section, which runs from Soldiers' Hills area to the Sucat Mainline Toll Plaza, is now at an "accelerated pace" to meet the target date of completion, SMC president and chief operating officer Ramon Ang said in a statement.

"Because of the delays and restrictions brought on by the lockdown, we've had to make a lot of adjustments. But we are on track to deliver the entire northbound section of the Skyway Extension by end of this year," Ang said.

Originally, the section had a target completion of July 2020, but this was pushed back due to the enhanced community quarantine imposed starting mid-March.

With the construction, SMC will have to close the northbound Skyway on-ramp section before Sucat near Amkor Anam starting August 24. Northbound class 1 vehicles (ordinary cars) may continue to access the steel ramp towards the elevated section of the Skyway. All class 2 vehicles including buses and vans should take the at-grade section, SMC said.

A new traffic scheme will be implemented to ease travel conditions during the closure of the northbound on-ramp.

Open 24/7 are steel ramp (for class 1 vehicles only), Hillsborough Southbound ramp, and Alabang-Zapote Southbound ramp.

The steel ramp Southbound will be open from 4:00 p.m. to 9:00 p.m.

The Alabang-Zapote Northbound ramp will be open from 9:00 p.m. to 4:00 p.m. the following day.

"To ensure responsiveness to actual traffic situations at any given time, Skyway said that the traffic scheme may be changed from time to time depending on traffic volume," SMC said.

The company expects to complete the entire Skyway Extension project by the middle of next year.

Once fully completed, the project's three new northbound lanes will be able to accommodate an additional 4,500 vehicles per hour. The two additional southbound lanes will be able to accommodate an additional 3,000 vehicles per hour.

"When we open this northbound section, motorists will enjoy smoother and faster trips from Calamba going to Makati and other parts of Metro Manila. By improving traffic flow and reducing congestion, this project will also help in accelerating trade and tourism, particularly south of Metro Manila," Ang said.

Pakistan terminal welcomes India, Pakistan and Gulf service

PAKISTAN International Container Terminal (PICT) welcomed a new service—Far Shipping Gulf Service-1 (FGS-1)—with the recent maiden call of MV Thorsky.

MV Thorsky, a 2,169-TEU vessel with an overall length of 183 meters, is deployed on the FGS-1 with a voyage route from PICT in Karachi to Mundra, Sohar, Jebel Ali, Dammam, Haad, and then to Khalifa. FGS-1 is operated by Singapore-based carrier Far Shipping Lines Pte. Ltd.

The newly launched service, operating between India, Pakistan and the Gulf Region, will be a large benefit for trade, according to a statement from PICT's

BOC, AISL to fast track...

contractor, Cruz said.

"The immediate disposal of condemned shipments forms part of the overall action plan of the Bureau of Customs to rid the terminals of overstating cargoes," Cruz pointed out.

Condemnation or destruction is one of the ways that seized or abandoned containers are disposed of, and BOC had earlier issued several orders to expedite disposition of overstaying cargoes to free up space at the ports.

Guerrero, in Office of the Commissioner Memo No. 161-2020 dated August 7, has directed district collectors to examine all overstaying shipments in their

parent company International Container Terminal Services, Inc. (ICTSI).

Collaborating with FGS-1, PICT looks forward to strengthening corporate ties and handling increased cargo through non-vessel operating common carriers and main line operators, ICTSI said.

"We welcome the FGS-1 at our terminal. This service will further enrich the regional cluster of services at PICT and provide direct connection between PICT and Sohar," PICT chief executive officer Khurram Khan said.

PICT holds a 21-year concession for the construction, development, operation and management of the common user container terminal at Karachi Port.

Continued from page 1

collection districts.

When examination shows that everything is in order, the corresponding decree of abandonment should be issued upon compliance with the requirements of the law, Guerrero said.

A warrant of seizure and detention should be issued, however, if there is probable cause for any violation of the Customs Modernization and Tariff Act and other relevant laws.

AISL in previous years has also asked BOC to speed up auction and abandonment procedures so carriers' containers could be reused or repositioned in other areas. — Roumina Pablo

ACL ADVANCE CONTAINER LINES PTE LTD										
FULL CONTAINER LINER SERVICE										
SINGAPORE / NORTH PHILIPPINES EXPRESS (NPE)										
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		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
ALS FAUNA	082N	AUG 21	AUG 23	082S	AUG 28	AUG 28	AUG 28	AUG 30	SEP 4	SEP 6
SEASpan NEW YORK	004N	AUG 28	AUG 30	004S	SEP 4	SEP 4	SEP 4	SEP 6	SEP 11	SEP 13
ALS FAUNA	083N	SEP 4	SEP 6	083S	SEP 11	SEP 11	SEP 11	SEP 13	SEP 18	SEP 20
SEASpan NEW YORK	005N	SEP 11	SEP 13	005S	SEP 18	SEP 18	SEP 18	SEP 20	SEP 25	SEP 27
ALS FAUNA	084N	SEP 18	SEP 20	084S	SEP 25	SEP 25	SEP 25	SEP 27	OCT 2	OCT 4
SINGAPORE / SOUTH PHILIPPINES EXPRESS (SPE)										
VESSEL	Inbound VOY	SINGAPORE		Outbound VOY	GENSAN		DAVAO		SINGAPORE	
		ETA	ETD		ETA	ETD	ETA	ETD	ETA	ETD
BARRY TRADER	0041E	AUG 20	AUG 21	0041W	AUG 26	AUG 27	AUG 28	AUG 30	SEP 3	SEP 4
CAPE ARAXOS	0CS1DR1N	AUG 27	AUG 28	0CS1DR1N	SEP 2	SEP 3	SEP 4	SEP 6	SEP 10	SEP 11
BARRY TRADER	0042E	SEP 3	SEP 4	0042W	SEP 9	SEP 10	SEP 11	SEP 13	SEP 17	SEP 18
CAPE ARAXOS	0CS1FR1NC	SEP 10	SEP 11	0CS1FR1NC	SEP 16	SEP 17	SEP 18	SEP 20	SEP 24	SEP 25
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PH logistics demand to soar amid high...

Continued from page 2

forms. Manpower was also immediately expanded to address the spike in demand for deliveries of various goods, including food, medicine, and groceries, among others.

Growth forecast

Because of the accelerated adaptation to e-commerce platforms, strengthening supply chain risk management, and expansion of last-mile fleet, the report forecasts the logistics sector to grow by 56% in the next five years and a triple-digit increase of 125% in the next 10 years.

However, this outlook requires that "a sustained improvement in e-commerce platform should take place along with the growing trade balance with other countries and favourable manufacturing sector," according to JLL Philippines head of research and consultancy Janlo de los Reyes in a separate statement.

Logistics space developers and operators should "adapt with the evolving demand brought by technology innovations and thus, build modern facilities to achieve the projections," de los Reyes added.

As of the first quarter of 2020, logistics stock in the Philippines stood at 1.7 million square meters, with about 424,000 square meters of upcoming supply scheduled for completion through 2021. Dry storage makes up two-thirds of the existing supply, while cold storage and cold and dry storage contribute 21% and

12%, respectively.

"While there is a positive demand for logistics space in the country as reflected in the uptick in transaction activity in recent years, there is an increasing demand for better quality facilities, mostly from e-commerce firms and third-party logistics (3PLs) requiring high-specification warehouses that utilize technology and digital tools as part of their operations," JLL Philippines' director for industrial and logistics Tom Over said.

Evolving asset class

"The logistics sector is currently seen as the evolving asset class in the Philippines, with a number of established developers looking to increase their exposure in the sector. Focus on efficiency, specification, sustainability, and amenities puts the market at a turning point for growth and improvement in quality," Over added.

Demand for logistics space in the Philippines has been generally positive, but addressing the increasing demand for better quality facilities from new entrants in the logistics industry could translate to approximately 160,000 square meters per annum of new demand in the next 10 years, according to JLL's report.

A lower take-up, however, is anticipated by end-2020

reflective of the impact of the COVID-19 pandemic.

"Nevertheless, a possible rebound may take place in 2021 given the pipeline build-up due to deferred transactions. The overall growth in logistics take-up is anticipated to outpace the current pipeline of identified stock, suggesting a possible supply gap in the market in the coming years," the report said.

Key pillars that should be addressed to meet the demand for better quality logistics facilities include efficiency, consolidation, decentralization, workforce, and sustainability.

As the majority of total logistics costs arise on transport element, increasing the efficiency of operations across the real estate can reduce lag or waiting times for loading/unloading.

To further optimize costs, logistics operators require larger, more voluminous warehouse space in a single site, instead of multiple smaller facilities across geog-

raphies.

Key logistics, fast-moving consumer goods and e-commerce players are looking for opportunities outside Metro Manila due to rising land values and rental values brought by continued urbanization. While CALABARZON is observed to be the dominant area for logistics activities, JLL projects that growth direction is going towards Central Luzon. Meanwhile, Davao Region is seen to rise to a double-digit rate from below a percent record at present.

For the workforce, large distribution centers employ a supply chain team to organize and manage the operations and therefore modern facilities require fully fitted and integrated two-story offices. JLL said operators need to create comfortable workplaces to attract talent.

Lastly, logistics developers are continuing to reduce carbon footprint and reduce energy costs for the occupiers. — Roumina Pablo

New report reveals 4 key logistics challenges of COVID-19

THE pandemic has disrupted global supply chains and presents vast logistics challenges everywhere, but solutions also exist, at the heart of which are technology and people, according to a new analysis by Agility.

The challenges are imposing, ranging from much-reduced air and ocean cargo capacity and a rapid shift from in-store buying to e-commerce to the COVID-19 "bullwhip effect" on inventories and supplies.

"Never have so many businesses and consumers had to adjust, improvise and innovate so rapidly," said the report released this month.

The logistics company lists four key logistics challenges that spurred the search for new solutions.

Evaporation of capacity

The pandemic initially curtailed the supply of manufactured goods out of Asia, then rippled across the world and sent demand for goods shipped by ocean freight plummeting.

Ocean carriers responded by removing shipping capacity from the market: cancelling sailings and eliminating "strings" where vessels call on several ports before reaching a final destination.

Air freight capacity also dropped, partly because much of air cargo flies in the bellies of passenger flights, many of which were cancelled as passenger traffic dried up. Meanwhile, driver shortages and cross-border restrictions shrank road freight capacity in certain places and led to long backups and delays.

- A number of other answers have emerged, including:
 - Shift of ocean cargo to air, despite higher shipping rates and a scramble for space. Makers of tech products—laptops and headsets—saw demand soar as millions around the world left the office and began working from home for extended periods
 - Use of air charters for urgent, high-value cargo that would otherwise go aboard freighter aircraft or in the belly of widebody passenger flights
 - Conversion of empty passenger aircraft to "passenger-freighters" that can carry cargo in specially packed passenger cabins, in addition to belly cargo;
 - Charter sharing and freight consolidation among forwarders or shippers that might normally be competitors
 - Alternative modes such as rail from China to Europe, then long-haul trucking across borders
 - Alternative airports, ports, and trucking routes where there is extra capacity

Fluctuating demand

COVID-19 has turbocharged the consumer shift to online buying. In Italy, e-commerce sales of consumer products rose by 81% in a single week; McKinsey forecasts 55% of consumers in China will continue shopping online as the crisis eases—for example, buying cars without ever visiting a showroom.

Businesses weathering the storm include those with omni-channel inventory strategies that have pivoted to BOPIS (buy online, pick up in store) models, and smaller firms such as restaurants that transformed their websites into points-of-sale and converted themselves into delivery-led operations.

The retail-to-go approach presents logistics hurdles. E-commerce demands rapid fulfillment and delivery that is also inexpensive for the con-

Turn to page 12

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USA SERVICE

LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS									
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
ZANTE	080E	08/30	09/03	HYUNDAI NEPTUNE	013E	09/10		09/21	09/28
APL ENGLAND OFDOUE1MA	09/10	09/14	09/14	HYUNDAI EARTH	023E	09/20		10/01	10/08
KMTC MUNDRA	2003E	09/13	09/17	HYUNDAI EARTH	023E	09/20		10/01	10/08

LCT DOCS: FRI 1700HRS / LCT CNTR: SAT 0700HRS									
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	080E	08/30	09/03	SEASPAN THAMES		09/07	09/18	09/22	
APL ENGLAND OFDOUE1MA	09/10	09/14	09/14	NAVIOS CONSTELLATION	012E	09/21	10/02	10/06	
KMTC MUNDRA	2003E	09/13	09/17	NAVIOS CONSTELLATION	012E	09/21	10/02	10/06	

LCT DOCS: FRI 0800H / LCT CNTR: FRI 0800H										
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

LCT DOCS: FRI 0800HRS DELIVERY: MICP / LCT CNTR: FRI 0800HRS										
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

LCT DOCS: FRI 0800H * LCT CNTR: FRI 0800H									
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

LCT DOCS: FRI 0800HRS * LCT CNTR: FRI 0800HRS * DELIVERY: MICP										
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

LCT DOC: FRI 0800H * CNTR: FRI 0800H									
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

LCT DOC: FRI 0800H * CNTR: FRI 0800H									
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

LCT DOCS: FRI 1700H / LCT CNTR: SAT 0700H											
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

LCT: TUE 1200H/MON 1700H * DELIVERY: NORTH									
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	

LCT: FRI 1700H DELIVERY: MICP									
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				

LCT MIP: SUN 1200H / PIC: LOUIE PIC: ROMMEL									
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			

LCT: SAT 0600HRS • DELIVERY: MIP									
FME (FAR EAST MADRAS SERVICE)									
FEEDER VESSEL	VOY. NO.	ETD MNL NH	ETA BUS						
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KMTC MUNDRA	2002W	07/26	07/30						

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Capinpin port joins Manila, Subic as crew change hub

THE ports of Manila, Subic in Zambales and Capinpin in Bataan have been activated as Philippine hubs for crew change as the country seeks to establish itself as a crew change capital of the world.

This is part of a project that seeks to facilitate the speedy and safe travel of seafarers and change of crew during the coronavirus disease (COVID-19) pandemic.

Port Capinpin in Bataan on August 19 joined the Port of Manila as a crew change hub, while Subic port was formally activated on August 22. Other ports set for activation include Batangas, Davao, and Cebu, according to the Department of Transportation (DOTr).

The Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) had earlier approved DOTr's proposal to dedicate Subic port and other ports nationwide as hubs for international crew change.

The Philippines is one of 13 countries which earlier committed to the International Maritime Organization (IMO) to facilitate crew changes and achieve key worker designation for seafarers.

IMO noted this "represents significant progress to help resolve a growing crisis facing the maritime industry, and enable hundreds of thousands of stranded seafarers to go home or join ships."

In a joint statement, representatives

from 13 countries expressed deep concern about the current manpower crisis. They acknowledged that "the inability of ship operators worldwide to conduct ship's crew changes is the single most pressing maritime operational challenge to the safe and efficient movement of global trade."

DOTr noted that crew change is essential to seafarers' safety, health, welfare and employment as they can only serve on board a vessel without leave for a maximum of 11 months based on the International Labour Organization 2006 Maritime Labour Convention (MLC).

It added that ships around the world are operated by around 1.5 million seafarers, of which 378,000 or 25% are Filipinos.

"To guarantee that the health and safety of seafarers and the public are protected while we work on this endeavor, the DOTr and its attached agencies are activating hubs in close coordination with various government agencies and units involved in crew changes," officer-in-charge Transport assistant secretary for maritime Narciso Vingson, Jr.

Office of Transportation Security (OTS) undersecretary Raul Del Rosario said Subic Bay is strategically located for crew changes due to its proximity to countries with high trading activities.

With an active maritime industry, excellent port facilities and safe harbor,

Subic Bay can offer everything shipping principals are looking for in a crew change hub, he continued.

A One-Stop Shop (OSS) has also been established to ensure that the health requirements are met, he added.

The crew change hub abides by established health and quarantine protocols of the Department of Health (DOH), according to Philippine Coast Guard Commandant George Ursabia, Jr.

"To ensure the smooth flow of operations, we have conducted a dry run which was witnessed by the public," Ursabia said.

Meanwhile, MARINA administrator Robert Empedrad underscored the need to establish crew change hubs in the country especially during the pandemic.

Seafarers of all nationalities are already experiencing immense physical and mental fatigue brought on by overstaying onboard ships at sea, and if this is allowed to continue, it could affect delivery of essential cargo, Empedrad said.

"Having crew change hubs in the country will solve this problem and give our seafarers the advantage of swift processing due to the established protocols," he said.

Aside from facilitating the transfer of stranded marine personnel off their vessels, crew change hubs in the country can also generate economic activities and revenues in local areas through the collection of port

dues and charges from ship dockage or anchorage, Philippine Ports Authority (PPA) general manager Jay Daniel Santiago stated.

"By becoming a crew change capital of the world, we would not only prime up our seafaring and maritime industry. We also expect to boost our hospitality industry," Santiago said.

In the last four months, a total of 734 ships had docked or anchored in the Port of Manila for crew change. A total of 34,000 seafarers were served, wherein 28,000 seafarers disembarked while 5,800 joined the ships.

For ship turnaround, cargo ships usually stay for about 6 to 12 hours while cruise ships stay for a week up to a month if they serve as quarantine facilities.

"We can look forward to the same maritime traffic in other hubs as more foreign shipping principals are expected to patronize our ports for crew change," Santiago said.

He added that aside from opening Philippine ports for crew change, the Joint Circular for Green Lane for seafarers provides for the speedy movements of seafarers in the country.

"Three major shipping companies of Japan already bannered our green lane program in the conduct of crew change. We expect other flags to follow their lead," he said.

New report reveals 4 key logistics challenges...

Continued from page 5

sumer. Among the solutions is alternative inventory storage: more warehousing close to point-of-origin or destination, conversion of stores into storage as distribution and fulfillment hubs, or strategic use of ocean freight as "floating storage" through careful timing of orders and deliveries.

Geographic risk

The crisis also provides an opportunity to re-evaluate supply chain locations,

said the Agility report. At the start of the pandemic, when China shuttered production, some US fashion retailers said more than 70% of their stock was sourced from the country. Disruption to its industries has left electronics retailers facing delays of 10 weeks on shipments. The same is true for brands producing in other nations.

In reaction, some US manufacturers appear to be looking at bringing produc-

tion closer to home, mainly in Mexico. For many, it will be hard to cut or loosen ties to China, where supply chains are highly efficient, the labor force large and skilled, the market vast and growing. Chinese production is deeply integrated with inputs from and production in other Asian markets.

Inventory management

This is another challenge in view of

the COVID-19 "bullwhip effect"—the changes in consumer demand that ripple through the supply chain at ever greater magnitudes, creating long-term problems for production and supply. This can be seen in the one-off surges in demand for toilet paper—stockouts one week, then excess inventory buildup the next. From goods delayed to goods unwanted, the pandemic has created inventory chaos.

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